

The Director,  
National Park Service,  
Washington, D. C.

515 Custom House,  
Denver, Colorado,  
January 29, 1935.

Dear Mr. Director:

With reference to the proposed Fort Hall National Monument: I visited the original site of Fort Hall, Idaho, on August 6, 1934, and also talked with several interested persons in Pocatello and on the Fort Hall Indian Reservation, on August 6 and 7.

Fort Hall was one of the important points on the Oregon Trail. The fort was built by Nathaniel J. Wyeth, while on his second expedition to the West, in 1834. It was probably the first trading post built between the Rocky Mountains and the Pacific Coast. The emigration to the "Oregon Country," that resulted in holding the Northwest for the United States, passed through Fort Hall, as did the great migration to California.

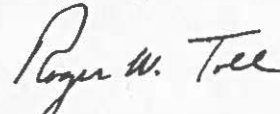
The project proposes appropriate marking of the site of Fort Hall and the construction of a replica of the fort on another tract of land adjacent to the highway, U. S. No. 91, the building to be used as a museum and as a salesroom for Indian handicraft. An eight-acre tract on the Reservation is now set aside as an "Indian Park" to be used as the site for this replica.

The Indians and the Indian Service wish to retain at least some jurisdiction over the operation of this project. It seems desirable that the Indian Service should retain entire jurisdiction of the project. It seems that the construction, maintenance, and operation of the building could be handled more economically and satisfactorily by that Bureau than by any other. If the Indian Service cannot secure the desired funds, the project might be accomplished as a state park or by the interested communities.

There are no visible remains of the original Fort Hall. The site is now marked, but a more adequate marking would be desirable. The replica that is proposed to be built is not that of the original fort as built by Wyeth in 1834, but of the fort as rebuilt a few years later by the Hudson Bay Company. The site selected for the replica is not the site of the fort, but is on the highway some thirteen miles distant from the actual site. No Indian fighting occurred at Fort Hall, nor was it used for military purposes.

It is believed that the project may be accomplished by the Indian Service, or as a state or local project, and it is recommended that the establishment of a national monument for this purpose should not be approved.

Very truly yours,



Roger W. Toll.

## LOCATION

The site of the original Fort Hall is on the south bank of the Snake River. It is reached from the town of Fort Hall, which is the headquarters of the Fort Hall Indian Reservation, by road, and is thirteen miles distant from the highway. The secondary road leading to the site has many branches and has no direction signs, so that it would be difficult for a stranger to find the location without assistance.

The location of the Fort is believed to be close to the Northwest corner Section 5 and the Northeast corner Section 6, T.5 S., R.33 E. of the Boise Meridian.

## PERSONS INTERESTED

Among those interested in this project are:

Mr. Paul V. Nash, Secretary, Pocatello Chamber of Commerce  
Mr. Fred A. Gross, Superintendent, Fort Hall Indian Reservation  
Mr. W. P. Havenor, County Surveyor  
Dr. Mimmie F. Howard, who is much interested in the history of the region and has published many historical articles.  
Mr. F. E. MacKenzie, President, Fort Hall Centennial Association

## PROPOSED PROJECT

The Fort Hall Centennial Association and the Pocatello Chamber of Commerce propose to erect a more adequate marker at the site of the fort and to erect a replica of Fort Hall as rebuilt by the Hudson Bay Company. The site selected for the replica is adjacent to U. S. Highway No. 91, approximately where the highway crosses the location of the Oregon Trail, but some thirteen miles from the site of the fort and about twelve miles, by the highway, northerly from Pocatello. It is proposed to use the building of the replica of the fort as a museum for relics of the Oregon Trail and other historical items and as a display-room for articles of Indian handicraft; such as, bead work, basket work, and leather work, that would be available for sale to visitors.

