

The Lolo Trail System National Historic Landmark

*A Brief History
with Annotated Maps and Photos*

Steve F. Russell, PhD, PE



**Historic Trails Research
Ames, Iowa
FEB 2022**

Front Photo: The last historical Lewis and Clark Sign
on the Lolo Motorway, Steve F. Russell

CONTENTS

PREFACE	3
INTRODUCTION	3
HISTORY	4
HISTORICAL PRESERVATION	8
BIBLIOGRAPHY OF BEST REFERENCES	10
TRAILS OF THE LOLO TRAIL SYSTEM	11
1. Northern Nez Perces Trail (NNT) – Historical	11
2. Lewis and Clark National Historic Trail (LCT)	11
3. Bird-Truax Trail 1866 (BTT)	12
4. Nez Perce National Historic Trail (NPNHT)	12
5. Nee-Mee-Poo Adventure Trail (NMPAT)	12
SCHEMATIC DIAGRAM OF THE LOLO TRAIL SYSTEM	13

PREFACE

I retired, as a faculty member, from the Department of Electrical and Computer Engineering, Iowa State University, in 2007. Between 1985 and 2004, I did extensive field and office research on the Lolo Trail System and the National Historic Landmark.

The field work was summers, doing solo hiking and camping along the trail system. I've pushed through the brush to hike all of the existing trail tread of all the trails – most of them multiple times. In 2001 and 2002, I did a precision survey of the Lewis & Clark National Historic Trail, funded by the State of Idaho. My hiking was all public lands, and on private lands, when permission was given. The lower end of Lolo Creek was not hiked because it is all private land and the trail tread has been destroyed.

The office work involved using GIS, GPS data, and mathematical tools to prepare maps, and using word processing, and spreadsheets, to write the text and document the trail locations

I've written many research reports, books, and given many presentations about the trail, including national presentations. I have all the trail treads documented with GPS-GIS. The maps contain annotations of historical campgrounds and landmarks. I have more than 3,000 photos of the Lolo Trail System. I've expended considerable effort in protecting the historical treads, and cultural resources, from development and exploitation.

My research maps, reports, and books are designed to inform history and trail buffs about the historical trails of the upper western United States, but even more

important, they also meet the needs of the avid "trail pounders," by giving detailed information about how to find and travel these trails.

INTRODUCTION

HISTORY

In the beginning, were the Northern and Southern Nez Perces¹ Trails (NNT & SNT). These two aboriginal trails were used to travel between the Clearwater River Valley of Idaho and the Bitterroot River Valley of Montana.

Before the introduction of the horse, around 1730, travel was on foot with dogs. This did not leave much of an impact on the soil so the erosion trace they created would be faint.

The acquisition of the horse was a transportation revolution for all the tribes of the western US. This allowed travel for hundreds of miles around. With the horse, came soil erosion and the beginnings of the erosion traces; still in existence today. We will refer to these traces as "trail tread." We are thankful for these trail treads because they allow us to trace the historic travel routes, such as the Northern and Southern Nez Perces Trails. All of these treads still exist, except for heavily used areas such as a lower Lolo Creek, Montana, or short segments near the Lolo Motorway.

The NNT was the more heavily used than the SNT. The NNT began at Kamiah, Idaho and terminated at Lolo, Montana. Going eastward, in my research, I refer to this as the Snowy Summit Branch of the NNT.

There was also a Hungry Creek Branch of the NNT. It is the one followed by Lewis and Clark. Its name is derived from the fact that it dipped down into Hungry Creek, rather than staying on the main ridge as did the Snowy Summit Branch. This trail joins the Snowy Summit Branch near Green Saddle. They both continue eastward on the same trail tread.

The Southern Nez Perces Trail (SNT) began at Kooskia, and went south and east, over the mountains to the southern part of the Bitterroot Valley. Although it was just as good a route as the NNT, the Nez Perce did not use this route as much, probably because of the possibility of encountering their enemies, the Lemhi Shoshoni.

In 1805 and 1806, Lewis and Clark, and the Corps of Discovery traveled over the Hungry Creek Branch of the NNT², except in 1805, when they followed the Salish Fishery Trail down to the Lochsa Trail, and then back up Wendover Ridge to the main NNT. We don't know exactly why they did not follow the main NNT westward, across Crooked Fork, but I think there are two possible reasons: 1) the fishery trail was well beaten by a Salish fishing party who had recently traveled it, 2) the junction where the NNT left the ridge to go down to Crooked Fork was less traveled, and heavy brush obscured its location. When I hiked the trail in the late

¹The old journals use this spelling for the plural.

²Between Lolo Pass and the Bitterroot River, the Salish were the main users of the aboriginal trail. For some reason lost in history, this fact has largely been overlooked.

1980s, I spent a lot of time searching for the junction in the heavy brush. It may also have been that way for Lewis and Clark.

In 1831, a Hudson's Bay fur brigade, under the command of John Work (Wark)³, traveled over the Snowy Summit Branch of the NNT, from Weippe Prairie, ID to Lolo, MT. Lewis and Clark had documented the Hungery Creek Branch of the NNT, but Work was the first to describe the Snowy Summit Branch. Work had almost 200 men, women, and children in his brigade. One small girl died, and was buried, at Musselshell Meadows, an all too often tragedy⁴. She received a brief notation in the Journal: "Did not raise camp owing to one of Satraux children, a little girl, who has been some time ailing, dying this morning."

The fur brigade barely made it across the mountains. Heavy snows were chasing them eastward and they were fortunate to reach the Bitterroot Valley before the storm trapped them in the mountains.

It took the large fur brigade 20 days to cross the NNT, whereas it took Clark and his small party 10 days.

The next journal record of travel over the Snowy Summit Branch of the NNT occurred in 1854 as John Mullan led a party over it as part of the "explorations and surveys, to ascertain the most practicable and economical route for a railroad from the Mississippi River to the Pacific Ocean." The Mullan map is not at all accurate, except we can tell he was traveling over the Snowy Summit Branch, not the Hungery Creek Branch (Lewis and Clark Route).

In 1855, the Federal Government negotiated a reservation treaty with some bands/family-groups of Nez Perce. But the government did not understand the "layout" of the homelands of the Nez Perce and their close relatives, so there were serious flaws in the treaty and the reservation boundary. In 1862, the government shrank the reservation area down to its current size, which left many Nez Perce outside the "new" reservation. The Federal Government's ignorance, and errors, and the encroachment of white settlers within the original boundary, led to the Nez Perce War of 1877. It was primarily the Joseph Nez Perces that were involved in the war, not the Nez Perces living in the Clearwater River valleys⁵. Unfortunately, the US Army was pretty ignorant of the various bands of Nez Perces, and attacked peaceful Clearwater Nez Perces.

In 1866, George Nicholson, civil engineer and surveyor for the Virginia and Lewiston Wagon Road project, surveyed the Snowy Summit Branch of the NNT. He kept survey notes of his travel eastward, from the Weippe Prairie to Lolo Pass and on to Lolo, MT.

³Work was of Irish heritage so his name was probably spelled Wark, but many sources spell it Work.

⁴This would be just one of the many people who have died over the centuries, while traveling the Lolo Trail Systems. One friend of mine remarked: "The Lolo Trail is like a linear graveyard." As a graveyard, it needs treated with respect.

⁵In fact, some of the Clearwater Nez Perces joined the Army as scouts. These scouts were captured by the Joseph Nez Perces and given a stern warning that they must stop, or they would be killed the next time they were caught.

It is around this time that travelers began calling the route, the Lou-Lou Trail, but the name would soon change. In the early 1900s, the US Board of Geographic names revised the spelling to Lolo Trail, Lolo Creek, and Lolo Pass. For a while, because of a transcription error in the 1907 Forest Service map of the trail, some people thought it should be called the Lola trail.

Using the NNT as a guide, Nicholson also did an 1866 stake-and-chain survey for a wagon road over the same route (but only from Weippe Prairie to Lolo Pass). Because he had to maintain a wagon road grade, his surveyed road disturbed only a few small sections of the NNT (which went, more or less, directly up and down, over the mountains). This fortunate circumstance allows us to still identify the tread of both.

A wagon road was never constructed. Along the centerline of this survey, a good pack trail was constructed between Musselshell Meadows and Lolo Pass. Today, this trail has the name, "Bird-Truax Trail," or BTT. It is a trail that has a location separate from the NNT.

As far as I know, Nicholson performed the only surveys of the NNT and the BTT, until I did the precision GPS surveys in 2001 and 2002.

In the 1877 war, between the Nez Perces of the Joseph Country in Oregon, and the US Army, the Joseph Nez Perces used the BTT as their preferred route to retreat eastward from the Weippe Prairie to the Bitterroot Valley. However, because of the large numbers of people and livestock, segments of the old NNT were also used. The old NNT was also a "shortcut" in some places, and also led to traditional camping grounds. It has been estimated that the Joseph Nez Perces were spread out at least 10 miles along the trail. Today, the BTT is recognized as part of the Nez Perce National Historic Trail.

It seems to be ironic that, today's Federal Agencies work mostly with the Clearwater Nez Perce. It is the Joseph Nez Perces who were the 1877 war trail and war people. The Joseph Nez Perces were separated from their homeland and "banished" to live with some of their traditional enemies in what became the Colville Reservation. This puts them at a great disadvantage in keeping tied to their Idaho heritage.

There is also a considerable body of research information on the 1877 war trail, including the Fletcher Map, and a book by Mark Brown, titled [The Flight of the Nez Perce](#), ISBN13:9780803260696. Brown has done excellent research.

The Joseph Nez Perce band was punished by sending them to a reservation in Oklahoma, and then transferring them to the Colville Reservation in northeastern Washington. They lost touch with their cultural heritage associated with the NNT and SNT.

From 1866 to 1935, the Bird-Truax Trail (BTT) was used by many groups for many purposes. After 1935, it was replaced by the Lolo Divide Road (Lolo Motorway), as the principal way to cross the mountains.

The Nez Perce in the Clearwater country continued using the BTT for traditional purposes, hunting, fishing, plant and root gathering, berries⁶, recreation,

⁶Many is the time I have feasted on Huckleberries (*Vaccinium globular*), and grouse whortleberry (*Vaccinium scoparium*), while hiking the old trails. Yum!

and getting out of the oppressive heat of the Clearwater River Valley.

Miners used it to travel between Lewiston and various gold fields in Montana. Strangely enough, they seemed to prefer the Southern Nez Perces Trail over the NNT. This was particularly true in travel between Lewiston and Virginia City.

White settlers, in the Clearwater country, used it for the same purposes as did the Nez Perces, except for Camas gathering. I have not read that they ate camas roots, but I would not doubt that they did. I do remember my grandfather telling me stories of the early settlers turning out their hogs into the camas fields. He was very mad that they were depriving the Nez Perce of one of their traditional food sources. It really made an impression on me as a little boy.

Adventurers also used the BTT. They explored the country and chased tall tails of lost gold mines told by Jerry Johnson.

In 1907, the Forest Service began using the BTT as a mainline trail for accessing forest fires and the fire lookout system they employed. Pack trains regularly traveled the trail⁷. They drew a very crude map of the BTT in 1907. This map is in the National Archives.

In 1893, the Carlin Hunting Party traveled the BTT from Musselshell Meadows to the junction between the BTT and the Jerry Johnson Trail. A book was written about their adventures, with some details about the BTT.

In the 1890s, a Minnesota historian named Olin D. Wheeler, decided to follow the Lewis and Clark Trail. His goal was to publish a book in time for the Lewis and Clark Centennial. A two-volume set was published in 1904⁸.

Although he made a serious attempt to locate the original NNT, he was in error in several locations and had no real experience at locating historical trails. Some Lewis and Clark Trail researchers have used Wheeler as an authority, but it has caused confusion and errors, especially in the Fish Creek area. That is why I wrote a research article for the Journal of the Idaho State Historical Society⁹.

In 1904-1905, Reuben Gold Thwaites published a multi-volume set of a transcription of the original journals of Lewis and Clark. Thwaites did a great job, and included information from all the sources he could find, including information from George Nicholson on the NNT and BTT. I used Thwaites as my primary journal source until I was able to purchase a set of the Gary Moulton edition. The Thwaites map volume was particularly helpful.

In 1913, a USGS topographical survey was completed for the trail area between Weitas Meadows and Lolo Pass. It is the best quality old map we have for

⁷ As a small boy, I used to walk down to Powell Ranger Station to see the pack trains getting packed and ready to go. It also didn't hurt that I could go to the cook shack and be given a doughnut or other pastry!

⁸The Trail of Lewis and Clark, Olin D. Wheeler, G.P. Putnam's Sons, New York, 1904. During the Lewis and Clark Bicentennial, a original of this two-volume set was selling for as high as \$10,000!

⁹The Riddle of Hungery Creek, September 18-20, 1805, and June 16, 18, 25, 1806, Steve F. Russell, PhD, PE. Idaho Yesterdays, The Journal of the Idaho State Historical Society, Volume 44, No. 1, Spring 2000.

BTT in the Lolo Trail System. It is a large scale map, so it does not show the various trail details, just the BTT. Most of this land has never been officially re-surveyed.

In 1935, the Lolo Divide Road was completed between Musselshell Meadows and Powell Ranger Station. This "truck trail" replaced the BTT, which had replaced the NNT, and both fell into disuse, except by Elk hunters, and the occasional explorer.

Once the country could be accessed by road, Elk hunting became very popular. The earlier forest fires (of 1910 and later) had left grassy hillsides with good Elk feed¹⁰. Today, there are still dozens of Elk-hunter trails branching off of the Lolo Motorway and BTT.

Around 1996, the Clearwater National Forest began clearing and rerouting some of the western segments of the Bird-Truax Trail (BTT), to create a recreation trail for hiking and horses. Some segments of the BTT tread were filled in, rerouted, and switchbacks (as reroutes) were added. I have named these modified segments of the old BTT, the "Nee-Mee-Poo Adventure Trail" to distinguish the new trail tread from the old. Fortunately, these occurred after I did the precision GPS survey data, so the locations can be "rediscovered" from the GPS waypoint data.

It is unfortunate that this happened, under the guidance of earlier Forest Service land managers. Such a practice is destroying the cultural heritage of the 1866 BTT and violating the policy associated with the Historical Landmark. I hope these practices will be discontinued, as a matter of official policy, as we move forward with the current work on the Landmark.

A point of clarification on the terminus points of the Lolo Trail System. I believe that Kamiah, not the Weippe Prairie, should be the western terminus. It is the Nez Perces from the Kamiah and Lapwai areas that used the NNT the most. And I believe that the NNT was the original Lou-Lou (Lolo) Trail, so it makes sense to use Kamiah as the western terminus.

SUMMARY OF TRAILS AND TRAIL SEGMENTS

- Snowy Summit Branch of the Northern Nez Perces Trail (NNT)
- Hungry Creek Branch of the Northern Nez Perces Trail
- Lewis and Clark National Historic Trail 1805-06
- Salish Salmon Fishing Trail (at Powell Ranger Station)
- Bird-Truax Trail 1866 (BTT)
- Nez Perce National Historic Trail 1877
- Lolo Divide Road (Lolo Motorway) 1935
- Nee-Mee-Poo Adventure Trail, 1996

As time permits, I will be providing additional research information on the Lolo Trail System – in the form of Historical Journals, Research Reports, boundary

¹⁰My grandfather, Steve R. Russell, convinced the Forest Supervisor of the Lolo National Forest, that transplanting Elk from Yellowstone Park would be a good idea. Region 1 approved and the Elk were transplanted. He also convinced the USFS to stock fish in the various lakes. However, some lakes could not support fish, but Walton Lakes was a big success. His motives were financial, he was an Idaho Outfitter, and packed hunters and fishermen over a large area of the upper Lochsa River Drainage.

recommendations, Maps, and GPS waypoint data. All of this information will be available on the following public web site:

<https://www.steverussellweb.com/Lolo Trail NHL/>

HISTORICAL PRESERVATION

"It would be truly shocking if this generation of people were to destroy, for all time, the historic treads of the Lolo Trail System." I have expressed this sentiment many times over the years when giving presentations and speaking to trail managers and historians. There are many examples of historical trails and sites where well meaning managers have "loved them to death"

The trails are modified and managed to modern trail standards to the point where they no longer resemble the historical trail they replace. The historical sites lose their character and start to resemble a Hollywood movie set. I've seen this in the badlands, in Yellowstone Park, at Kamiah, and now along the Lolo Trail System.

Over the years, my pleas to leave the Lolo Trail System undeveloped, have fallen on deaf ears. There have been several attempts to "modernize" the trail system over the span of the last 30 years and it will probably continue until the historical nature is gone forever.

I am not optimistic but I continue to hope that future trail managers will respect the historical nature of the trails and preserve them.

Is it too late?

BIBLIOGRAPHY OF BEST REFERENCES

Here is my contact information. I welcome any questions.

Steve F. Russell, PhD, PE
Historic Trails Research
Ames, Iowa
sfr@iastate.edu
515-450-7630

Attachments:

1. Trails of the Lolo Trail System
2. Schematic Diagram of the Lolo Trail System.
3. Photos
4. Lolo Trail National Historic Landmark, Composite Topographic Maps.

TRAILS OF THE LOLO TRAIL SYSTEM

1. Northern Nez Perces Trail (NNT) – Historical

This was the original Nez Perces Trail from Kamiah, Idaho to Lolo, Montana. This is the route over Snowy Summit. It passed the following geographic landmarks:

Kamiah (Idaho), Clearwater River, Lolo Creek (Idaho), Weippe Prairie, Heywood Creek, Peterson Corners, Jim Brown Creek, Lolo Creek (Idaho), Musselshell Meadows, Musselshell Creek, Lolo Forks, Camp Martin, **Snowy Summit**, Soldier Meadows, Beaver Dam Saddle, Rocky Ridge, Obia Creek, Rocky Ridge Lake, Weitas Meadows, Green Saddle, Bowl Butte, Deep Saddle, Willow Ridge, Sherman Saddle, Sherman Peak, No-see-um Meadows, Dry Camp, **Bald Mountain**, Castle Butte, Smoking Place, Indian Grave Peak, Sinque Hole, Saddle Camp, Devils Chair, Howard Camp, Moon Saddle, Indian Postoffice, Spring Mountain, Cayuse Junction, Snowbank Camp, Papoose Saddle, Powell Junction, Rocky Point, Crooked Fork, Pack Creek, Packer Meadows, **Lolo Pass**, Lolo Creek (Montana), Wagon Mountain, West Fork Lolo Creek, **Lolo Hot Springs**, Lolo Creek, Howard Creek, Grave Creek, Clark Creek, Bear Creek, Woodman Creek, Woodman School, Chickaman Creek, **Fort Fizzle**, Sleeman Creek, Mormon Creek, **Lolo (Montana)**.

2. Lewis and Clark National Historic Trail (LCT)

Lewis and Clark were following the original Northern Nez Perces Trail, from Lolo, Montana to Weippe Prairie, Idaho. However, they did not take the branch over Snowy Summit. They took the Hungery Creek Branch of the NNT. Also, they dipped down to the Lochsa River at Powell Ranger Station, instead of staying on the ridge. It is unknown why they took the more rigorous routes. It passed the following geographic landmarks, eastbound:

Weippe Prairie, Wilson Creek, Brown Creek Ridge, Crane Meadows, Lolo Creek (Idaho), Lolo Creek Campground, Cedar Creek, Eldorado Ridge, Eldorado Creek, Dollar Creek, Mex Mountain, Fish Creek, Myrtle Creek, **Hungery Creek**, Boundary Peak, Obia Creek, Green Saddle, Bowl Butte, Deep Saddle, Willow Ridge, Sherman Saddle, Sherman Peak, No-see-um Meadows, Dry Camp, **Bald Mountain**, Castle Butte, Smoking Place, Indian Grave Peak, Sinque Hole, Saddle Camp, Devils Chair, Howard Camp, Moon Saddle, Indian Postoffice, Spring Mountain, Cayuse Junction, Snowbank Camp, Papoose Saddle, Powell Junction, Rocky Point, Crooked Fork, Pack Creek, Packer Meadows, **Lolo Pass**, Lolo Creek (Montana), Wagon Mountain, West Fork Lolo Creek, **Lolo Hot Springs**, Lolo Creek, Howard Creek, Grave Creek, Clark Creek, Bear Creek, Woodman Creek, Woodman School, Chickaman Creek, **Fort Fizzle**, Sleeman Creek, Mormon Creek, **Lolo (Montana)**.

Westbound, they followed the Salish Fishery Trail down to the Lochsa River, before climbing back up to the main ridge to the north. They passed the following landmarks westbound:

Pack Creek, Brushy Fork, (unnamed high ridge), Crooked Fork, Colt Killed Creek, Powell Ranger Station, Lochsa Lodge, Powell

Campground, Papoose Creek, Whitehouse Pond, Wendover
Campground, Wendover Ridge, Snowbank Camp.

3. Bird-Truax Trail 1866 (BTT)

This was the first constructed trail in the Lolo Trail System. It was part of the work associated with the Virginia City and Lewiston Wagon Road, a Federal wagon road project. It went from the Weippe Prairie to Lolo Pass, Idaho-Montana. It passed the following geographic landmarks, eastbound:

Weippe Prairie, Heywood Creek, Peterson Corners, Jim Brown Creek, Lolo Creek (Idaho), Musselshell Meadows, Musselshell Creek, Lolo Forks, Camp Martin, **Snowy Summit**, Soldier Meadows, Beaver Dam Saddle, Rocky Ridge, Obia Creek, Rocky Ridge Lake, Weitas Meadows, Green Saddle, Bowl Butte, Deep Saddle, Willow Ridge, Sherman Saddle, Sherman Peak, No-see-um Meadows, Dry Camp, **Bald Mountain**, Castle Butte, Smoking Place, Indian Grave Peak, Sinque Hole, Saddle Camp, Devils Chair, Howard Camp, Moon Saddle, Indian Postoffice, Spring Mountain, Cayuse Junction, Snowbank Camp, Papoose Saddle, Powell Junction, Rocky Point, Crooked Fork, Pack Creek, Packer Meadows, **Lolo Pass**.

4. Nez Perce National Historic Trail (NPNHT)

The Joseph Band of the Nez Percés used the Bird-Truax Trail of 1866 to cross the Bitterroot Mountains. The exceptions are 1) was a small segment of trail from Kamiah to Weippe Prairie and 2) the NNT from Lolo Pass to Lolo, Montana.

The small segment between Kamiah and the Weippe Prairie, passed the following geographic landmarks, eastbound:

Kamiah (Idaho), Clearwater River, Lolo Creek (Idaho), **Weippe Prairie**.

The segment eastward from Lolo Pass to Lolo, Montana, passed the following geographic landmarks:

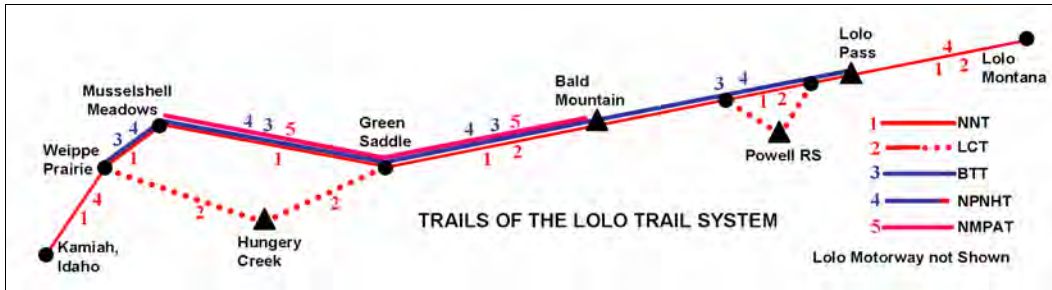
Lolo Pass, Lolo Creek (Montana), Wagon Mountain, West Fork Lolo Creek, **Lolo Hot Springs**, Lolo Creek, Howard Creek, Grave Creek, Clark Creek, Bear Creek, Woodman Creek, Woodman School, Chickaman Creek, **Fort Fizzle**, Sleeman Creek, Mormon Creek, **Lolo (Montana)**.

5. Nee-Mee-Poo Adventure Trail (NMPAT)

In the 1990s, the Clearwater National Forest began construction of a recreation trail eastward from the Musselshell Meadows bridge. This trail uses several segments of the Bird-Truax Trail (1866) but there have also been numerous trail reconstructions that replace the erosion trace of the original 1866 trail. It passed the following geographic landmarks, eastbound:

Musselshell Meadows, Musselshell Creek, Lolo Forks, Camp Martin, **Snowy Summit**, Soldier Meadows, Beaver Dam Saddle, Rocky Ridge, Obia Creek, Rocky Ridge Lake, Weitas Meadows, Green Saddle, Bowl Butte, Deep Saddle, Willow Ridge, Sherman Saddle, Sherman Peak, No-see-um Meadows, Dry Camp, **Bald Mountain**, Castle Butte, Smoking Place, Indian Grave Peak, Sinque Hole, Saddle Camp, Devils Chair, Howard Camp, Moon Saddle, **Indian Postoffice**.

SCHEMATIC DIAGRAM OF THE LOLO TRAIL SYSTEM



PHOTOS ATTACHED
(Next Page)

TOPOGRAPHICAL MAPS ATTACHED

The following attached pages contain detailed topographical research maps for the various trails of the Lolo Trail System. These maps contain a plot of the trail treads and numerous annotations from historical journals and surveys.

(After Photos)

Photos on the Lolo Trail System



PHOTO 1. (1986) The First Photo I took of the Bird-Truax Trail, on the Lolo Trail System National Historic Landmark. Clarke R. Russell standing in the trail. Steve F. Russell.

Photos on the Lolo Trail System



Steve F. Russell

PHOTO 2. (1990) The trail tread eastward from Soldier Meadows on the Northern Nez Perces Trail (NNT). This is part of the original NNT between Kamiah, ID and Lolo, MT. The tread here is about two feet deep. The soil is very erodible. This location is east of Snowy Summit.

Photos on the Lolo Trail System



Steve F. Russell

PHOTO 3. (ca1988) Steve F. Russell Camping on the old Lolo Motorway, northeast of Mussellshell Meadows. The old road has been abandoned and new logging roads constructed. This is my camping gear, and my beloved 1966 Ford F50 4x4. I slept in the back of the truck. The camper shell was borrowed from a neighbor. In later years, I preferred to sleep in a Colman tent (and the sun warmed it up quicker).

Photos on the Lolo Trail System



Steve F. Russell

PHOTO 4. (ca1989) This was the “last of its kind,” Lewis and Clark Trail sign along the Lolo Motorway, north of Sinque Hole. I speculate that it was installed in the 1950s or 60s. A few short years later, the Forest Service removed it and deprived us of such an historical sign.

Photos on the Lolo Trail System



Steve F. Russell

PHOTO 5. (2002) A beautiful example of a cambium peeled tree along the Salmon Fishery Trail, westward from Brushy Fork to Powell Ranger Station. I speculate, with strong evidence, that this was done by Salish Tribe Salmon fisherman. It is a twin to the Salish-peeled trees that can be seen at Indian Trees Campground, on the south end of the Bitterroot Valley, MT. That campground is west of old Gallogly Hot Springs.

Photos on the Lolo Trail System



PHOTO 6. (1995) Historical Nez Perce rock cairns in the Lolo Trail System corridor. These are very old, and have been so well constructed, they have survived the freeze and thaw cycles. Horace Axtel told me that these are probably built to honor the memory of a loved one.

Photos on the Lolo Trail System



PHOTO 7. (1998) I named this photo, "dedication." The setting in on the original Northern Nez Perces Trail near Snowy Summit. It is early in the trail season, and the surviving snow drifts are very hard. The Lewis and Clark horses did not sink into hard drifts like these, back in 1806. I carried the laptop to record GPS and other data.

Photos on the Lolo Trail System



PHOTO 8. (1991) PLAQUE: “NEZ PERCE TRAIL On July 23, 1877, approximately 750 members of the Nez Perce Nation, with over 2,000 horses, crossed Lolo Pass to escape the pursuing U. S. Army. Leaving their homeland behind, they followed this trail across the Bitterroot Mountains in an attempt to find peace by joining with friendly allies in the east. Dedicated a National Historic Trail by Congress, October 6, 1986, this trail was dedicated to those brave people on July 19, 1991. U. S. FOREST SERVICE USDA NORTHERN REGION”

This plaque honors the Joseph Band of the Nez Perce who were residing in the Wallowa country of southeast Oregon when hostilities began.

Photos on the Lolo Trail System



PHOTO 9. (1991) A Commemoration/Dedication Ceremony for the Nez Perce National Historic Trail (1877), at Packer Meadows, Lolo Pass Idaho\Montana. Pictured is Sandra (Sandi) Broncheau-Mcfarland in ceremonial dress with her son, Lucas. Sandi now works for the U.S. Forest Service and is the Administrator of the Nez Perce (Nee_Me_Poo) National Historic Trail. The teepees in the background have been erected on the historical camp site of the Nez Perce, adjacent to the route of the historical trail.

Photos on the Lolo Trail System



PHOTO 10. (2002) Old 1930s ceramic sign on the Bird-Truax Trail at Spring Mountain. This sign has since disappeared and it is assumed to be in the possession of "Collectors."

Photos on the Lolo Trail System



Steve F. Russell

PHOTO 11. (2012) Steve F. Russell standing at the Sinque Hole, south of the Lewis and Clark National Historic Trail. The photo view is southward. This is the site that was misidentified as the Lewis and Clark Camp of Sep 17, 1805. The actual camp site was about 1/3 mile further west, near the old Indian Grave Camp (an old hunting camp). This camping area was a popular stop for the Clearwater Valley Nez Perces as they traveled the trail. The Indian Grave Camp is named for Albert Parsons Mallickan, a Nez Perce boy, who died there in 1895 at the age of 14.

Photos on the Lolo Trail System



Steve F. Russell

PHOTO 12. (2002) Headstone of Albert Parsons Mallickan, located near Indian Grave Camp on the Bird-Truax Trail.

