



United States  
Department of  
Agriculture

Orofino, Idaho to Lolo, Montana

2

# Experience the Nez Perce Trail

Post Office Lake, Lolo Motorway  
Roger Peterson - USDA/Forest Service



# AUTO TOUR

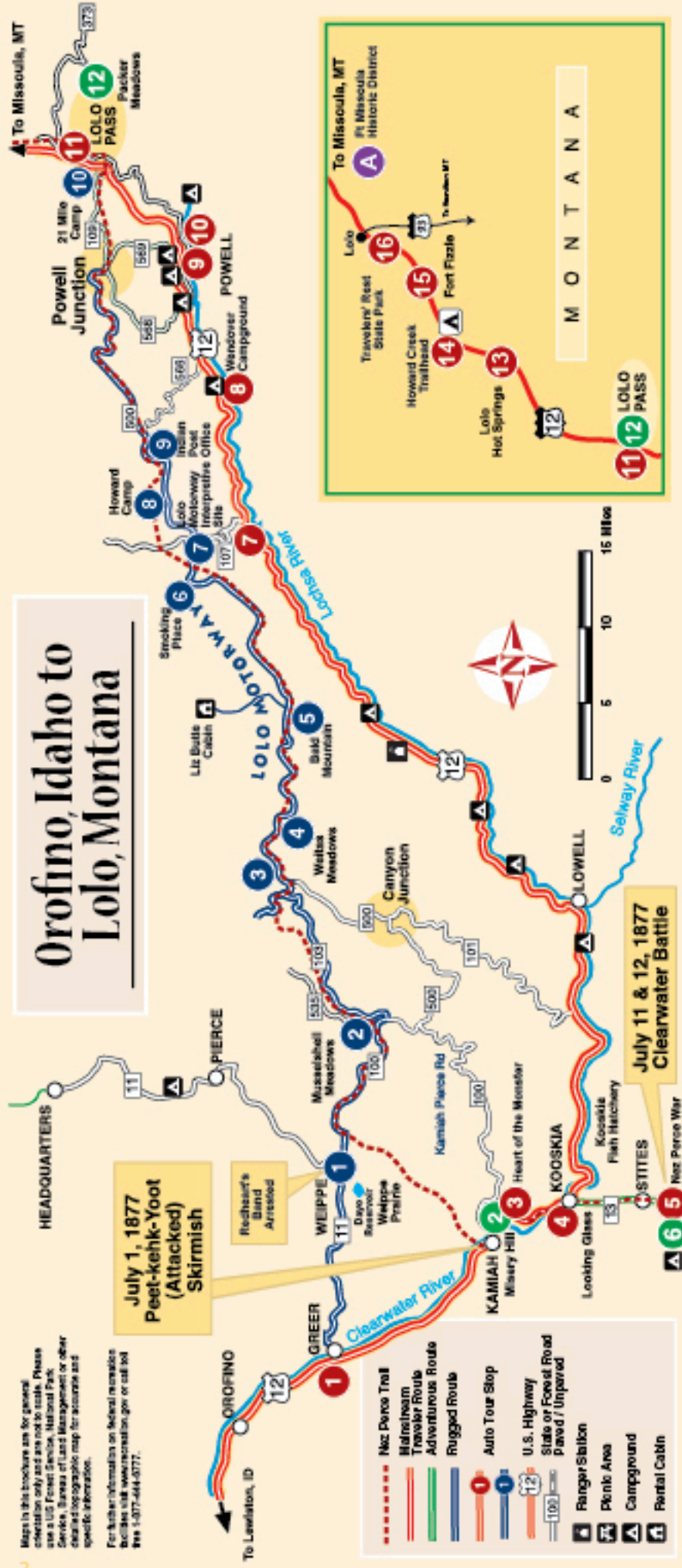


Forest  
Service

Maps in this brochure are for general orientation only and are not to scale. Please use a U.S. Forest Service, National Park Service, Bureau of Land Management or other detailed topographic map for accurate and specific information.

For further information on federal recreation facilities visit [www.recreation.gov](http://www recreation.gov) or call toll free 1-877-444-3777.