The tract selected comprises 8.89 acres and is made up of two areas, one on each side of Highway No. 91. The larger tract is west of the highway, 1320 feet in length, with an average width of 220 feet, comprising 6.69 acres. A power pole line crosses this tract. The tract to the east of the highway lies between the highway and the right-of-way of the Oregon Short Line Railroad and comprises 1.60 acres. Its maximum width is about 110 feet, and it tapers to a point on the south end. The present marker, referring to Fort Hall, is located on this wedge-shaped tract. The two tracts together comprise that part of the E.  $\frac{1}{2}$ , S.E.  $\frac{1}{4}$ , S.E.  $\frac{1}{4}$ , Section 35, T.4 S., R.34 E., Boise Meridian, lying west of the right-of-way of the railroad and exclusive of the highway right-of-way.

The Indians and the officials of the Fort Hall Indian Reservation are favorable to this project. On February 10, 1934, the Fort Hall Indian Tribal Business Council passed a resolution recommending that an area of

8.29 acres be "set aside as a Memorial Reserve on which to build a replica of Fort Hall, for and during such period of time as said tract of land shall actually be used for such memorial purposes."

Another part of this resolution reads: "Be it further resolved, that there shall be no stores, restaurants, automobile service stations, curio shops, or concessions of any kind, stationary or movable, erected or allowed to operate on the above-described premises without a formal permit properly approved by the Fort Hall Indian Tribal Business Council and the Superintendent of the Fort Hall Reservation; and that this privilege shall be restricted to Indians only who are bona fide members of the Shoshone - Bannock Tribe of Indians and enrolled on the Fort Hall Agency census."

This reservation was approved by the Department of the Interior, as follows:

DEPARTMENT OF THE INTERIOR  
OFFICE OF THE SECRETARY

April 4, 1934.

The tract described in the foregoing letter is hereby set aside as an Indian Park for historical and museum purposes, provided that no commercial enterprise shall be carried on within the park without the permission of the Fort Hall Indian Tribal Business Council and the Superintendent of the Fort Hall Agency, and that such permission shall be granted only to enrolled Indians of the Fort Hall Reservation, and the Commissioner of the General Land Office is authorized to note his records accordingly.

(Signed) OSCAR L. CHAPMAN,  
Assistant Secretary."

The project now awaits the funds necessary to erect a marker at the fort site and to build the replica. It was proposed to introduce a bill in Congress to appropriate \$25,000 for this purpose. It is now thought that \$50,000 should be available for the work.

In August, 1934, the Fort Hall Centennial celebration was held in Pocatello, and it was proposed to use the profit from the celebration toward this project, but unfortunately the celebration resulted in a deficit instead of a profit.

It is understood that the Indian Reservation is favorable to this project and willing to go ahead with it if funds can be made available.

The University of Idaho, Southern Branch, located at Pocatello, has recently expressed an interest in the project and already has some historical material that could form a part of the museum exhibits, but the University would probably want the replica built on the campus in Pocatello, and this location would not be satisfactory to the town of Blackfoot, or other communities north of Fort Hall.

The logical location for the restoration of Fort Hall would, of course, be the actual site at which the Fort was constructed. I understand that the Indians are not sympathetic with a proposal to establish a

national monument at the Snake River site. The river bottoms are used for the grazing of livestock, and the Indians prefer that travel to that part of the reservation be kept to a minimum. They are afraid of interference with their livestock and trespass on their fishing streams. The Fort Hall Indian Reservation was originally 1,800,000 acres and has been reduced to its present size of 500,000 acres. The Indians are opposed to any further reduction even of a few acres and are disinclined to take any action which would lessen their control over the land.

During the early part of the summer the mosquitoes along the Snake River are said to be abundant.

It has been proposed eventually to increase the height of the American Falls dam, thereby increasing the height and size of the reservoir. Probably a raise of 10 or 15 feet would put the site of Fort Hall under water when the reservoir is filled.

At present the site of the original Fort Hall is marked by a small monument of lava rock without any inscription.