Photos on the Lolo Trail System



Jim Wark

PHOTO 13. (ca2001) Oblique aerial photo of the Weippe Prairie. The view is southwest. The timbered canyon of Lolo Creek, Idaho can be seen in the background. Lewis and Clark camped on the prairie in 1805 and 1806. The first meeting of the Corps with the main Nez Perce Tribe was here in 1805. Actually, they met some small boys on the trail, that ran ahead of them, back to the prairie. The Nez Perce spent summer time here, camping, socializing, horse racing, gambling (and probably what we now call “trash talking”) The homesteads of my family friends, John Miles and Lyle Wilson, can be seen on the prairie. The Miles and Wilson families were very early settlers on the prairie. The first white child born on the prairie was Harv Wilson. In order to stay out of the “chaos,” the women and children had a separate camp to the south of the prairie and a little to the east of the John Miles house. John told me they were still camping there when he was a small boy and he would go there to play with the kids.

Photos on the Lolo Trail System



Steve F. Russell

PHOTO 14. (1993) A trail ride on the old Bird-Truax Trail, outfitted by Triple O Outfitters (Pierce, Idaho). Members of the Nez Perce Tribe (with elders), Forest Service personnel, and Steve F. Russell, trail researcher. This was the year I met Horace Axtel, an Elder and Historian for the Tribe. Horace and I hit it off immediately. Horace did a Nez Perce prayer at Indian Post Office, it started raining. Later, he winked at me and said, “see how I made it rain?” At the camp above I changed hiking boots and put the first pair on my pickup hood to dry. We were gone all day and when we got back, I pored about ¼ inch of rain out of my “dry” boots. When Horace saw me, he shouted to me and started hooting on about the trail man who let his boots get wet. The good natured kidding went on for a while. Horace really had a great sense of humor.

Photos on the Lolo Trail System

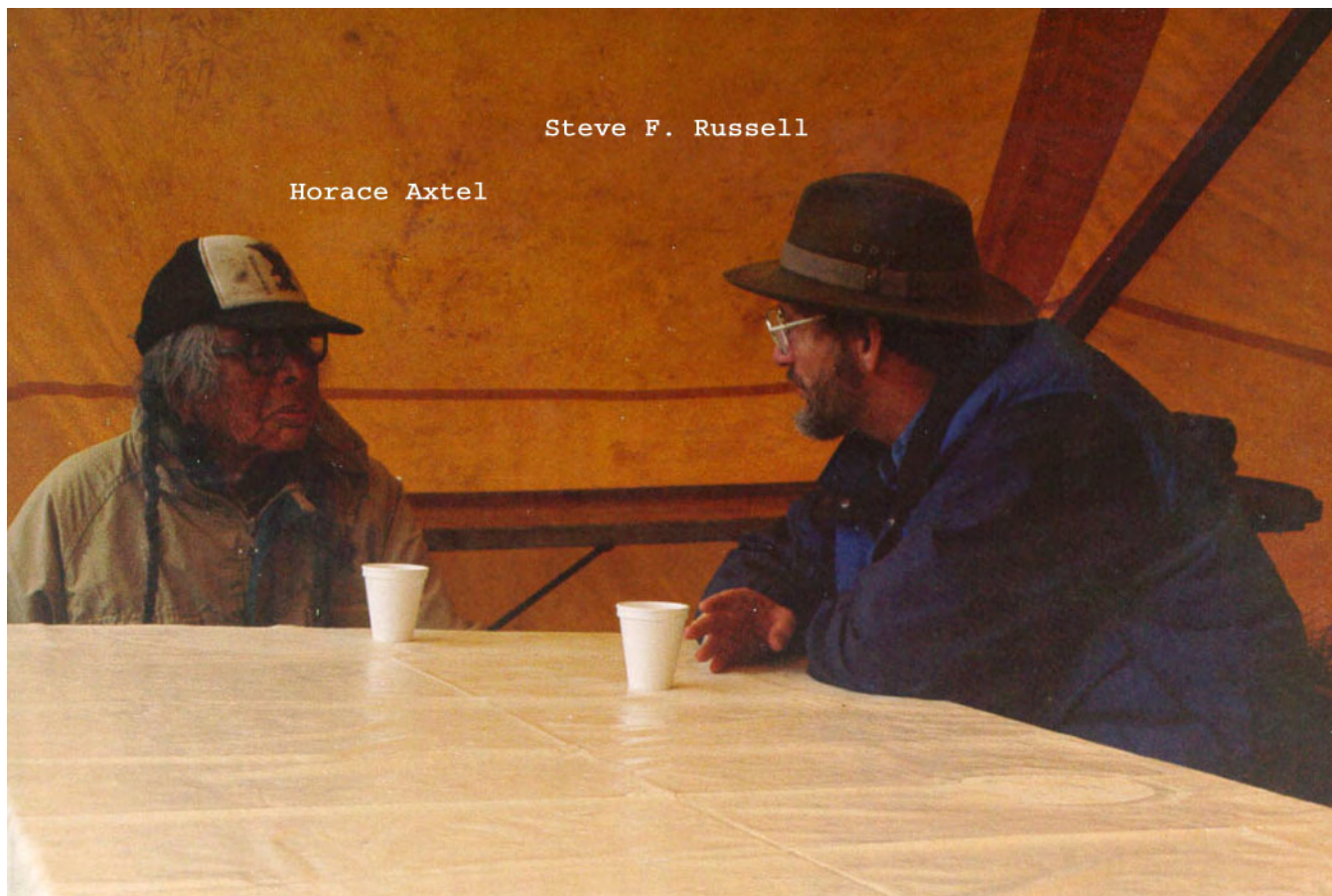


PHOTO 15. (1998) Horace and I having hot cups of coffee on a cold, rainy day, in the outfitter tent. We were swapping stories of old trails.

Photos on the Lolo Trail System



PHOTO 16. (1993) Nez Perce National Historic Trail Foundation Meeting, Missoula, Montana 1993. Steve F. Russell (President), Charlie Moses (Vice President), Dan Gard (Sec/Treasurer). Charlie went on to be the President in future years, Steve went back to trail research, and Dan moved to another job with the Forest Service.

Photos on the Lolo Trail System



Steve F. Russell

PHOTO 17. (2009) Over the years, I used to visit Horace at his house in Lewiston, Idaho. Horace died not long after this visit. I really believe it was the grief over several of his family that had died in a car accident. He was very sad and the spark of humor was gone.



Steve F. Russell

PHOTO 18. (2014) Steve F. Russell with members of the National Park Service and the Bureau of Land Management. Steve was demonstrating his research and guiding them over the Big Blackfoot River Trail (Also called the Missoula Trail), that Meriwether Lewis had traveled eastward in 1806.



PHOTO 19. (2010) (Dr. Steve F. Russell), Faculty, Iowa State, Historic Trail Research, (Alan Pinkham) Nez Perce Tribe Historian, (John Barker) “River Rat” on the Snake River, Barker River Adventures, (DR. Steven (Steve) Evans) Faculty, History Dept., Lewis-Clark State College, Lewiston, ID, (John Fisher) Expert on Lewis & Clark expedition food, medicines, tools, guns, and supplies, (Ken Reid) Idaho State Historic Preservation Officer.

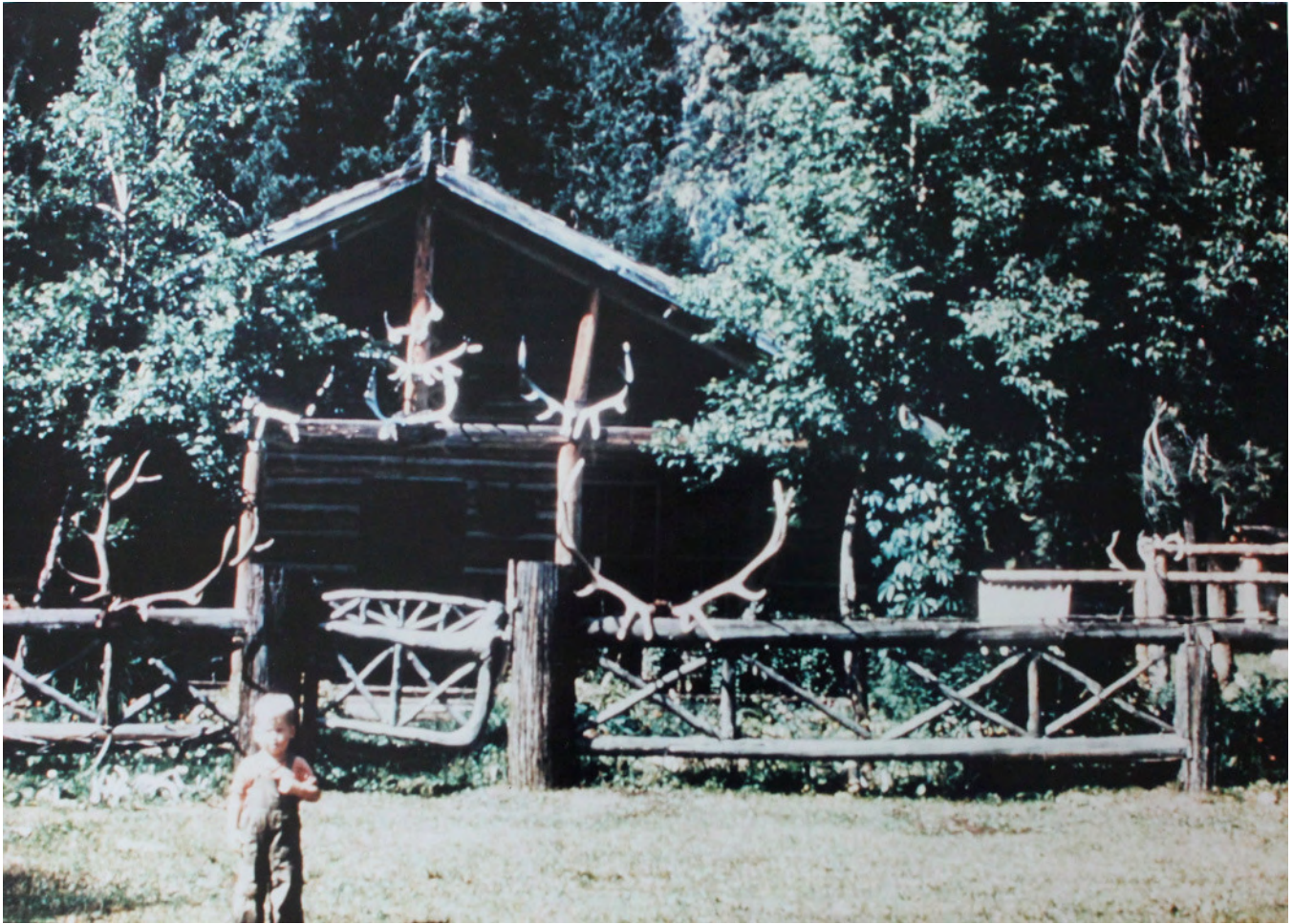
Photos on the Lolo Trail System



Steve F. Russell

PHOTO 20. (2016) Idaho Lewis and Clark Trail Committee, meeting at Lochsa Lodge, and tour of the historic trails at Lolo Pass. People attending are: 1) Keith Peterson, Idaho State Historian, 2) 3) 4) 5) Dr. Steve F. Russell, Faculty, Iowa State, Historic Trails Research 6) 7) 8) 9) 10) 11) Dawn Fazio 12) Dr. Jim Fazio, Faculty, U. of Idaho, board member, and Past President of the Lewis and Clark Trail Foundation, 13)

Photos on the Lolo Trail System



Steve F. Russell

PHOTO 21. (1946) Steve F. Russell at his new home, Lochsa Lodge near Powell Ranger Station, Idaho. Steve lived summers at the Lodge until 1958, when he was 14 years old. The old Lodge has burned down and been replaced. All the trees and fencing are gone too.

Photos on the Lolo Trail System

THE TRIBUNE + SEPTEMBER 4-10, 1999

TV TRACKING LEWIS AND CLARK

Steve Russell, an Iowa State engineering professor will be featured in **"Echoes of a Bitter Crossing: Lewis & Clark in Idaho,"** a program produced for national distribution on public television. The program airs Sunday at 8 p.m. on Iowa Public Television and focuses on the two months Meriwether Lewis and William Clark spent in Idaho on their way to the Pacific Ocean.

MID-IOWA'S COMPLETE BROADCAST & CABLE LISTINGS

Steve F. Russell

PHOTO 22. (1999) Local TV Guide announcement of the Public Television Special, "Echoes of a Bitter Crossing: Lewis and Clark in Idaho." This video can still be seen at the web address:

<https://www.pbs.org/video/scout-history-echoes-of-a-bitter-crossing/>

Photos on the Lolo Trail System



Steve F. Russell

PHOTO 23. (1990) Workshop Trip over the Lolo Trail System, sponsored by the Idaho State Historical Society. Attendees included, Dr. Steve F. Russell, Larry Jones, Cort Conley, Jim Ronda, Chuck Raddon, Rebecca Russell...

Photos on the Lolo Trail System



Steve F. Russell

PHOTO 24. (2002) Steve F. Russell, hiking the Lewis and Clark National Historic Trail. Rock Cairns appear in a few places along the trail.

Photos on the Lolo Trail System



PHOTO 25. (2002) More rock cairns.

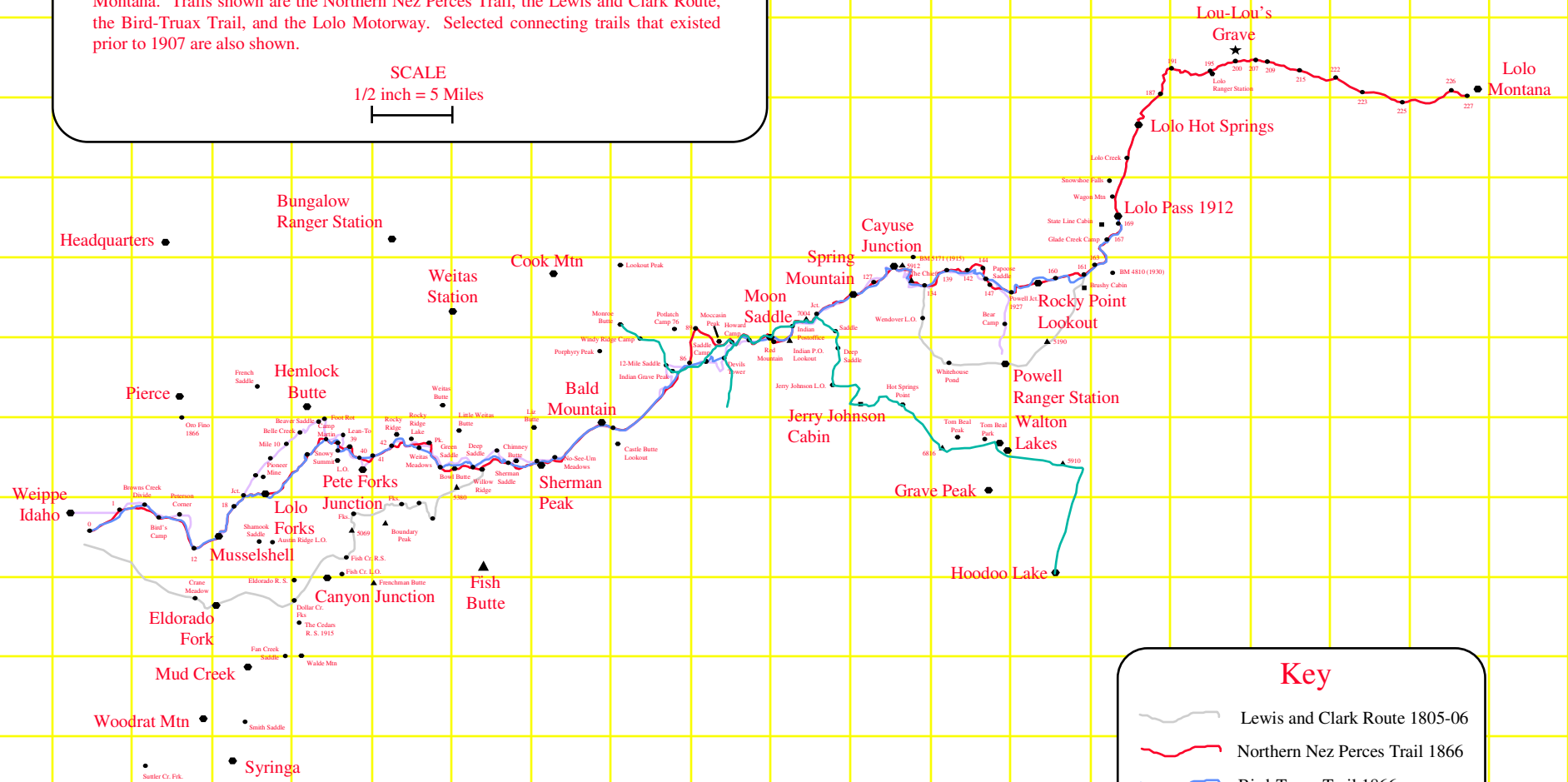
Lolo Trail System National Historic Landmark Document

Lolo Trail System 1805-1934

Large-Scale Map

This is a large-scale map of the Lolo Trail System from Weippe, Idaho to Lolo Montana. Trails shown are the Northern Nez Perces Trail, the Lewis and Clark Route, the Bird-Truax Trail, and the Lolo Motorway. Selected connecting trails that existed prior to 1907 are also shown.

SCALE
1/2 inch = 5 Miles



Key

- Lewis and Clark Route 1805-06
- Northern Nez Perces Trail 1866
- Bird-Truax Trail 1866
- Lolo Motorway 1934
- Connecting Routes 1907

Lolo Trail System National Historic Landmark Document

Lolo Trail National Historic Landmark

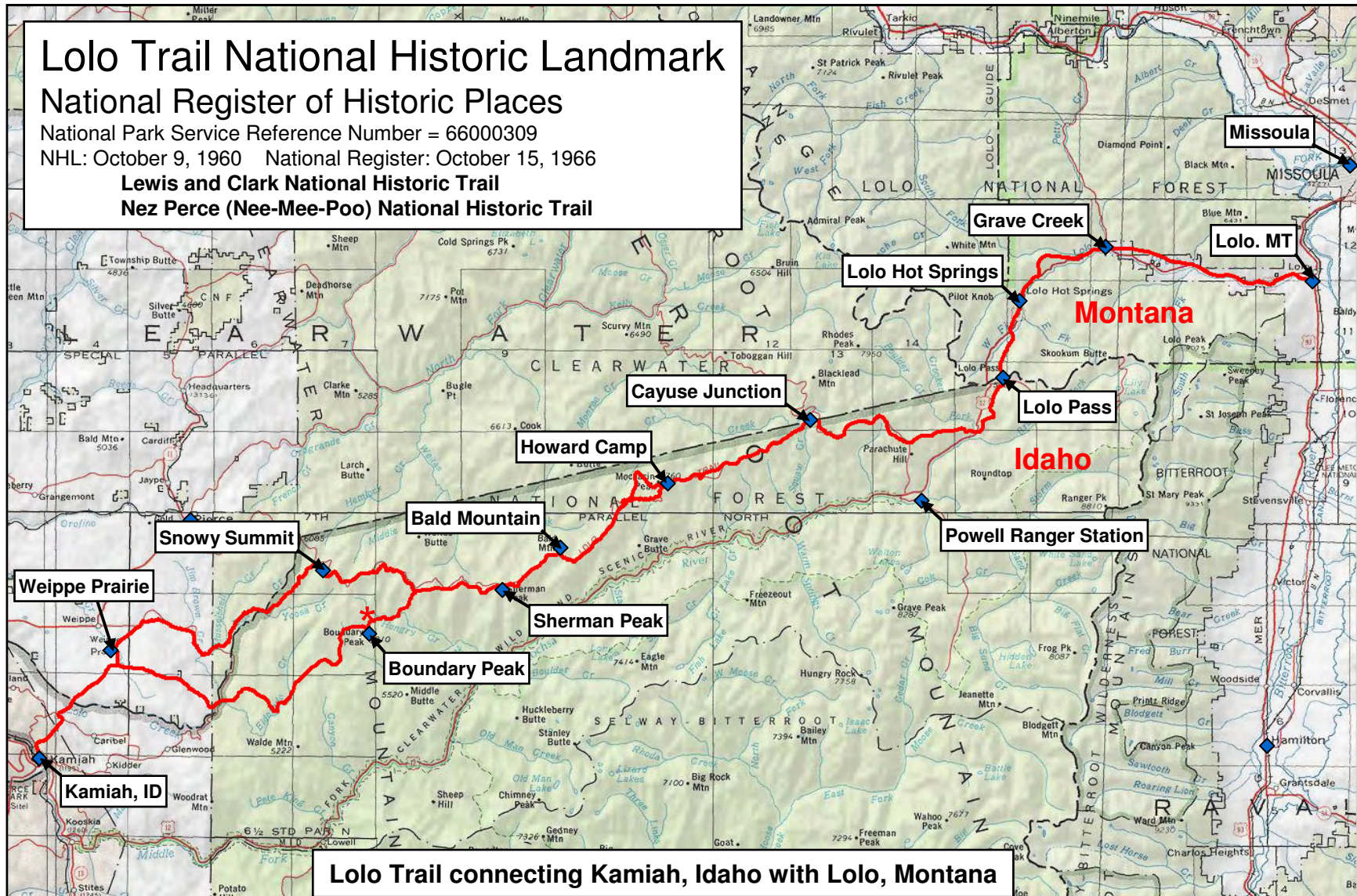
National Register of Historic Places

National Park Service Reference Number = 66000309

NHL: October 9, 1960 National Register: October 15, 1966

Lewis and Clark National Historic Trail

Nez Perce (Nee-Mee-Poo) National Historic Trail

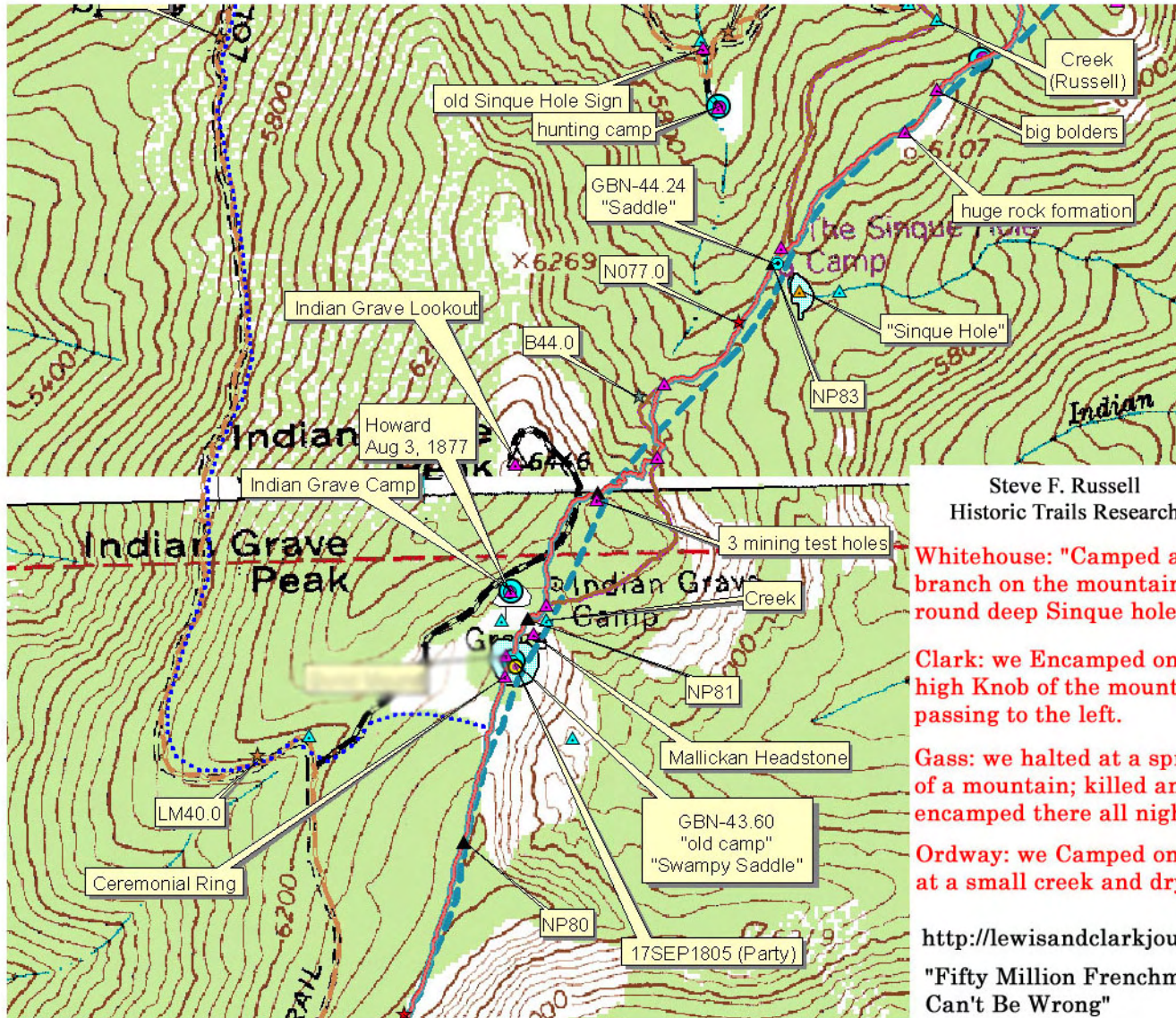


Lolo Trail connecting Kamiah, Idaho with Lolo, Montana

* Hungrey Creek

Lolo Trail System National Historic Landmark

Trail Research Map for the Indian Grave Camp Area



Steve F. Russell
Historic Trails Research 2015

Whitehouse: "Camped at a Small branch on the mountain near a round deep Sinque hole full of water"

Clark: we Encamped on the top of a high Knob of the mountain at a run passing to the left.

Gass: we halted at a spring on the top of a mountain; killed another colt, and encamped there all night.

Ordway: we Camped on this Mountain at a small creek and dry pine timber.