# Orofino, Idaho to Lolo, Montana







# The Nez Perce (Nee-Me-Poo) National Historic Trail

Designated by Congress in 1986, the entire Nez Perce (Nee-Me-Poo) National Historic Trail (NPNHT) stretches 1,170 miles from the Wallowa Valley of eastern Oregon to the plains of north-central Montana. The NPNHT includes a designated corridor encompassing 4,161 miles of roads, trails, and routes.

This segment of the Nez Perce (Nee-Me-Poo) National Historic Trail from **Orofino, Idaho, to Lolo, Montana, and the immediately adjacent Lolo National Forest** is one of eight available tours (**complete list on page 59**). These are available at Forest Service offices and other federal, state, and local visitor centers along the route.

As you travel this historic trail, you will see highway signs marking the official Auto Tour route. Each Mainstream Auto Tour route stays on all-weather roads passable for all types of vehicles. Adventurous and Rugged Routes are an alternative for those seeking the most authentic historic route. They are often on gravel or dirt roads, so plan ahead.

**For road condition information on Adventurous and Rugged routes, inquire locally.**



# Experience the Nez Perce Trail

## How do I get there?

This Auto Tour officially begins in Orofino, Idaho, though we realize that some travelers will first access the route via Idaho Highway 13 through Stites, Idaho, connecting with U.S. Highway 12 at Kooskia, Idaho.

Travelers will have a choice depending upon their vehicle, personal level of adventure, weather conditions, and time of year. Traveling from either Orofino or Kooskia, travelers may opt to travel the Mainstream Route via U.S. Highway 12 or the more rugged route over the Lolo Motorway/Forest Road 500.

## Mainstream Traveler

*(Passable for all types of vehicles.)*

For most travelers, this will be the appropriate route. The roads are generally paved and won't pose a challenge for typical cars, campers with trailers, and RVs. The Auto Tour route stays on U.S. Highway 12 (Lewis and Clark Highway). It allows you to experience the Nez Perce National Historic Trail from a distance. U.S. Highway 12 is a paved two-lane highway. It is a winding road with speed limits of 50 mph or less, few turnouts, and limited opportunities to pass. This is the Northwest Scenic Byway and also one of the nation's 27 All-American Roads.

Mainstream Travelers take U.S. Highway 12 from either Orofino or Kooskia east to Lolo Pass, Lolo Hot Springs, Fort Fizzle, Travelers' Rest State Park, and on to Lolo, Montana. If you are coming from Orofino, a short 4 mile detour on Idaho State Highway 13 at Kooskia will take you to the interpretation of the Clearwater Battle, .2 miles south of Stites at Milepost 21.2.

This route is heavily used by cyclists during the spring, summer, and fall. Remember to Share the Road. For information, visit:



<https://www.mdt.mt.gov/travinfo/bikeped/sharetheroad.shtml>





## Adventurous Traveler

*(Not recommended for motor homes or vehicles towing trailers; usually passable from April to October)*

Adventurous Travelers will have the option of following a route more closely connected to the events of the summer of 1877. This section offers one option for travelers wanting to take a short trip off of the Mainstream Route. The section to Misery Hill provides visitors with a short trip to a location where, in July of 1877, the Nez Perce “pinned down” a group of citizen volunteers from Mount Idaho during a 24 hour siege. There are also stops and routes associated with the Clearwater Battle.

## Rugged Traveler

*(Recommended for high-clearance, four-wheeled drive vehicles only - usually passable from July to October.)*

Lolo Motorway (Forest Road 500) is a narrow, winding, primitive road that dips into saddles and ascends again onto ridgetops. This single-lane road, partially built by the Civilian Conservation Corps in the 1930s, offers the rugged traveler a more tangible experience of the Nez Perce (Nee-Me-Poo) National Historic Trail.

The road is generally free from ice and snow by mid-July and usually accessible into October. See more information starting on page 38. A vehicle with high clearance is recommended. Taking RVs or towing trailers on the road is not recommended. You’ll find no services along the Motorway, including cell service. Be sure to take plenty of fuel, food, and water. Roads along this Rugged Route can be impassable during periods of inclement weather and you may not encounter other travelers for hours or days. Be prepared and inquire locally for details.

