Appendix VI

St. Maries Wildlife Management Area Cultural Resource Inventory, Benewah County, Idaho

HRA Project No. 2476

November 2015

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Abstract

The State of Idaho Department of Fish and Game (IDFG) is seeking approval from the U.S. Fish and Wildlife Service (USFWS), Wildlife and Sport Fish Restoration Program (WSFR), to dispose of four parcels (Areas 1–4) comprising 1,402.04 acres of mostly steep timbered land that form the St. Maries Wildlife Management Area (WMA). The St. Maries WMA is located in Sections 21, 25, and 27, Township 45 North, Range 2 West, Boise Meridian.

HRA archaeologists Brian Herbel, MA, and Dane Torgerson conducted a pedestrian survey of Areas 1–4 that comprise the Project Area of Potential Effects (APE) from November 2–6, 2015. A total of 751 acres were inventoried (Appendix A) with the other 651 acres not meeting survey criteria (for having a slope in excess of 30 percent).

As a result of survey, previously recorded National Register of Historic Places (NRHP)-eligible ISHI Site 09-15797 (the Elk River Branch Railroad) was identified in the SW ¼ of Section 21. This resource is NRHP eligible under Criterion A as it is distinctly representative of early twentieth-century expansion and commerce in the region and is further representative of what at one time was one of the largest timber extraction operations in the United States (Burg 2003). HRA recommends that the segment of the Elk River Branch Railroad identified as a result of field inventory of the St. Maries WMA be considered a contributing element to the site's overall eligibility. HRA further recommends a determination of "**No Historic Properties Affected**," and that there be no further work required in regard to cultural resources for the proposed Project as planned.

CERTIFICATION OF RESULTS

I certify that this investigation was conducted and documented according to Secretary of Interior's Standards and guidelines and that the report is complete and accurate to the best of my knowledge.

Signature of Principal Investigator

11/23/15

Date

Key Information

PROJECT NAME

St. Maries Wildlife Management Area Cultural Resource Inventory

PROJECT NUMBER(S)

HRA Project No. 2476

LOCATION

Benewah County, Idaho

USGS QUADS

Lindstrom Peak

LEGAL LOCATION OF SURVEY

Sections 21, 25, and 27, Township 45 North, Range 2 West, Boise Meridian

PROJECT AREA

1,402 Acres

AREA SURVEYED

751 Acres Intensive Survey

651 Acres Reconnaissance Survey

PROJECT DATA

1 Previously recorded cultural resource

0 New cultural resources located and/or recorded

AUTHORS

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FEDERAL AGENCY

U.S. Fish and Wildlife Service

REPORT PREPARED FOR

State of Idaho Department of Fish and Game

REPOSITORY

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11/23/2015

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Project Description

The State of Idaho Department of Fish and Game (IDFG) contracted Historical Research Associates, Inc. (HRA), to conduct a cultural resources investigation of 4 parcels that comprise the St. Maries Wildlife Management Area (WMA), located near Lindstrom Peak in Benewah County, Idaho.

The IDFG is seeking approval from the U.S. Fish and Wildlife Service (USFWS), Wildlife and Sport Fish Restoration Program (WSFR), to dispose of four parcels (Areas 1–4) comprising 1,402.04 acres of mostly steep timbered land that form the St. Maries WMA. IDFG plans to then, in trade, acquire 1,012.72 acres (funded by Pittman-Robertson Federal Aid Funds) fronting the Coeur d'Alene River and Black Lake Ranch located in Kootenai County, Idaho. The purpose of the proposed project is to dispose of four disconnected parcels of land that have limited usefulness for wildlife or for recreational activities, in exchange for the acquisition of a single large parcel that would add greatly to the Coeur d'Alene River WMA. Acquisition of the Black Lake Ranch would allow IDFG and their partners to remediate and restore the floodplain wetlands for migrating and breeding waterbirds and waterfowl, as well as migrating tundra swans (*Cygnus columbianus*). Approval of the proposed land exchange by the USFWS represents a federal undertaking, therefore the project needs to comply with the regulations implementing Section 106 of the National Historic Preservation Act.

Project Area of Potential Effect (APE)

The cultural resources inventory was conducted in compliance with the requirements of Section 106 of the National Historic Preservation Act (NHPA). The objective of this work is to determine if any cultural resources are located within the Area of Potential Effects (APE), which encompasses approximately 1,402 acres in Sections 21, 25, and 27 of Township 45 North, Range 2 West, Boise Meridian (Figure 1).

HRA investigated the Project APE to identify potential historic properties by reviewing available literature, analyzing topographic and historic maps, and conducting pedestrian archaeological survey. This report describes the methods and findings of the survey for the Project. The following sections describe the environmental, prehistoric, and historical contexts of the project vicinity; the results of the background research; a summary of the methods HRA used to conduct the fieldwork; survey results; and HRA's conclusions and recommendations.

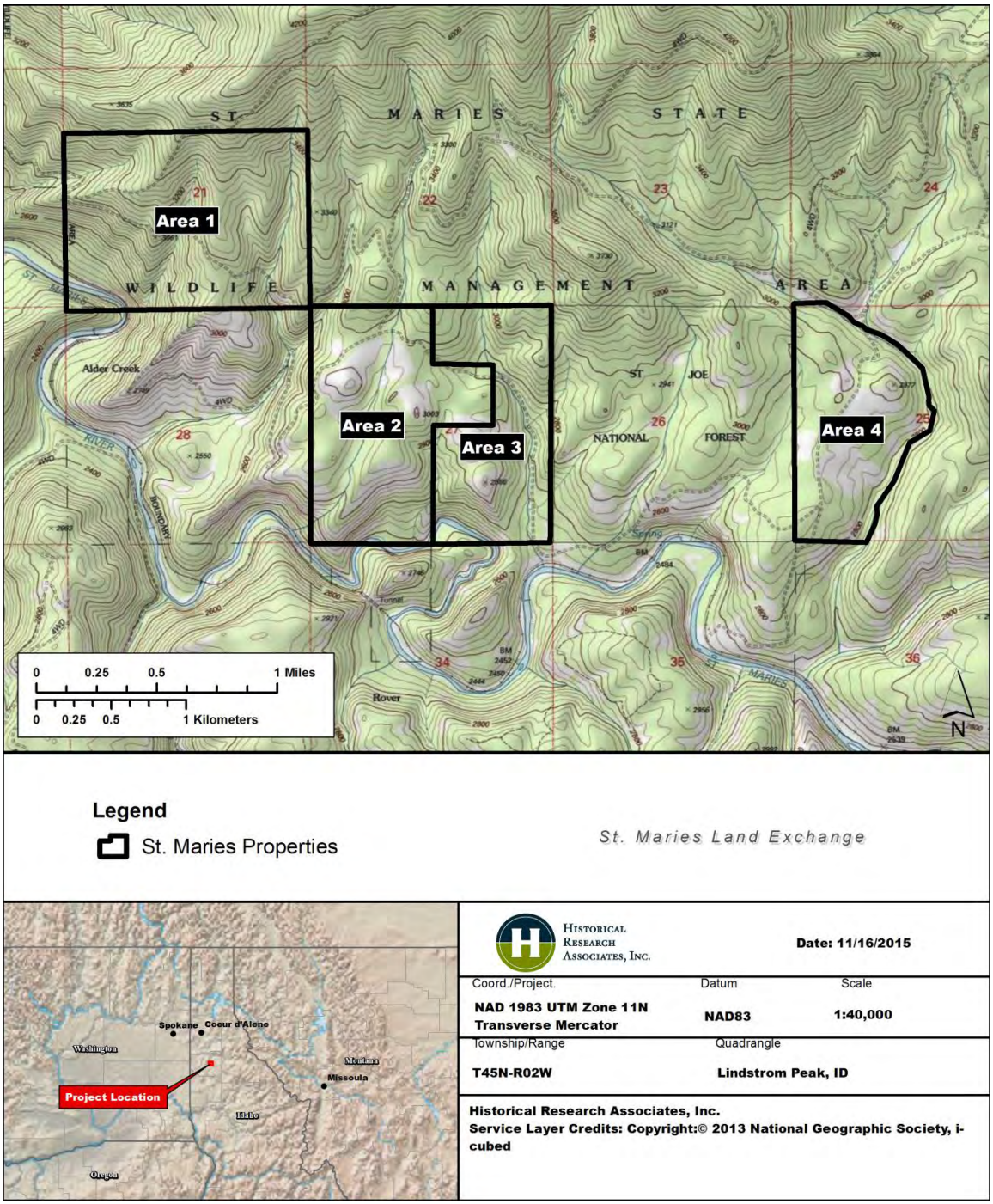

Figure 1. Location of St. Maries WMA parcels that comprise the Project APE.

Environmental Setting

Local topography is an important variable that has affected human land-use patterns in North Idaho. The Project APE is situated approximately 13 miles (mi) southeast of Coeur d'Alene Lake, where the basaltic lava flows of the Columbia Plateau end against the Bitterroot Range of the Rocky Mountains to the east (McKee 1972:257). The St. Maries River is present in the southern extent of three out of the four survey areas (see Figure 1).