<http://lewisandclarkjournals.unl.edu>
"Fifty Million Frenchmen
Can't Be Wrong"

Lolo Trail National Historic Landmark Documents

**LOLO TRAIL NATIONAL HISTORIC LANDMARK
COMPOSITE TOPOGRAPHIC MAPS**

Steve F. Russell, Ph.D., PE

February 16, 2002

**This map set documents the research status for the trail treads and campsites of the
Lolo Trail National Historic Landmark in 2002.**

TRAILS AND ROADS RECORDED

BLUE - BIRD-TRAUX TRAIL (LEWISTON AND VIRGINIA CITY WAGON ROAD)
RED - LEWIS AND CLARK TRAIL
GREEN - NORTHERN NEZ PERCES TRAIL
PURPLE - LOLO DIVIDE ROAD (LOLO MOTORWAY)
BLACK - OTHER TRAILS

EXPEDITIONS DOCUMENTED

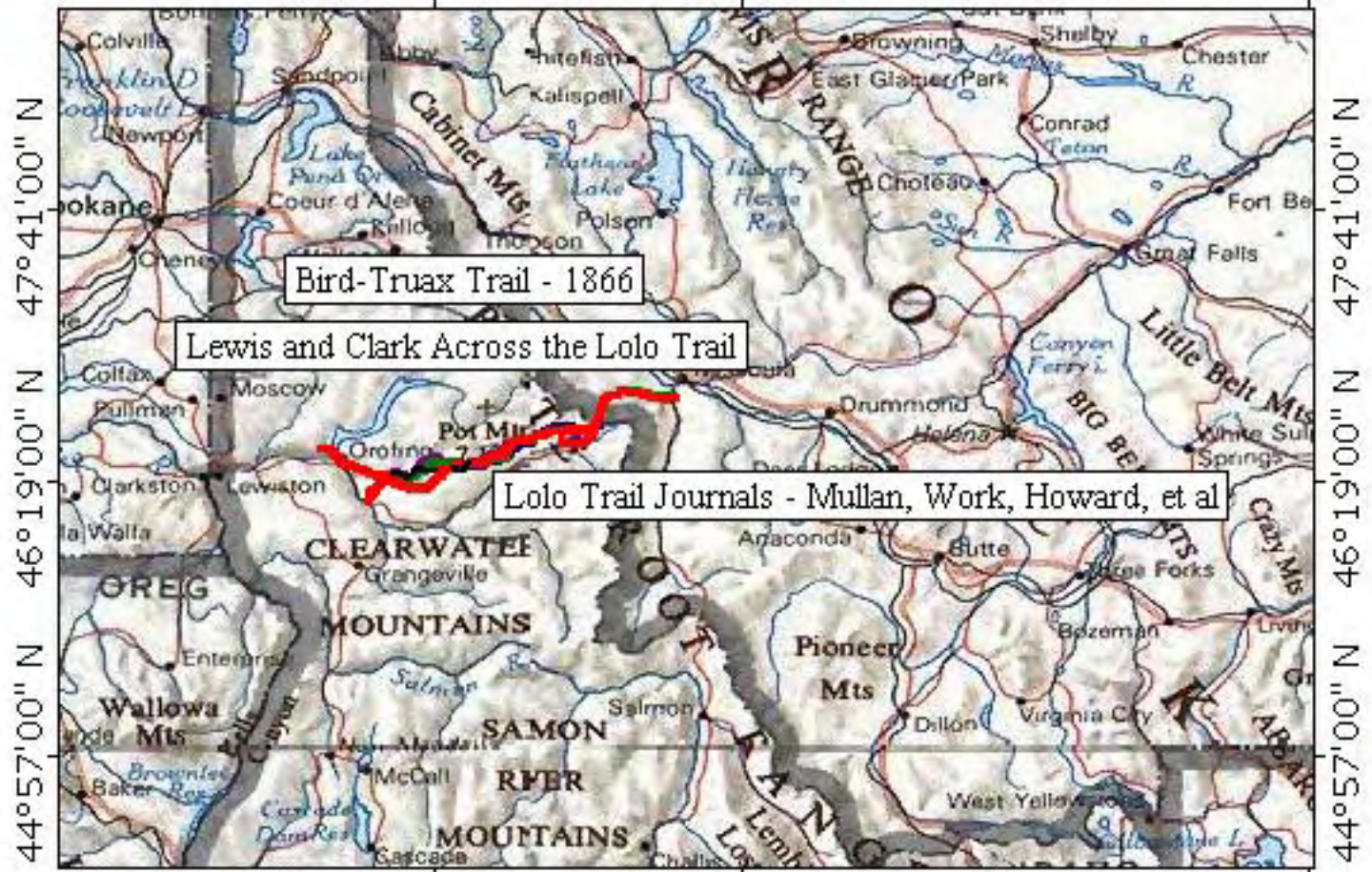
LEWIS AND CLARK - 1805 AND 1806
JOHN MULLAN - 1854
LEWISTON AND VIRGINIA CITY WAGON ROAD - 1866
JOHN WORK - 1832
GEN. O. O. HOWARD - 1877

COMPUTER FILES

CompositeLLT-LCT-TOP.tpo
CompositeLLT-LCT-TOP.tpg

**Research Data Copyright (c) Steve F. Russell
Historic Trails Research
2002**

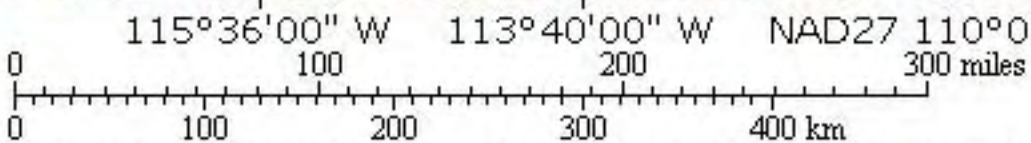
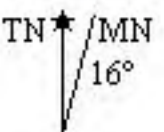
115°36'00" W 113°40'00" W NAD27 110°05'00" W

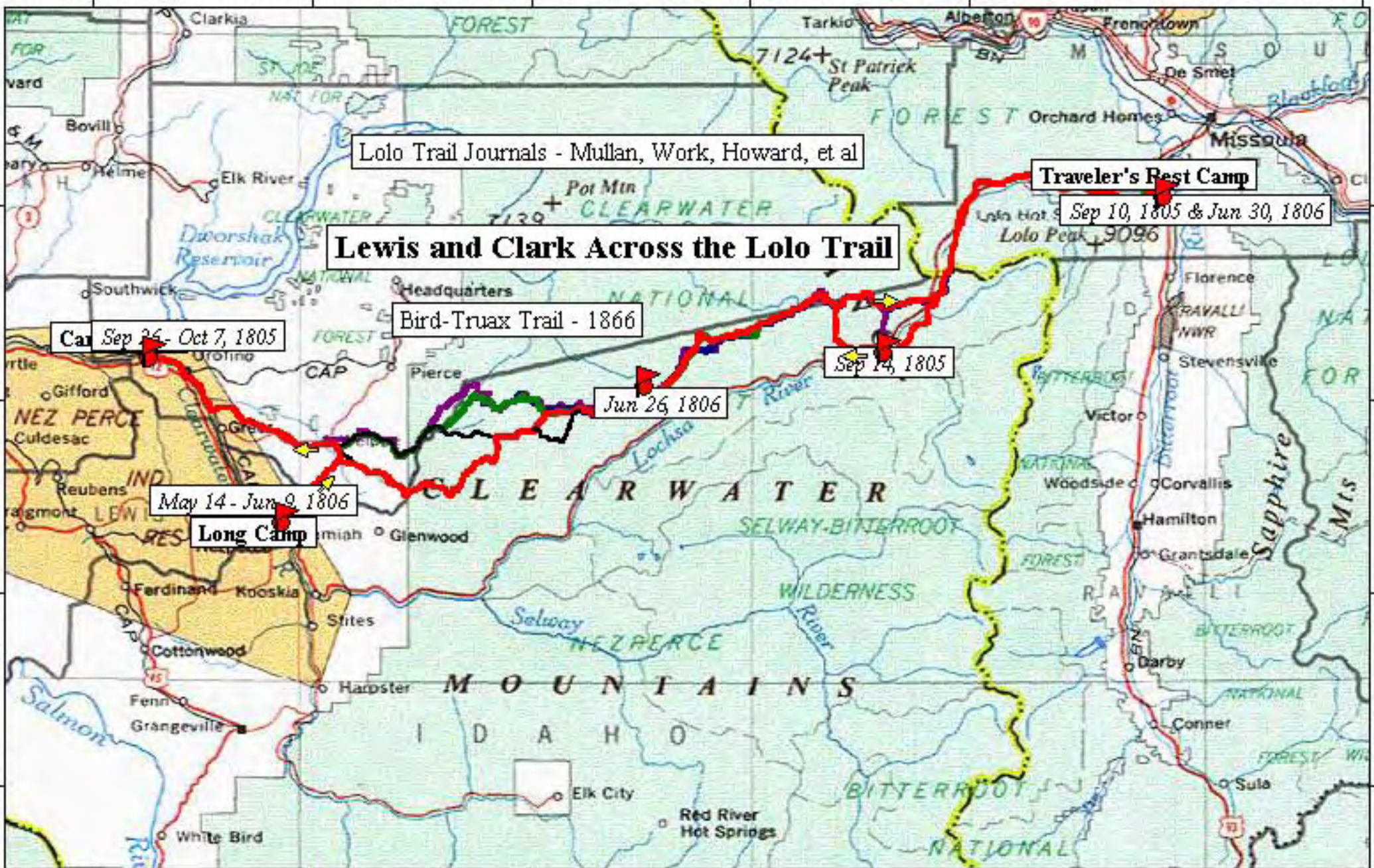


Bird-Truax Trail - 1866

Lewis and Clark Across the Lolo Trail

Lolo Trail Journals - Mullan, Work, Howard, et al





Lolo Trail Journals - Mullan, Work, Howard, et al

Traveler's Rest Camp
Sep 10, 1805 & Jun 30, 1806

Lewis and Clark Across the Lolo Trail

Car Sep 26 - Oct 7, 1805

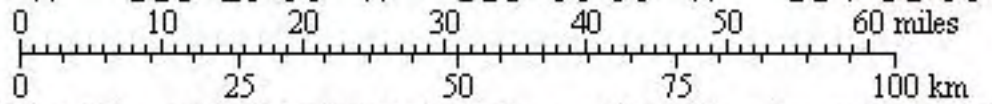
Bird-Truax Trail - 1866

Jun 26, 1806

Sep 14, 1805

May 14 - Jun 9, 1806

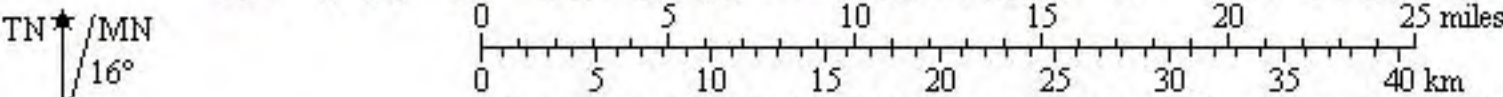
Long Camp

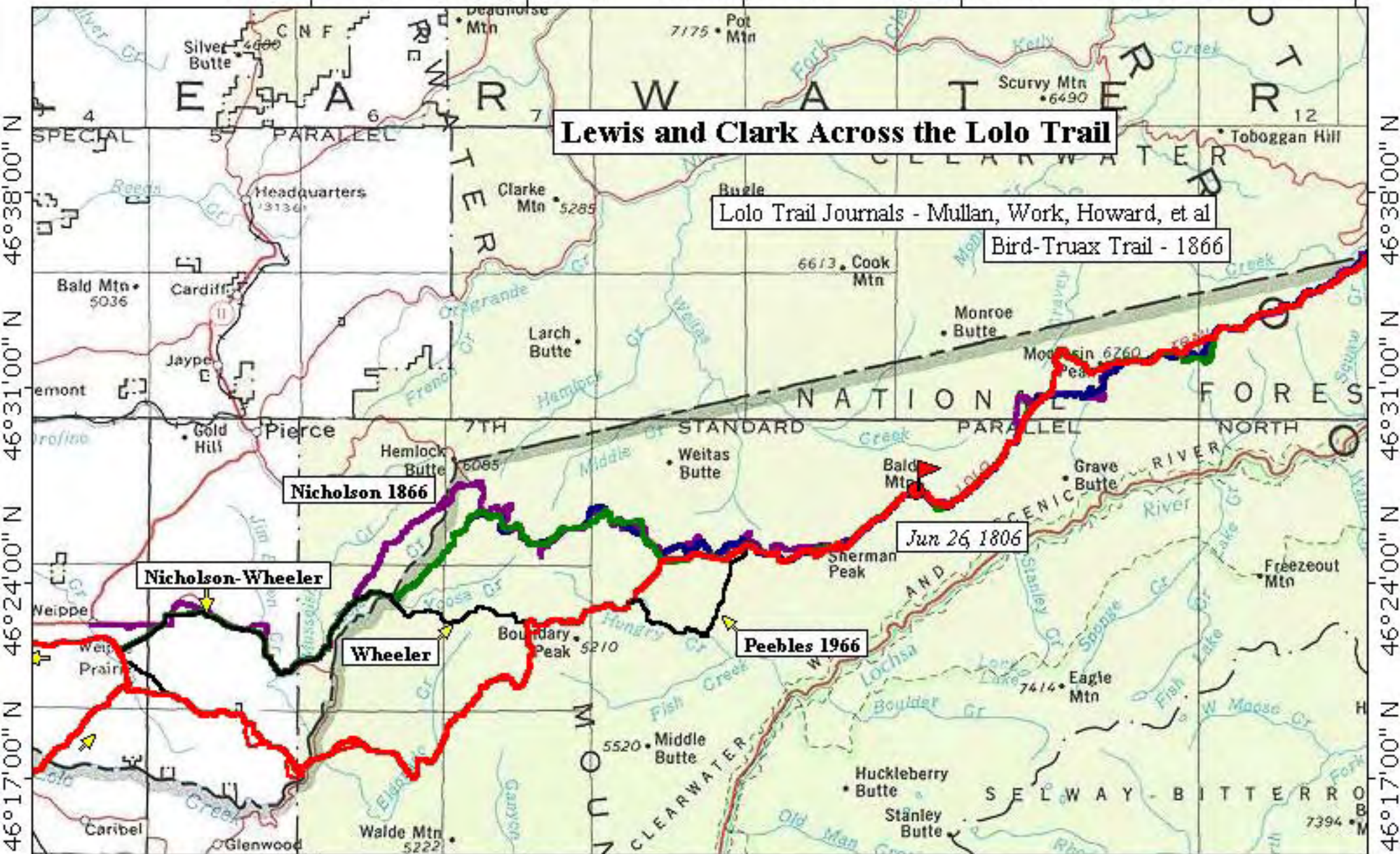




46°48'00" N
46°41'00" N
46°34'00" N
46°27'00" N

46°48'00" N
46°41'00" N
46°34'00" N
46°27'00" N





Lewis and Clark Across the Lolo Trail

Lolo Trail Journals - Mullan, Work, Howard, et al

Bird-Truax Trail - 1866

Nicholson 1866

Nicholson-Wheeler

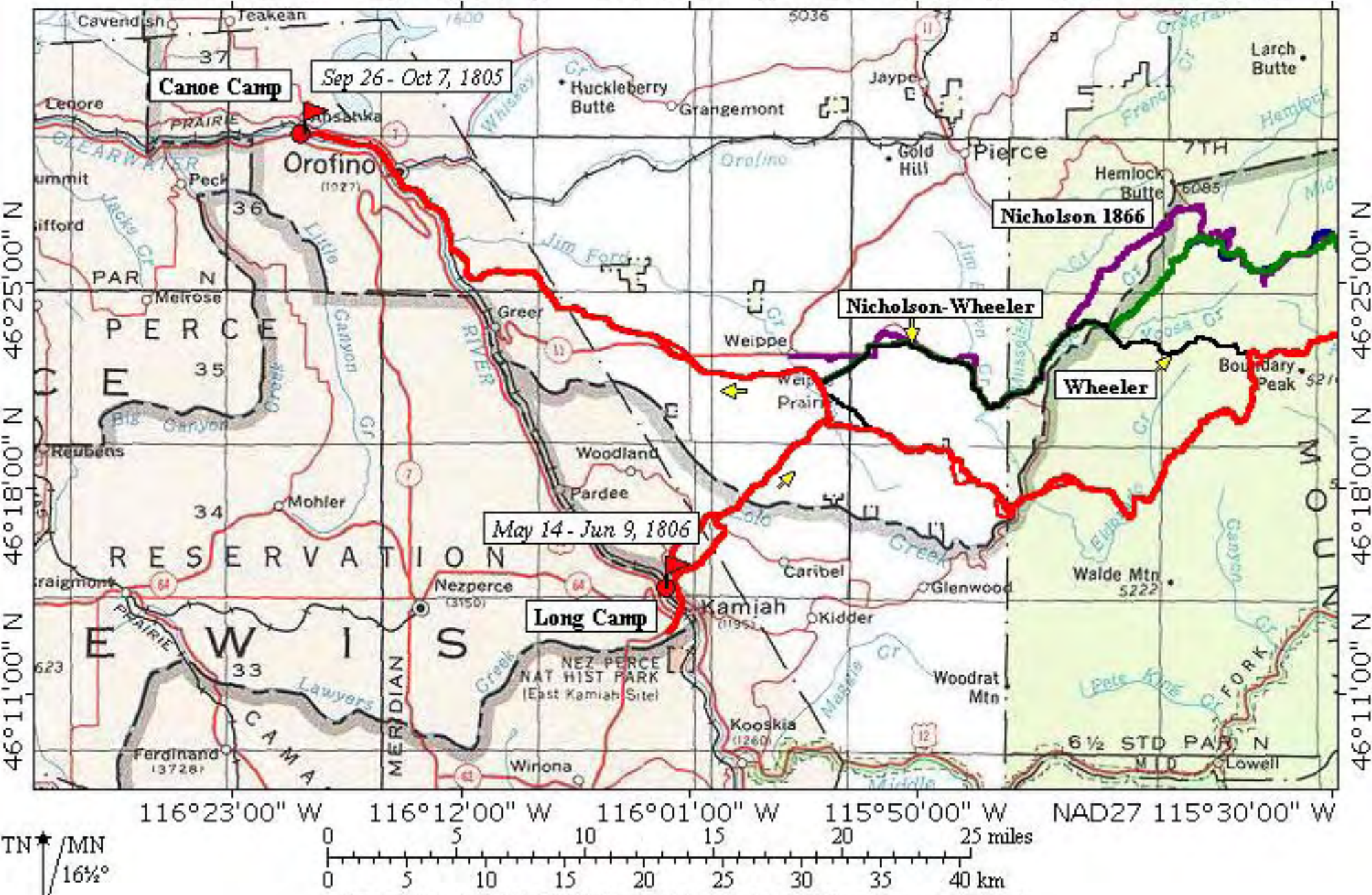
Wheeler

Peebles 1966

Jun 26, 1806

TN
MN
16 1/2°

TOPO! map printed on 02/16/02 from "Compositell-LCT-TOP.tp" and "Untitled.tpg"
116°23'00" W 116°12'00" W 116°01'00" W 115°50'00" W NAD27 115°30'00" W



TN MN
16 1/2°

114°08'00" W

114°07'00" W

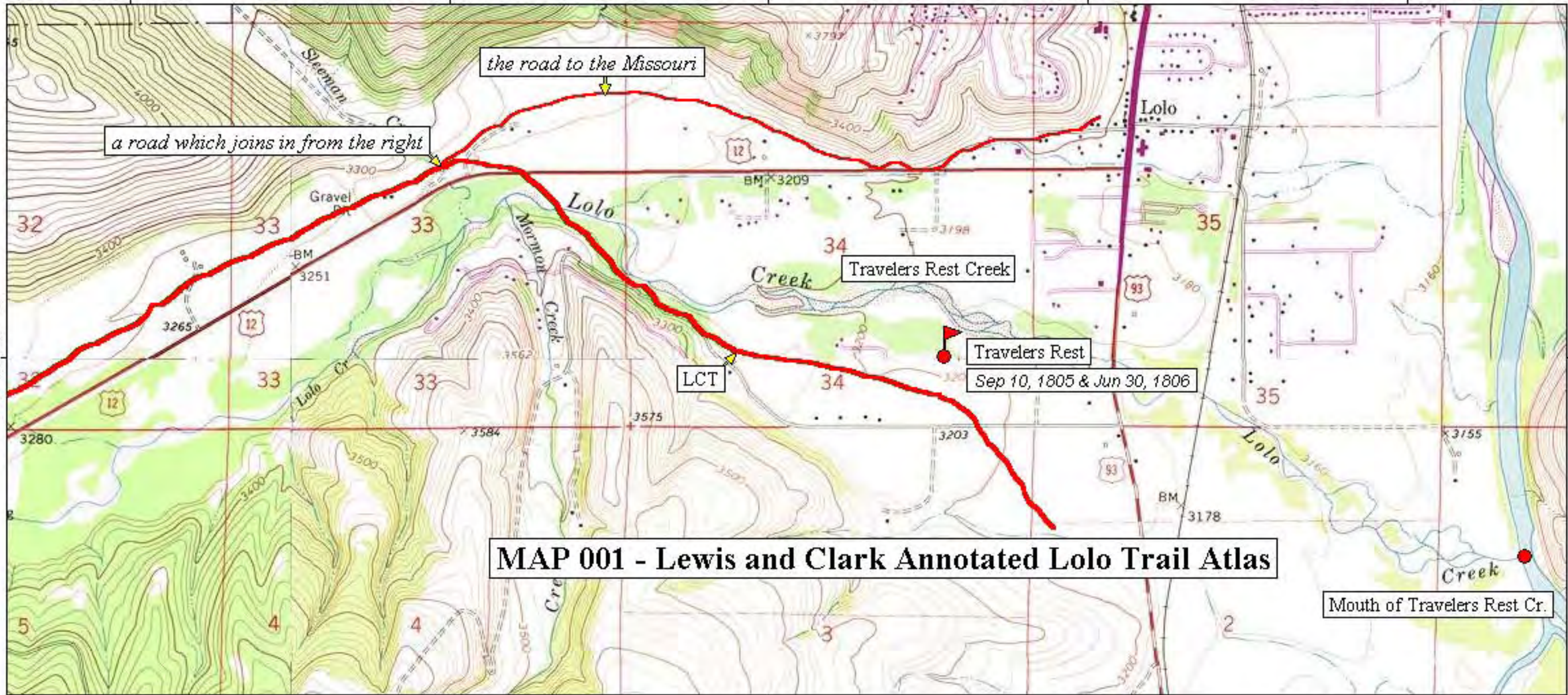
114°06'00" W

114°05'00" W

NAD27 114°04'00" W

46°45'00" N

46°45'00" N



MAP 001 - Lewis and Clark Annotated Lolo Trail Atlas

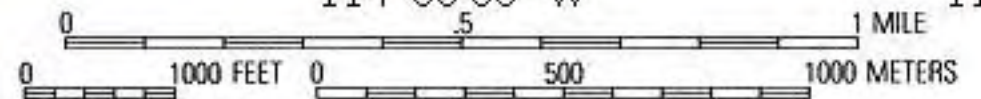
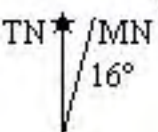
114°08'00" W

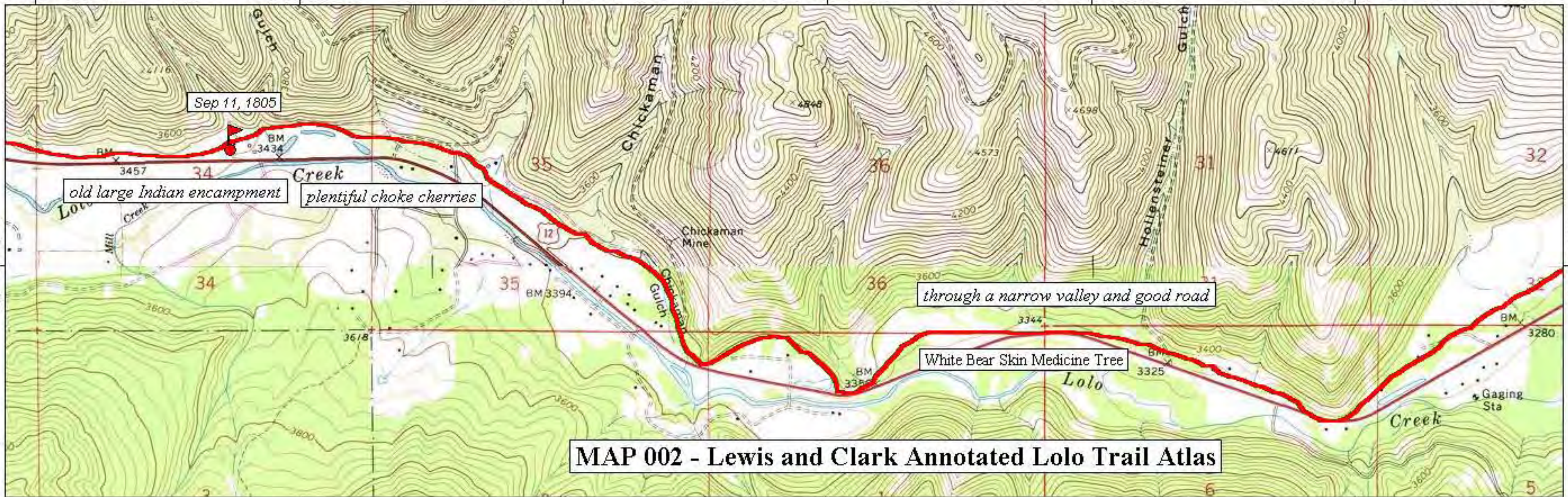
114°07'00" W

114°06'00" W

114°05'00" W

NAD27 114°04'00" W





MAP 002 - Lewis and Clark Annotated Lolo Trail Atlas

114°18'00" W

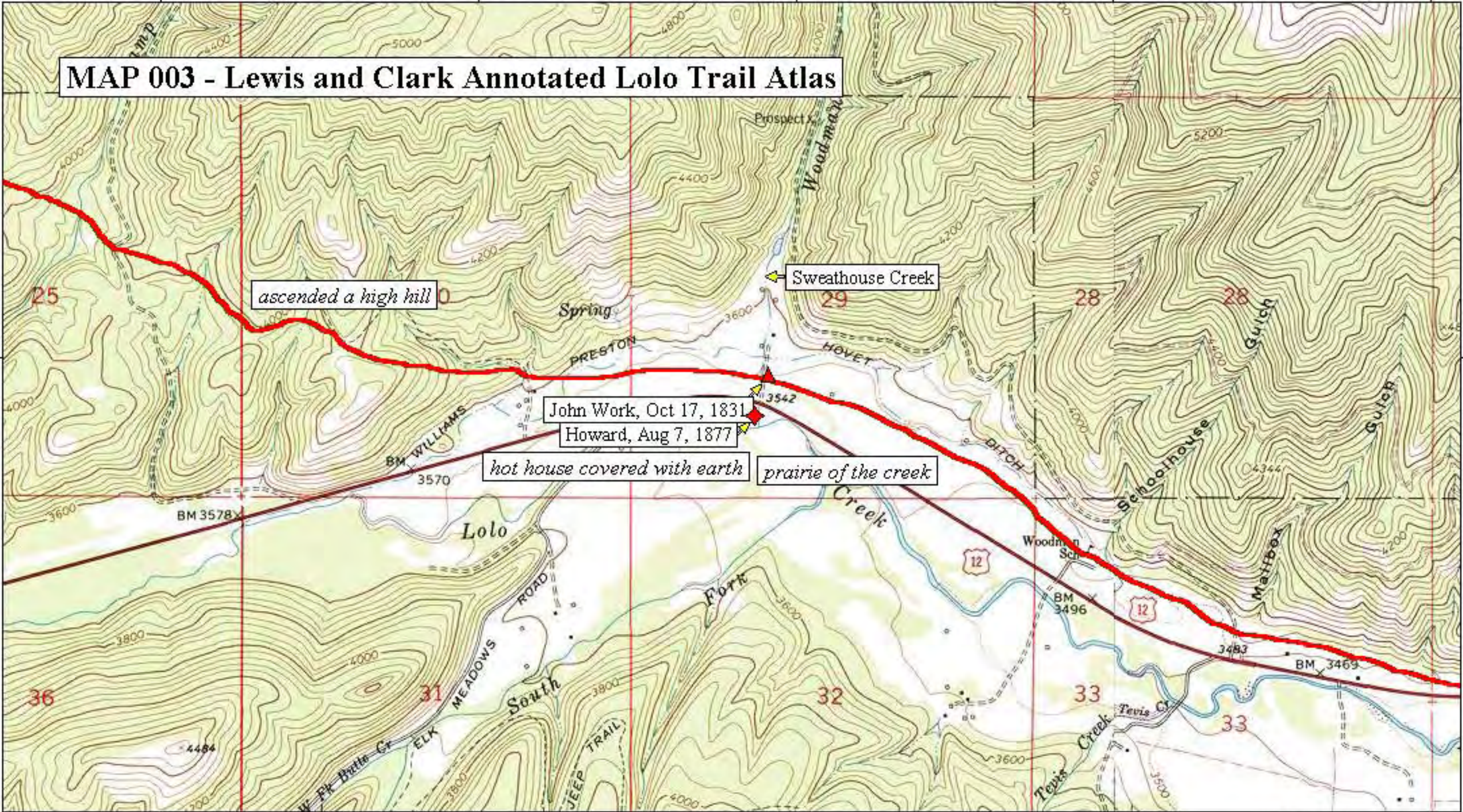
114°17'00" W

114°16'00" W

114°15'00" W

NAD27 114°14'00" W

MAP 003 - Lewis and Clark Annotated Lolo Trail Atlas



46°46'00" N

46°46'00" N

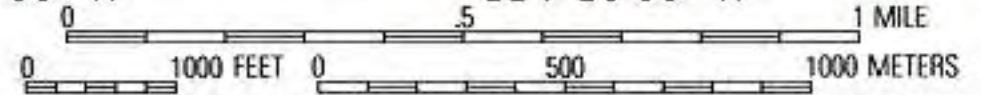
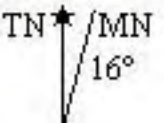
114°18'00" W