**NOTE:** Roads along these routes can be impassable during periods of inclement weather and maybe be closed during parts of the winter. Be prepared and inquire locally for details. Significant portions of this route have no cell service. Emergency call boxes are located on U.S. Hwy 12 at mileposts 120, 139, and 169.



## From the West (Rugged Route)

You may access the Rugged Route via Greer and Weippe, Idaho, (additional information on page 41) or follow the National Forest access sign posted alongside U.S. Highway 12 by the bridge that crosses the Clearwater River at Kamiah. Turn right onto Kamiah-Pierce Road 100 and proceed to Lolo Forks Campground. You'll cross a bridge and then turn left onto Forest Road 500. Fourteen miles and 45 minutes later you'll come to Canyon Junction, a five-point intersection. Road 500 turns into a narrow, unsurfaced road at this junction, and remains that way as you continue eastward along the route. It is 73 miles from Canyon Junction to Powell Junction, where Road 569 meets Road 500. This segment is the historic Lolo Motorway. From Kamiah to Powell, you'll travel 119 miles. From the west, you can also access Road 100.

## From the East (Rugged Route)

Take Parachute Hill Road (Forest Road 569), a double-lane gravel road that leaves U.S. Highway 12 near milepost 162, just east of the turnoff to Powell Ranger Station (Locsha Lodge). The Powell Ranger Station is Forest Service, but the Lochsa Lodge is private. There is food, pay phone, and gas station at the Locsha Lodge. The Powell Ranger Station is closed to the public and all services have been moved to the Visitor Center. Travelers may also take Saddle Camp Road 107 near milepost 140 on U.S. Highway 12, 27 miles west of Powell Ranger Station. The Lolo Motorway (500 RD) begins at a saddle near the headwaters of Imnamatoon Creek. Caution! You may encounter logging traffic on these roads.

## Hiking Opportunities

When possible, we like to provide visitors with an opportunity to get out of their vehicle and walk in the footsteps of history. In this brochure and other NPNHT Auto Tour brochures, we'll note these opportunities.





Mainstream Route, Highway 12  
Roger Peterson - USDA/Forest Service



Lolo Motorway near Howard Camp  
Roger Peterson - USDA/Forest Service

The 1877 Flight of the Nez Perce symbolizes the dramatic collision of cultures which continues to shape America and its people. A native people were forced to flee their homelands in a futile attempt to avoid war and save their traditional ways. European immigrants found themselves fighting neighbors who had been their friends for many years. Traditional trails, which had long been a source of joy and sustenance, became trails of flight, conflict, and trails of sorrow.

## Chronology of Events

*The events in this timeline coincide with the sites seen on this auto tour:*

### July - August, 1877

- 1 July** Captain Whipple's troops attack and plunder Looking Glass's village near Kooskia. The Looking Glass band joins Red Owl's camp on the South Fork of the Clearwater accompanied by the Palouse band of Husishusis Kute.
- 6 July\*** Looking Glass joins the bands of Joseph, White Bird, and Toohoolhoolzote.
- 8 July** 75 volunteers leave Mount Idaho to look for the Nez Perce. They encamp on a hill west of the South Fork of the Clearwater.
- 9 July** General Howard camps at Walls, east of the South Fork of the Clearwater River.
- 11 July** General Howard surprises the Nez Perce, and the Clearwater Battle begins.
- 12 July** The Nez Perce withdraw from the Clearwater Battle and camp that evening near Kamiah. Troops occupy and plunder the former Nez Perce camp on the South Fork of the Clearwater River.
- 13 July** The Nez Perce cross the Clearwater River at Kamiah.
- 15 July** The Nez Perce move to and camp near Weippe.
- 16 July** Returning from Montana, Redheart's band and other Nez Perce are arrested at Weippe and sent to Ft. Vancouver, WA as POWs.
- 16 July** The nontreaty bands head east on the Lolo Trail.
- 17 July** An Army scouting party is ambushed south of Weippe by the Nez Perce rear guard.
- 25 July** Fort Fizzle is constructed four miles west of Lolo, Montana.
- 26 July** The Nez Perce meet with Captain Rawn at Fort Fizzle.
- 28 July** The Nez Perce detour around Fort Fizzle, on the ridge to the north.
- 30 July** General Howard leaves Kamiah and camps at Weippe on the ridgeline to the north.
- 31 July** General Howard's command camps at Musselshell Meadows.
- 2 August** Captain Spurgin's 50 axe men join General Howard's command. General Howard reaches Weitas Meadows and camps.
- 3 August** General Howard arrives at Bald Mountain with his troops.
- 4 August** Howard camps at Howard Camp, approximately mid-way on the Lolo Trail.
- 6 August** General Howard stops at Packer Meadows for breakfast and to feed and water horses.