The area is underlain by metasedimentary rocks of the Belt Supergroup, the most extensive Precambrian unit in Idaho, and lies within the Lewis and Clark shear zone. The zone is composed of separate faults that collectively form a major intracontinental plate boundary in the northwestern United States (Bennett et al. 1989:137–138; McKee 1972:260). The basalt bedrock that dominates the Columbia Basin was deposited during the Miocene as successive flows of lava covering over 20,000 mi^2 in Washington, Oregon, and Idaho (Franklin and Dyrness 1973:29).

The predominant soil types present in the APE are Honeyjones-Ahrs association and Threebear-Sly complex soils (Natural Resources Conservation Service [NRCS] 2015). The Honeyjones-Ahrs association soil type is present on 35–75 percent slopes, is well drained, and is described as very rocky/gravely silt loam and representative of mountain slopes. Threebear-Sly complex soil is typical of 3 to 35 percent slopes, is moderately well drained, and is described as a silt loam with a loess parent material (NRCS 2015).

The Late Pleistocene/Early Holocene (12,500–8000 years before present [B.P.]) was characterized by diverse plant communities that retained characteristics from the cooler conditions of the glacial period and saw the appearance of pioneering plant species that heralded the Holocene. With the waning of the glaciers and drainage of the ice-dammed lakes between about 13,000–10,000 years ago, the landscape surrounding Coeur d'Alene Lake appears to have supported a cold steppe vegetation regime dominated by sagebrush (*Artemisia*), grasses, Canada buffalo berry (*Shepherdia canadensis*), and widely scattered pines (Thoms 1991:3.4).

Approximately 5,000 years ago, habitats containing both Douglas fir (*Pseudotsuga menziesii*) and ponderosa pine (*Pinus ponderosa*) provided especially good winter range for ungulates throughout the Northern Rockies, and the grasslands provided excellent forage during spring and early summer (Thoms 1991:3.6).

The Late Holocene began about 1,900 years ago. The Intermountain West climate generally became warmer and drier (Davis 1982; Wigand 1987; Wigand and Nowak 1992; Wigand and Rose 1990). Mehringer (Johnson et al. 1994:Figure 9) indicated that the Wildcat Lake record between 2,400 and 600 years ago was at times more grassy than during the "Neoglacial," and occasionally more saltbush-rich than during the period before the fall of Mazama ash. This suggests a period of great variability. Smith (1983) documented the replacement of dense, mixed-conifer forest with ponderosa pine woodland. This again suggests drying.

Woodland forest vegetation (Figures 2 – Figure 5) around St. Maries / Coeur d'Alene Lake includes mixed conifer and broad-leaved deciduous forests. Common species include ponderosa pine, lodgepole pine (*Pinus contorta*), Douglas fir, western red cedar (*Thuja plicata*), western larch (*Larix occidentalis*), white fir (*Abies concolor*), western white pine (*Pinus monticola*), cottonwood (*Populus trichocarpa*), alder (*Alnus rubra*), and bigleaf maple (*Acer macrophyllum*), with occasional stands of quaking aspen

(*Populus tremuloides*). The dense, diverse understory includes dominants such as common snowberry (*Symphoricarpos albus*), bitterbrush (*Purshia canadensis*), Idaho fescue (*Festuca idahoensis*), quaking aspen (*Populus tremuloides*), hawthorn (*Crataegus douglasii*), and blue wildrye (*Elymus glaucus*) (Cooper et al. 1991).

Figure 2. Overview of steep terrain located in Area 1 showing exposed bedrock and mixed larch/fir /western red cedar forest habitat. View to the east/northeast.

Figure 3. Overview of an open meadow ponderosa pine ridgeline present in Area 2. View to the north.

Figure 4. Overview of an open meadow and dense mixed conifer forest in Area 3. View to the west.

Figure 5. Dense western red cedar and white pine forest habitat present in Area 4. View to the south.

Camas (*Camassia quamash*) was common in meadows, along with various biscuitroots and bitterroot. Water potato, or wapato (*Sagitaria* spp.), and balsamroot, or sunflower (*Balsamorhiza sagittata*), also served as historically important subsistence food plants (Hicks et al. 2004:2.4), though they are not likely present within the project area.

Historically, Coeur d'Alene Lake and the St. Maries River Basin provided diverse habitat for numerous mammals, birds, and fish, many of which were important to aboriginal occupants. The important game animals in the region during the early postcontact era were ungulates, especially mule deer (*Odocoileus hemionus*) and mountain sheep (*Ovis canadensis*). Other mammals included grizzly bear (*Ursus arctos*), black bear (*Ursus americanus*), white-tailed deer (*Odocoileus virginianus*), coyote (*Canis latrans*), bobcat (*Lynx rufus*), snowshoe hare (*Lepus americanus*), northern river otter (*Lontra canadensis*), muskrat (*Ondatra zibethicus*), and beaver (*Castor canadensis*). Elk *(Cervus canadensis*) occurred in small numbers. These animals may have been more abundant in the winter months (Chatters 1998:37–38).

River corridors and forested lake margins provide breeding habitat for bald eagles (*Haliaeetus leucocephalus*); the Coeur d'Alene River is a bald eagle wintering area. Other prominent birds include California quail (*Callipepla californica*), hawks (*Buteo* spp.), ducks (*Anas* spp.), geese (*Branta* spp.), and blue grouse (*Dendragrapus obscurus*), a solitary bird that frequents berry patches in summer and conifer groves in winter (Chatters 1998:39).

The built environment is limited to logging and forest recreation activities. This is primarily manifested by an array of primary (crowned and ditched), secondary (graveled and natural surface), and tertiary

(grassland two-track) gravel roads that tend to contour throughout the entire project area. Evidence of recreational use of the area is evident in ad hoc shooting ranges, dispersed campsites, and temporary hunting camps.

Cultural Setting

Prehistoric Overview

Broad environmental changes through time in the region of the study area have influenced its inhabitants, faunal and human, contributing to changes in the types and distribution of cultural material assemblages. Overall, the climate of the Holocene era, during which humans were actively exploiting the region surrounding the project area, fluctuated over periods of thousands of years. Studies have shown that each area of the Plateau developed individualized variations within its cultural chronology, suggesting impacts from localized environmental and cultural factors (Ames et al. 1998; Chatters 1998; Hicks et al. 2006; Leonhardy and Rice 1970; Sappington 1994).

Early inhabitants of the region surrounding the project area, accepted by most researchers to be present at least by 12,000 B.P., would have been highly mobile, migrating between largely reliable habitation sites throughout the year. Habitation sites, most likely situated near established and recognized seasonal resource locations, can be archaeologically identified by the presence of a variety of artifacts and features. Stone and bone tools, associated debris from tool manufacturing processes, and "midden" materials (which include plant remains and other organic elements, bone, and shell fragments) were used and discarded by site occupants. Earlier, foraging-related, habitation sites usually do not contain durable evidence for physical shelter or structures; they can, therefore, be easily confused with short-term resource gathering or "camp" sites from later periods. These later "camps," however, usually exhibit a more specialized set of material remains (e.g., lithic tools), related to the particular resource needing processing. Material remains at camps, therefore, are fewer and less varied than at residential bases (Hicks et al. 2004:395, 408–412; Hicks et al. 2006:1–7).

Increasing moisture levels after approximately 5000 B.P. and an eventual decline in temperatures until about 2000 B.P. coincide roughly with a regional shift from mobile foraging to a more semi-sedentary "collector" subsistence pattern. This was by no means a permanent shift (Chatters 1998), nor one that occurred at the same time or with the same archaeological signature across the Plateau (Hicks 2004). This lifestyle, considered to be semi-sedentary in nature, is reflected in the archaeological record in several ways. Habitation sites are generally more intensively used and are found in more redundant locations, close to reliable resources. As mentioned above, these sites may be difficult to distinguish from resource-exploiting and processing sites from earlier periods. However, as time passes, they tend to display increasing amounts of storage-related features (e.g., subsurface and raised pits) (Hicks et al. 2006), structural features (e.g., winter villages with pit houses along the Columbia River) (Ames et al. 1998), and an intensification of feature use within the settlement itself (e.g., larger midden remains, or cleaned and reused hearth features with associated fire-modified rock) (Hicks et al. 2006).

The precontact inhabitants of the project vicinity developed subsistence strategies that appear to vary widely within what researchers consider a "semi-sedentary" settlement pattern. With more localized environmental shifts within the broad patterns described above, people had to adapt quickly, on a

yearly or even seasonal basis. By roughly 2,000 years ago, modern vegetation and climatic conditions were established, and researchers rely on ethnographic studies for knowledge of game, fish, and plant food resources used by the region's people (Hicks et al. 2006). By this time, the "Plateau culture area" was quite firmly established, including such characteristics as riverine-based settlement patterns; reliance not only on anadromous and riverine fish (with a complex fishing technology), but also on diverse game and root resources; complex kinship, resource-sharing, trade, and socio-religious ties with local and regional groups; and very local (i.e., village-level) political units (Spier 1936:5; Walker 1998:3).

