

Idaho Panhandle National Forests FY 2010 Heritage Annual Report

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Full report at: http://www.sematz.com/uploads/ipnf_annual_report_2010_final.pdf

Pulaski Trail Historic Preservation Plan and Maintenance

As part of the 1910 Fire centennial commemoration 44 members of the public dressed in period clothing and hiked down the Pulaski escapement route. Much of the trail above the adit was brushed in and difficult to find. Therefore, the Forest Archaeologists inventoried, developed a mitigation plan with photos to illustrate appropriate clearing and trail maintenance techniques and directed fire crews in maintenance activities to keep the historic integrity of the upper trail, while allowing for the reenactors to pass safely. Additional information and description is provided in Appendix F. Three segments of the historic trail were recognized based on condition and present use patterns:

- Pulaski Tunnel Trail (interpretive foot trail)
- Pulaski Escapeway Primitive Trail (foot travel only)
- Pulaski Escapeway Motorized Trail (St. Joe Divide National Recreation Trail)

The objectives of the plan are to tell the story of the Big Burn of 1910 with special emphasis on Ed Pulaski and how it the “Big Burn” changed the mission of the Forest Service. Each section of the trail has the following management objectives:

- Pulaski Tunnel Trail
 - Provide a trail accessible to all levels of hiker experience (Trail Class 3-4).
 - Preserve Cultural Resources.
 - Protect natural remnants of 1910 Fire.
- Pulaski Escapeway Primitive Trail
 - Recognize post 1910 primitive nature of trail.
 - Self discovery with off-site interpretation of trail travel and 1910 fire aspects.
 - Foot travel only.
 - Very rugged and difficult to travel (Trail Class 1) to give feel of hiking on ca. 1910 trail/way.
 - Preserve cultural resources.
 - Natural surroundings evolved from 1910 Fire should predominate.
- Pulaski Escapeway Motorized Trail
 - Interpret Pulaski’s efforts to pull crews together and flee from 1910 fire front.
 - Provide trail experience for mixed motorized and non-motorized use since all other portions of route are for foot traffic only.
 - Provide moderately difficult level of trail experience (Trail Class 3).

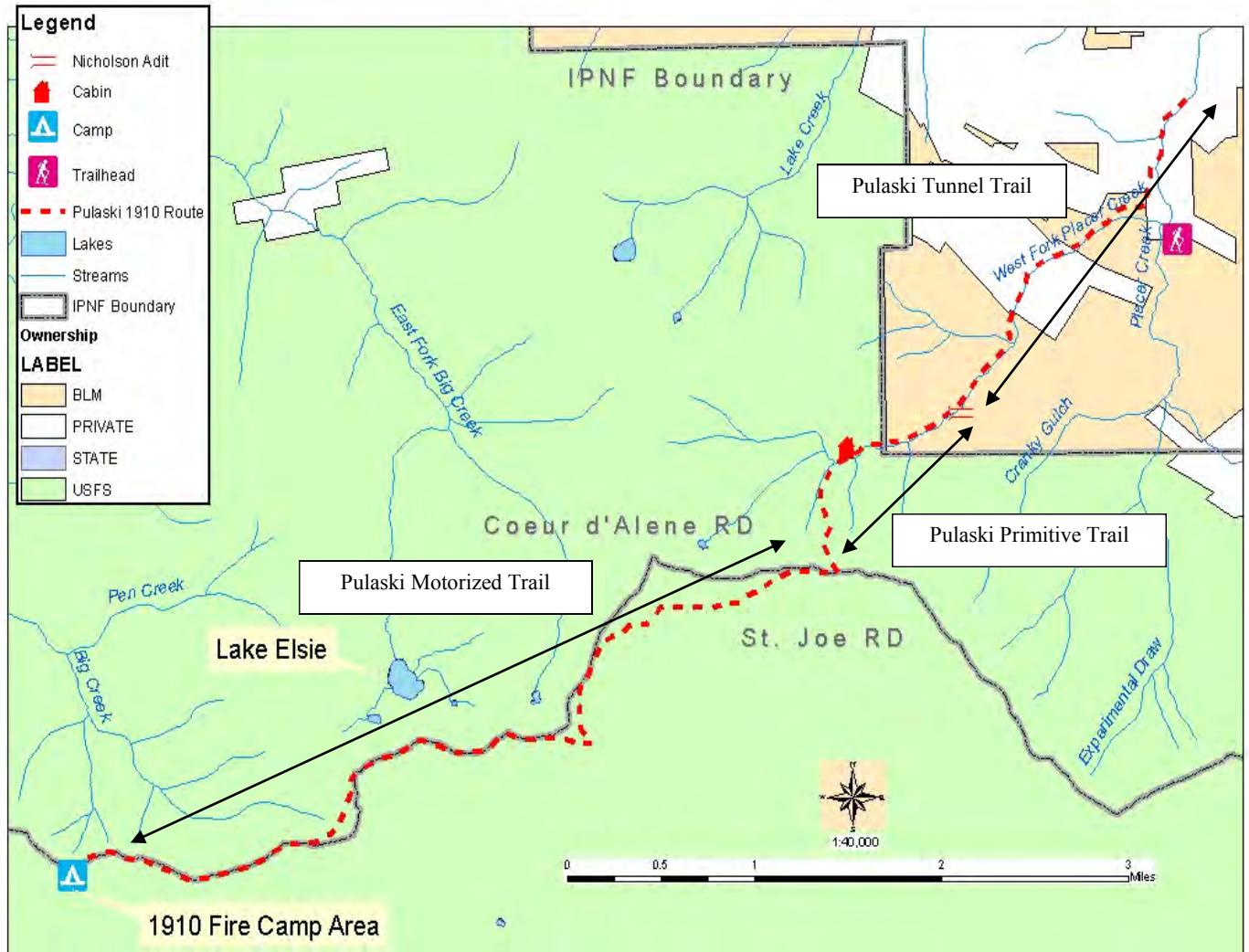


Figure 3. Pulaski Tunnel Trail sections.