Adjacent to the highway, U. S. No. 91, and close to the headquarters of the Fort Hall Indian Agency is a masonry monument that was erected in 1932 by the Eastern Idaho Area Council of the Boy Scouts of America and the Utah Pioneer Trails and Landmarks Association. The tablet on this monument reads as follows:

"FORT HALL, AN INDIAN TRADING POST, FIRST HABITATION IN THIS REGION, WAS BUILT BY NATHANIEL J. WYETH ON THE SNAKE RIVER FOURTEEN MILES WEST OF THIS MONUMENT, JULY 15-AUGUST 4, 1834, AND NAMED FOR HENRY HALL, SENIOR MEMBER OF WYETH'S FIRM.

"THE ORIGINAL STOCKADE, 80 FEET SQUARE, WAS PURCHASED BY HUDSON'S BAY COMPANY IN 1837 AND REBUILT WITH ADOBE WALLS AND SUBSTANTIAL ROOFS, BECOMING AN IMPORTANT STATION ON THE OREGON TRAIL. THE TRAPPERS ABANDONED IT ABOUT 1855."

A sign near the monument reads as follows:

"Fort Hall Indian Reservation embraces 1,800,000 acres. Present area embraces 500,000 acres. Population of the Shoshone and Bannock tribes on April 1, 1934, numbered 1839. Chief industries are farming and livestock."

One factor that makes Fort Hall an important site is that it was the first trading post erected between the Rocky Mountains and the Pacific Coast. In making plans for a reproduction of the fort, it would be natural to rebuild the fort as originally constructed. This was a log stockade, eighty feet square with bastions at two corners. The proposal, however, is to build a replica, not of the log stockade, but of the adobe structure that was built by the Hudson Bay Company after the purchase of the fort by that company from Wyeth. Those interested feel that an adobe building can be more easily maintained than a log stockade and will adapt itself better to use as a museum and for other purposes incidental to tourist travel.

There is no doubt but that a replica of either the first or the second

Fort Hall structure would attract a great deal of attention from passing motorists and that they would be still further interested by the museum exhibits and by the Indian handicraft exhibits. It would be planned to use Indians for attendants at the museum, as far as possible, and also to guide any who were interested in making a trip to the original site of Fort Hall. It would not be expected that parties would be sent to that location without a guide. The above project is undoubtedly one that would secure the largest patronage of visitors and would be most suitable from the standpoint of the Pocatello Chamber of Commerce and also from the standpoint of the Indians themselves.

There are no outstanding scenic features at the site of the original fort. The Snake River at that point is a quiet stream. The banks are some ten or fifteen feet high above the bed of the river. The land adjacent to the river is partially covered with a growth of cottonwoods and willows. There is good grazing land near the river.

If there were no scenic features at Scotts Bluff, the national monument would lose much of its present interest. Fort Hall has neither historical remains nor scenic interest, only an historical site, and the proposed project does not plan to develop this site, except by marking it.

#### HISTORY

Bonneville took wagons as far west as the Green River, Wyoming, in 1832.

Wyeth built Fort Hall in 1834. It was built as a trading post and was so constructed as to be suitable for defensive purposes, but no fighting took place at this location. Attached are extracts from "Fort Hall on the Oregon Trail" by Jennie Broughton Brown. These extracts include quotations from Wyeth's journal.

Two years later, in 1836, Wyeth sold the fort to the Hudson Bay Company. That company did not wish a wagon road opened to the Oregon Country from the United States and, therefore, stopped all wagons at Fort Hall, *as long as they could do so.*

Marcus Whitman returned to the East in 1842 and started westward again from Independence in 1843. He had what is known as the "Two Hundred Wagon Train" with about 874 people and 1400 animals. Whitman's party took the first wagons to the Columbia River and the Pacific Coast. This was the beginning of the Oregon Trail. The route had been previously traversed by small parties, but it was not previously known as the Oregon Trail.