Most river systems of the Eastern Plateau are characterized by steep gradients, with frequent cataracts or rocky rapids, which limited or precluded prehistoric human use of the rivers as either upstream or downstream transportation corridors. The steep gradients of the Eastern Plateau river systems also prevented anadromous fish from spawning east of Bonnington Falls on the Kootenai River, Metaline Falls on the Pend Oreille River, and Spokane Falls on the Spokane River throughout the post-Pleistocene, leading to different cultural strategies than the rest of the Plateau area (Fulton 1968, 1970; Roll and Hackenberger 1998:120–122). Instead, a diverse faunal assemblage, including bighorn sheep (*Ovis canadensis*), elk, deer, and bison (*Bison* spp.), appears to have provided subsistence (Roll and Hackenberger 1998:124), along with resident fish species. Low-gradient conditions that permitted upstream and downstream travel by canoe prevailed over substantial portions of the lower courses of the Coeur d'Alene, St. Joe, and St. Maries Rivers, all of which feed Coeur d'Alene Lake. The combination of proximity to areas with high salmon productivity like Kettle Falls on the upper Columbia, abundant camas beds, and reasonable methods of transporting bulky products provided people living on the western edge of the Kootenai–Pend Oreille region with the ability to adjust the intensity with which they used various food resources (Roll and Hackenberger 1998:120–122).

Ethnographic Overview

The Coeur d'Alene are speakers of an Interior Salishan language with close cultural ties to the Kalispel, Chewelah, and Upper Spokane (Ray 1936:108). The western boundaries of these groups "roughly coincided with the line of transition from desert to upland country, while eastern boundaries fell well into the Rocky Mountains" (Ray 1936:110).

The Coeur d'Alene relied upon hunting, fishing, and gathering of plant foods for their subsistence. Palmer (1998:315) notes "scattered evidence that [the Coeur d'Alene] maximized the productivity and reliability of their food sources by basic techniques of management, such as burning and pruning, and perhaps also by loosening the soil during root digging." Leaders of bands, divisions, and camps regulated access to resource locations, timed root and berry harvests, and distributed game and fish. Band and division territories were recognized but were open to all for exploitation by appeal to the appropriate leader. Spokanes fished with Coeur d'Alenes at the outlet of Lake Coeur d'Alene, and several different groups (Spokane, Kalispel, Nez Perce, Palouse, and Cayuse) shared the Coeur d'Alene camas prairie (Ray 1936).

Hunting, gathering, and processing activities continued in the uplands until the first severe frost. After this, the Coeur d'Alene generally congregated in villages along the lakes and rivers, and made last-minute preparations for the coming winter. Prior to the introduction of the horse to the region, it was common for all capable occupants of a winter village to search for food, traveling long distances over hours, if not days (Chalfant 1974; Ross 1991). At least 17 villages were located along the Spokane River and the shoreline of Coeur d'Alene Lake, at least 12 villages were located along the Coeur d'Alene

River below Cataldo (approximately 28 mi north of the project area), and at least 9 villages were located along the St. Joe River (Palmer 1998:313–314).

Prior to direct contact with Euroamericans, the Coeur d'Alene population was estimated to be approximately 3,000–4,000 people (Palmer 1998:322). As happened to many Plateau tribes, over a 100-year period, myriad epidemics, including smallpox and measles, killed roughly two-thirds of the people (Teit 1930:315). Such devastating events had serious repercussions on a variety of cultural practices, including basic social organization, subsistence practices, and religious beliefs. While some tribes looked to native prophets for answers, the Coeur d'Alene received a prophecy in the form of Roman Catholicism, brought to them by Jesuit missionaries (Palmer 1998:322).

Historic Overview

The essential characteristics of northern Idaho's physical geography strongly influenced the development of the area's cultural landscape (Hufstetler and Martin 1999; Walker 2010). The Native American inhabitants of the interior Pacific Northwest utilized a variety of overland trails, as well as the rivers, to traverse the area. They traveled by foot and dugout canoe, and later by horseback. When Euroamerican fur traders arrived in the area in the early 1800s, they utilized similar methods of transportation. After the Canadian North West Company merged with the Hudson's Bay Company (HBC) in 1821, the HBC controlled the fur trade in northern Idaho throughout the 1830s and 1840s. As the fur trade became unprofitable in the 1850s and 1860s, early forts and trading posts gradually were abandoned (Arrington 1994).

The U.S. Army Mullan Military Road was constructed between 1859 and 1862 for the purpose of moving military men and goods from Fort Walla Walla to Fort Benton, Montana Territory. The road was initially constructed around the south end of Coeur d'Alene Lake and up the Coeur d'Alene River Valley, but destructive flooding the following winter convinced Mullan to rebuild on a different route. His second try followed a route to the growing town of Spokane Falls, crossed the river on the Plante Ferry, then turned east, passing north of Coeur d'Alene Lake. The 624-mi road succeeded in promoting agricultural development and Euroamerican settlement, leading growth in a northeasterly trend from Fort Walla Walla to Fort Benton and opening new land to Euroamerican immigration (Hicks et al. 2004).

In 1866, it was reported that no less than 20,000 people had passed over the Mullan Road during the year, along with mining supplies, freight, horses, mules, and herds of cattle. The route was later to serve as the main highway between Missoula, Montana, and Spokane, Washington. After the Montana gold rush of the 1860s died down, however, use of the Mullan Road diminished and it fell into a state of disrepair (Magnuson 1968:7–9).

The establishment of Fort Coeur d'Alene (Fort Sherman) on Coeur d'Alene Lake in 1878 and the discovery of gold on the North Fork of the Coeur d'Alene River in 1882 brought about renewed usage of the Mullan Road. The Northern Pacific Railroad bolstered development of the area when it built a line through the Coeur d'Alene Valley in the early 1880s. The Coeur d'Alene Railway and Navigation Company branched off of the Northern Pacific east of Spokane and followed the Coeur d'Alene River. The area around Coeur d'Alene Lake developed into a supply center for the mines to the east (Dahlgren and Kincaid 1991).

The town of St. Maries, located 10 mi north of the project area, was founded in the 1890s by Joseph Fisher, who chose the location at the junction of the St. Maries and St. Joe Rivers for a sawmill (Boone

1988:357). In 1909, the transcontinental Chicago, Milwaukee, St. Paul, and Pacific Railroad (CMS&P) reached St. Maries on the path known as the "Milwaukee Road." In the following year, the CMS&P entered into an agreement with Potlatch Lumber and the Washington, Idaho & Montana (WI&M) railroad to complete a branch line from the Milwaukee Road mainline in St. Maries south towards the Potlach Mill in Elk River, Idaho. The region benefited from the timber boom with all of the associated businesses in support of the hundreds of loggers, miners, and settlers that occupied the region. The railroad helped to establish the towns of Santa, Fernwood, and Clarkia, among others (Burg 2003). By the 1960s, the timber industry was in steady decline compared to its heyday in the 1920s, with a small resurgence prior to World War II.

Pre-Field Research

Prior to fieldwork, on October 6, 2015, HRA staff requested a records search of archaeological site records and cultural resource survey reports on file at the Archaeological Survey of Idaho (ASI), located at the Idaho State Historic Preservation Office (SHPO), and reviewed HRA's reference library. The ASI repository contains information about archaeological and historical research completed in the area, including inventory reports, archaeological site and historical structure forms, and National Register of Historic Places (NRHP) nominations.

In addition, HRA research staff examined General Land Office (GLO) plats available online through the Bureau of Land Management GLO Records website to locate nearby historical features that might have left archaeological remains. These nineteenth- and early twentieth-century maps, arranged by township and range, indicate locations of then-extant structures, trails, and features. Although most of these structures are no longer extant, the maps indicate where historic-period cultural resources (considered to be 50 years old or older and therefore eligible for listing in the NRHP if they meet significance and integrity criteria) could be encountered. Based on environmental characteristics, ethnographic data, and the distribution of previously recorded cultural resources, HRA formed an opinion about the sensitivity of the St. Maries WMA for containing archaeological remains.

Previous Cultural Resources Studies

The research request (SHPO Record Search #15418) revealed that no cultural resource investigations have been previously conducted within the Project APE or within an approximate 1-mi radius. However, the Elk River Branch of the Chicago, Milwaukee & Puget Sound Railway (Idaho Historic Sites Inventory [ISHI] linear site # 09-15797) is present within the APE by linear extension from previously recorded segments. This resource is considered eligible for inclusion in the NRHP by the Idaho SHPO (SHPO Record Search #15418).

General Land Office Plats

Review of the 1886 and 1907 GLO plats for Township 45 North, Range 2 West, do not identify any features or resources present in the APE (United States Surveyor General [USSG] 1886, 1907). On July 20, 1897, the Northern Pacific Railroad Co. was granted the original land patent for the sections (21, 25, and 27) that comprise the APE in Township 45 North, Range 2 West (BLM 1897). Additionally "Status of Public

Domain Land and Mineral Titles and Acquired Lands" land status records were accessed for Township 45 North, Range 02 West; this record similarly does not identify any features or resources present in the APE (USSG 1956).

Expected Cultural Resources

Prior to fieldwork, HRA formulated expectations for the cultural resources sensitivity of the Project APE. HRA based these expectations on a review of the background information presented above, including the geomorphology and hydrology of the Project area; the prehistoric and historic contexts of the vicinity, with information on the types, ages, and contents of previously recorded sites; and consideration of more recent disturbance that may have impacted cultural resources (e.g., highway and road construction, logging or mining activities).

HRA determined the St. Maries WMA Project to have a very low probability for prehistoric cultural resources given the steep terrain, and a low to moderate probability for historic-era resources that may be eligible for listing in the NRHP (with the exception of the Elk River Branch Railroad [RR]). In keeping with a model employed by the Panhandle National Forest for cultural resource inventory standards, slopes within the APE greater than 30 percent were not considered for inventory. Resources anticipated for the region, including the Project APE, could consist of historic-era features/ structures, materials associated with logging/logging practices, log extraction, railroad maintenance, rail camps, and culturally modified trees.