\* This date is approximate.



## — Winds of Change—

**For those who look and listen carefully, the trail stories still whisper in the winds. Come learn how the Niimíipuu were pursued by the army, and made a hasty journey over this trail in 1877. See through their eyes. Feel the pain of leaving their homeland for an uncertain future. Their example of fortitude and conviction is a model for the Niimíipuu today.**

**As you travel this historic trail through central Idaho, whether you drive, ride, or walk, you will gain an understanding of an appreciation for the difficulty of their journey and the tremendous odds that the Nez Perce had to face and overcome.**

Nez Perce Dreamers in Traditional Dress.  
courtesy of WSU L.V. McWhorter Collection



# The People Flee East Over the Lolo Trail

The Nez Perce (or, in their language, Niimípuu, meaning “the people”) believe the Creator molded them from the earth. The Niimípuu lived for centuries as a loosely knit confederation of small bands.

The Nez Perce depended on the land for their survival. The earth and rivers provided roots and berries, fish and game. Farming and land ownership were foreign to the Nez Perce. They believed the earth was not to be disturbed by hoe and plow. The land was their home, not a commodity to be bought or sold.

Although the Nez Perce agreed to move to the reservation, mounting tensions between the Nez Perce and settlers finally erupted in violence that led to the first battle at White Bird Canyon, Idaho, on June 17, 1877. Following an attack on ‘Elelímyete’qenin’ (Chief Looking Glass’s) Summer Village on July 1, 1877, and the Clearwater



Chief Looking Glass,  
'Elelímyete'qenin' (Wrapped in Wind/Cyclone)  
by Roger Cooke