In the days of the Oregon Trail, five routes met at, or near, Fort Hall. In addition to the approach route from Westport and Independence on the east and the route ahead to the Columbia River and the Oregon Country, there was a third route to the north leading through Idaho and Montana and thence to Montreal. This route was used during the time that the Hudson Bay Company owned Fort Hall. A fourth route led south to the Great Salt Lake, and the fifth route was the branch from the Oregon Trail leading to the gold discoveries of California.

At first, travel bound for California went up the Raft River, which is

some 60 miles west of Fort Hall. Later, the California route left the Oregon Trail at, or near, Fort Hall.

Fort Hall was abandoned in 1855.

References to Fort Hall will be found in all of the books relating to the Oregon Trail.

It is understood that former Congressman Addison T. Smith put in the Congressional Record a condensed history of the Oregon Trail.

#### OTHER HISTORICAL PROJECTS

Wyeth's explorations were important. Consideration should also be given to marking one or more points on the route of the Lewis and Clark expedition, Lieutenant Pike's expedition, Major Long's expedition, and the explorations of Bonneville, Fremont, and others.

The Oregon Trail and the Santa Fe Trail are probably the two most important of the roads that led to the exploration and settlement of the far West. The Oregon Trail is now commemorated by Scotts Bluff National Monument.

Among the important points on the Oregon Trail are:

Independence and Westport  
(both near the present Kansas City)  
Chimney Rock, Nebraska  
Scotts Bluff, Nebraska  
Fort Laramie, Wyoming  
Independence Rock, Wyoming  
South Pass, Wyoming  
Soda Springs or "Beer Springs," Idaho  
Fort Hall, Idaho  
Fort Walla Walla, Washington  
Astoria, Oregon  
Point of discovery of gold in California,  
the cause of the greatest migration

Extracts from  
"FORT HALL ON THE OREGON TRAIL"  
By Jennie Broughton Brown  
Published by  
The Caxton Printers, Ltd.  
Caldwall, Idaho, 1932

\* \* \* \*

Quotations from pages 155 to 158:

Entering the present State of Idaho, the party (Wyeth's) spent the night of July 6 (1834) where Montpelier is now located, and by July 8 were at Soda Springs.

\* \* \* \*

Wyeth's party was not the only one in those wilds at that time. On July 9, there came into his camp a Hudson's Bay man, Thomas McKay, a keen veteran trader of that company, who was hunting in the vicinity with a band of Canadians and Indians. The next day, after traveling to the northwest several miles, they came near Bonneville. With a party of about twenty-three men, he was on his way to make a final effort to break into the fur trade in the Columbia district, and was employed in killing and drying buffalo meat preparatory to his journey.

\* \* \* \*

This same day (July 11) a band of friendly Indians that had kept company with Wyeth's party from the rendezvous, left them and fell back to join Captain Bonneville's company, which was conducting another hunt in the headwaters of the Portneuf.

\* \* \* \*

On Sunday, July 12, 1834, Wyeth crossed "a high range of hills and struck a stream which is said to be Ross Creek, running about West." Emerging from the pass at the head of Ross Creek, the company passed Old Mount Putnam and trailed nine miles down stream. They then pitched camp near where now is located Fort Hall station on the Oregon Short Line, about twelve miles north of Pocatello. There they found good pasture and excellent trout fishing.

\* \* \* \*

The travelers were now in the country claimed by the Shoshoni or Snake Indians, although it was not entirely free from the Blackfoot. The plains and valleys of the Snake River and its tributaries in this section were favorite feeding grounds of the buffalo and elk. Attracted by the bountiful game, those mountain desperadoes, the Blackfeet, often swept down upon the unlucky Shoshoni. So frequent was their appearance that their name was given to one of the most important branches of the Snake River in this region. This was also the country so prized by the Hudson's Bay Company as beaver territory, and over which their great cavalcades had swept yearly since the days of Donald McKenzie and Alexander Ross. In fact, in 1820, when on his second Snake River expedition, McKenzie lost three of his Kanakas

near where Wyeth was now planning to found his fort--victims of the dreaded Blackfeet. Bonneville and his men knew the country well, as had Jedediah S. Smith even earlier. It was the best beaver region known to the trappers.