Field Methodology

HRA archaeologists Brian Herbel, MA, and Dane Torgerson conducted a pedestrian survey of Areas 1–4 that comprise the Project APE from November 2–6, 2015. Inventory (at intervals no greater than 30 meters) focused on all ridgelines, saddles, drainage confluences, flat terraces, and natural meadows. HRA recorded observations of surface and subsurface disturbances, topography, and vegetation in a standard field notebook, and photographed the Project APE. Exposed soils, encountered in or outside of transects, were examined closely for the presence of cultural materials and features that would indicate the presence of cultural resources. All field notes, photographs, and GPS data are on file at HRA's Missoula office. The locations of resource photographs within the APE were documented using IPad with ArcGIS Collector and a Trimble R1 GNSS receiver. A total of 751 acres were inventoried (Appendix A); the remaining 651 acres do not meet survey criteria, having slopes in excess of 30 percent (Bruce Gibson, St. Joe National Forest, personal communication 2015).

Results

As a result of survey, previously recorded ISHI Site 09-15797, the Elk River Branch RR, was identified in the SW ¼ of Section 21 and is described below. Non-site/modern resources noted but not recorded include three ca. 1980s fenced vegetation study plots (Kathy Cousins, IDFG, personal communication 2015) and one modern hunting camp remnant of corrugated tin, milled lumber, and blue tarp fragments.

These resources, or lack thereof, are indicative and representative of both the historic-era use and modern use of this specific area. The geography, in particular Area 1, is such that prehistoric activities would have almost certainly been limited to ephemeral seasonal gathering of plants resources (likely berries). Hunting likely would have occurred here as well, though again the topography is not particularly conducive to leaving a footprint of such activities should they have occurred prehistorically.

The lack of clearly defined springs, large confluences, and likely campsites (flat areas with water and good solar exposure) contribute to an absence of prehistoric resources present in the project area, as well as the immediate vicinity (SHPO Record Search #15418). What is present is the evidence of logging, which is a known historic-era and modern activity that occurred within and around the APE (Burg 2003). Modern era logging is manifested by an array of logging roads, cut and replanted parcels, selective thinning logging areas, and log decks (Kathy Cousins, IDFG, personal communication 2015).

IHSI Site 09-15797- Elk River Branch Railroad

Field Site Number: n/a

Site Type: Historic Railroad

Temporal Component: 1910-present

Ownership: Private

Site Location: Township 45 North, Range 2 West, Section 21 SWSWSW

NRHP Recommendation: Eligible under Criterion A

Linear site IHSI 09-15797, the ca. 1910 Elk River Branch Railroad (Burg 2003), has been previously recorded in Benewah, Latah, and Clearwater counties where it is associated with the Smithsonian number of 10BW180, 10LT281, and 10CW1150, respectively (Sharley 2010; Wallace 2012). However, as per SHPO standards, the site is known and referred to by its linear designation (Belinda Davis, SHPO, personal communication 2015). No authors or recommendations are listed for the site segments in Clearwater or Latah Counties. The site's previous recordation in Benewah County consists of three segments, one of which is a segment located approximately 3 mi north of the Project APE, closer to the town of St. Maries, as well as two segments located much farther south (10 mi), past the town of Fernwood, Idaho (Sharley 2012). The site was recommended by Sharley (2010) and Wallace (2012) as eligible for inclusion in the NRHP under Criterion A. The Idaho SHPO concurred with this recommendation on February 23, 2012 (Belinda Davis, SHPO, personal communication 2015).

Within the project area (Figure 6), HRA identified an extent of the track (Figure 7), one stacked rock culvert feature (Feature 1), and a total of 10 power poles (Table 1, Figure 8). The track is embossed with "COLORADO SFC. 90. A.R.A. IIIII 1914 O H." (Figure 9) with the track plates embossed with "10-2 RE P.C.S. COR". The track width is "standard gauge" (4 feet [ft] 8.5 inches) (Burg 2003; Neilson 1982). The tracks, plates, spikes, and ties all retain good integrity. These elements sit on a 15–17-ft-wide crushed angular basalt prism/bed that is 6 inches to 1.5 ft in height (see Figure 7).

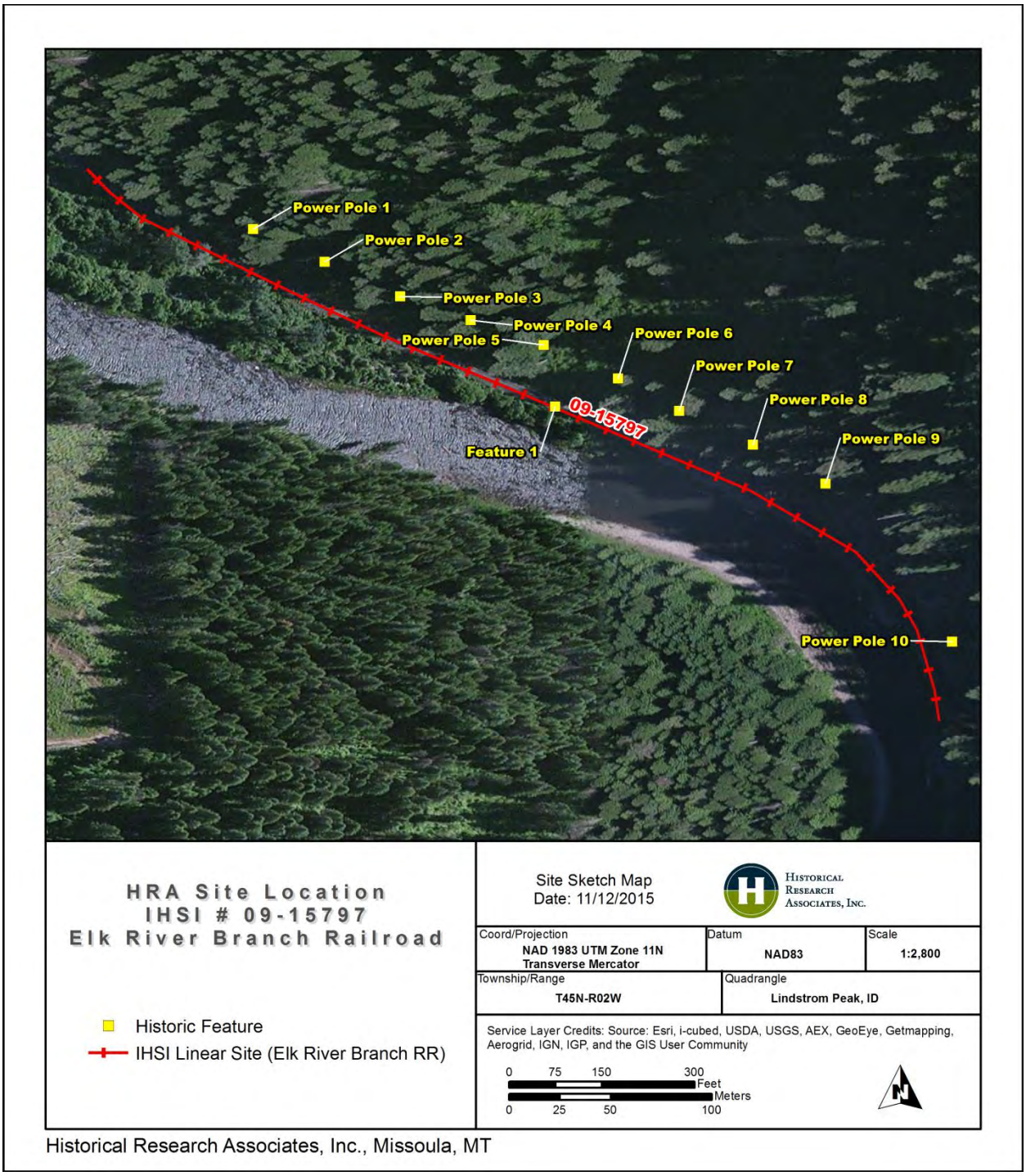

Figure 6. Overview of Site 09-15797 within Area 1.

Figure 7. Overview of ISHI linear site 09-15797, the Elk River Branch railroad. View to the northwest.

Table 1. Electrical poles identified within the APE at ISHI linear site 09-15797.

POLE FIELD NUMBER	COMMENTS	POLE FIELD NUMBER	COMMENTS
1	24" diameter pole, 15' high, 4" square supported cross beam with insulator posts, Hemigray-21 glass insulator (n = 1) on the ground	6	24" diameter pole broken at base
2	24" diameter pole only, 12' high	7	24" diameter pole only, 12' high
3	24" diameter pole, 20' high, 4" square supported double cross beams with insulator posts, guy-wired **(Figure 8)**	8	24" diameter pole broken near base, pole located on clifftop perch
4	24" diameter pole only, 8' high	9	24" diameter pole, 15' high, 4" square supported cross beam pole located on clifftop perch
5	24" diameter pole, 15' high, 4" square supported cross beam with insulator posts	10	24" diameter pole, 15' high, 4" square supported cross beam with strung wire, pole located on clifftop perch

Figure 8. Representative power pole (Pole 3) at ISHI linear site 09-15797, the Elk River Branch RR. View to the west.