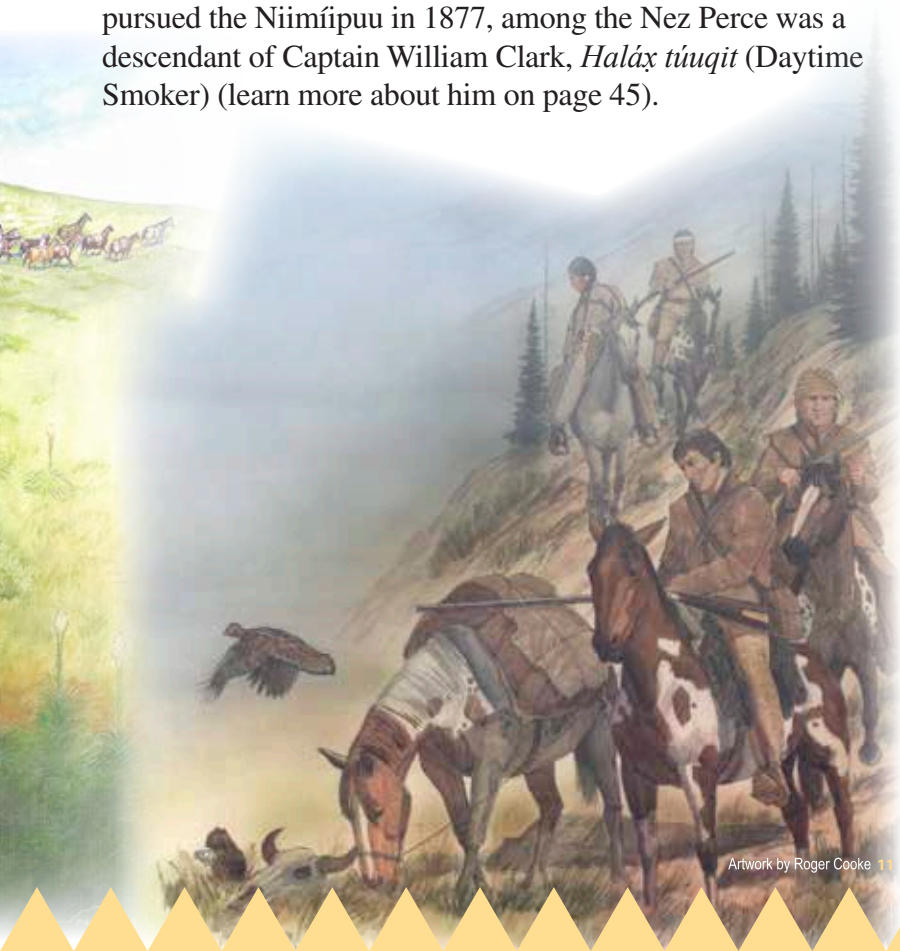




Battle on July 11, 1877, the Nez Perce fled eastward over the Lolo/Buffalo Trail (*K'usey'ne'ískit Trail*) to Montana. The “non-treaty” Nez Perce were pursued by U.S. Army units commanded by General Oliver Otis Howard and settler volunteers. The Nez Perce believed the U.S. Army, its volunteers, and scouts from other tribes were only chasing them out of Idaho and that they would be safe in Montana. The Nez Perce intended to travel to a place where they could find peace, someday returning to their homeland.

From June to October of 1877, *Hinmatóowyalahtq'it* (Chief Joseph), *Hóototo* (Lean Elk/Wild Tobacco), *'Elelímyete'qenin'* (Chief Looking Glass), *'Álok'at* (Chief Ollokot), *Piyóopiyo xayxáyx* (Chief White Bird), and others led between 750 - 800 Nez Perce men, women, and children. They herded approximately 2,000 horses and some 200 dogs, over 1,170 mountainous miles to what they hoped would be safety with their friends to the east.

The Lolo Trail, located on the ridgeline to the north of U.S. Highway 12, is the same trail that Lewis and Clark and the Corps of Discovery traversed in 1805 and 1806. The Niimípuu prized the peace medals given to them by the Corps. The promises made along with these symbols were taken seriously by the people. A short 70 years later, betrayal hung in the air due to broken treaties. As the U.S. military pursued the Niimípuu in 1877, among the Nez Perce was a descendant of Captain William Clark, *Haláx túuqit* (Daytime Smoker) (learn more about him on page 45).





## 1 Dunwell's Ferry

Just east of Greer, ID, at milepost 52 on U.S. Highway 12, is an interpretive sign that tells the story of the Dunwell Ferry.

From Orofino travel east along US Highway 12, past the turn off to Greer, ID. In approximately 8.8 miles there is a turnout on the left (north) side of the highway with an interpretive sign

**Gold Rush Ferry** – In 1877, Dunwell's Ferry was located at present-day Greer, Idaho. General Howard had originally planned to have a detachment of volunteers cross here, go to Weippe, and squeeze the Nez Perce between the force from Weippe and his force from Kamiah. Those plans were foiled when the Nez Perce left Kamiah before volunteers could reach Weippe.

The volunteers had other problems getting to Weippe. The ferry house had been burned and the boat cut adrift. Without a means to cross the river, the volunteers returned to Kamiah to rejoin General Howard.

Following the Clearwater Battle, the Nez Perce crossed the Clearwater River on July 13, 1877, while Nez Perce warriors kept advancing U.S. soldiers at bay.