Wyeth's party soon neared its destination. After leaving the encampment on Ross Creek, Wyeth's journal entries for the two succeeding days read as follows:

"July 13 . . . No Buffalo. Saw elk on the Snake River after 6 miles W. by N. In some small alew saw a great quantity of fine trout about two lbs. weight.

"July 14 . . . Went down the river about 3 miles and found a location for a fort, and succeeded and killed a Buffalo near the spot."

The buffalo that had the honor of being killed on such a historic spot was welcome to the men, for their stock of dried meat was almost exhausted, and for several days they had been depending almost entirely upon fish for food. Although the killing of the buffalo was a happy omen, that circumstance had not determined the site of the fort. Wyeth's keen eyes undoubtedly had noted a suitable point of land with a wide river making a sharp bend to the south, and a slough forming a protection to the east.

The spot on the south side of the Snake River where Wyeth located his fort is more definitely established by J. C. Fremont, who visited it in 1843:

"It (Fort Hall) is in the low, rich bottom of a valley, formed by the confluence of Portneuf River with Lewis' Fork of the Columbia (the Snake) which it enters about nine miles below the fort, and narrowing gradually to the mouth of the Pannock (Bannock) river, where it has a breadth of only two or three miles. Allowing 50 miles for the road from the Bear Springs of Bear River to Fort Hall, its distance along the traveled road from the town of Westport, on the frontier of Missouri by way of Fort Laramie and the great South Pass, is 1323 miles."

With characteristic energy, Wyeth lost no time; the very next day, July 15, he began the construction of his post which he had decided to name Fort Hall, in honor of Henry Hall, the senior member of his firm. All were enthusiastic over the location, and indeed it was a happy choice. The beautiful natural meadow with its rich bottom land covered with excellent grass, watered by clear, sparkling streams alive with trout and beaver seemed an oasis in a desert land to these men. Near-by were groves of cottonwood and willow, "with dense undergrowth intermixed with service berry and currant bushes" whose fruit gave pleasing variety to their fare. Material was conveniently near for construction work; there was an abundance of good drift logs in the Snake River a short distance away, and near by was a cottonwood forest estimated to cover about forty acres. Townsend says that part of the men were put to work immediately, felling trees, making horse pens,



and preparing the various requisite materials for the building, while others were ordered to get themselves in readiness for a start "on the back track" to hunt to procure meat for the camp. Wyeth says under date of July 15:

"Commenced building the fort and sent 12 men to hunt to be gone 12 days, and continued at work on the fort a few days and fell short of provisions and was obliged to knock off in order to obtain food; sent out some men for Buffalo, they returned in two days with plenty. The 12 returned the 28th at night."

The first two days were spent in preparing the logs for use. Osborne Russel, a young man from Maine who had accompanied the party as a trapper, then recorded in his journal:

"On the 18th, we commenced the actual construction of the fort, which was a stockade eighty feet square, built of cottonwood trees set on end, sunk two and one-half feet in the ground and standing about fifteen feet above, with two bastions eight feet square at the opposite angles."

\* \* \* \*

The fort was completed on August 4, and the next day at sunrise the "Stars and Stripes" were unfurled to the breeze, "in the center of a savage and uncivilized country, over an American trading post." Later, when writing on October 6 to an uncle, Wyeth gave an account of the event:

"I have built a fort on the Snake River, which I have named Fort Hall from the oldest gentleman in the concern, Mr. Henry Hall. We manufactured a magnificent flag from some unbleached sheeting, a little red flannel and a few blue patches, saluted it with damaged powder and wet it in villainous alcohol; and after all, I assure you, it makes a very respectable appearance amidst the dry and desolate regions of central America. Its bastions stand a terror to the skulking Indian and a beacon of safety to the fugitive hunter. It is manned by 12 men and has constantly loaded in the bastions 100 guns and rifles. These bastions command both the inside and outside of the fort. After building this fort I sent messengers to the neighboring nations to induce them to come to trade."