Figure 9. Embossed rail present at ISHI linear site 09-15797, the Elk River Branch RR.

Feature 1

Feature 1 is a stacked rock culvert that channels water to the St. Maries River from a seep/spring located in a rock face to the north of the track. The feature is 7 courses high, is 72 inches wide and 48 inches high, constructed with what appear to be stones that could be obtained on site (Figure 10). The intake is mostly obstructed, which precluded a full investigation of its size. The aspect located to the south of the track is several feet lower in elevation but is similar in number of courses and size. The outflow is exposed, revealing a 26 inch exterior (20 inch interior) diameter, rough aggregate culvert (Figure 11).

Figure 10. Feature 1 on the north side of the existing rail. View to the south.

Figure 11. Feature 1 on the south side of the existing rail showing the outflow. View to the north.

Historic Context of The Elk River Branch

In 1909, the transcontinental CMS&P reached St. Maries on the path known as the "Milwaukee Road." In the following year, the CMS&P entered into an agreement with Potlatch Lumber and the WI&M railroad to complete a branch line from the Milwaukee Road mainline in St. Maries to the south towards the Potlatch Mill in Elk River, Idaho. The CMS&P and the WI&M railroads met on May 29, 1910, at Potlach Camp 8, 2 mi north of Bovill, Idaho (Burg 2003:79) in what became known as the Elk River Branch, which ran for a distance of 52 mi.

Passenger rail service began shortly thereafter providing service to Spokane and all points east and west as well providing an outlet for what was an estimated one billion board feet of lumber contained within the stand of white pine located largely south of St. Maries (*The White Pine Route Quarterly* 2013). Timber and timber extraction were the primary economic base for the region with several large sawmills present in Potlatch (1906), St. Joe City (1908), then Elk River Mill (1910), St. Maries (1911, 1912), and Fernwood (1913) (Andrews 1956:81). During the peak of lumber activity between 1920 and 1930, "frequently over 300 million board feet, mostly white pine, was harvested annually" (Andrews 1956:81).

The region benefited from the timber boom with all of the associated businesses in support of the hundreds of loggers, miners, and settlers that occupied the region. The railroad helped to establish the towns of Santa, Fernwood, and Clarkia, among others (Burg 2003). By the 1960s, the timber industry was in steady decline compared to its heyday in the 1920s, with a small resurgence prior to World War II. The CMS&P filed for bankruptcy in 1980, and abandoned many of its western lines. In May 1980, Potlatch Corp. purchased the Elk River Branch RR, renamed it the St. Maries River RR and continued limited timber operations in support of large plywood and chip mill facilities in St. Maries. Potlatch Corp. sold the

line in 2010 to the Missouri-based Williams Group, whose use of the line remains to be seen (Walker 2010).

NRHP Recommendation

Within the Project APE, the segment of ISHI Site 09-15797, the Elk River Branch RR, retains all seven aspects of integrity (location, design, setting, materials, workmanship, feeling, and association) and exists virtually unchanged since its construction in 1909, with standard maintenance applied. This resource is eligible under Criterion A (Belinda Davis, SHPO, personal communication 2015) as it is distinctly representative of early twentieth-century expansion and commerce in the region and is further representative of what at one time was one of the largest timber extraction operations in the United States (Burg 2003). HRA recommends that the segment identified as a result of field inventory of the St. Maries WMA be considered a contributing element to the site's overall eligibility.

Isolates/Noted but not recorded

A total of three modern ca. 1980 vegetation study plots (Figure 12) were identified (Kathy Cousins, IDFG, personal communication 2015) as a result of inventory, two in Area 2 and one in Area 3 (Appendix A). The plots are all identical with two 20–25 ft fenced squares, one with approximately 8–10 ft posts and deer fencing, the other square with t-post and barb wire. Two of the plots had crude ladders constructed from saplings available on site.

Figure 12. Overview of modern vegetation study plot present in Area 3. View to the east.

HRA also noted a modern hunting camp (Figure 13) in Area 4 that is a collapsed corrugated tin structure with blue tarpaulin and some milled lumber present. The area is a dispersed camp locality that appears to experience heavy use.

Figure 13. Overview of modern hunting camp present in Area 4. View to the east.

Management Recommendations

HRA developed probabilities for prehistoric, ethnographic period, historic Native American, and historic Euroamerican cultural resources in the St. Maries WMA vicinity based on environmental characteristics, ethnographic and historic land use, and the distribution of previously recorded archaeological resources on comparable landforms. HRA conducted a field inventory and identified ISHI Site 09-15797 only. These results support the probability expectations. Therefore, HRA recommends that, given the nature of the project as a land exchange/sale only, no further cultural resource work is required in regard to the St. Maries WMA.

In the event that archaeological deposits are inadvertently discovered in any portion of the Project APE by way of unanticipated ground-disturbing activities, such ground-disturbing activities should be halted immediately in an area large enough to maintain integrity of the deposits, and the Project Manager should be immediately notified. The Project Manager should notify the Idaho SHPO, who would then contact the Coeur d'Alene Tribe of Indians. If the find includes or consists of human remains, ground-disturbing activities should be halted immediately, and the county sheriff and coroner must first be notified. These parties would be responsible for contacting the SHPO if the remains are found to be nonforensic. Treatment of the archaeological deposits or human remains should then be coordinated through consultation among these parties.

Determination of Effects

As the proposed project is a land exchange only with no anticipated ground disturbing activities, HRA recommends a determination of "**No Historic Properties Affected.**" Although there is an NRHP eligible resource within the APE, it will not be impacted by the proposed undertaking.

Avoidance, Minimization, or Mitigation Options

At this time, no ground disturbing activities are planned or proposed relative to the proposed land exchange. Should such activities become part of the proposed project, ISHI Site 09-15797 should be avoided; if avoidance is not an option, site mitigation may be required.

Conclusions

As a result of survey, ISHI Site 09-15797, the Elk River Branch RR, was identified in the SW ¼ of Section 21. Non-site/modern resources noted but not recorded include three ca. 1980s fenced vegetation study plots and one modern hunting camp remnant of corrugated tin, milled lumber, and blue tarp fragments. These resources, or lack thereof, are indicative and representative of both the historic-era use and modern use of this specific area.

The Elk River Branch RR (ISHI Site 09-15797) is considered eligible for inclusion in the NRHP under Criterion A. The segment of the Elk River Branch RR identified as a result of inventory of the St. Maries WMA parcels (Areas 1–4) retains all elements of integrity. HRA recommends that the segment identified within the Project APE be considered a contributing element to the sites overall eligibility.

HRA further recommends a determination of "**No Historic Properties Affected**" and that there be no further work required in regard to cultural resources for the proposed Project as planned.