114°17'00" W

114°16'00" W

114°15'00" W

NAD27 114°14'00" W



114°24'00" W

114°23'00" W

114°22'00" W

114°21'00" W

114°20'00" W

NAD27 114°19'00" W

MAP 004 - Lewis and Clark Annotated Lolo Trail Atlas

a road leads up this branch

John Work, Oct 14-16, 1831

descended a bad part of the mountain

place the road forks

Nooned Sep 12, 1805 & Jun 30, 1806

a number of berries

hilly country thickly timbered

crossed 6 branches

46°47'00" N

46°47'00" N

114°24'00" W

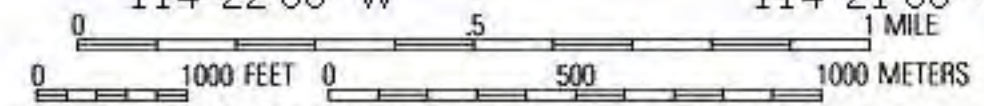
114°23'00" W

114°22'00" W

114°21'00" W

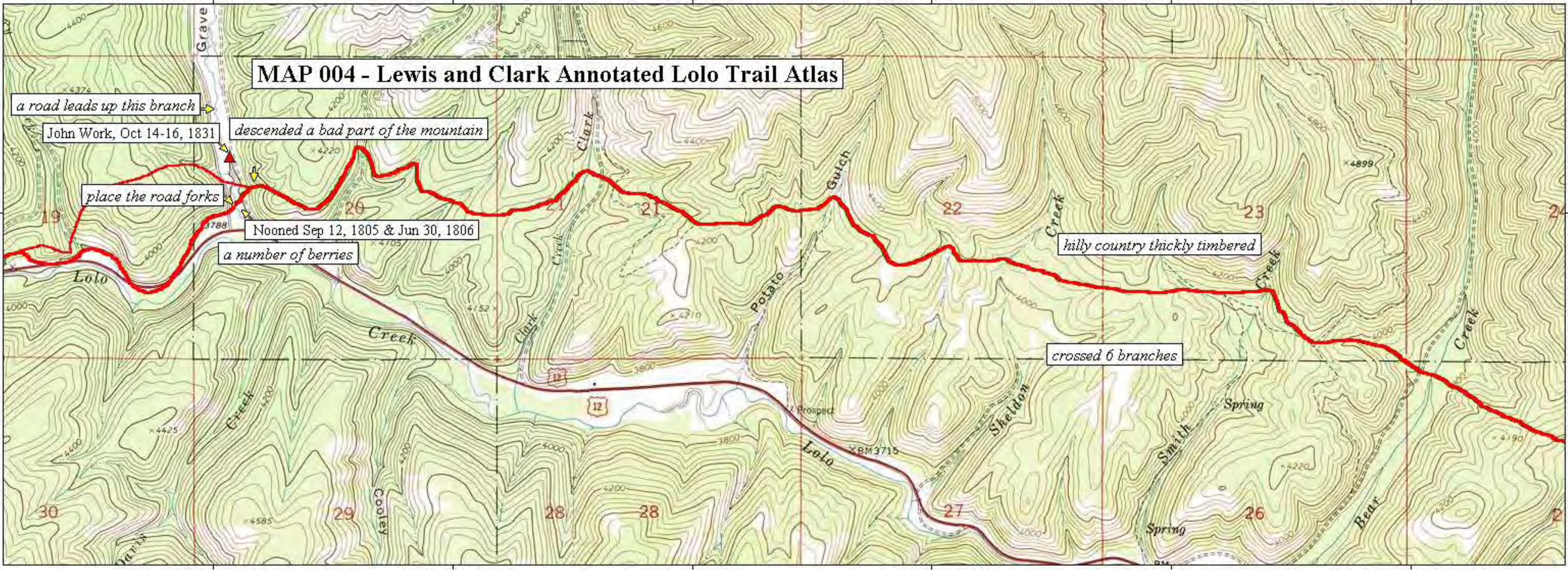
114°20'00" W

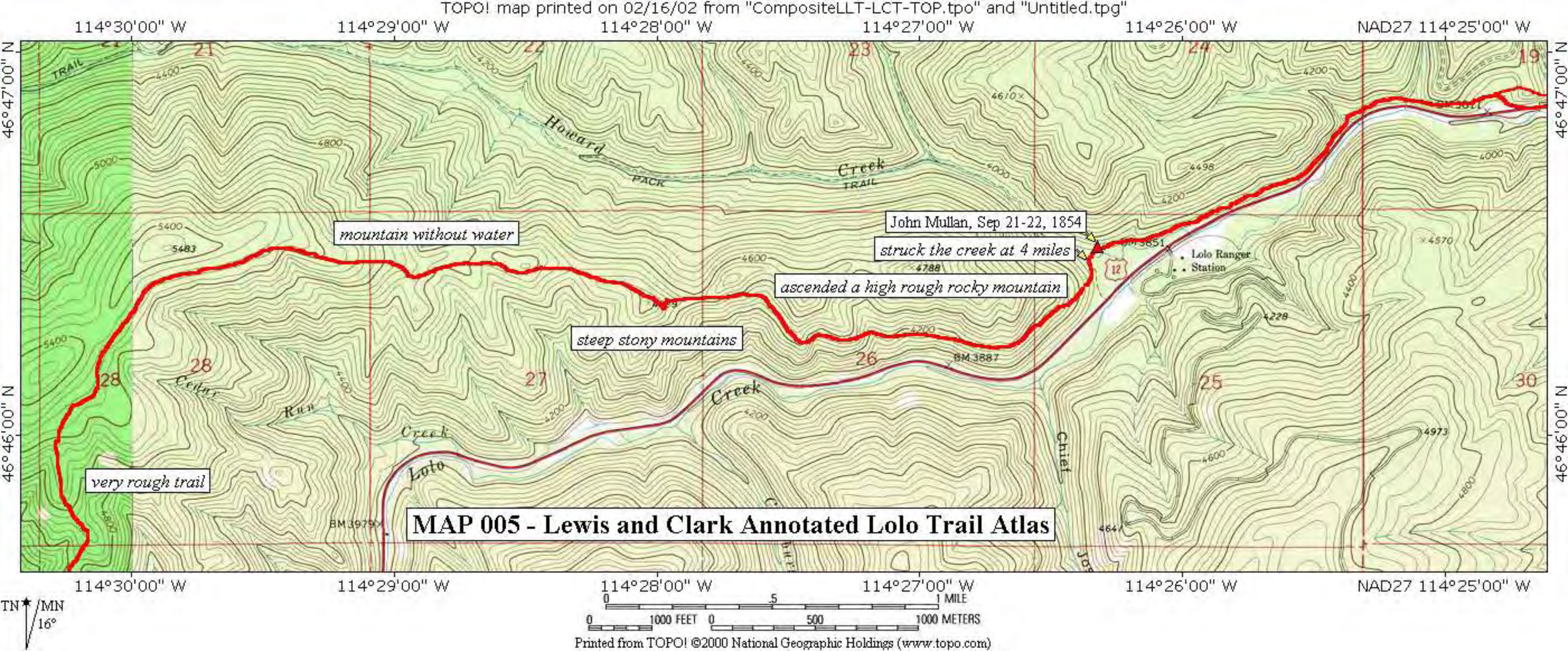
NAD27 114°19'00" W



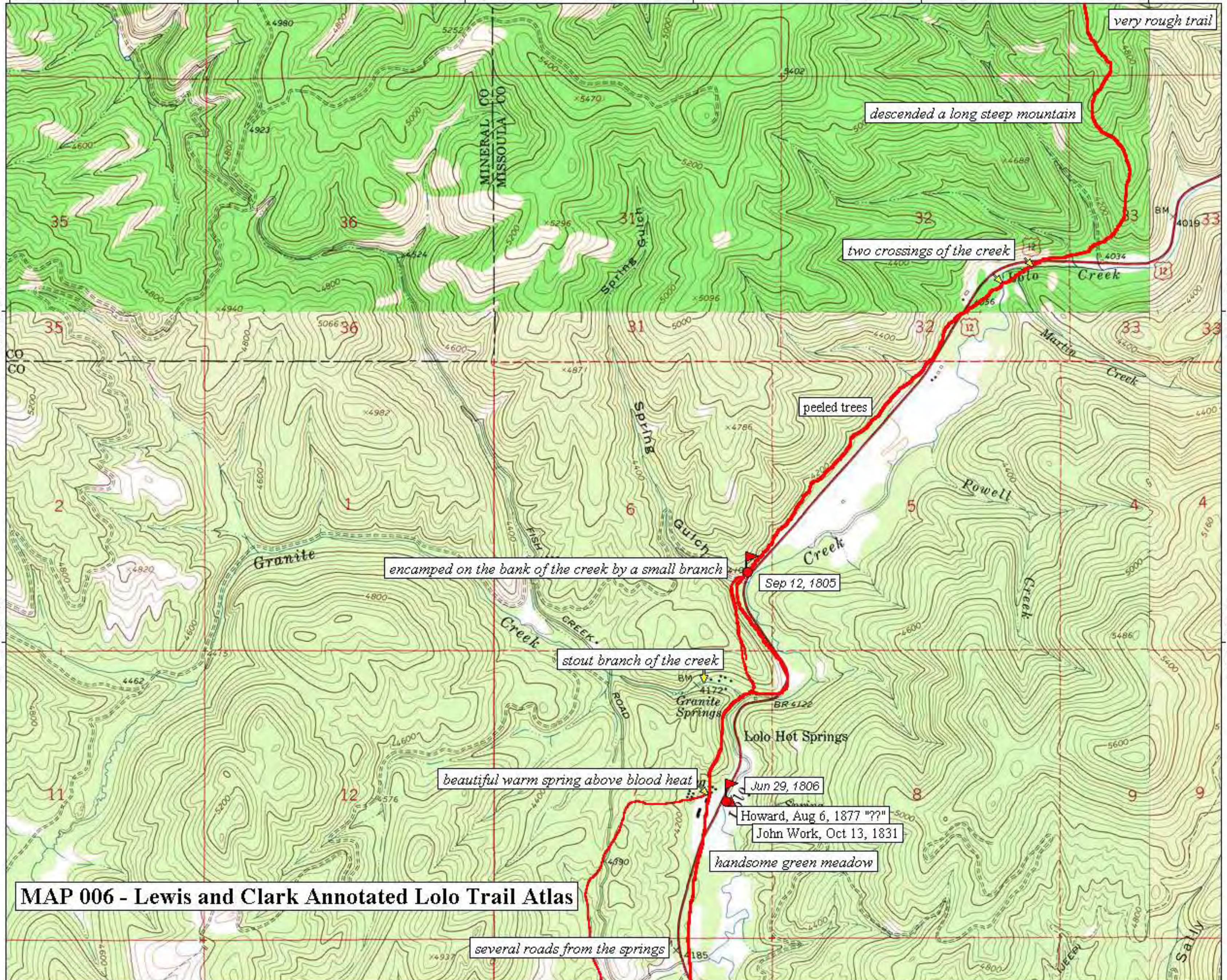
Printed from TOPO! ©2000 National Geographic Holdings (www.topo.com)

TN MN
16°



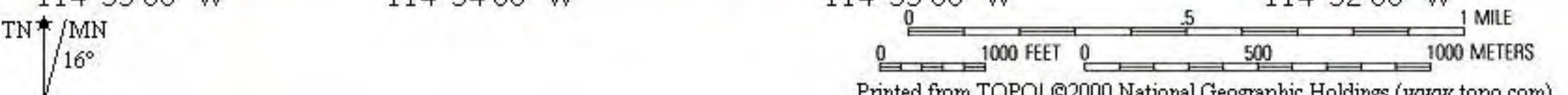


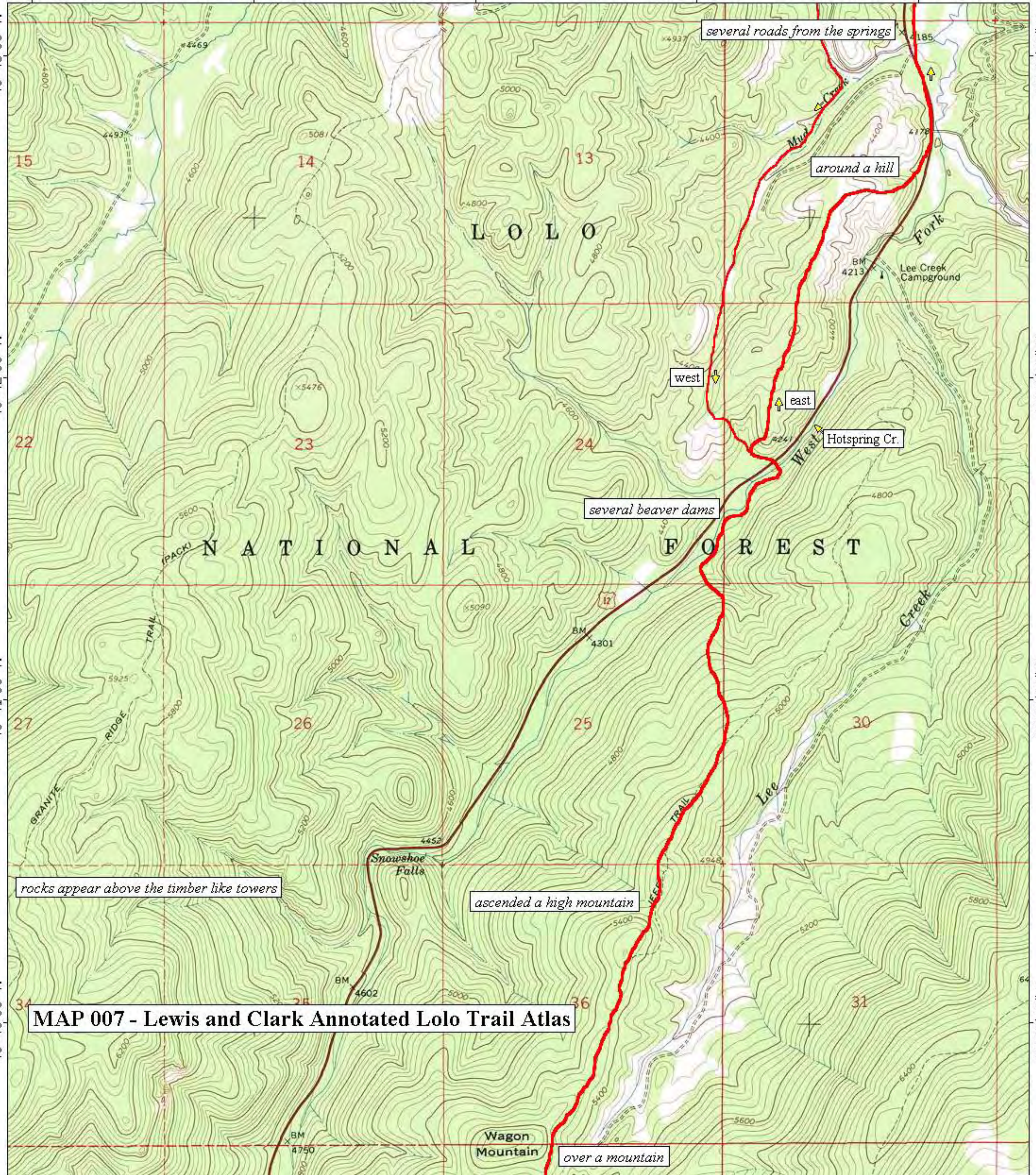
114°35'00" W 114°34'00" W 114°33'00" W 114°32'00" W 114°31'00" W NAD27 114°30'00" W



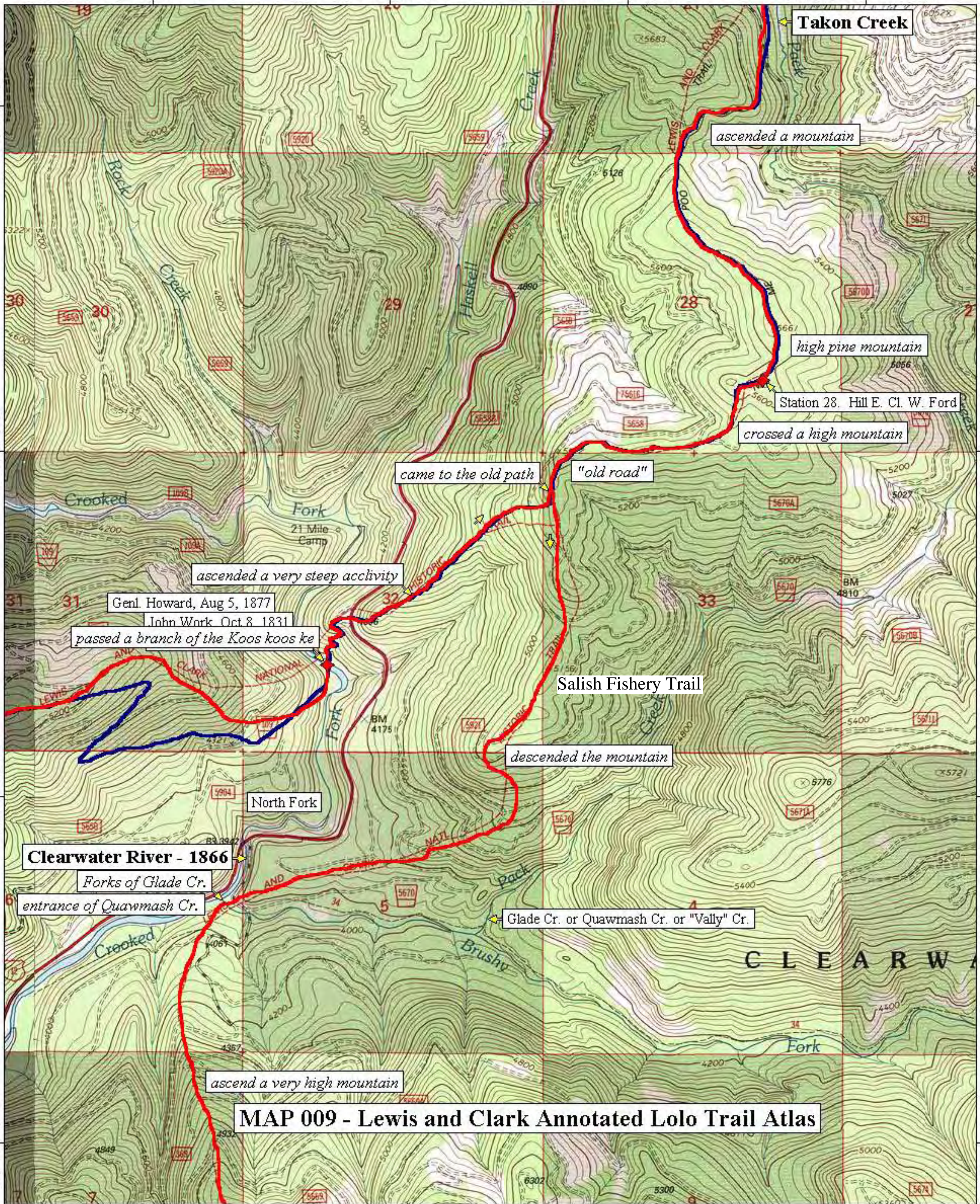
MAP 006 - Lewis and Clark Annotated Lolo Trail Atlas

114°35'00" W 114°34'00" W 114°33'00" W 114°32'00" W 114°31'00" W NAD27 114°30'00" W





MAP 007 - Lewis and Clark Annotated Lolo Trail Atlas



Takon Creek

ascended a mountain

high pine mountain

Station 28. Hill E. Cl. W. Ford

crossed a high mountain

came to the old path

"old road"

ascended a very steep acclivity

Genl. Howard, Aug 5, 1877

John Work Oct 8 1831

passed a branch of the Koos koos ke

Salish Fishery Trail

descended the mountain

North Fork

Clearwater River - 1866

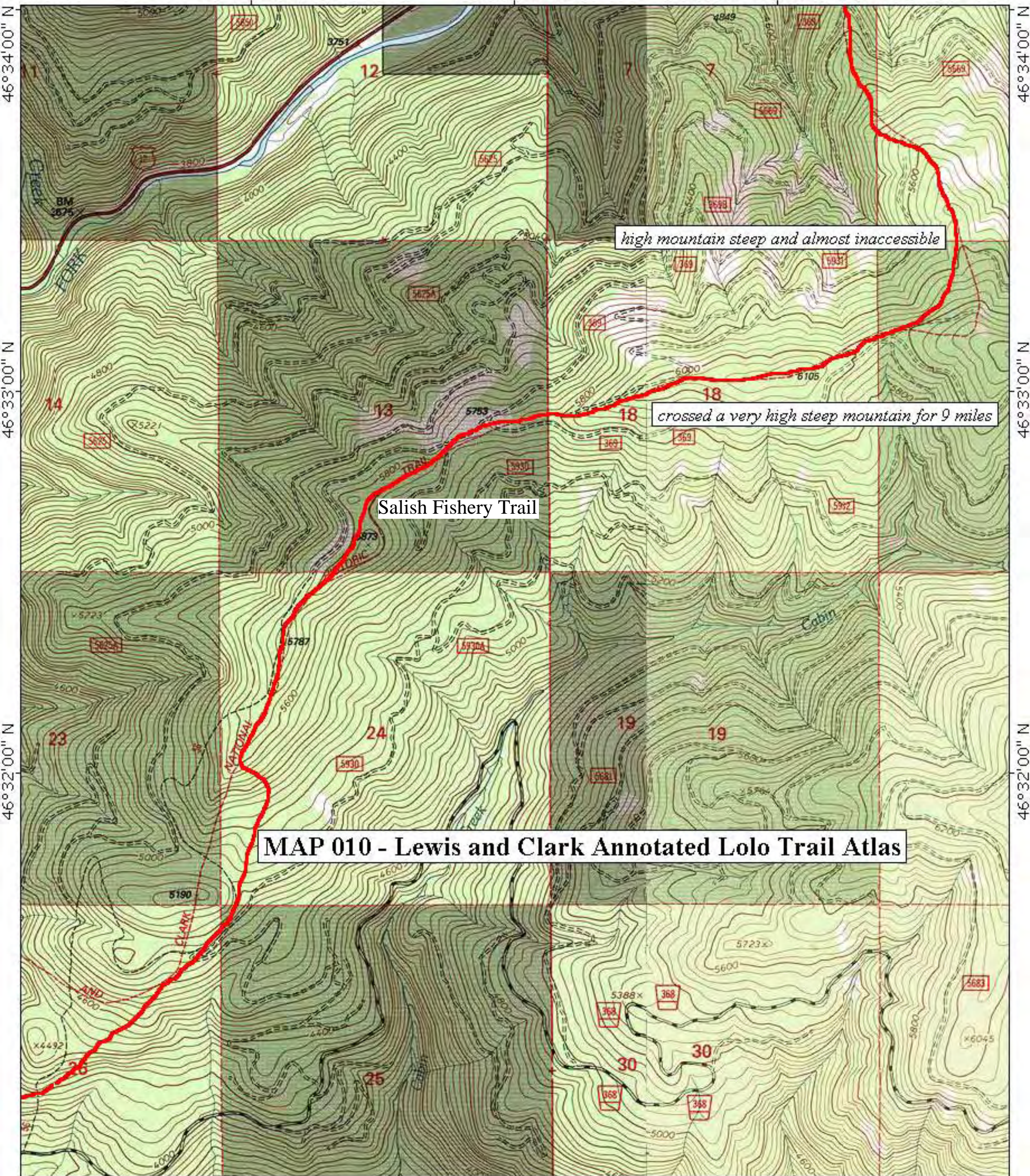
Forks of Glade Cr.

entrance of Quawmash Cr.

Glade Cr. or Quawmash Cr. or "Vally" Cr.

ascend a very high mountain

MAP 009 - Lewis and Clark Annotated Lolo Trail Atlas



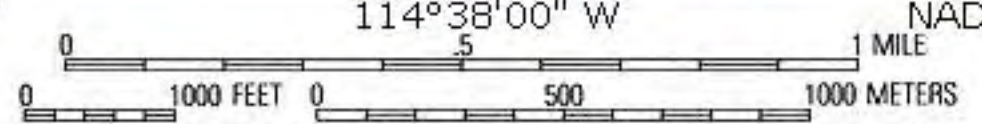
Salish Fishery Trail

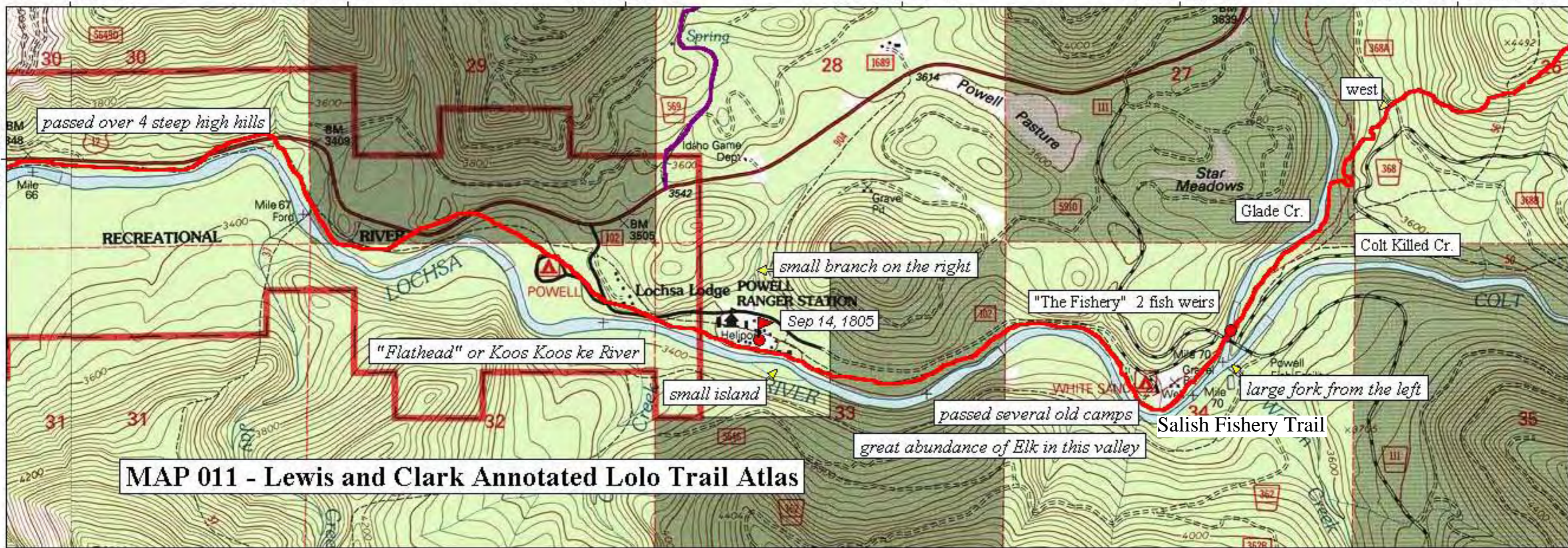
high mountain steep and almost inaccessible

crossed a very high steep mountain for 9 miles

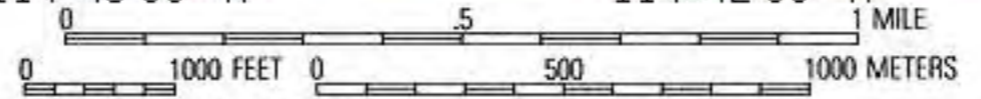
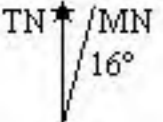
MAP 010 - Lewis and Clark Annotated Lolo Trail Atlas