The day of the flag-raising was given over to a wild celebration which was practically a "family affair." To their great relief, the rival Hudson's Bay trader and his men, who so long had been hanging at their heels, were now distant six days' travel. The restraining influence of the respected missionaries, slight as it may have been, was gone, for they with their horned cattle were plodding westward with McKay along the south bank of the Snake. The men at the fort had completed their immediate task and the next day would separate; some for new adventures on the Columbia, others to carry on the work at Fort Hall. Why not stage an affair worthy of remembrance? They

certainly did that very thing, according to their own ideas, which did not meet the approval of Townsend, the physician and naturalist, who wrote under date of August 5:

"At sunrise this morning the 'Star-spangled Banner' was raised on the flag-staff of the fort, and a salute fired by the men, who, according to orders, assembled around it. All in camp were then allowed the free and uncontrolled use of liquor, and, as usual, the consequence was a scene of rioting, noise, and fighting during the whole day; some became so drunk that their senses fled them entirely, and they were therefore harmless; but by far the greater number were just sufficiently under the influence of the vile trash, to render them in their conduct disgusting and tiger-like. We had gouging, biting, fisticuffing, and stamping in the most scientific perfection; some even fired guns and pistols at each other, but these weapons were mostly harmless in the unsteady hands which employed them. Such scenes I hope never to witness again; they are absolutely sickening and cause us to look upon our species with abhorrence and loathing. Night at last came, and cast her mantle over our besotted camp; the revel was over, and the men retired to their pallets peaceable, but not a few of them will bear palpable evidence of the debauch of the 5th of August."

Cannon calls attention to the fact that the unfurling of the American flag over Fort Hall by Wyeth marked the third time that emblem was formally raised in the future State of Idaho. According to the same author, the first American flag entered the State of Idaho about four o'clock in the afternoon of Monday, August 12, 1805. It was a small one borne by George Drewyer (Drovillard), interpreter of the Lewis and Clark expedition, who with Captain Lewis and John Shields entered the state at that time. This flag was first formally raised in Idaho later in the same month, when approaching the Shoshonean Indian chief, Cameahwait, near the present site of Salmon City. When returning east in 1806, they again raised a flag near the present Lewiston, Idaho. The next time the American flag was seen in Idaho, it floated over the bastions of old Fort Hall, on August 5, 1834.

Between the time of the Lewis and Clark expedition and the founding of Fort Hall, however, the American flag had floated above Fort Astoria at the mouth of the Columbia from its founding in 1811 until it was lowered on October 16, 1813, when the fort was turned over to the British. Five years later, October 6, 1818, Mr. J. B. Provost was permitted by the British government, according to the terms of peace following the War of 1812, again to unfurl the American flag over Fort Astoria. He soon left, however, and the British flag again was run up over the fort, which they had renamed Fort George. Lewis and Clark also had raised an American flag at Fort Clatsop during the winter of 1805-6, but in a period of famine the next spring they had made this flag over into five garments with which food was purchased from the Indians to sustain their lives. Therefore, by August 5, 1834, the American flag had been raised three

times in the present State of Idaho and three times on the Columbia River near the Pacific Coast.

The next morning after the celebration, August 6, although undoubtedly feeling rather low-spirited after the debauch of the previous day, Wyeth's men commenced packing, and at eleven o'clock started on their journey to the Columbia. At Fort Hall he left a Mr. Evans "in charge of 11 men, 14 horses and mules, and three cows." Although it was not yet fully apparent, Wyeth had, in reality, "rolled into the garden of the Rocky Mountain Fur Company a stone they could not remove."