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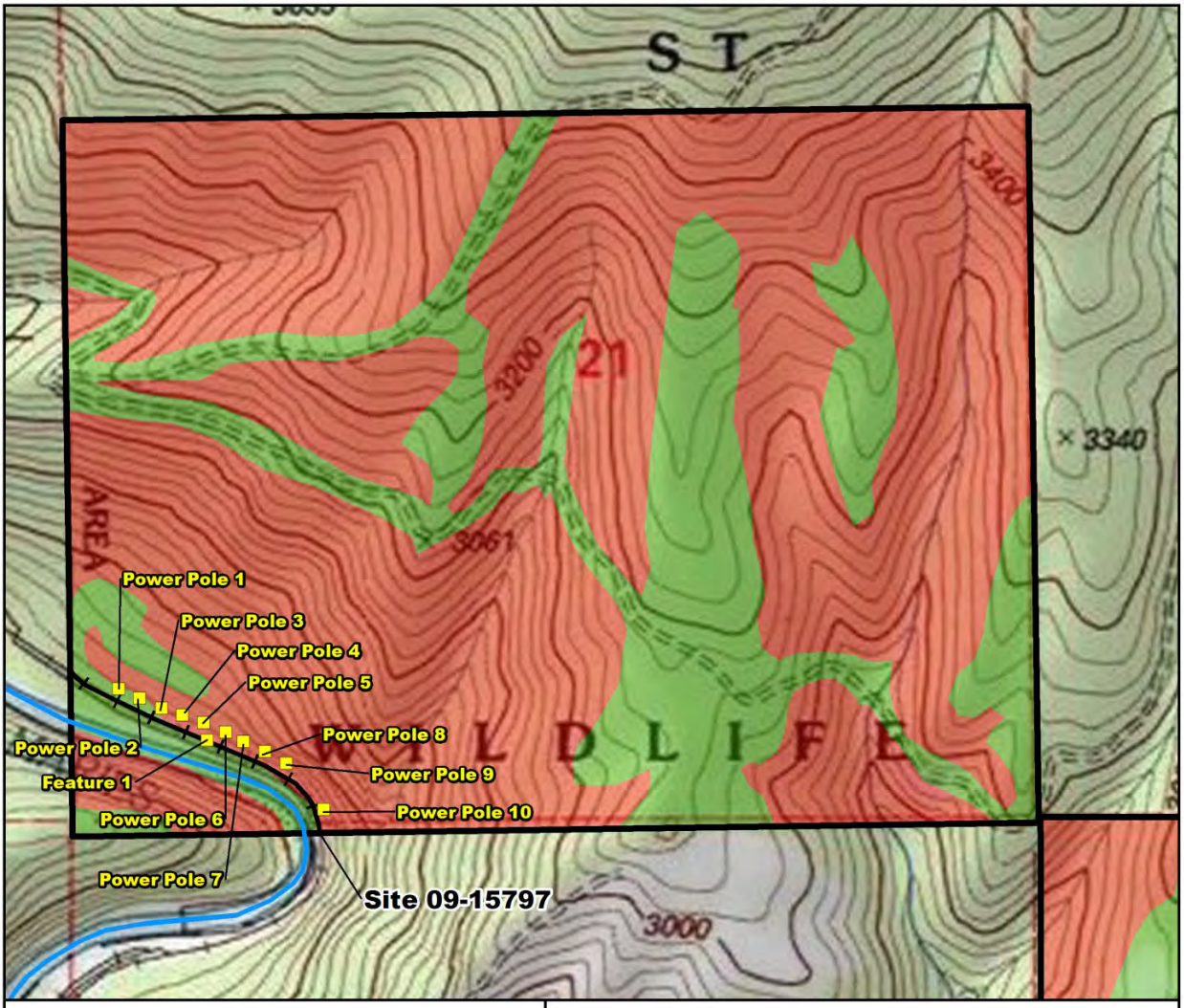
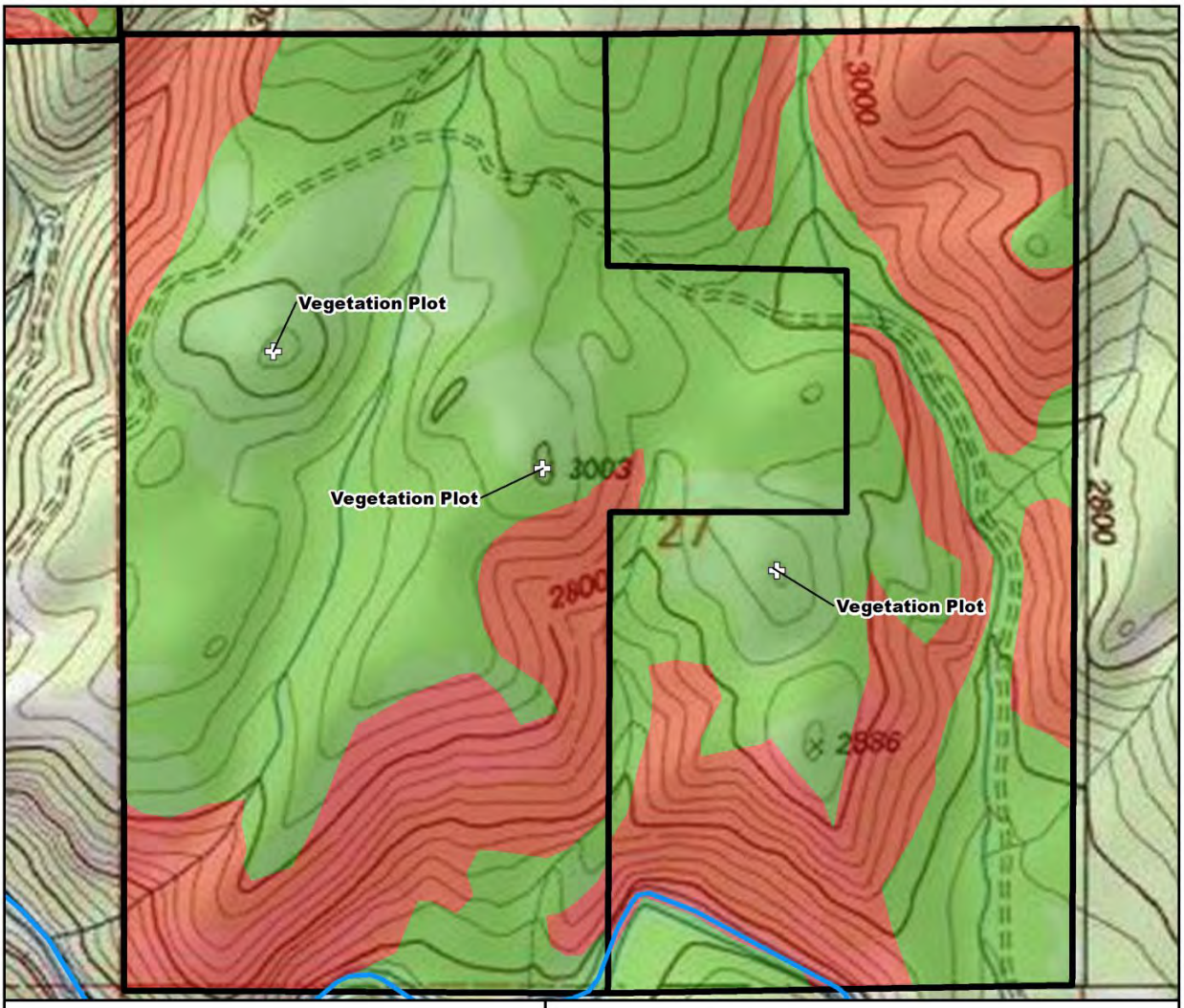
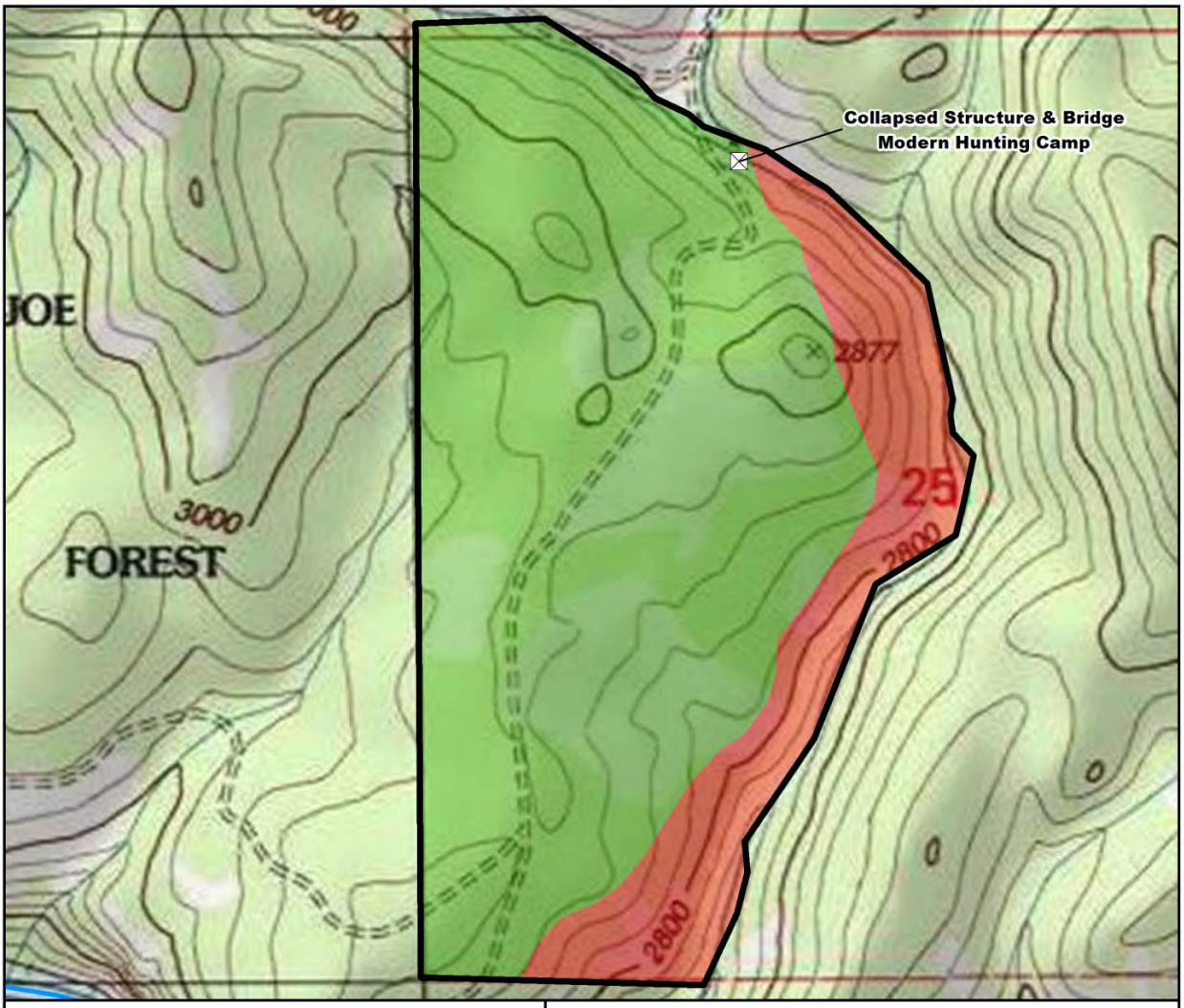
Appendix A – Survey Coverage Topographic Maps



Historical Research Associates, Inc., Missoula, MT



Historical Research Associates, Inc., Missoula, MT



Survey Results
Area 4

Modern Feature
Saint Maries River
St. Maries Trade Properties

Project Survey Status
HRA Survey Coverage
No Survey (Greater than 30% slope)

HRA Project
St. Maries CRI
Date: 11/16/2015

Historical Research Associates, Inc.

Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 11N Transverse Mercator	NAD83	1:12,000
Township/Range	Quadrangle	
T45N-R02W	Lindstrom Peak, ID	

Service Layer Credits: Copyright:© 2013 National Geographic Society, i-cubed

0 375 750 1,500 Feet
0 125 250 500 Meters

Historical Research Associates, Inc., Missoula, MT

Appendix B – IHSI Site Form Update for 09-15797 – The Elk River Branch Railroad

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME: Chicago, Milwaukee & St. Paul Railroad - Elk River Branch
FIELD#: 09-15797a
STREET: west of Idaho St Hwy 3 near where it crosses the St. Maries River
RESTRICT: ☐
CITY: St. Maries
VICINITY: ☑
COUNTY CD: 9
COUNTY NAME: Benewah
SUBNAME:
BLOCK:
SUBLOT:
ACRES:
LESS THAN: ☐
TAX PARCEL:
UTMZ: 11
EASTING: 529944
NORTHING: 5230349
TOWNSHIP: 45
N_S: N
RANGE: 2
E_W: W
SECTION: 21
SW ¼, ¼ SW ¼
QUADRANGLE: LINDSTROM PEAK
OTHERMAP:
SANBORN MAP:
SANBORN MAP#:
PHOTO#:

PROPERTY TYPE: Structure
CONST/ACT1: Original Construction
ACTDATE1: 1909
CIRCA1: ☐
CONST/ACT2: Original Construction
ACTDATE2: 1910
CIRCA2: ☐
ASSOCIATED FEATURES: Feature 1 - stacked rock framed culvert, rough aggregate, 26 inch exterior diameter.
TOTAL # FEATURES: 1

ORIGINAL USE: Transportation
ORIGSUBUSE: rail-related
CURRENT USE: Vacant/Not in Use
CURSUBUSE:
ARCHSTYLE:
WALL MATERIAL:
FOUND. MATERIAL:
ROOF MATERIAL:
OTHER MATERIAL:
PLAN: linear
CONDITION: Good

NR REF #:
NPS CERT:
ACTIONDATE:
FUTURE ELIG DATE:
DIST/MPLNAME1:
DIST/MPLNAME2:

Individually Eligible ☑ | Contributing in a potential district ☐ | Noncontributing ☐ | Future eligibility ☐
Not Eligible ☐ | Multiple Property Study ☐ | Not evaluated ☐

CRITERIA A ☑ B ☐ C ☐ D ☐
CRITERIA CONSIDERATION A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐
AREA OF SIGNIF: Transportation
AREA OF SIGNIF: Industry

COMMENTS: Linear site IHSI 09-15797, the ca. 1910 Elk River Branch Railroad (Burg 2003), has been previously recorded in Benewah, Latah, and Clearwater counties where it is associated with the Smithsonian numbers of 10BW180, 10LT281, and 10CW1150, respectively (Sharley 2010; Wallace 2012). However, as per SHPO standards, the site is known by, and referred to by, its linear designation (Rolinda Davis, SHPO, personal communication 2015). No authors or recommendations are listed for the site.

PROJ/RPT TITLE: St. Maries Wildlife Management Area Cultural Resource Inventory, Benewah County, Idaho
SVY DATE: 10/03/15
SVY LEVEL: Intensive
RECORDED BY: Brian Herbel / HRA
PH:
ADDRESS: 125 Bank St. / Floor 5, Missoula, MT 59802
SUBMITTED PHOTOS ☑ NEGS ☐ SLIDES ☐ SKETCH MAP ☑

SVY RPT #:
MS RPT #:
IHPR #:
******** FOR ISHPO USE ONLY ********
HABS NO. ID-:
HAER NO. ID-:
IHSI#: 09-15797
SITS#:
REV#:

CS #:
IHSI# REF:
NR REF# 2:
REV# REF:
SVY RPT# 1:
SVY RPT# 2:
SVY RPT# 3:
MS RPT# 1:
MS RPT# 2:

ADD'L NOTES:
MORE DATA ☑
ATTACH ☑

OF PHOTOS:
NEGBOX#:
OF SLIDES:
SHPO DETER:
DETER DATE:
INITIALED:
ENTRY DATE:
REVISE:
REVISE:
REVISE:

IHSI# | SITS# | REV#

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME: Chicago, Milwaukee & St. Paul Railroad - Elk River Branch
IHSI#: 09-15797
FIELD#: 09-15797a
COUNTY NAME: Benewah
OTHER NAME: St. Maries River Railroad
COUNTY CD: 9
CITY: St. Maries
VICINITY: ☑
UTM REF2:
UTM REF3:
UTM REF4:

OTHER MATERIAL2:
CULTAFFIL:
AGENCYCERT: National
SIGNIFDATE: 1909
SIGNIFPERIOD: 1909-1980
SIGNIFPERSON:
ARCH/BUILD:
ARCHPLANS: ☐
TAXEASE: ☐
TAXCERT: ☐
OWNERSHIP: Private
PROPOWN:
MORE DATA: ☑
ATTACH: ☑

DOCSOURCE: See comments section.

ADD'L NOTES:

COMMENTS: Linear site IHSI 09-15797, the ca. 1910 Elk River Branch Railroad (Burg 2003), has been previously recorded in Benewah, Latah, and Clearwater counties where it is associated with the Smithsonian numbers of 10BW180, 10LT281, and 10CW1150, respectively (Sharley 2010; Wallace 2012). However, as per SHPO standards, the site is known by, and referred to by, its linear designation (Belinda Davis, SHPO, personal communication 2015). No authors or recommendations are listed for the site segments in Clearwater or Latah Counties. The site's previous recordation in Benewah County consists of three segments, one of which is a segment located approximately 3 mi north of the Project APE, closer to the town of St. Maries, as well as two segments located much farther south (10 mi), past the town of Fernwood, Idaho (Sharley 2012). The site was recommended by Sharley (2010) and Wallace (2012) as eligible for inclusion in the NRHP under Criterion A. The Idaho SHPO concurred with this recommendation on February 23, 2012 (Belinda Davis, SHPO, personal communication 2015).

PHOTO LOG: ☐
IHSI# REF:
INITIALED:
DATEENTERED:

SKETCH: ☑

IHSI#
SITS#
REV#

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME: Chicago, Milwaukee & St. Paul Railroad - Elk River Branch

IHSI#: 09-15797

FIELD#: 09-15797a

COUNTY NAME: Benewah

ATTACH ☑

COMMENTS:

Linear site IHSI 09-15797, the ca. 1910 Elk River Branch Railroad (Burg 2003), has been previously recorded in Benewah, Latah, and Clearwater counties where it is associated with the Smithsonian numbers of 10BW180, 10LT281, and 10CW1150, respectively (Sharley 2010; Wallace 2012). However, as per SHPO standards, the site is known by, and referred to by, its linear designation (Belinda Davis, SHPO, personal communication 2015). No authors or recommendations are listed for the site segments in Clearwater or Latah Counties. The site's previous recordation in Benewah County consists of three segments, one of which is a segment located approximately 3 mi north of the Project APE, closer to the town of St. Maries, as well as two segments located much farther south (10 mi), past the town of Fernwood, Idaho (Sharley 2012). The site was recommended by Sharley (2010) and Wallace (2012) as eligible for inclusion in the NRHP under Criterion A. The Idaho SHPO concurred with this recommendation on February 23, 2012 (Belinda Davis, SHPO, personal communication 2015).

Within the project area, HRA identified an extent of the track, one stacked rock culvert feature (Feature 1), and a total of 10 power poles. The track is embossed with "COLORADO SFC. 90. A.R.A. IIIII 1914 O H." (Figure 9) with the track plates embossed with "10-2 RE P.C.S. COR". The track width is "standard gauge" (4 feet [ft] 8.5 inches) (Burg 2003; Neilson 1982). The tracks, plates, spikes, and ties all retain good integrity. These elements sit on a 15–17-ft-wide crushed angular basalt prism/bed that is 6 inches to 1.5 ft in height. Feature 1 is a stacked rock culvert that channels water to the St. Maries River from a seep/spring located in a rock face to the north of the track. Here the feature is 7 courses high, is 72 inches wide and 48 inches high, constructed with what appear to be stones that could be obtained on site. The intake is mostly obstructed, which precluded a full investigation of its size. The aspect located to the south of the track is several feet lower in elevation but is similar in number of courses and size. The outflow is exposed, revealing a 26 inch exterior (20 inch interior) diameter, rough aggregate culvert.

Historic Context of The Elk River Branch

In 1909, the transcontinental CMS&P reached St. Maries on the path known as the "Milwaukee Road." In the following year, the CMS&P entered into an agreement with Potlatch Lumber and the WI&M railroad to complete a branch line from the Milwaukee Road mainline in St. Maries to the south towards the Potlatch Mill in Elk River, Idaho. The CMS&P and the WI&M railroads met on May 29, 1910, at Potlach Camp 8, 2 mi north of Bovill, Idaho (Burg 2003:79) in what became known as the Elk River Branch, which ran for a distance of 52 mi.

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2010 ISHI Site form for Site No. 09-15797. Site Record on file at the Idaho State Historic Preservation Office, Idaho State Historical Society, Boise.

Walker, Brian
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2013Long Distance Logging: PFI Camp 44 Shipped Logs Via the Milwaukee Mainline. The White Pine Route Quarterly 14(4):1–2.