TN /MN
16°





MAP 011 - Lewis and Clark Annotated Lolo Trail Atlas



114°49'00" W

114°48'00" W

114°47'00" W

NAD27 114°46'00" W

MAP 012 - Lewis and Clark Annotated Lolo Trail Atlas

46°32'00" N

46°32'00" N

desk broken

road excessively bad

ascended a high mountain

foot of the great mountain

crossed a creek a small pond a little below

old Indian camp at a fishing place

Salish Fishery Trail

46°31'00" N

46°31'00" N

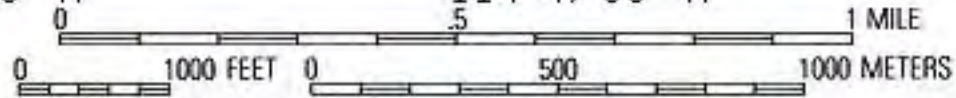
114°49'00" W

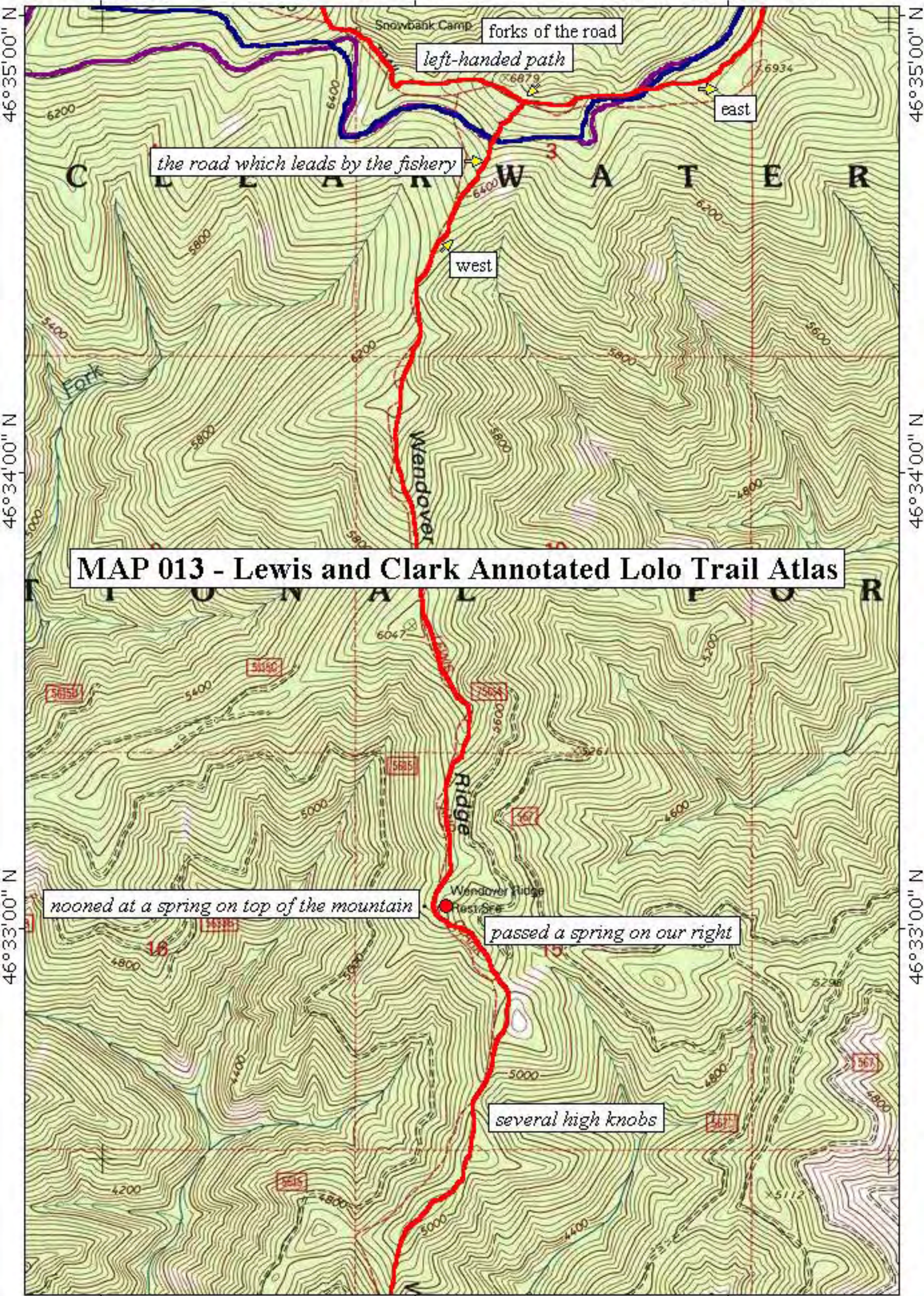
114°48'00" W

114°47'00" W

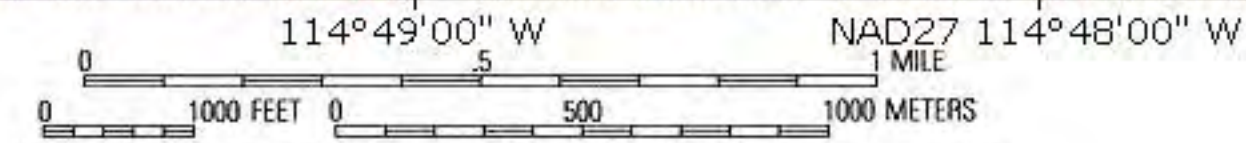
NAD27 114°46'00" W

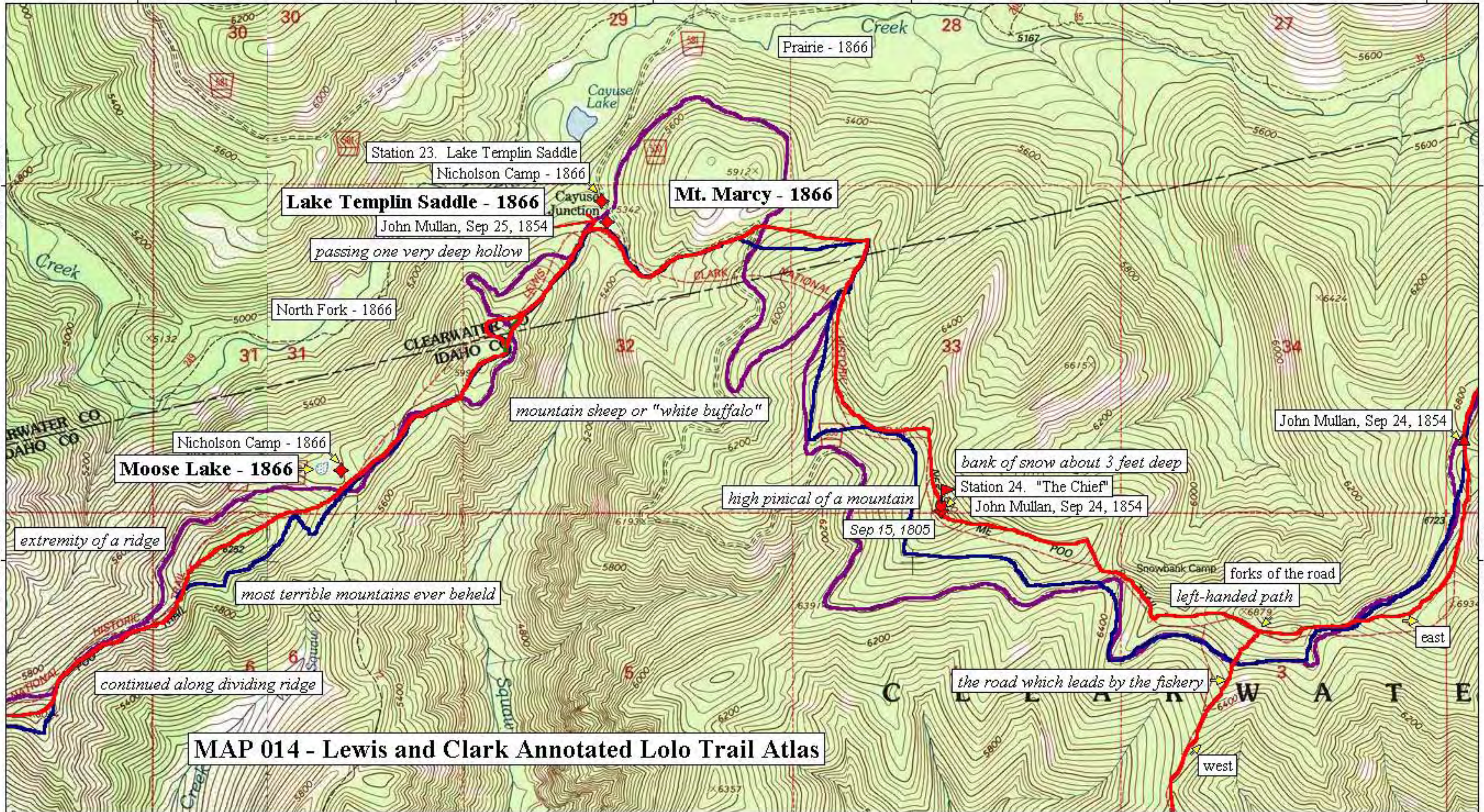
TN
16°
MN



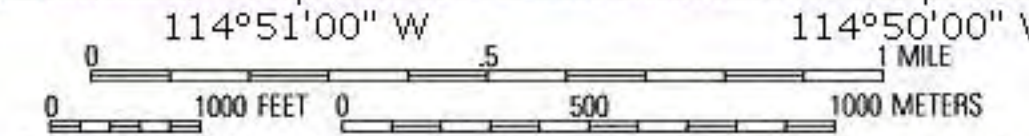


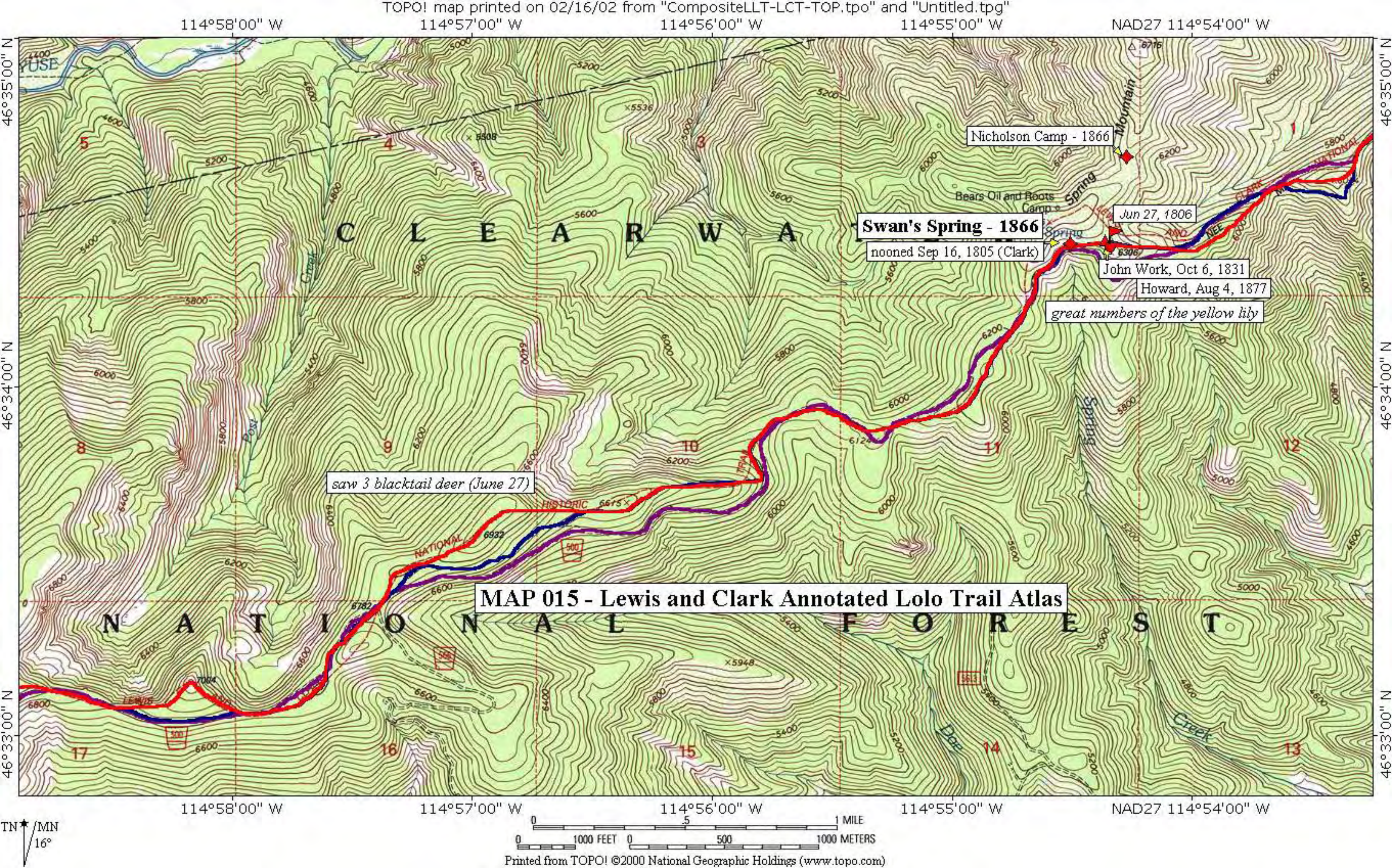
MAP 013 - Lewis and Clark Annotated Lolo Trail Atlas





MAP 014 - Lewis and Clark Annotated Lolo Trail Atlas





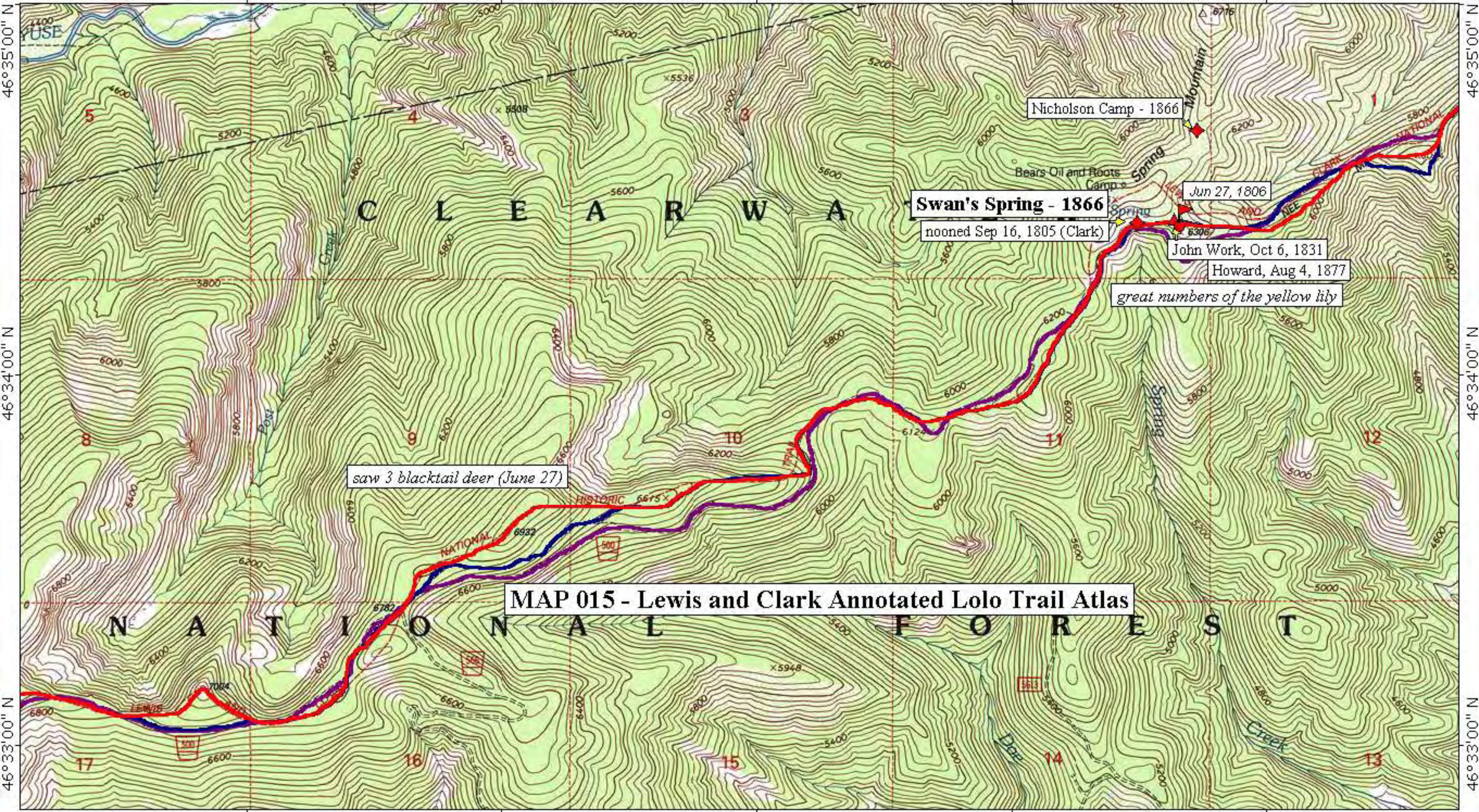
114°58'00" W

114°57'00" W

114°56'00" W

114°55'00" W

NAD27 114°54'00" W



114°58'00" W

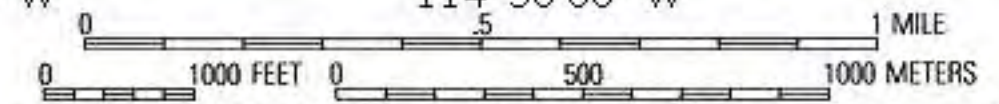
114°57'00" W

114°56'00" W

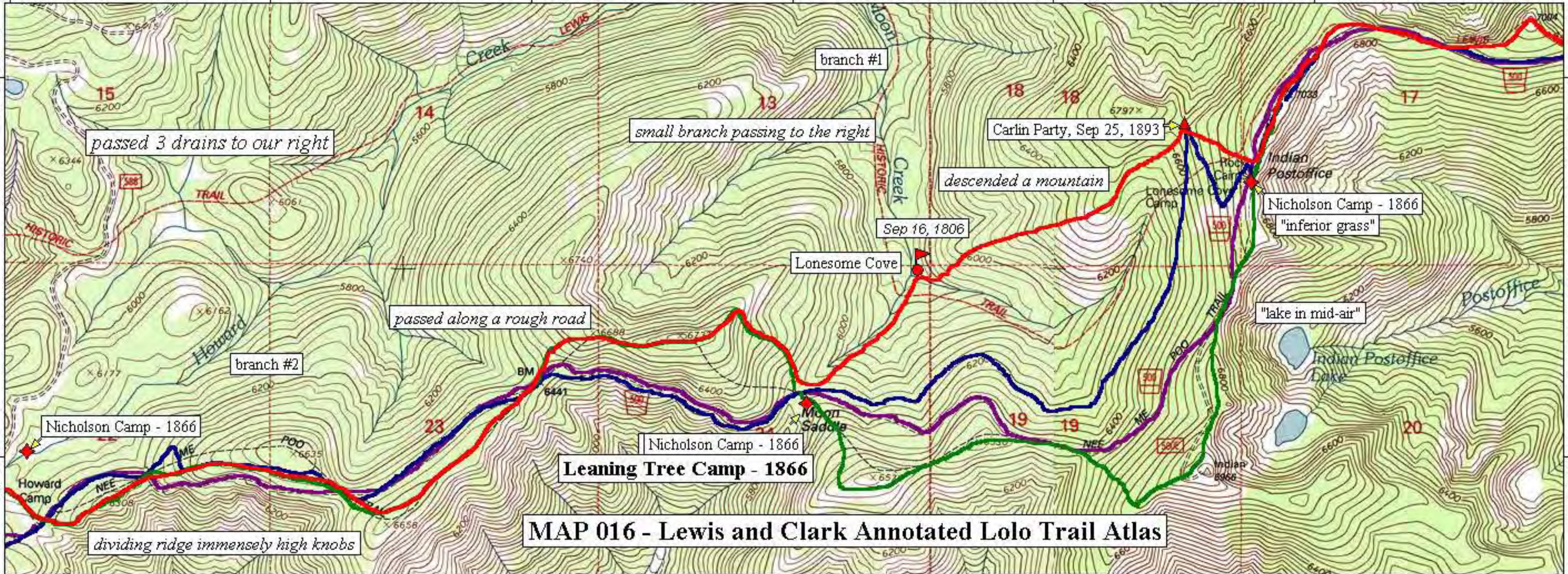
114°55'00" W

NAD27 114°54'00" W

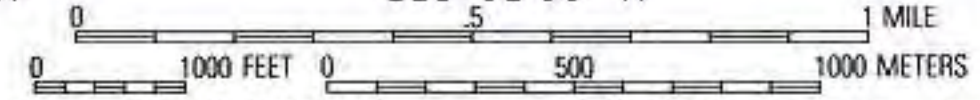
TN
MN
16°



Printed from TOPO! ©2000 National Geographic Holdings (www.topo.com)



MAP 016 - Lewis and Clark Annotated Lolo Trail Atlas



115°07'00" W

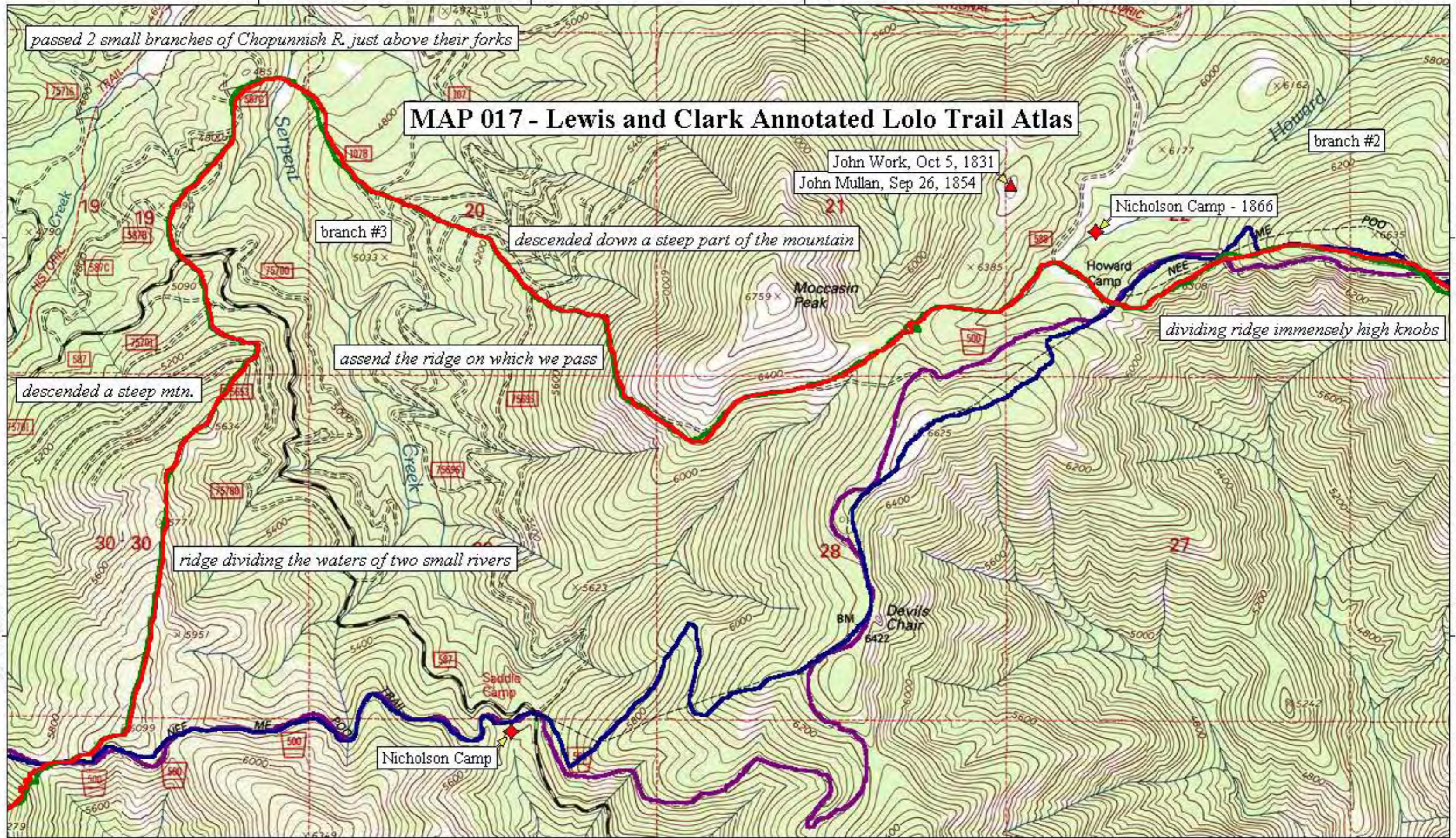
115°06'00" W

115°05'00" W

115°04'00" W

NAD27 115°03'00" W

MAP 017 - Lewis and Clark Annotated Lolo Trail Atlas



passed 2 small branches of Chopunnish R. just above their forks

branch #3

descended down a steep part of the mountain

John Work, Oct 5, 1831

John Mullan, Sep 26, 1854

Nicholson Camp - 1866

branch #2

ascend the ridge on which we pass

dividing ridge immensely high knobs

descended a steep mtn.

ridge dividing the waters of two small rivers

Nicholson Camp

46°32'00" N

46°32'00" N

46°31'00" N

46°31'00" N

115°07'00" W

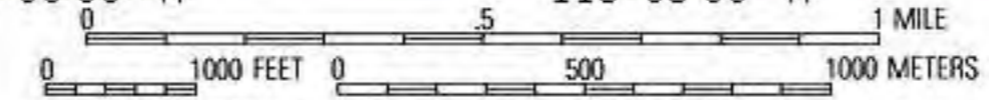
115°06'00" W

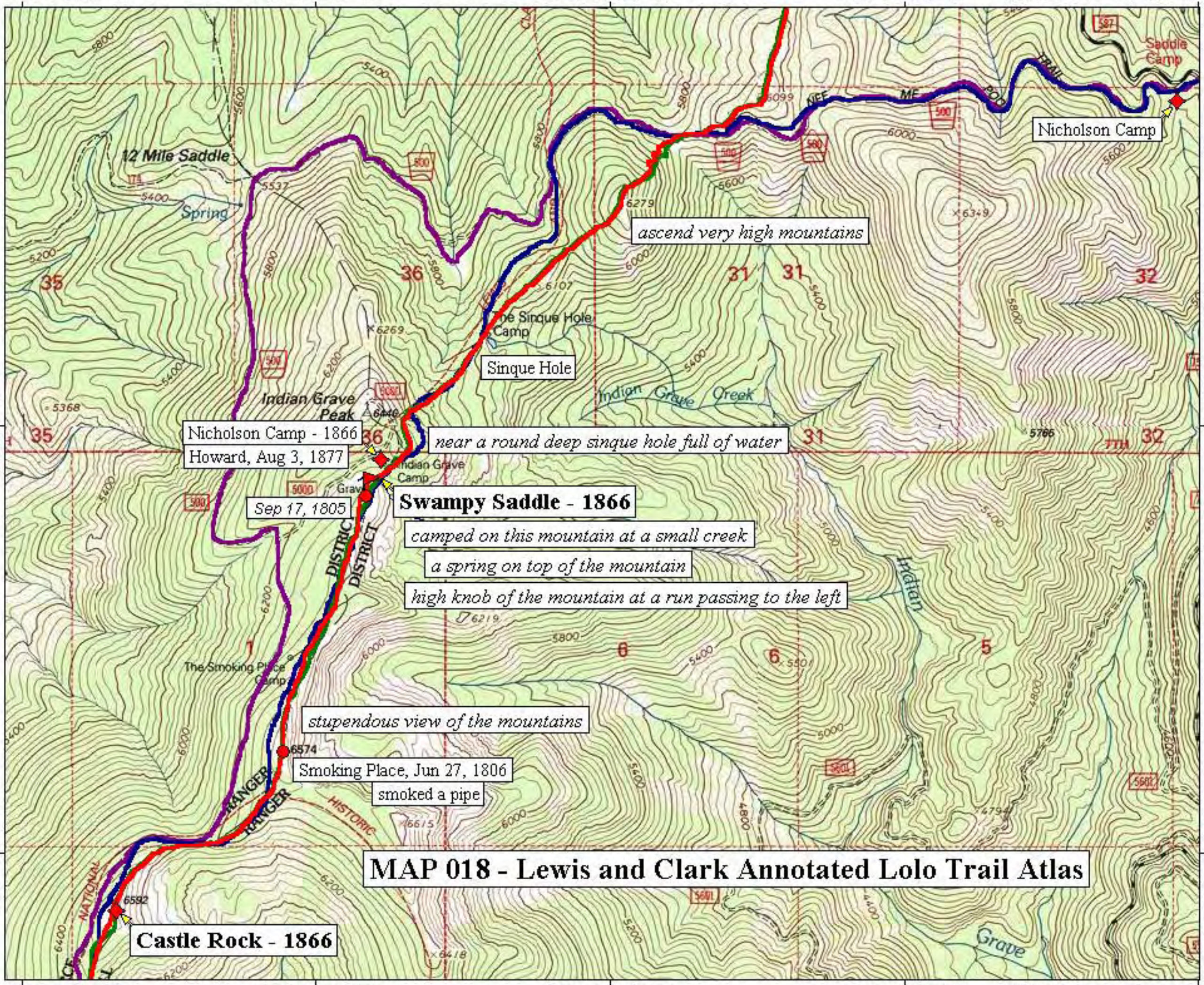
115°05'00" W

115°04'00" W

NAD27 115°03'00" W

TN / MN
16°





MAP 018 - Lewis and Clark Annotated Lolo Trail Atlas



Castle Rock - 1866

MAP 019 - Lewis and Clark Annotated Lolo Trail Atlas

Meadow Mountain - 1866

open prairie on the side of a mountain

abundance of fine grass

along the ridge of a high mountain

Nicholson Camp - 1866

Station 21. Meadow Mountain

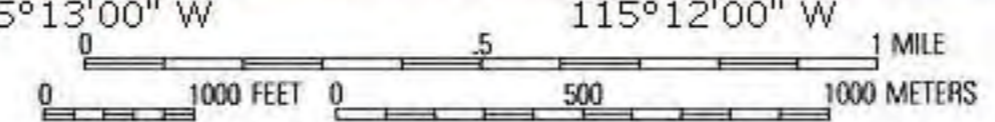
John Work, Oct 3-4, 1831

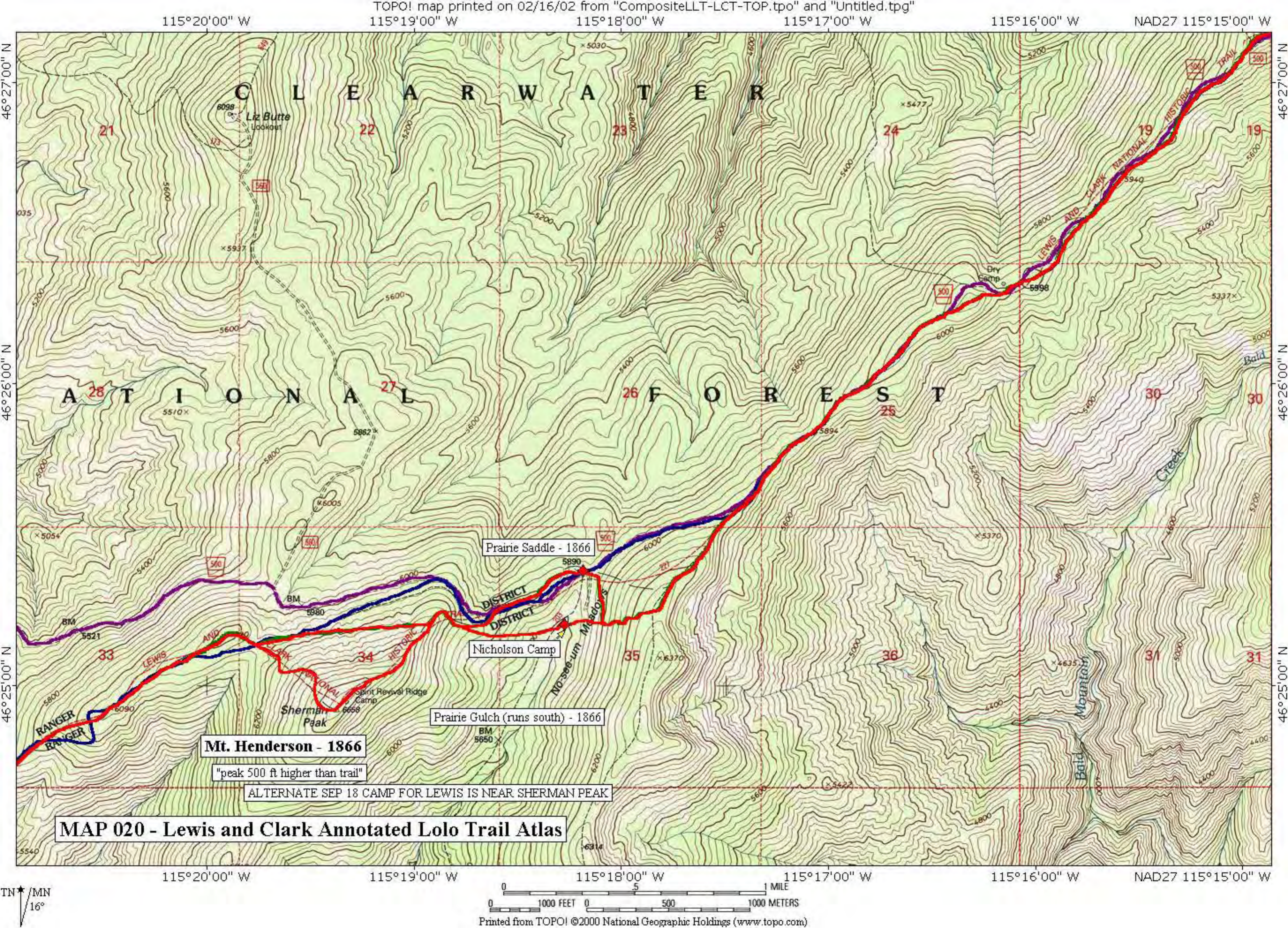
Howard, Aug 2, 1877 "Camp Evan Miles"