*"When they reached the riverbank they fired across at them. Many soldiers jumped from their horse and ran to any shelter they saw. Others galloped fast back toward the hills, we laughed at those soldiers."*

– Yellow Wolf  
(Hímiin maqsmáqs)  
Nez Perce Warrior



Photo courtesy of WSU  
L.V. McWhorter Collection



Interpretive sign at Dunwell's Ferry  
Roger Peterson/USDA/Forest Service

## 2

## Misery Hill (Adventurous Route)

From Kamiah, ID, turn right (south) on Idaho Highway 162 (Hill Street). Travel south .1 miles and turn right on 5th Street, go .1 miles, and turn left (south) on Pine Street (Highway 162). Continue for approximately 8.8 miles to Tram Road. Turn left (east) on to Tram Road. In approximately 2.1 miles Misery Hill will be visible in the distance on your left. Continue east on Tram Road for another .8 miles and then turn left (north) on Fort Misery Road. In .4 miles veer to the right. In another .2 miles veer left and proceed downhill. In another approximately 2.5 miles rejoin Highway 162. Turn right (north) and continue 5.6 miles back to Kamiah and rejoin the Mainstream traveler on U.S. Highway 12.

A party of seventeen citizen volunteer scouts left the small town of Mount Idaho on July 7, 1877. North of there, they discovered the camp of the “non-treaty” Nez Perce on July 8. The Nez Perce spotted the volunteers on a plateau just to the west of the Clearwater River. During the ensuing siege the Nez Perce warriors harassed the citizens and late that night drove off forty-three of the party’s horses.

Some of these horses had been taken at the attack on Chief Looking Glass’s village on July 1. The location of this encounter was named “Misery Hill” by the volunteers due to the fact that they were stranded there for 24 hours without water. Unable to connect with General Howard and with pressure from the Nez Perce camp, the volunteers finally retreated back to Mount Idaho.

*“The volunteers lost forty-five horses by capture, but only one horse was killed. None of the men were hurt, although there was plenty of shooting, and they were pretty hungry for two or three days, as they were without food, and could get very little water.”*

*– Fred Moyers*

## *Hímiin maqsmáqs*

(Yellow Wolf)

Yellow Wolf was born in 1856 in the Wallowa Valley, the son of Horse Blanket, (*Sik'emcickanin*'), a wealthy Nez Perce rancher, and Swan Woman (*Yiyik Wasumwah*), sister to Old Joseph. As a boy, he journeyed alone into the mountains, fasting until animal spirits appeared and gave him his power as a hunter and warrior: to strike like *Hinméet xayxáyx* (White Thunder) and sense enemies from far away. Yellow Wolf was 21 during the 1877 war and flight and fought in every battle. Not only did he carry an 1866 Repeating Winchester rifle, but also used his *K'áplacopluts* (war club), and bow and arrows as weapons. Following the Bears Paw Battle, he chose to escape to Canada before eventually returning to Idaho where he was arrested and sent to Oklahoma Territory. He was a respected leader. In 1885 he was relocated to the Colville Reservation. In the decades that followed, while his uncle Chief Joseph drew large crowds for speeches about the injustice of his people's plight, Yellow Wolf said nothing of his months in combat, not even to his children.

In later years he travelled with his wife Ayatootonmi to Indian gatherings and during the Walla Walla, Washington Frontier Days camped in tipis, and participated in a variety of shows. He participated in dances, horse parades, rodeos, and mock battles. He annually began working summers in the Yakima Valley picking hops along with his wife to supplement their income. They had three children, a daughter who died at birth, a son Jasper who died young, and another son Billy.

Around 1907 he met Lucullus Virgil McWhorter. For 24 years he shared his stories with McWhorter despite fearing reprisals for the blood he had shed. McWhorter also took Yellow Wolf on extended road trips to battlefields, mapping the events of the war resulting in books recounting the Nez Perce perspective. He predicted his death, dying on August 21, 1935, of infirmities of age and an old horse injury, and is buried at Nespelem, Washington, near his uncle.



*Hímiin maqsmáqs*  
(Yellow Wolf)

L.V. McWhorter Collection  
Washington State University  
85-4-70-502

Sources: Harvard Magazine article – Daniel J. Sharfstein, "Yellow Wolf: Brief Life of a Native American Witness to History: c.1855-1935," Harvard Magazine, May-June 2017, Yellow Wolf: His Own Story, L.V. McWhorter, Hear Me My Chiefs! Nez Perce Legend and History, L.V. McWhorter, Voice of The Old Wolf L.V. McWhorter, The Nez Perce Indians, Steven Ross Evans, and Nez Perce Summer 1877, Jerome A. Greene and the University of Idaho.