IHSI#

SITS#

REV#

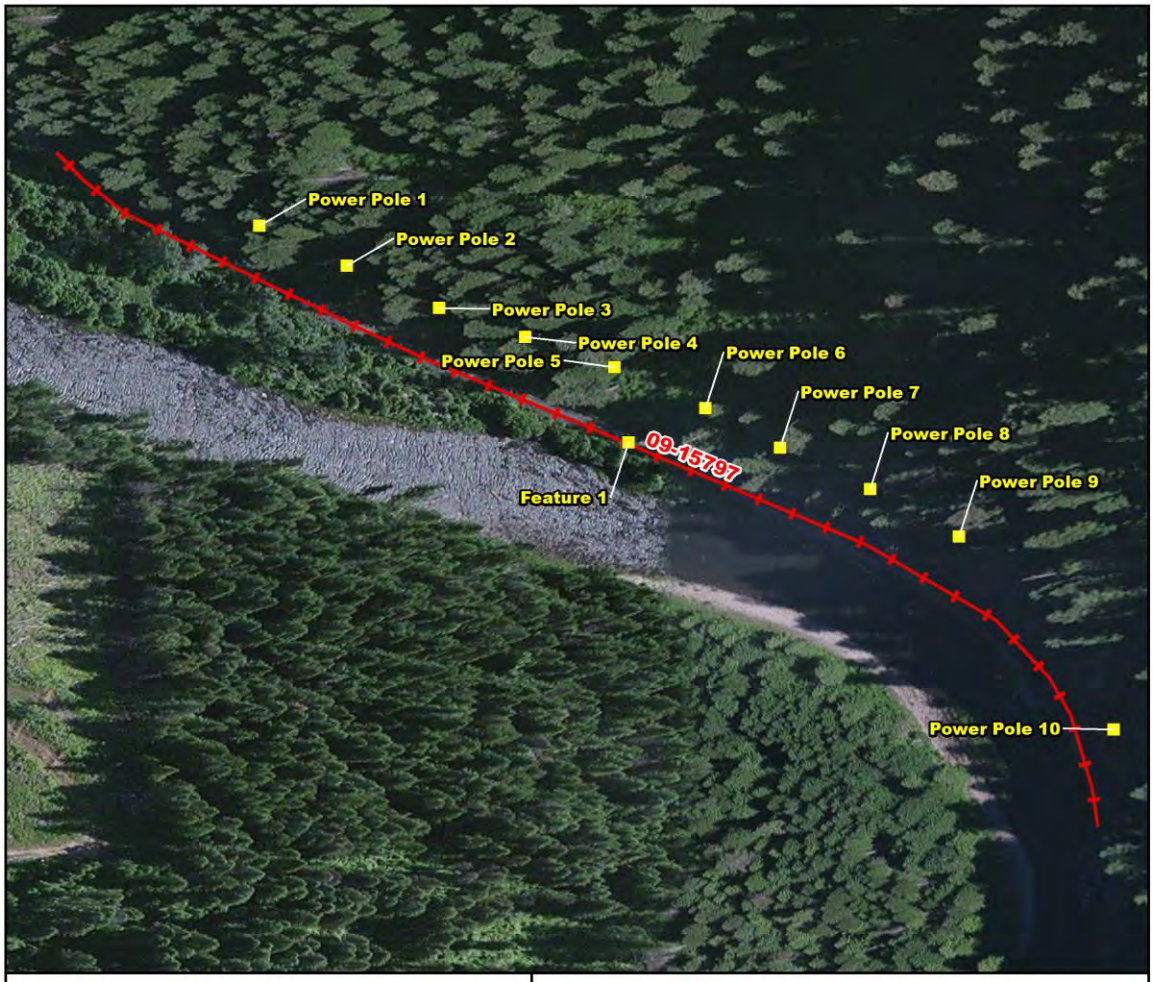
Overview of ISHI linear site 09-15797, the Elk River Branch railroad. View to the northwest.

Representative power pole (Pole 3) at ISHI linear site 09-15797, the Elk River Branch RR. View to the west.

Embossed rail present at ISHI linear site 09-15797, the Elk River Branch RR.

Feature 1 on the north side of the existing rail. View to the south.

Feature 1 on the south side of the existing rail showing the outflow. View to the north.



HRA Site Location
IHSI # 09-15797
Elk River Branch Railroad

Historic Feature
IHSI Linear Site (Elk River Branch RR)

Site Sketch Map
Date: 11/12/2015

Historical Research Associates, Inc.

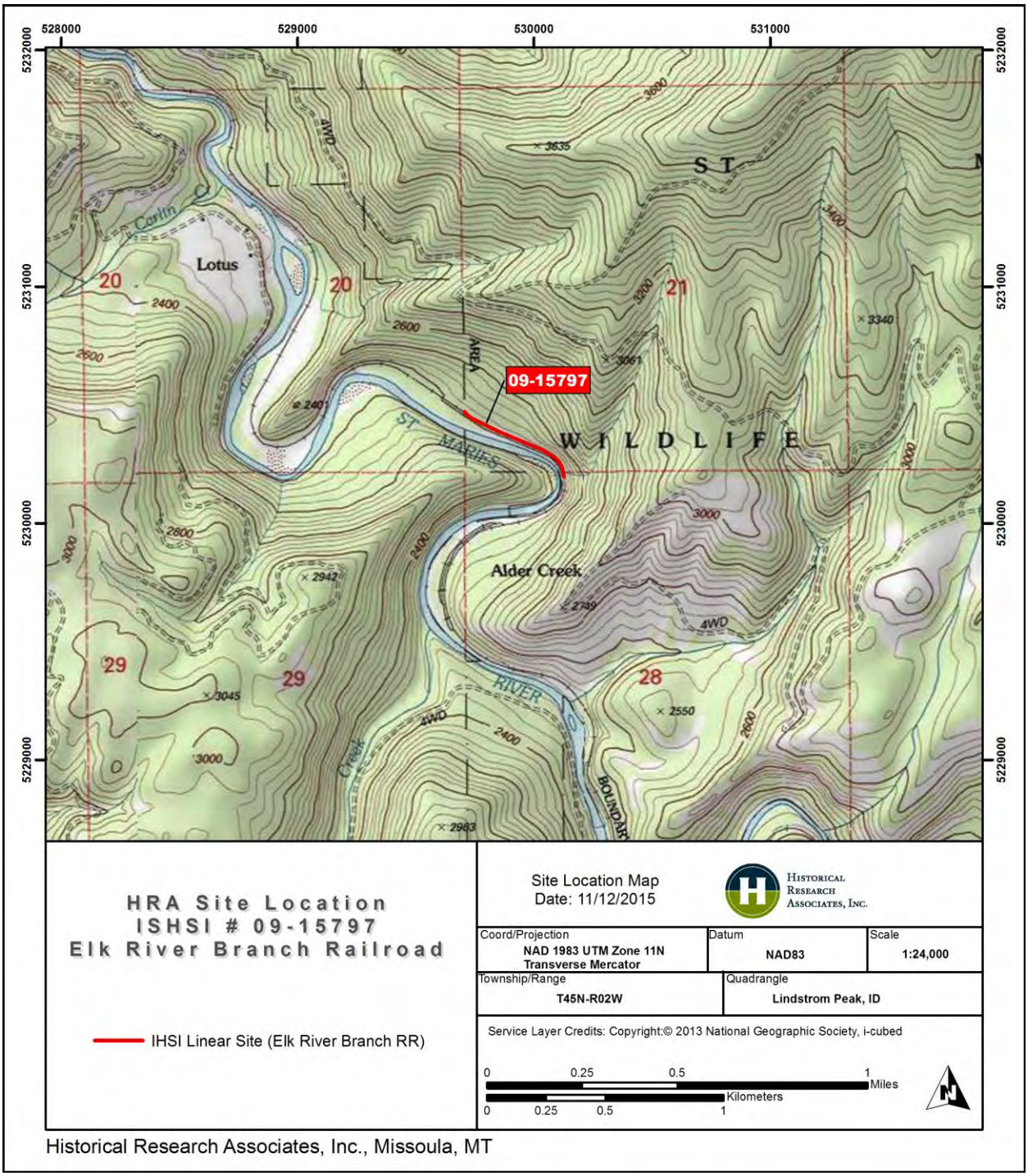
Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 11N Transverse Mercator	NAD83	1:2,800
Township/Range: T45N-R02W	Quadrangle: Lindstrom Peak, ID	

Service Layer Credits: Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

0 75 150 300 Feet
0 25 50 100 Meters

N

Historical Research Associates, Inc., Missoula, MT


528000
529000
530000
531000
5232000
5231000
5230000
5229000
Lotus
Carlin
Alder Creek
09-15797
ST MARIES
RIVER
WILDLIFE
AREA
4WD
20
21
29
28
HRA Site Location
ISHSI # 09-15797
Elk River Branch Railroad
IHSI Linear Site (Elk River Branch RR)
Site Location Map
Date: 11/12/2015
Historical Research Associates, Inc.
Coord/Projection
NAD 1983 UTM Zone 11N Transverse Mercator
Datum
NAD83
Scale
1:24,000
Township/Range
T45N-R02W
Quadrangle
Lindstrom Peak, ID
Service Layer Credits: Copyright:© 2013 National Geographic Society, i-cubed
0 0.25 0.5 1 Miles
0 0.25 0.5 1 Kilometers
N
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