Carlin Party, Sep 24, 1893

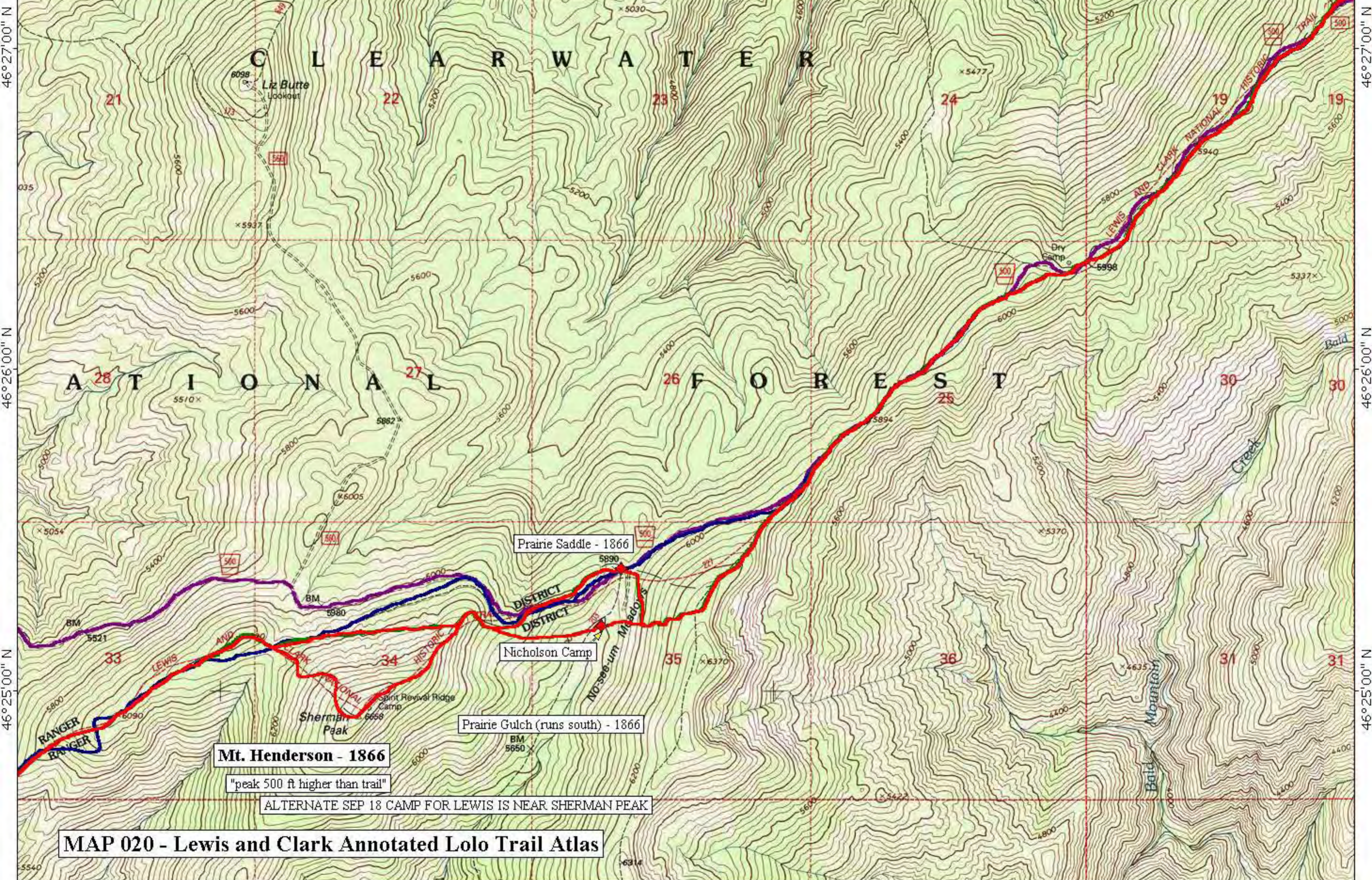
Mt. Bird - 1866

Castle Butte





115°20'00" W 115°19'00" W 115°18'00" W 115°17'00" W 115°16'00" W NAD27 115°15'00" W



115°20'00" W 115°19'00" W 115°18'00" W 115°17'00" W 115°16'00" W NAD27 115°15'00" W

MAP 020 - Lewis and Clark Annotated Lolo Trail Atlas

Mt. Henderson - 1866

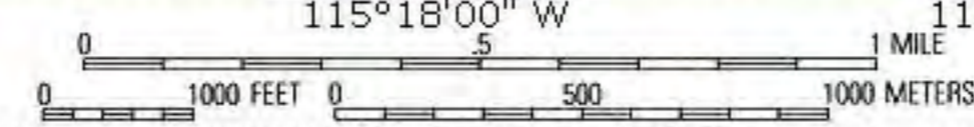
"peak 500 ft higher than trail"

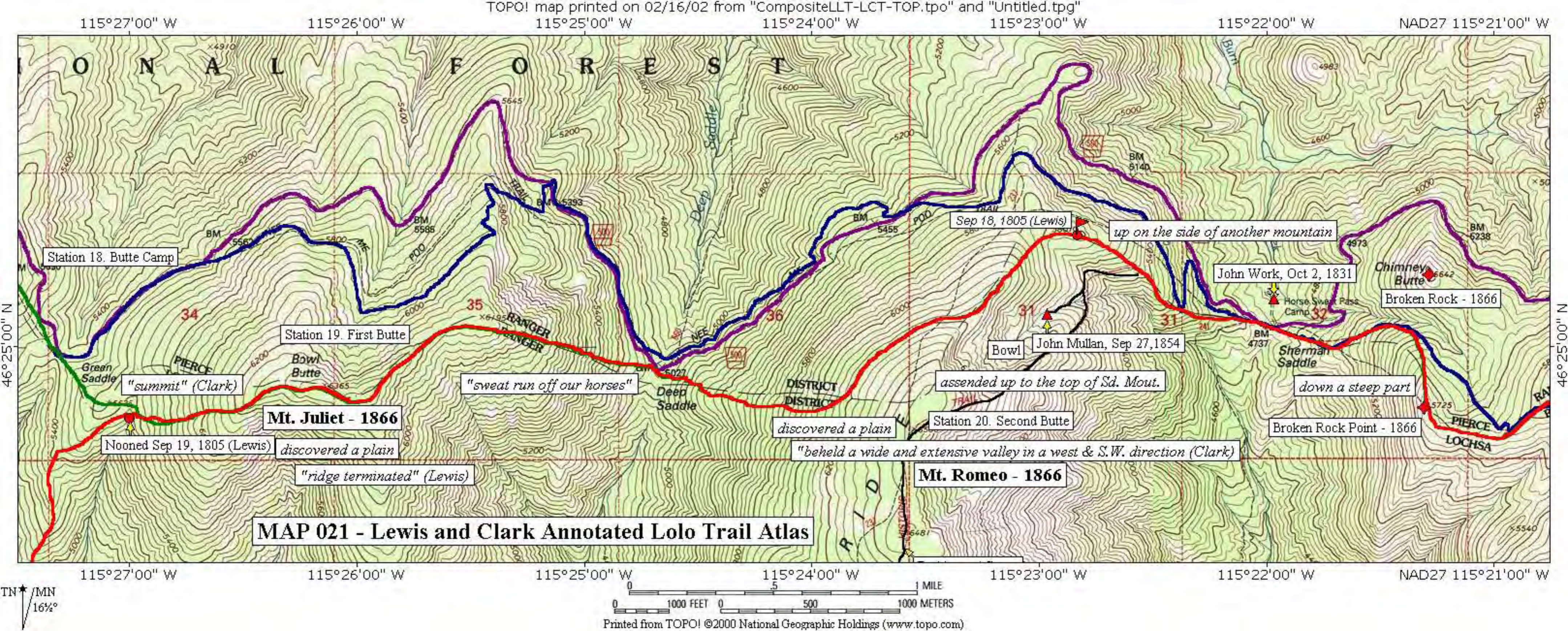
ALTERNATE SEP 18 CAMP FOR LEWIS IS NEAR SHERMAN PEAK

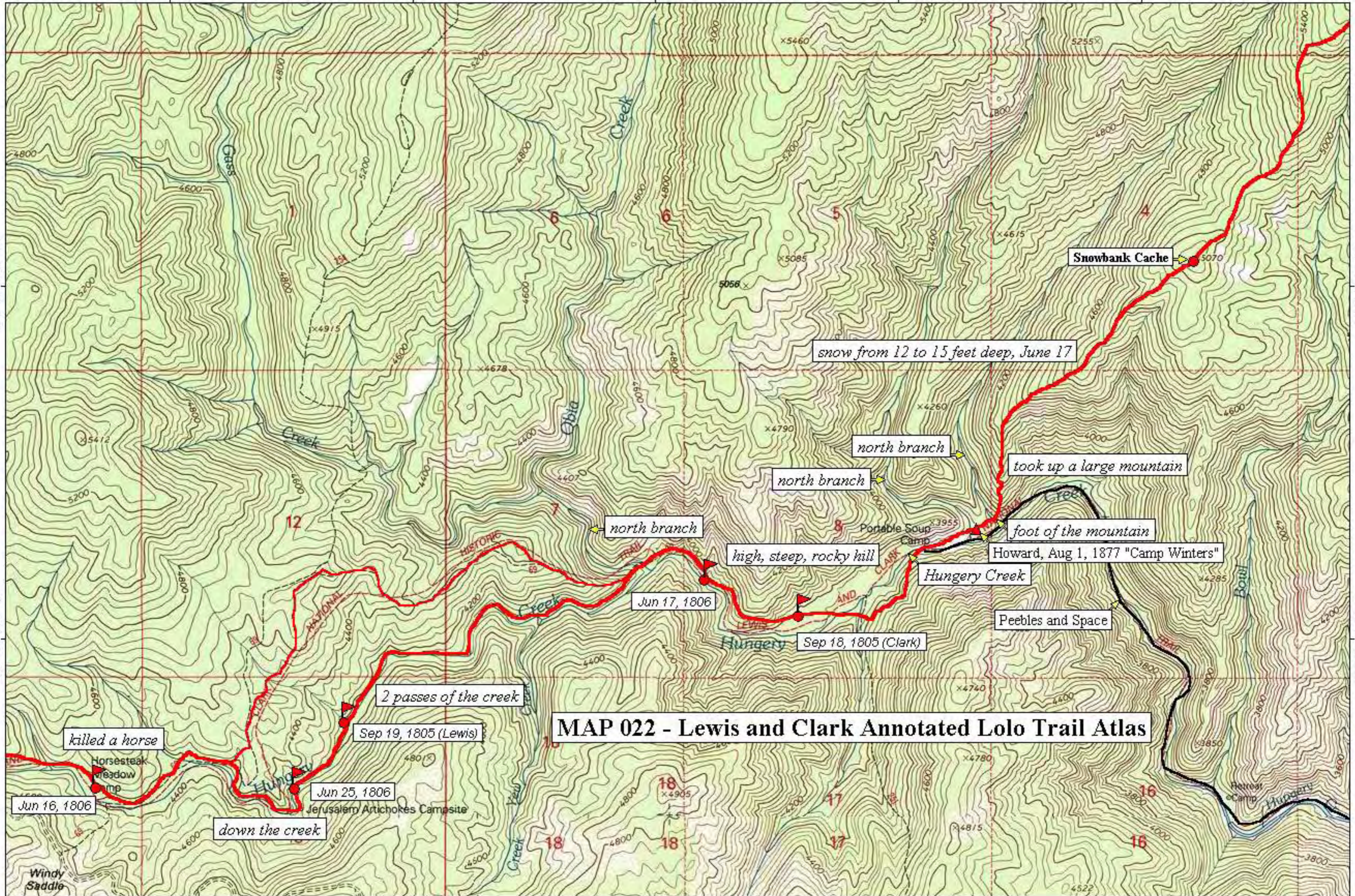
Prairie Saddle - 1866

Nicholson Camp

Prairie Gulch (runs south) - 1866







MAP 022 - Lewis and Clark Annotated Lolo Trail Atlas

115°36'00" W

115°35'00" W

115°34'00" W

115°33'00" W

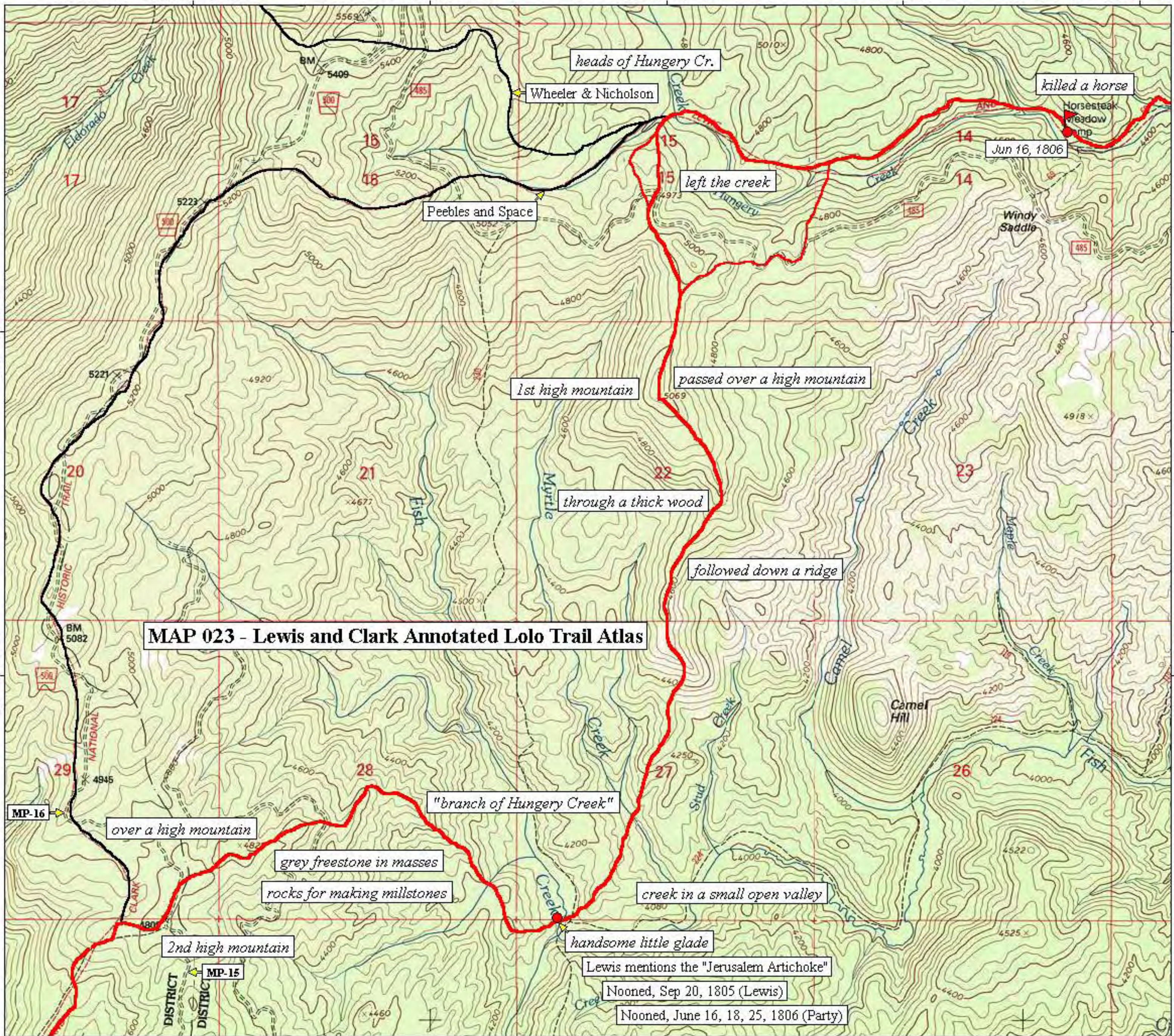
NAD27 115°32'00" W

46°22'00" N

46°22'00" N

46°21'00" N

46°21'00" N



MAP 023 - Lewis and Clark Annotated Lolo Trail Atlas

115°36'00" W

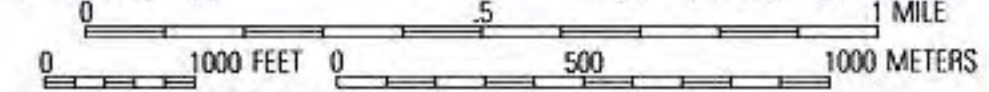
115°35'00" W

115°34'00" W

115°33'00" W

NAD27 115°32'00" W

TN MN 16 1/2



115°40'00" W

115°39'00" W

115°38'00" W

NAD27 115°37'00" W

46°20'00" N

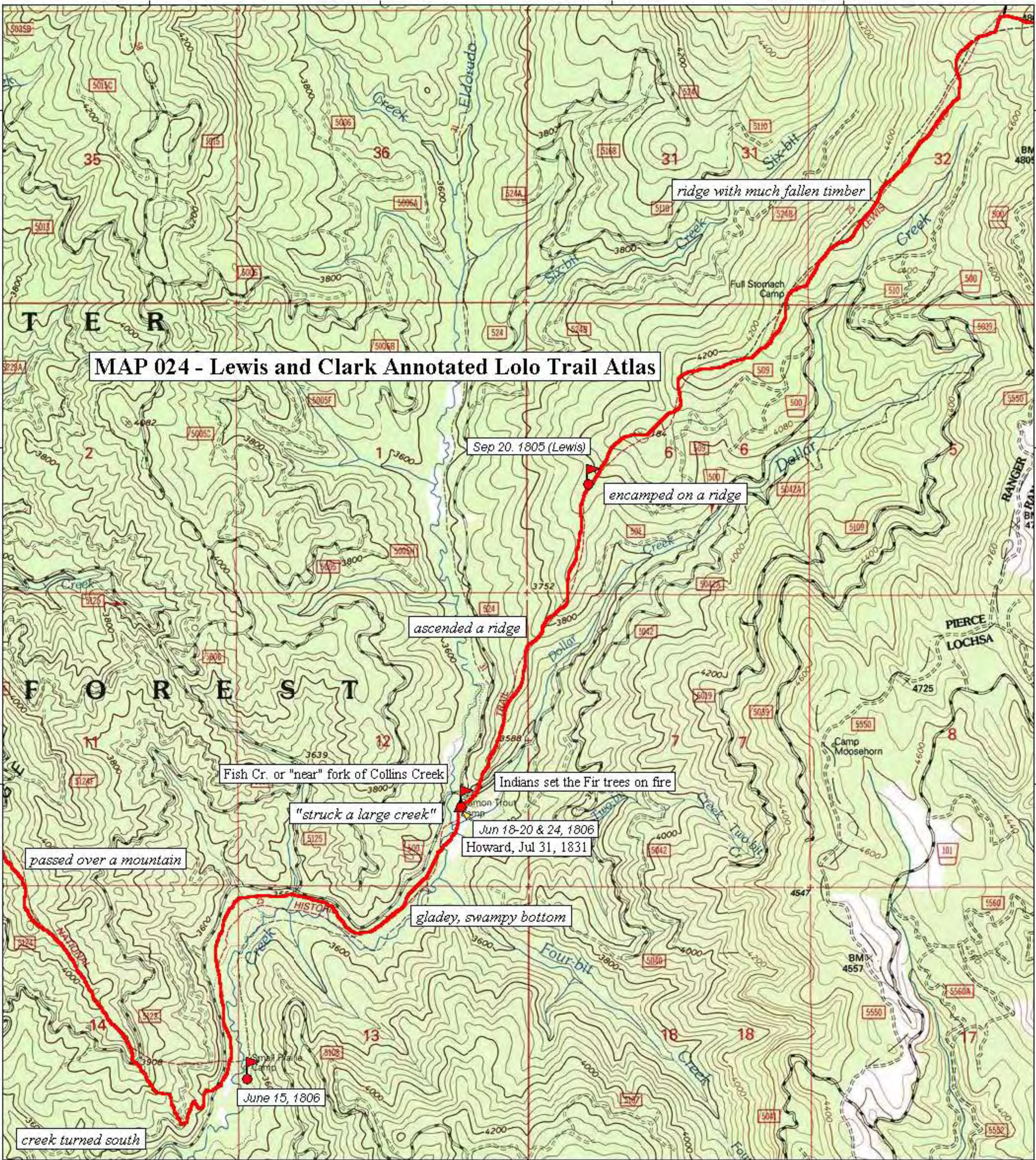
46°20'00" N

46°19'00" N

46°19'00" N

46°18'00" N

46°18'00" N



MAP 024 - Lewis and Clark Annotated Lolo Trail Atlas

Sep 20, 1805 (Lewis)

encamped on a ridge

ascended a ridge

Fish Cr. or "near" fork of Collins Creek

Indians set the Fir trees on fire

Jun 18-20 & 24, 1806

Howard, Jul 31, 1831

"struck a large creek"

gladey, swampy bottom

Small Prairie Camp
June 15, 1806

passed over a mountain

creek turned south

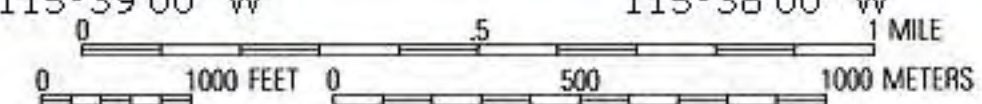
115°40'00" W

115°39'00" W

115°38'00" W

NAD27 115°37'00" W

TN MN
16 1/2°



115°44'00" W

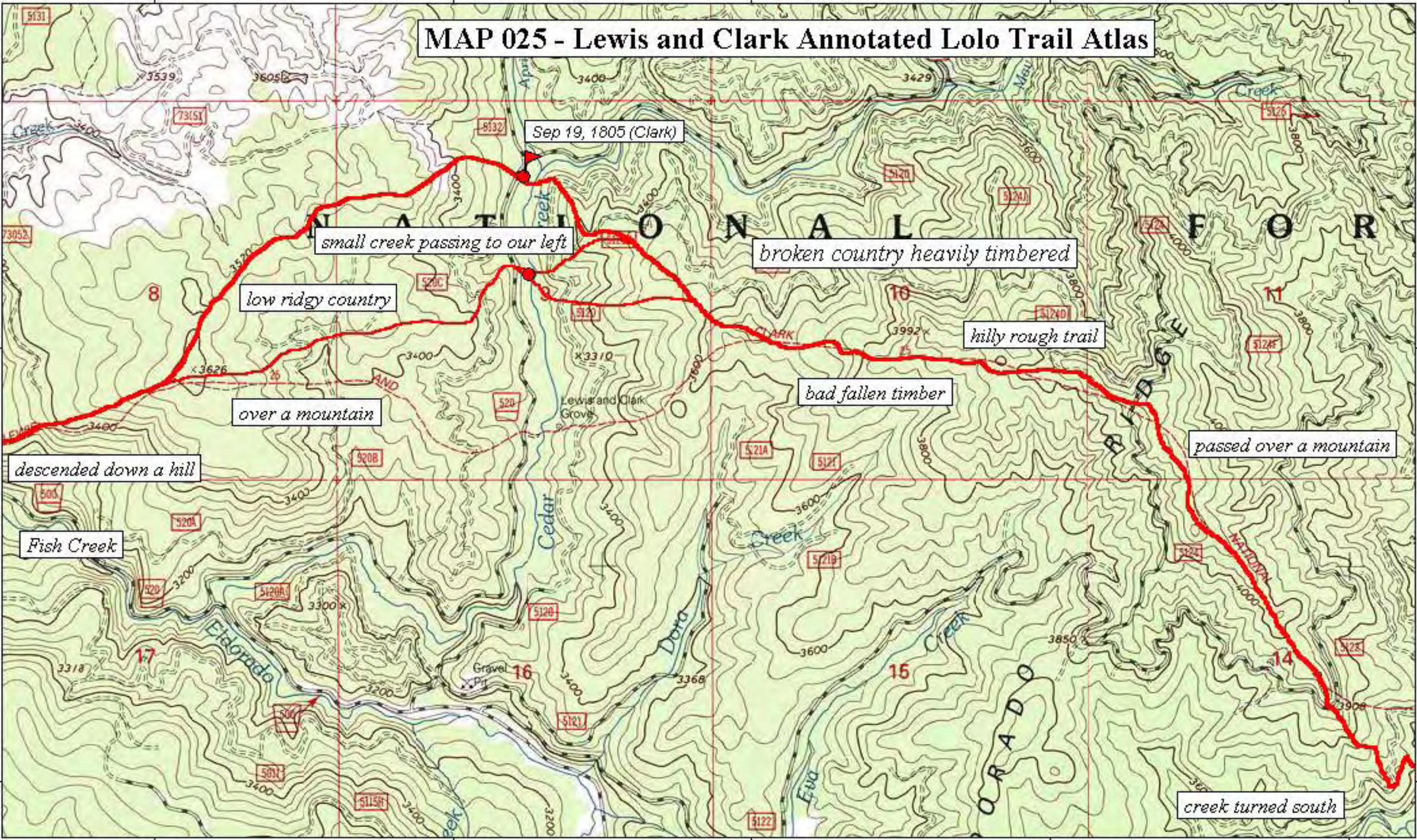
115°43'00" W

115°42'00" W

115°41'00" W

NAD27 115°40'00" W

MAP 025 - Lewis and Clark Annotated Lolo Trail Atlas



46°18'00" N

46°18'00" N

46°17'00" N

46°17'00" N

115°44'00" W

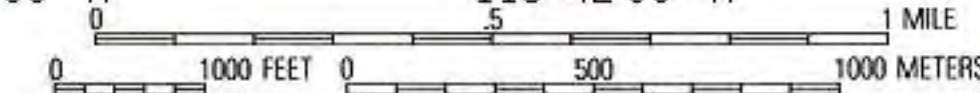
115°43'00" W

115°42'00" W

115°41'00" W

NAD27 115°40'00" W

TN MN
16 1/2°



115°48'00" W

115°47'00" W

115°46'00" W

115°45'00" W

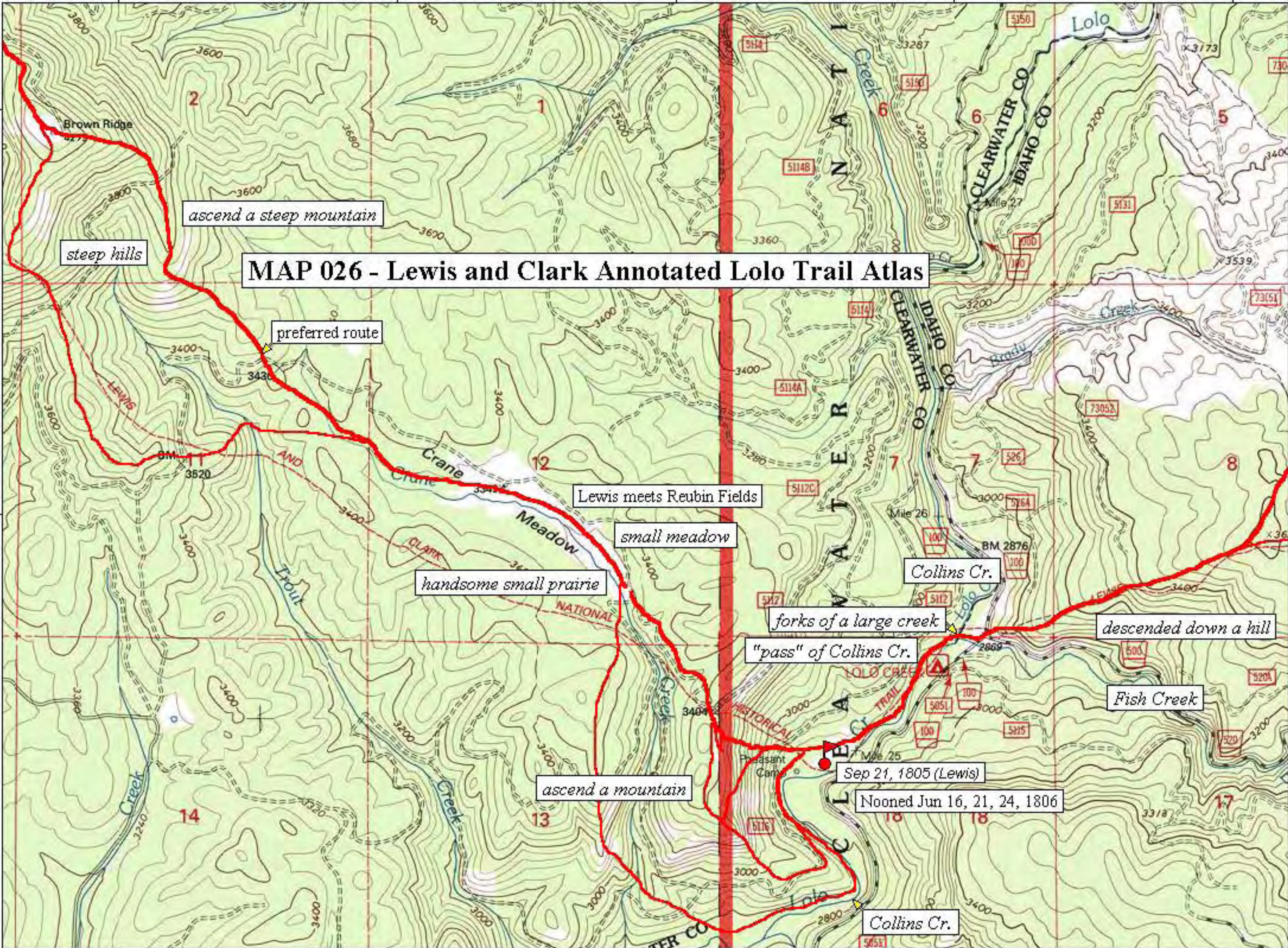
NAD27 115°44'00" W

46°19'00" N

46°19'00" N

46°18'00" N

46°18'00" N



MAP 026 - Lewis and Clark Annotated Lolo Trail Atlas

steep hills

ascend a steep mountain

preferred route

Lewis meets Reubin Fields

small meadow

handsome small prairie

forks of a large creek

"pass" of Collins Cr.

descended down a hill

ascend a mountain

Sep 21, 1805 (Lewis)

Nooned Jun 16, 21, 24, 1806

Collins Cr.