This post, erected by Wyeth in latitude  $43^{\circ} 14'$ , longitude  $113^{\circ} 35'$ , on the south bank of the Snake not far from its confluence with the Portneuf was destined to become historically famous. Its strategic location in a rich beaver country caused it to become the market and rendezvous of trappers and Indians. Situated at the intersection of old Indian trails from the south, north, east, and west, that later became trade and immigrant routes, Fort Hall played an important part in the "winning of the West."

515 Custom House,  
Denver, Colorado,  
February 8, 1935.

The Director,  
National Park Service,  
Washington, D. C.

Dear Mr. Director:

Attached is a copy of a letter, dated August 22, 1934, from Mr. R. F. Walter, Chief Engineer, Bureau of Reclamation, with reference to the proposed Fort Hall National Monument, Idaho.

Also, attached is a copy of a map showing the route of the Oregon Trail, with the important points along the trail.

This data was not at hand when the report on Fort Hall, dated January 29, 1935, was sent to you. It is suggested that this data be included with that report.

Very truly yours,

RWT/d

Roger W. Toll.

Enclosures

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
BUREAU OF RECLAMATION  
CustomHouse  
Denver, Colorado

Office of Chief Engineer

August 28, 1934.

Mr. Roger W. Toll, Superintendent,  
Yellowstone National Park,  
Yellowstone Park, Wyoming.

Dear Mr. Toll:

In further reference to your letter of August 8, 1934, regarding the raising of the American Falls reservoir, I wish to advise that we now have received additional information from the project office.

It appears that the present flow line of the reservoir is about one-half mile from the site of Old Fort Hall, although the exact location of the old fort is somewhat indefinite. A small monument was erected in the northwest corner of Section 5, T. 5 S., R. 33 E., B. M., to commemorate the fort. The elevation at the base of the monument is at 4368.75. If American Falls reservoir is raised it is very likely that the new high water level would be about 4375, and with such a level the present monument would, of course, be inundated.

It is hoped that a decision on the establishment of a monument at this site can be deferred until the present Snake River investigations are completed at which time we will be in better position to make a choice of the location for the large additional storage capacity that will be needed. You are, no doubt, aware that investigations so far made are more or less disappointing, as so many of the sites on which people have counted are developing conditions pointing to such heavy leakage that their utilization cannot be recommended. Other sites which may not be subject to this feature are expensive.

Very truly yours,

(signed) R. F. WALTER

Chief Engineer.

COPY

Fort Hall National Monument, Idaho.General:

Location: On U. S. Highway #91, near Pocatello,  
on the Ft. Hall Indian Reservation.

Area: About 8½ acres.

General Characteristics:

- (a) Scenic:
- (b) Historical:
- (c) Geological:
- (d) Recreational:
- (e) Biological:

Accessibility: See "General"

Interested Individuals: Paul V. Nash, Pocatello.

Reports Director Cammerer wrote to Roger W. Toll on March 3, 1934, asking for his reaction to the proposal made by Paul V. Nash of Pocatello.

and In a letter to the Director, dated Aug. 8, 1934, Mr. Toll stated that he had visited the site, and recommended that the proposal be given careful consideration, although it may not measure up to national monument standards. Mr. Demaray (V.E.C.) answered on August 13, stating the Service could consider the proposal only on the basis of a restoration of the original site.

Action:

This project is being considered as one of the points of interest along a proposed Oregon Trail Parkway.  
8-15-34

Mr. Toll submitted a report dated 1/29/35 in which he reported adversely on national monument status, stating the project may be accomplished by the Indian Service, or as a state or local project.

2-12-35

IDARO

FORT HALL

NATIONAL MONUMENT

# PROPOSED NATIONAL PARK AREAS