Pulaski Tunnel Restoration

The reconstruction of the mine portal at the Nicholson Adit where Ed Pulaski, 40 plus men and two horses sought refuge from the 1910 Fire has been completed. The purpose of the reconstruction was to provide the public with a better sense of the adit's post-1910 Fire condition. Since the original portal structure had decayed into nothing, reconstruction of the structure as it looked immediately after the fire was considered an important aspect of the site's interpretive value. The design was checked against historic photos and fitted to the existing portal condition to be as accurate as possible. The project was a cooperative effort by the Pulaski Project, Idaho Panhandle National Forests, and Coeur d'Alene Office of the Bureau of Land Management for the 1910 Centennial commemoration.

The inspiration, funding, design, materials and construction were sponsored by the Pulaski Project, a local Silver Valley group dedicated to the development of the *Pulaski Tunnel Trail*. The Inland Northwest Community Foundation, Recreation Advisory Committee, State of Idaho and Forest Service provided funding for the project. The project proposal and design were put together by a local mining engineer, Alan Gilda, and reviewed by the Idaho State Historic Preservation Office. The logs were carved and charred by Hal Payne, artist and sculptor, according to post burn historic photos of the adit. The size of the sets (i.e., two upright posts and one horizontal cross beam or cap equal one set) were based on measurements of the interior of the adit (i.e., four feet wide by five feet high). Each of the two full sets and one post were placed about four feet apart, which is the same distance as the sets were wide. Prior to placement of the posts and caps the Forest Archaeologist, Steve Matz, troweled the entire outer surface of the portal looking for signs of artifacts from Pulaski's crew. While only a couple of scraps of heavy, flat iron were found, Dwight Clift, the contractor that assembled the posts and caps for the reconstruction, said he found several scraps of horse tack near the entrance of the adit during the construction of the interpretive trail several years ago. This is one more piece of evidence that confirms the Nicholson Adit is the proper location of the "Pulaski Tunnel".

The Pulaski Project, and especially Ron Roizen and Jim See, put a lot of time and effort into seeking grant money for this project so that the public can more fully experience this important 1910 Fire site for the Centennial commemoration. The Pulaski Project and everyone involved in the reconstruction should be congratulated on a job well done.



Figure 4. Pulaski Tunnel Portal reconstruction. Post 1910 photo (left), post restoration outside (middle), and post restoration inside (right).

1910 Fire Commemoration

With the centennial commemoration of the 1910 Fire, a large number of IPNF employees took part in planning and execution of the commemoration events, including (Appendix I):

Friday, August 20, 2010: Rededication of the firefighter's gravesite at the Woodlawn Cemetery in St. Maries, Idaho. A procession including the USFS Ninemile Pack String, federal and local firefighters and the Forest Service Honor Guard begins at 3:30 p.m. (PST). The Forest Service Honor Guard will conduct the traditional Bell Ceremony after speakers address the gathering and a wreath is placed at the 1910 Firefighter memorial marker. At 6 p.m. the community of St. Maries is hosting a buffet dinner featuring historical speaker Bob Mutch and music from the USFS Fiddlin' Foresters.

Saturday, August 21, 2010: Commemorative activities begin with a engine procession through the Silver Valley at 9 a.m., a walking procession into Wallace, Idaho at 11 a.m. (PST) and a new Firefighter Memorial dedication. Idaho Governor Butch Otter and the Idaho Congressional Delegation are expected to attend with Northern Regional Forester Leslie Weldon and USFS Fire and Aviation Director Tom Harbour.

Saturday, August 21, 2010: The Avery Citizens Committee is hosting a day of activities to commemorate the Fires of 1910. A community breakfast runs from 7 to 10 a.m. (PST), at 10:30 a.m. former USFS Chief Dale Bosworth dedicates a white bark pine tree, a species prevalent in the area before the 1910 Fires, historic presentations at the Avery community center at 11:30 a.m., 1 p.m. and 2 p.m., and community dinner and auction starting at 5 p.m. Avery, Idaho was at the center of the burn and yet survived the fires.

The Forest Archaeologist wrote an article for *Idaho Archaeologist* regarding work on the Pulaski Tunnel.

The Forest Archaeologists worked with Jim McReynolds, Director of the Wallace Mining Museum and Jim See, of the Pulaski Project under a partnership agreement, to appropriately display artifacts from the Pulaski excavation and interpret the 1910 fire on FS lands at the museum and on the web (See Appendix J).

The Forest Archaeologist worked with a team of FS specialists, including Jane Houghton, Landscape Architect, Kent Wellner, Recreation Staff, Doug Nace, Interpreter, and Kimberly Johnson, Silver Valley Office Assistant District Ranger, North Idaho Community College design class, ex-Forest Service graphic designer and interpreter Grady Meyers, and Jim See and Ron Roizen, members of the Pulaski Project, to develop and review the wall design and four interpretive signs for the overlook.