115°48'00" W

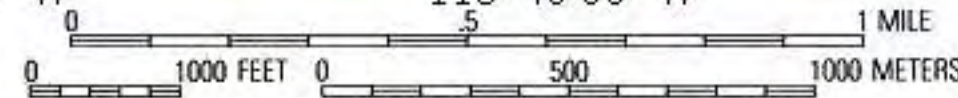
115°47'00" W

115°46'00" W

115°45'00" W

NAD27 115°44'00" W

TN MN
16½°



MAP 027 - Lewis and Clark Annotated Lolo Trail Atlas

level pine country



TN
MN
16½°

115°56'00" W

115°55'00" W

115°54'00" W

115°53'00" W

NAD27 115°52'00" W

46°22'00" N

46°22'00" N

46°21'00" N

46°21'00" N

46°20'00" N

46°20'00" N

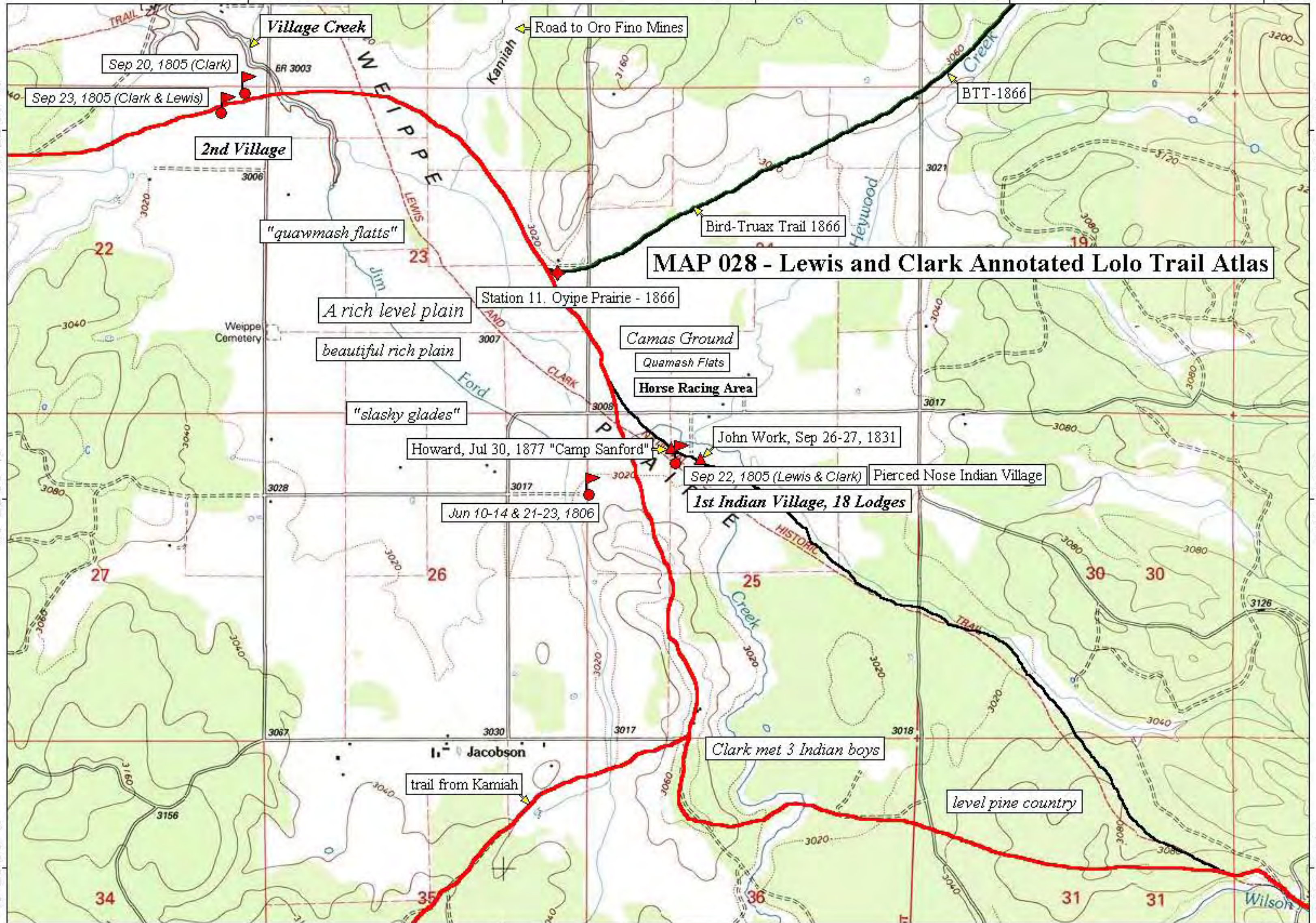
115°56'00" W

115°55'00" W

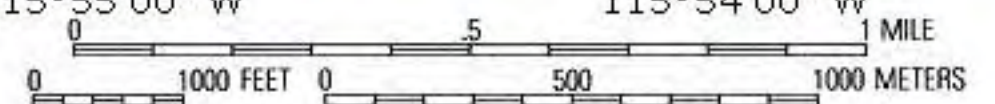
115°54'00" W

115°53'00" W

NAD27 115°52'00" W



MAP 028 - Lewis and Clark Annotated Lolo Trail Atlas



TN MN 16%

116°03'00" W 116°02'00" W 116°01'00" W 116°00'00" W 115°59'00" W 115°58'00" W NAD27 115°57'00" W

46°23'00" N

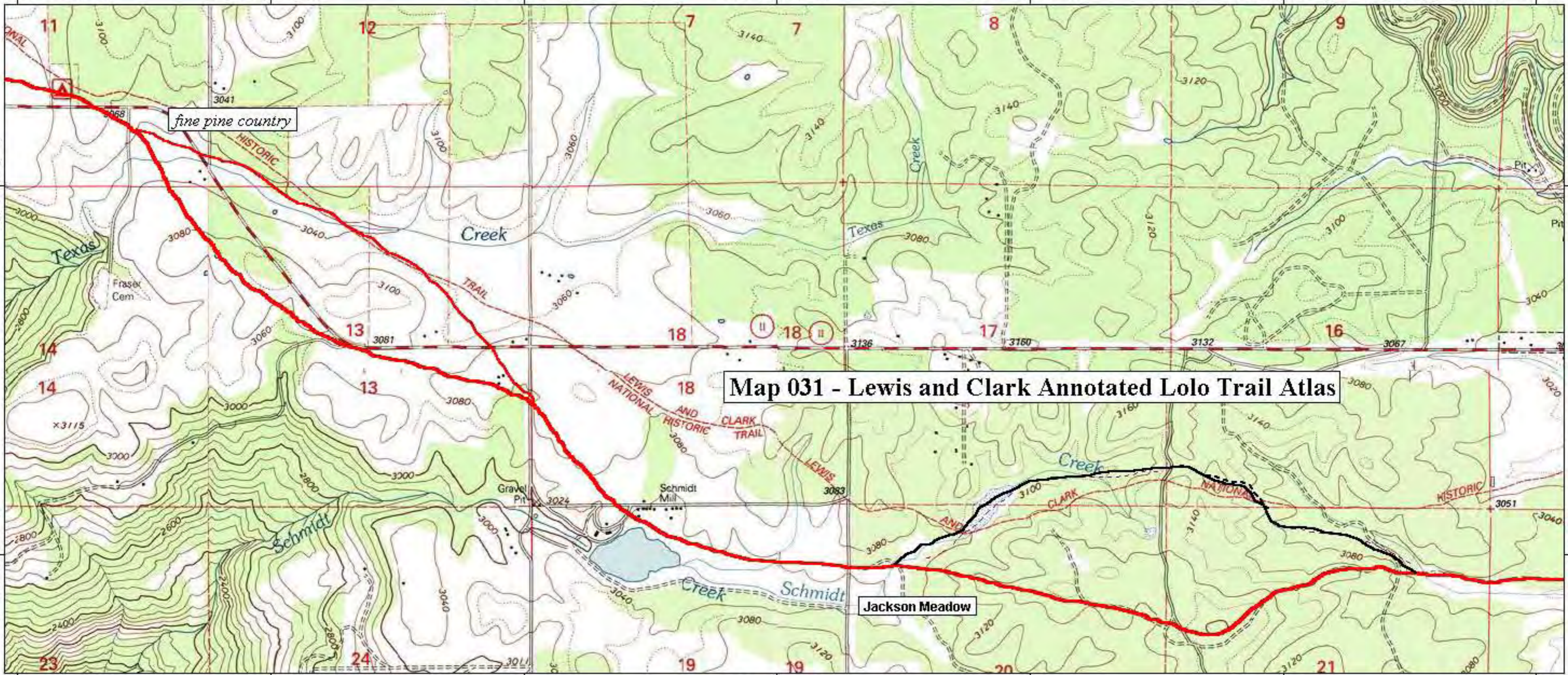
46°23'00" N

46°22'00" N

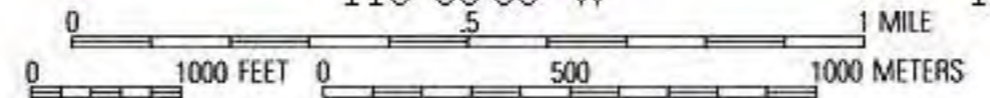
46°22'00" N

116°03'00" W 116°02'00" W 116°01'00" W 116°00'00" W 115°59'00" W 115°58'00" W NAD27 115°57'00" W

TN /MN
16 1/2°



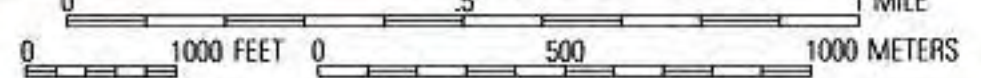
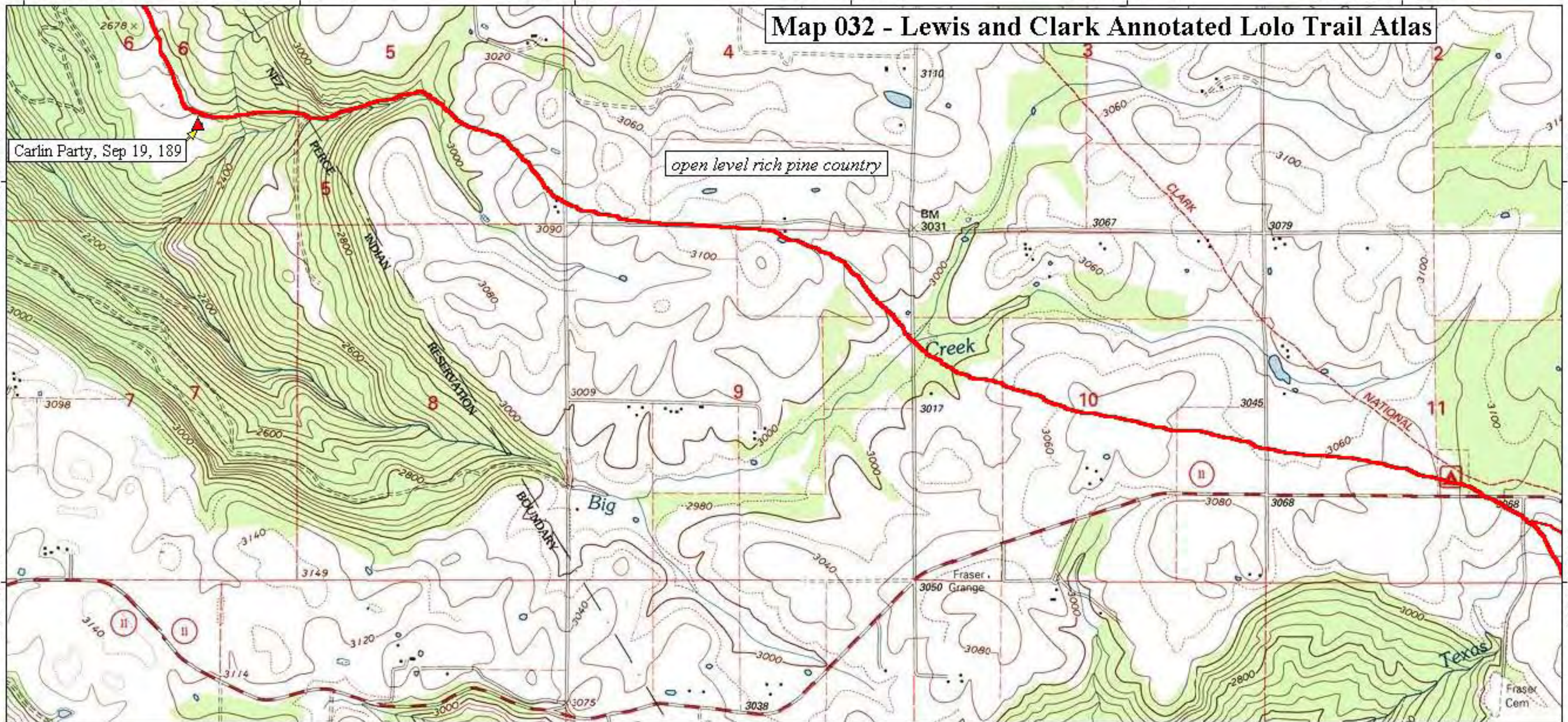
Map 031 - Lewis and Clark Annotated Lolo Trail Atlas



Map 032 - Lewis and Clark Annotated Lolo Trail Atlas

Carlin Party, Sep 19, 189

open level rich pine country

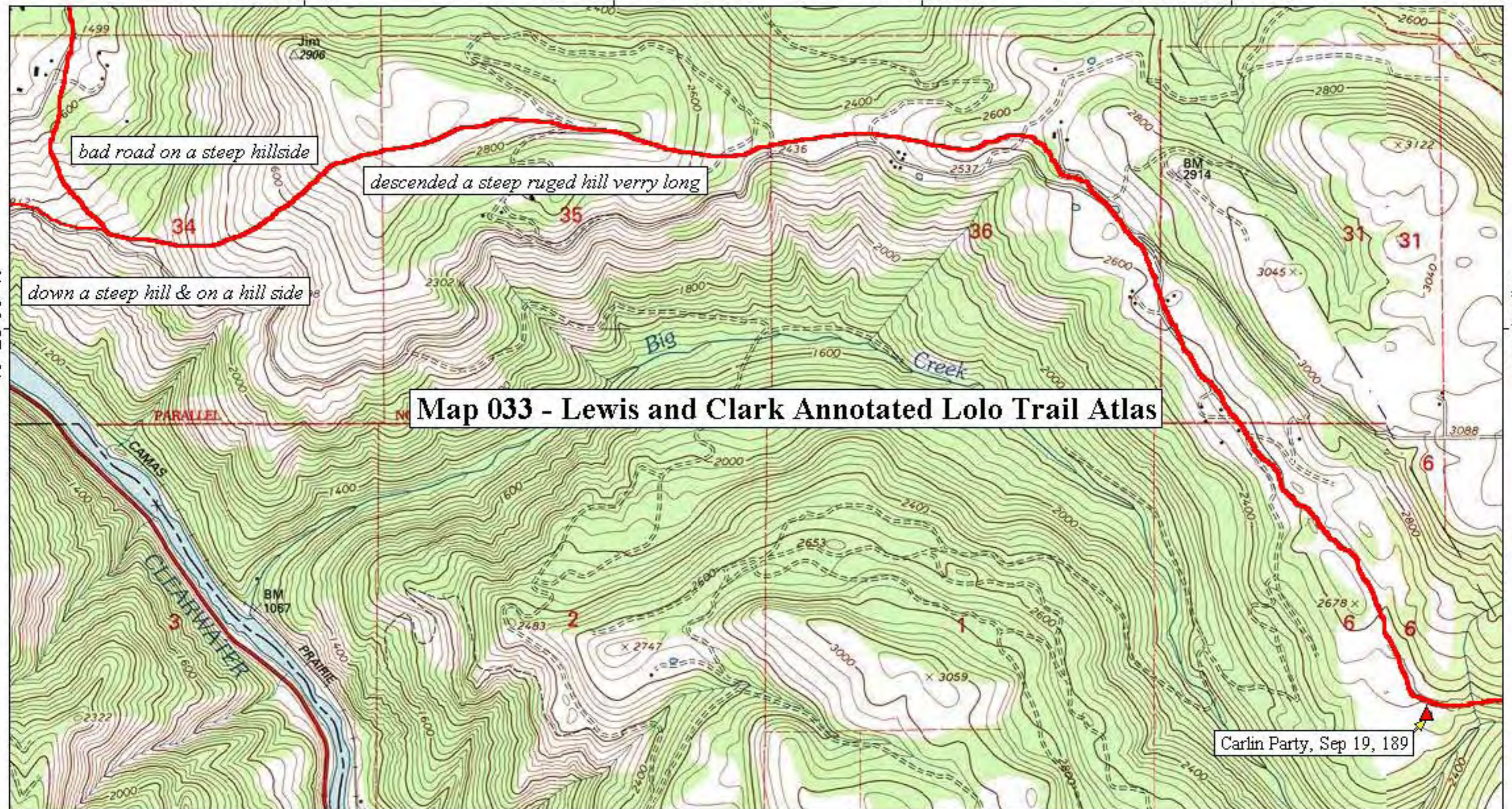


116°11'00" W

116°10'00" W

116°09'00" W

NAD27 116°08'00" W



46°25'00" N

46°25'00" N

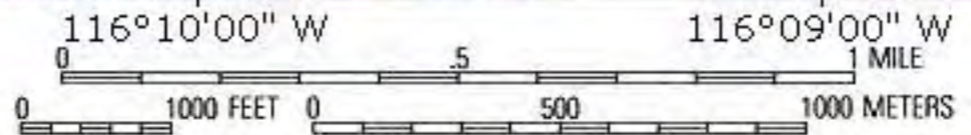
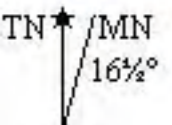
Map 033 - Lewis and Clark Annotated Lolo Trail Atlas

116°11'00" W

116°10'00" W

116°09'00" W

NAD27 116°08'00" W



Flathead River

met Shields with 3 deer

Map 034 - Lewis and Clark Annotated Lolo Trail Atlas

Small river

creek to the right

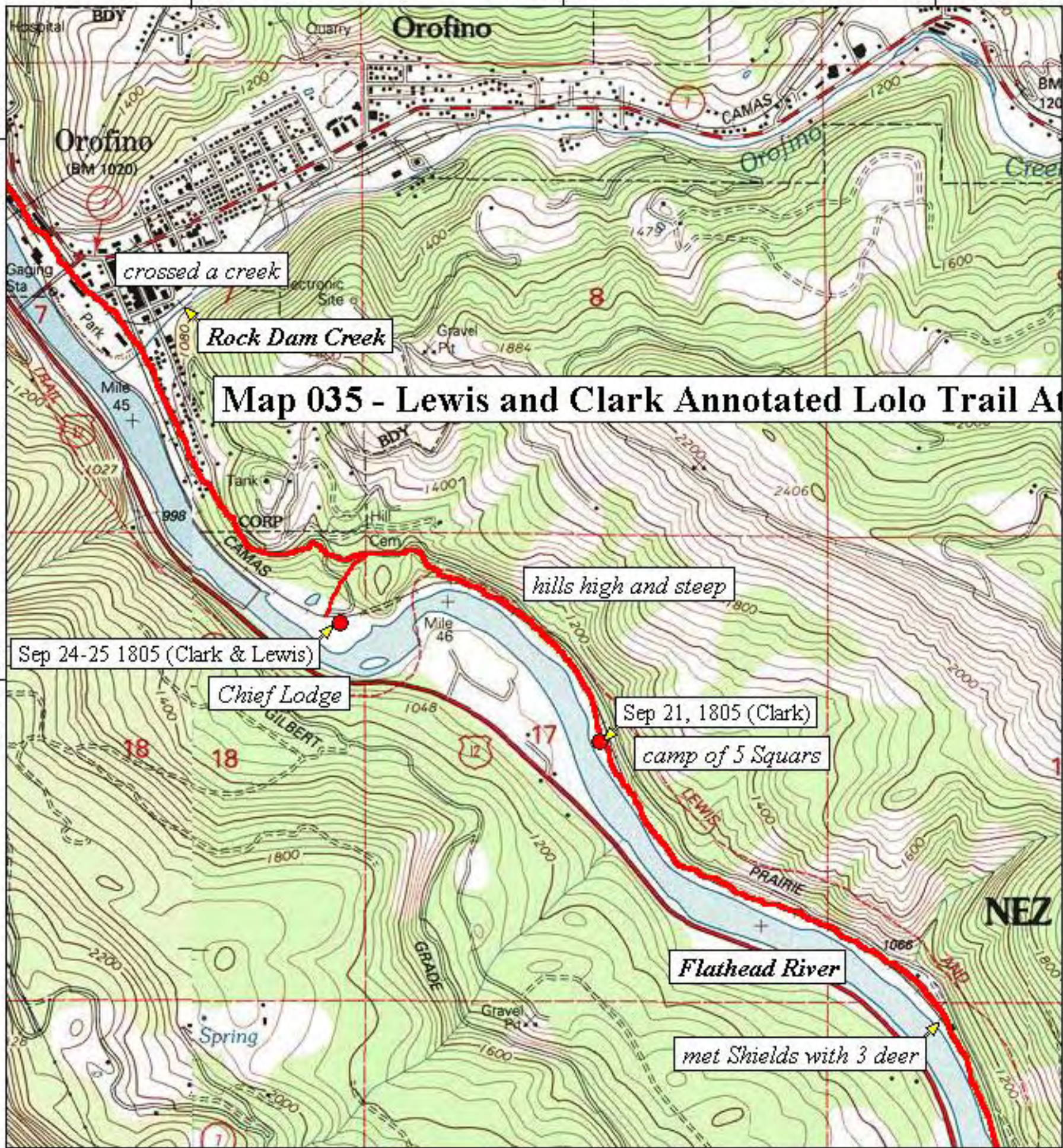
at a rapid

Village Creek

INDIAN

bad road on a steep hillside

down a steep hill & on a hill side

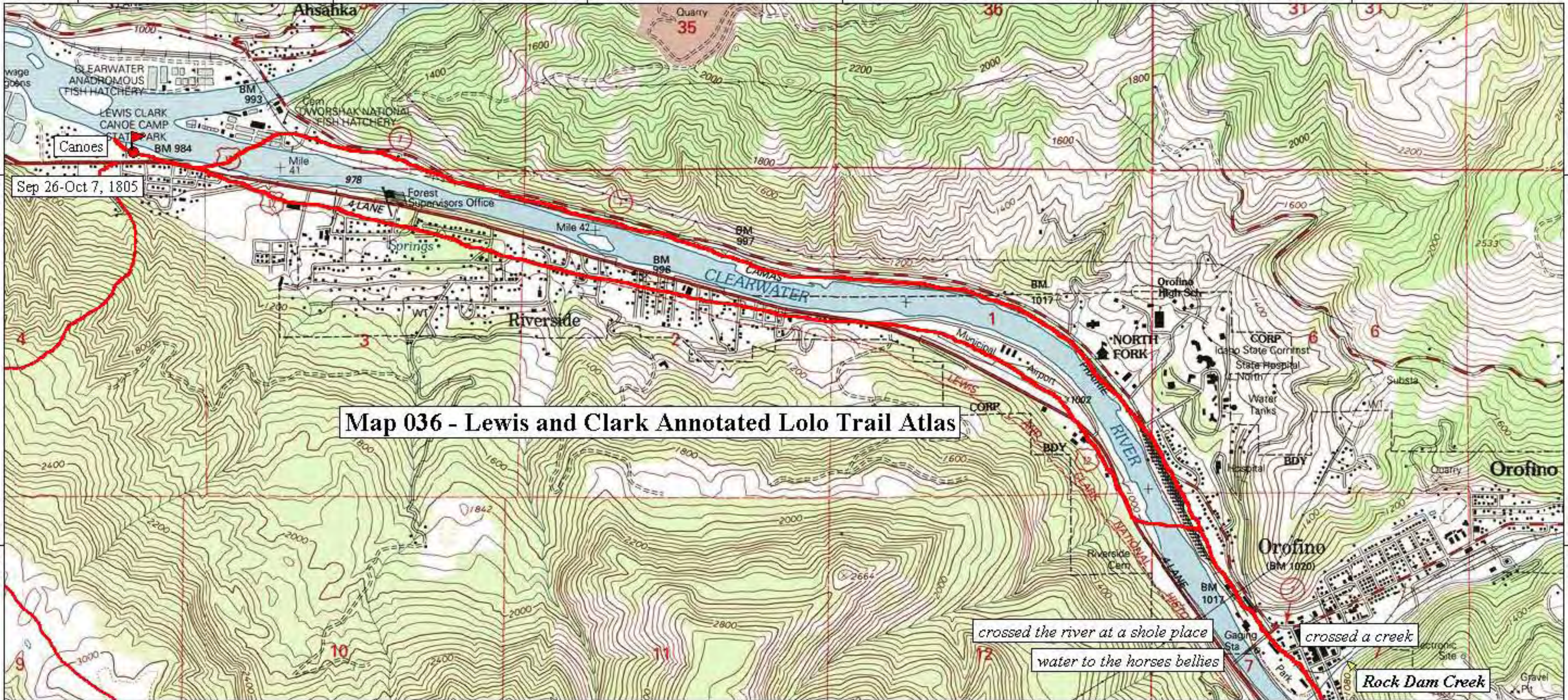


Map 035 - Lewis and Clark Annotated Lolo Trail At

116°20'00" W 116°19'00" W 116°18'00" W 116°17'00" W 116°16'00" W NAD27 116°15'00" W

46°30'00" N

46°30'00" N



Sep 26-Oct 7, 1805

Canoes

Map 036 - Lewis and Clark Annotated Lolo Trail Atlas

crossed the river at a shale place

water to the horses bellies

crossed a creek

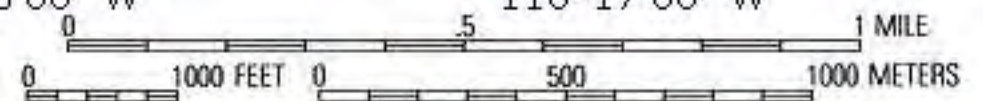
Rock Dam Creek

46°29'00" N

46°29'00" N

116°20'00" W 116°19'00" W 116°18'00" W 116°17'00" W 116°16'00" W NAD27 116°15'00" W

TN /MN
16 1/2°



115°59'00" W

115°58'00" W

115°57'00" W

115°56'00" W

NAD27 115°55'00" W

46°20'00" N

46°20'00" N

46°19'00" N

46°19'00" N

46°18'00" N

46°18'00" N

115°59'00" W

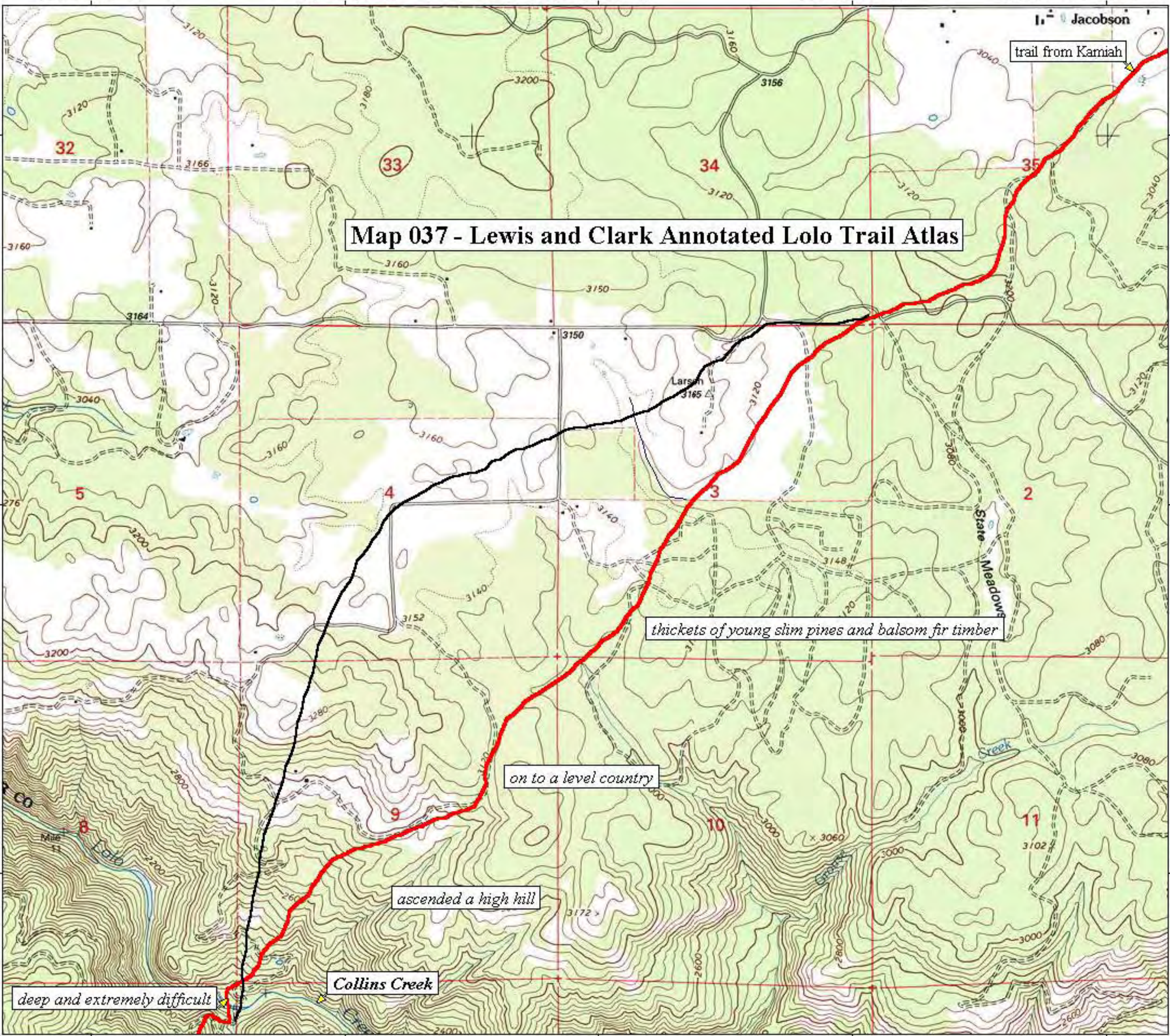
115°58'00" W

115°57'00" W

115°56'00" W

NAD27 115°55'00" W

Map 037 - Lewis and Clark Annotated Lolo Trail Atlas



deep and extremely difficult

ascended a high hill

on to a level country

thickets of young slim pines and balsom fir timber

2

3

4

5

9

10

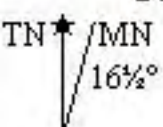
11

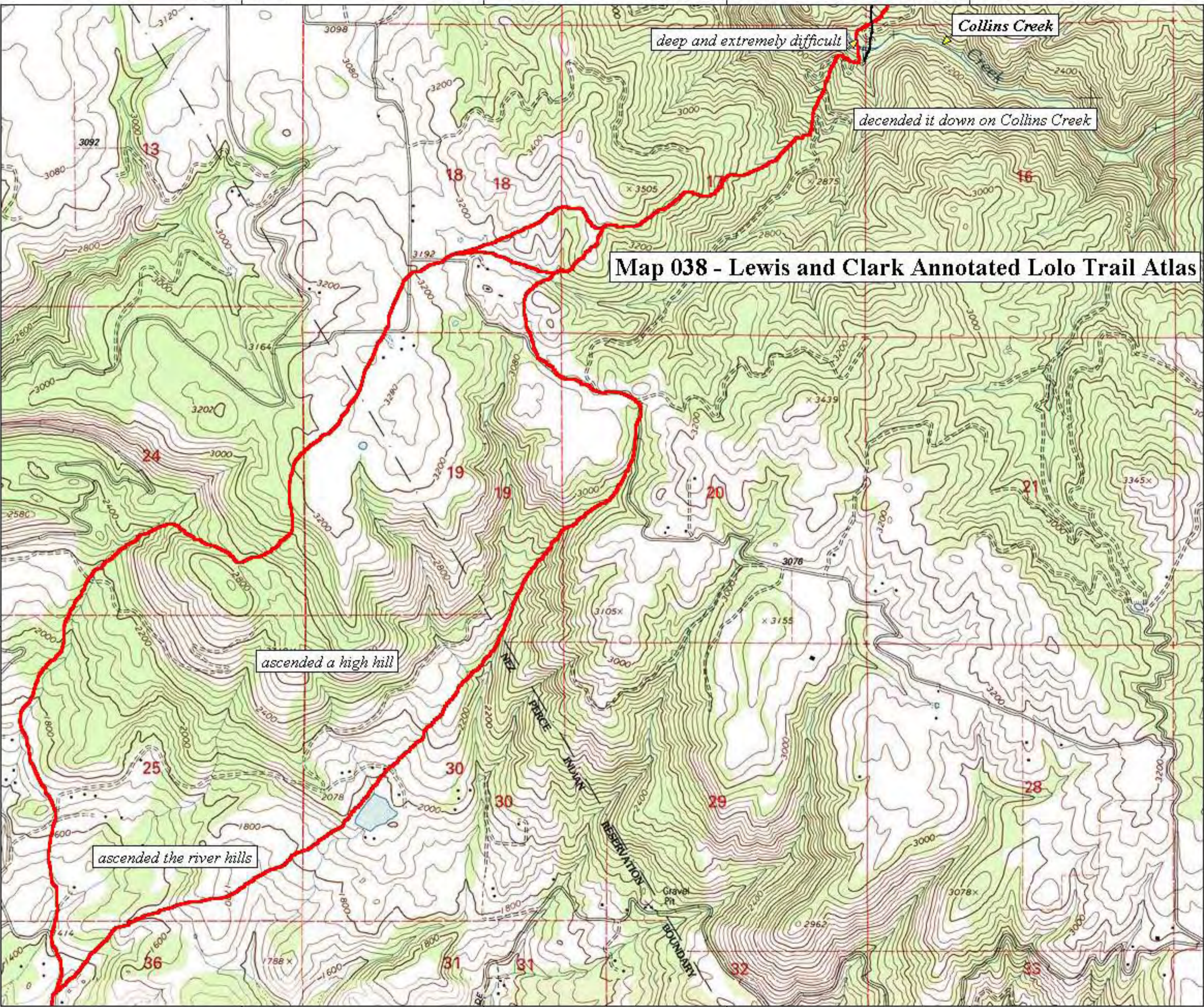
32

33

34

35





Map 038 - Lewis and Clark Annotated Lolo Trail Atlas

46°15'00" N

46°15'00" N

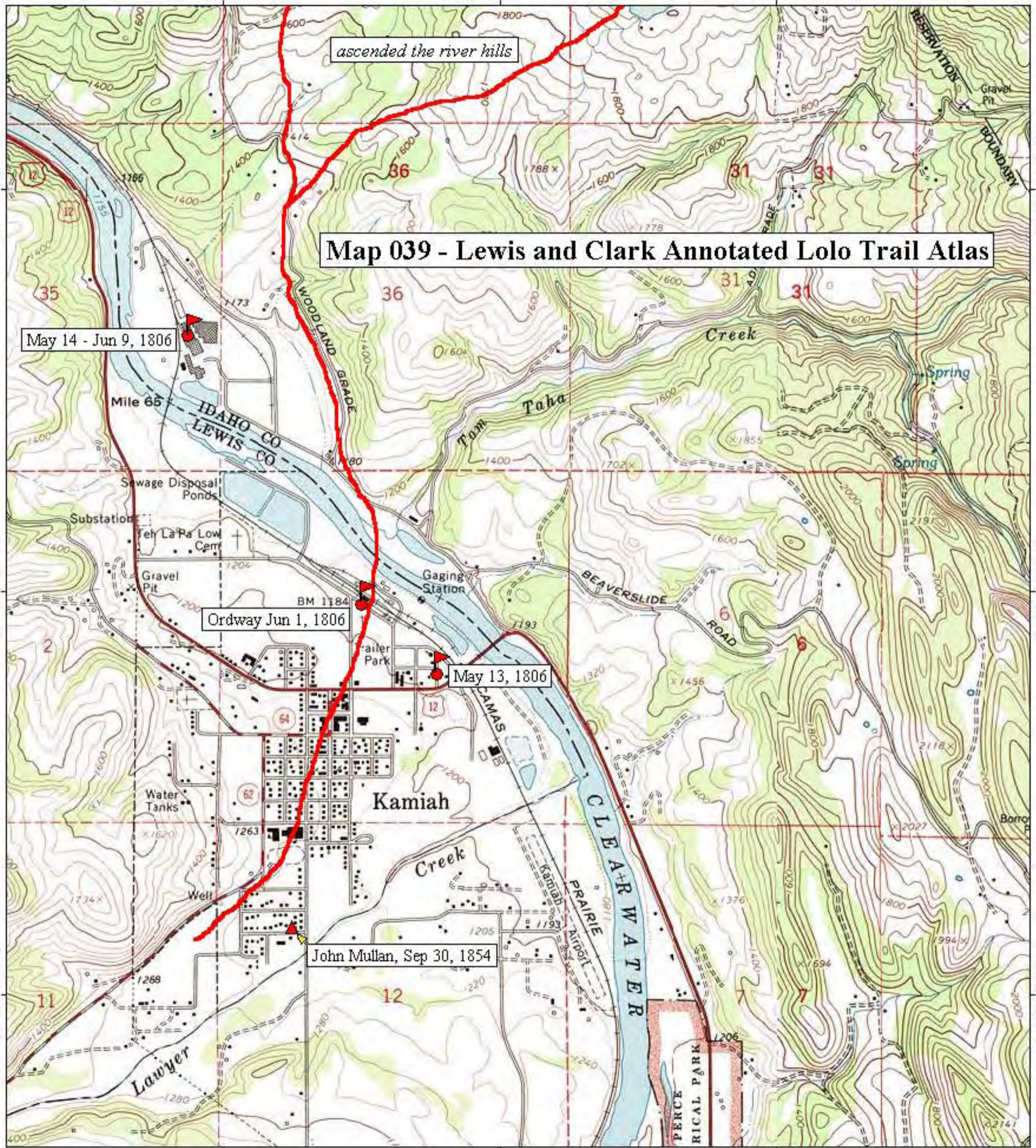
Map 039 - Lewis and Clark Annotated Lolo Trail Atlas

46°14'00" N

46°14'00" N

46°13'00" N

46°13'00" N

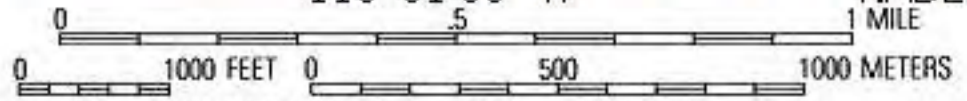


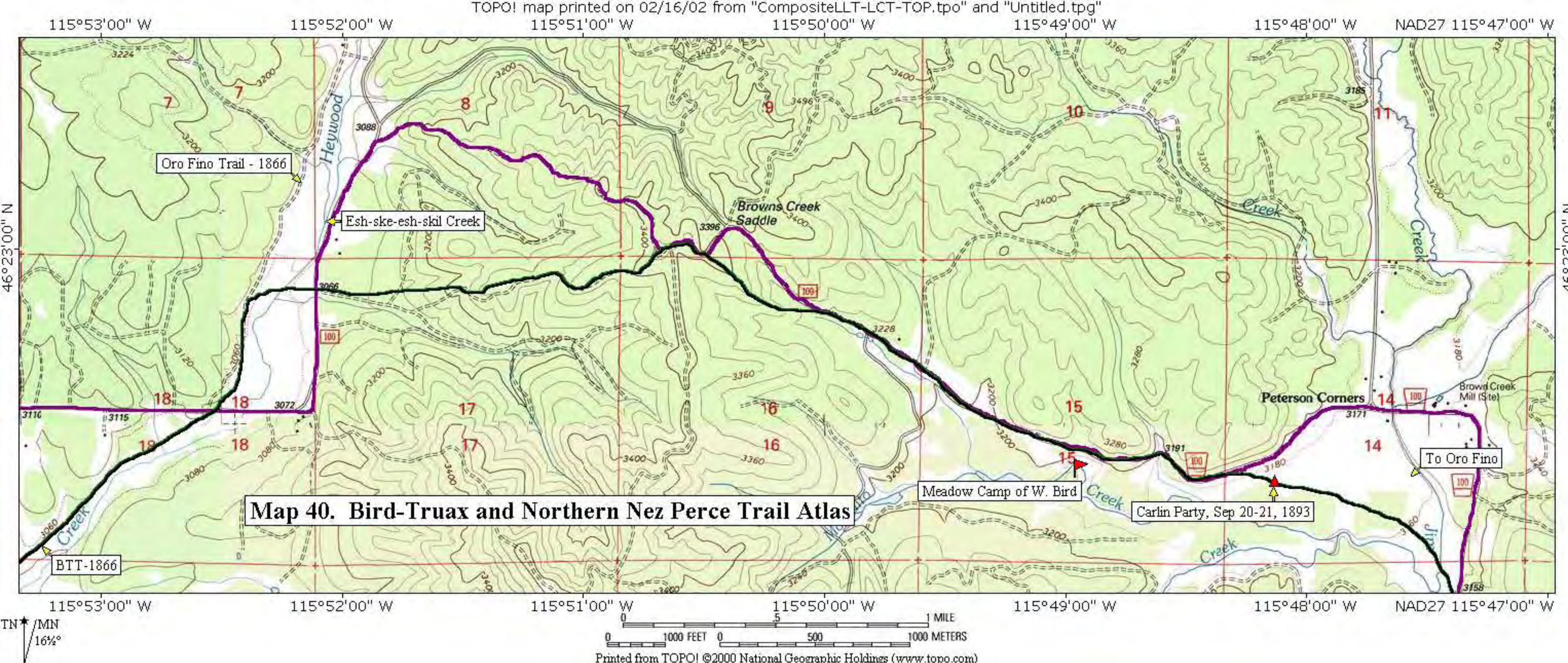
116°02'00" W

116°01'00" W

NAD27 116°00'00" W

TN MN
16½°





115°48'00" W

115°47'00" W

115°46'00" W

115°45'00" W

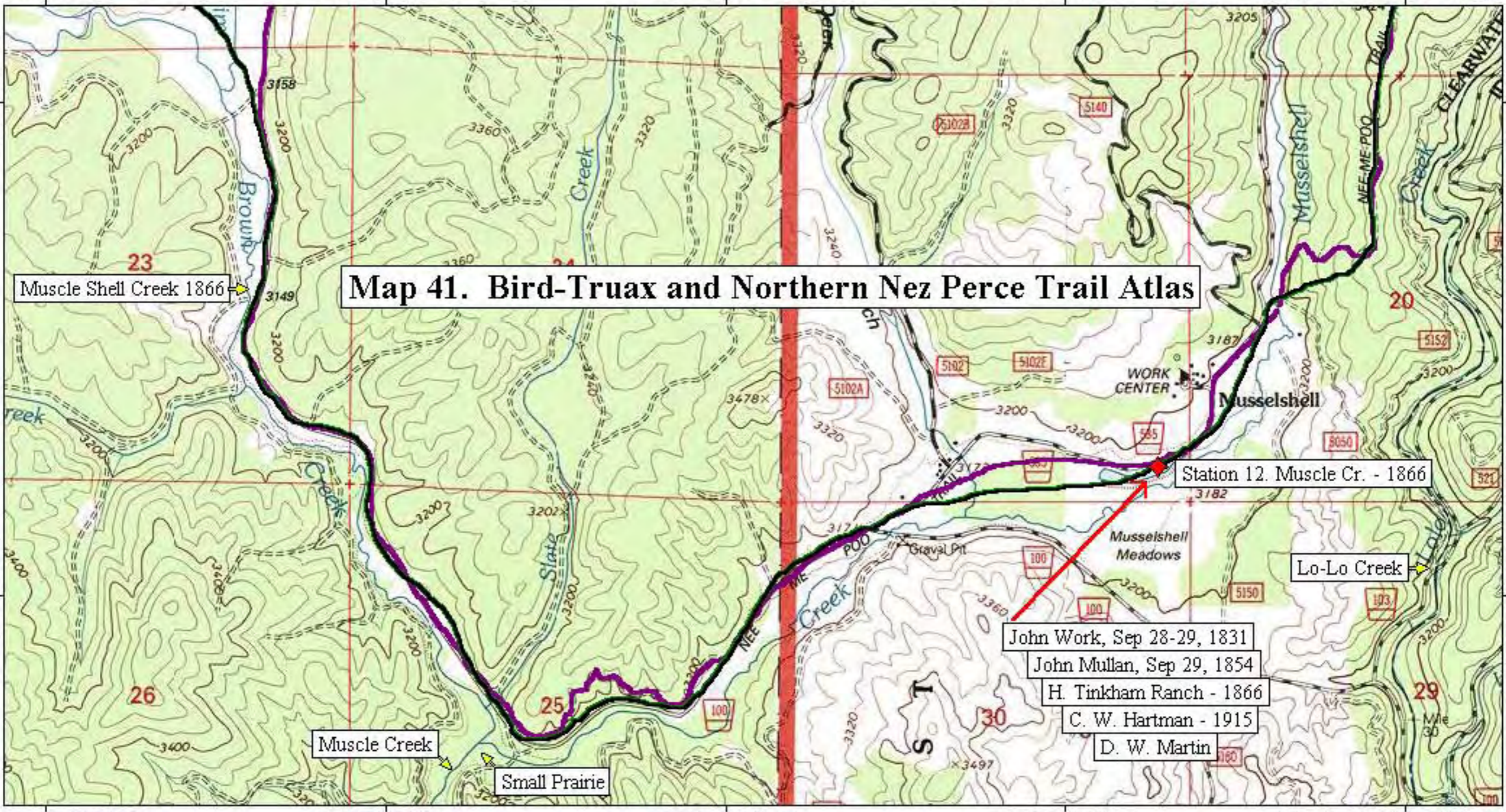
NAD27 115°44'00" W

46°22'00" N

46°22'00" N

46°21'00" N

46°21'00" N



Map 41. Bird-Truax and Northern Nez Perce Trail Atlas

Muscle Shell Creek 1866

Station 12. Muscle Cr. - 1866

Lo-Lo Creek

Muscle Creek

Small Prairie

John Work, Sep 28-29, 1831

John Mullan, Sep 29, 1854

H. Tinkham Ranch - 1866

C. W. Hartman - 1915

D. W. Martin

115°48'00" W

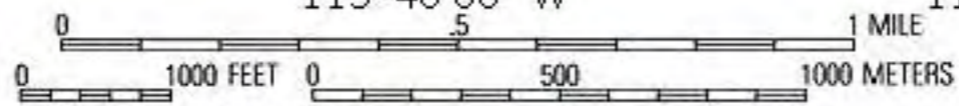
115°47'00" W

115°46'00" W

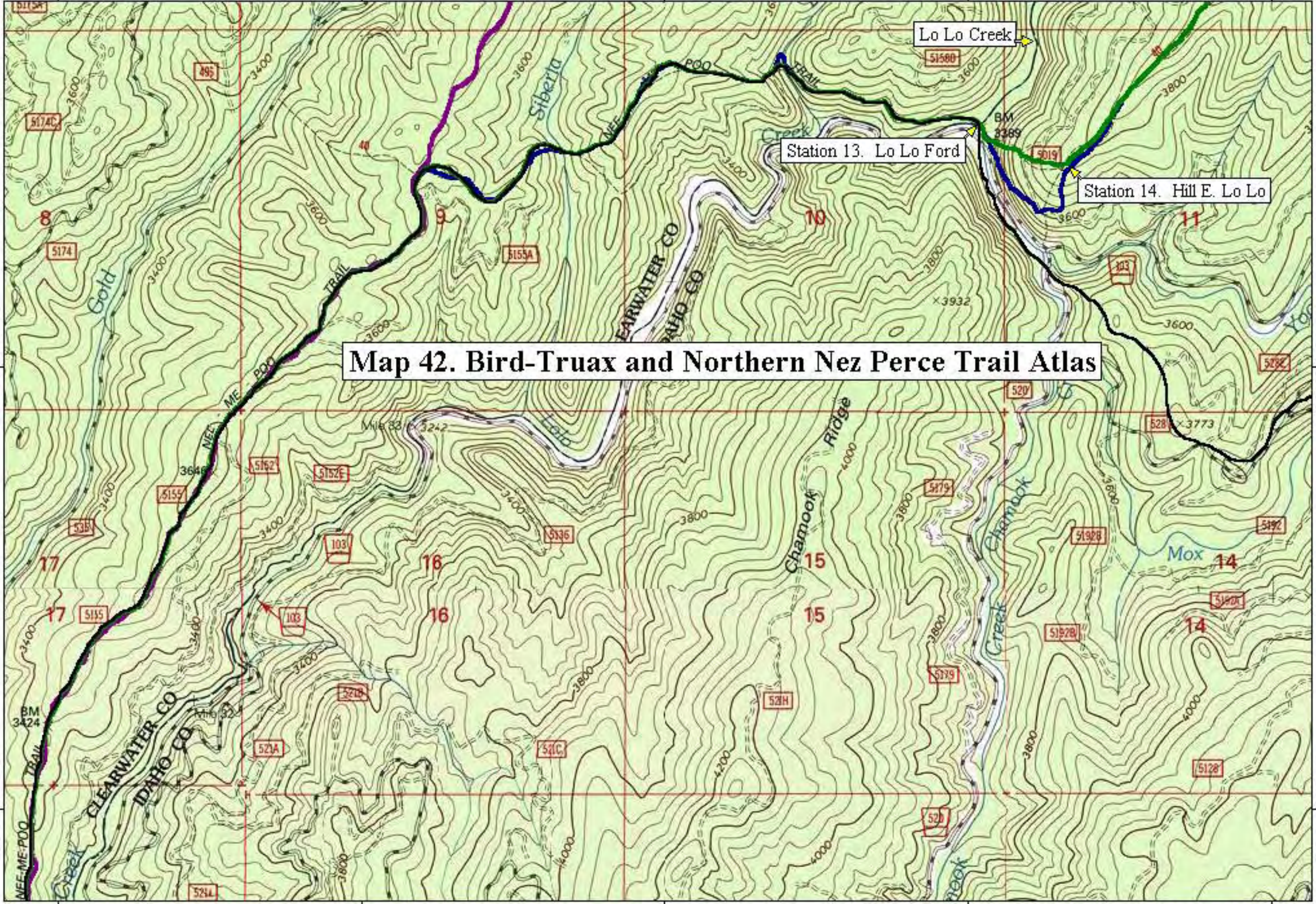
115°45'00" W

NAD27 115°44'00" W

TN
MN
16 1/2°



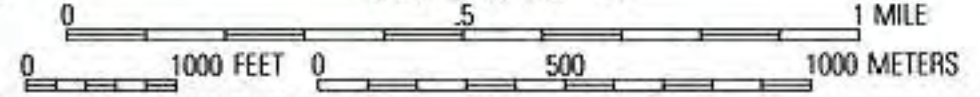
115°44'00" W 115°43'00" W 115°42'00" W 115°41'00" W NAD27 115°40'00" W

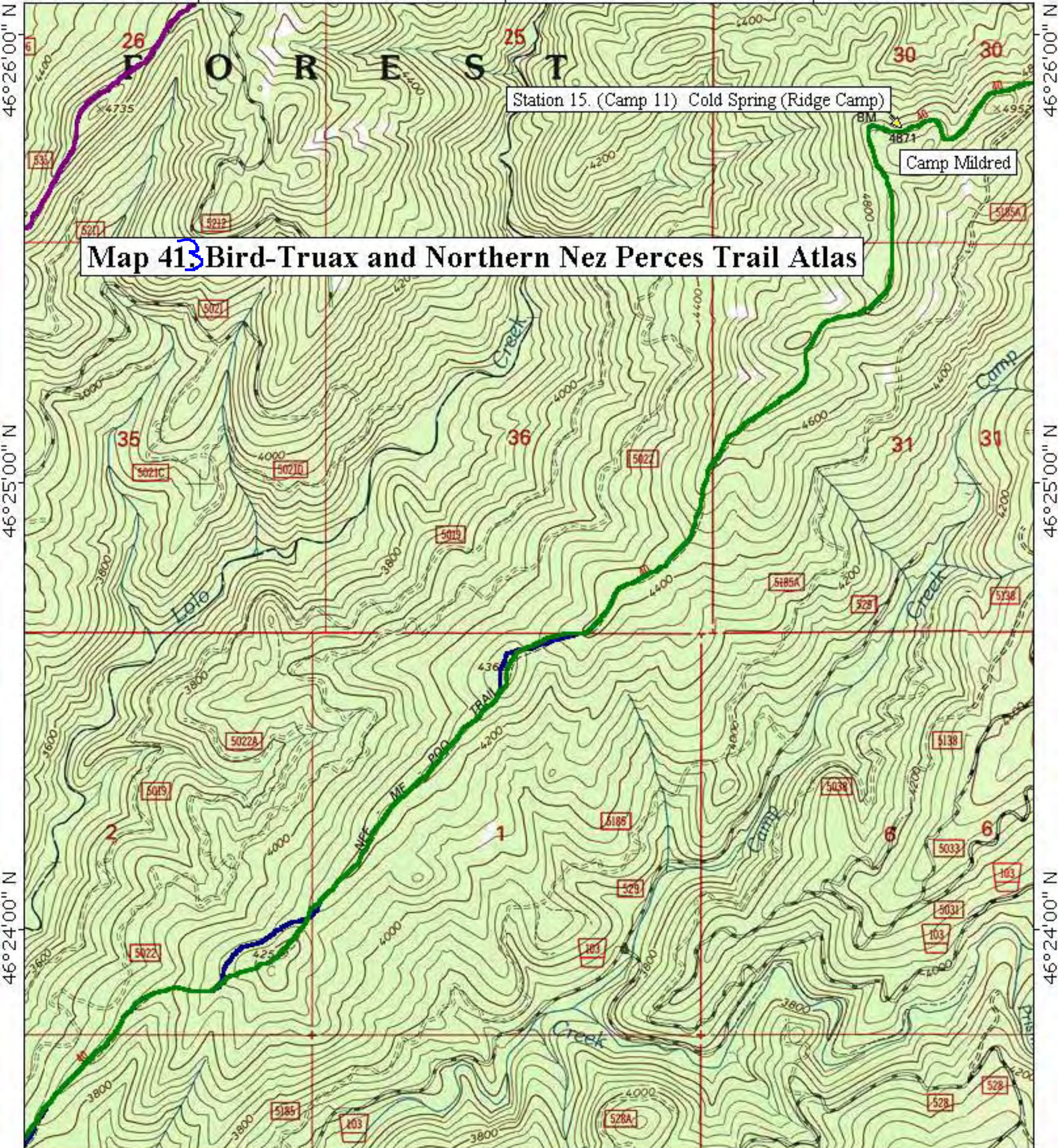


Map 42. Bird-Truax and Northern Nez Perce Trail Atlas

115°44'00" W 115°43'00" W 115°42'00" W 115°41'00" W NAD27 115°40'00" W

TN
MN
16 1/2°

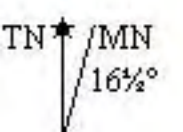
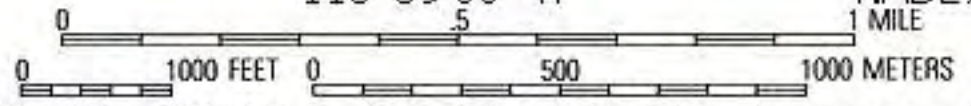




Map 413 Bird-Truax and Northern Nez Perces Trail Atlas

Station 15. (Camp 11) Cold Spring (Ridge Camp)

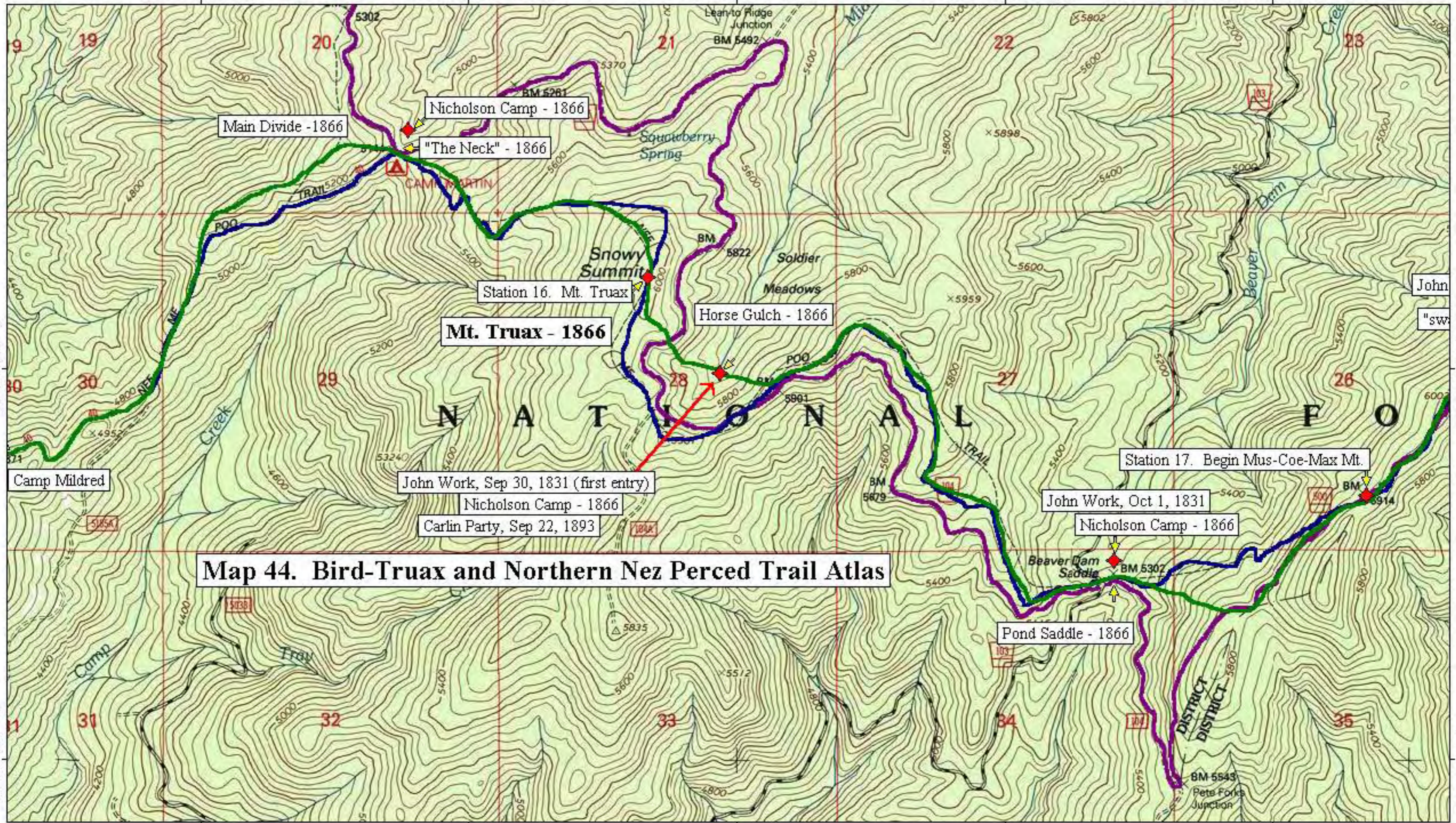
Camp Mildred



115°37'00" W 115°36'00" W 115°35'00" W 115°34'00" W NAD27 115°33'00" W

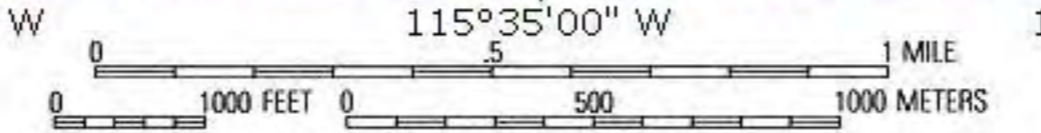
46°26'00" N

46°26'00" N



Map 44. Bird-Truax and Northern Nez Perced Trail Atlas

TN /MN 16 1/2°







Map 45. Bird-Truax and Northern Nez Perces Trail Atlas

Shepherdson's Gulch - 1866

John Work, Sep 30-Oct 1, 1831 (second entry)

"swamp grass"  Nicholson's Camp - 1866 

Mus-Coe-Max (Squirrel) Mtn. Ridge

Nicholson Camp - 1866

John Mullan, Sep 28, 1854

Nicholson Camp - 1866

Carlin Party, Sep 23, 1893

Swamp Grass Prairie - 1866

Nicholson Camp - 1866

Huston Creek (runs north) - 1866

Station 18. Butte Camp

TN/MN
16 1/2°