### 3

## Heart of the Monster

This site is a 53 acre site located just east of Kamiah, ID, at milepost 68 on U.S. Highway 12. The site is administered by the National Park Service.

From Kamiah, ID, continue traveling east along US Highway 12 approximately 2.3 miles. The site is located on your right (south) side of the highway. There is a parking lot with restroom facilities.

### A historic landmark in the homeland of the Niimíipuu



#### For Hikers

A short .25 mile (accessible) paved trail leads to the Heart of the Monster. At the end of this trail there is interpretation about the site. There is also an additional .5 mile gravel “nature” trail that takes visitors closer to the banks of the Clearwater River.

Travel back in time to the creation legend of the Niimíipuu. You will find the landmark along U.S. Highway 12 just east of Kamiah. An interpretive audio recording recounts the Monster and the Coyote legend that led to the origin of the Niimíipuu.

This site has an interpretive shelter with two exhibits. The exhibits help give you the background information on the role of legends in Nez Perce culture. A short trail leads to the “Heart of the Monster” feature and a small semi-circle of seating. Other amenities at this site include RV parking, restrooms, a water fountain, and picnic tables.

#### Respecting Sacred Ground

As visitors to a spiritual place for the Niimíipuu, we ask you treat Heart of the Monster with the same respect and honor you would show to any other sacred or religious site.

## 4 Looking Glass Village

After leaving the Heart of the Monster, continue east on U.S. Highway 12 for 5.6 miles to the junction with Idaho Highway 13. At that junction, continue east on Highway 12 for 1.3 miles to the bridge, turn right (south), and go over the bridge. At the intersection, turn left (east), and continue for 1.3 miles to the junction with Kings Bluff Road. Turn left onto Kings Bluff Road, across from the Fish Hatchery, and proceed east for .01 miles to the parking area for the Looking Glass village interpretive site on the left.

*There are extremely limited services east of Kooskia, ID, so be sure to have a full tank of gas. The next full service gas stations are approximately 130 miles to the east around Lolo, MT. There is also a gas pump at the Locsha Lodge, Powell, ID, 93 miles east of Kooskia.*

'*Elelmyete 'qenin*' [Chief Looking Glass (Wrapped in Wind/Cyclone)] had selected this location on the eastern edge of the reservation following the council at Lapwai in May 1877. This was a traditional site where his band came annually to gather roots. He had returned to this location in mid-June to establish a neutral position.

General Howard had received intelligence that Looking Glass might side with the “non-treaty” bands, an allegation that Looking Glass denied.

In the village of Clear Creek, Chief Looking Glass and his band had just awakened on the morning of July 1 when they saw troops approaching. Until this time, they had maintained their neutrality in the escalating conflict between the “non-treaty” Nez Perce and the U.S. government.



### Hiking Opportunity

There is a short .25 mile self-guided trail that tells the story of the morning of July 1, 1877, and interprets the land and local resources utilized by the Niimiipuu since time immemorial. The trail is level but not paved. There is also an accessible wildlife viewing platform with picnic table which overlooks a wetland area along the banks of the Middle Fork of the Clearwater River. Be sure to stop and see the solitary monument that marks the site of the attack on Chief Looking Glass's camp. This is one of six sites marked by a monument along the Trail commemorating the 1877 War and Flight of the Nez Perce.

Looking Glass sent Peopeo Tholekt to parley with the soldiers.

"I am Peopeo Tholekt. Looking Glass is my Chief. I bring you his words. He does not want war! He came here to escape war. Do not cross our side of the little river. We do not want trouble with you whatever!"

*-Piypoyóot'alikt (Bird Alighting)  
Nez Perce Warrior*



Peopeo Tholekt  
(Bird Alighting)

While they were talking, a gunshot rang out, and a villager was wounded. One Indian woman with a baby wrapped to her back, tried to escape on horseback across the Clearwater River north of the village. They all perished. Following the attack on the Looking Glass band they joined with other "non-treaty" bands. Looking Glass's knowledge from his time hunting buffalo on the plains was valuable; he knew the route to buffalo country.



*"Captain Winters and Lieutenant Rains and a large majority of the soldiers were eager for the fight, but were held in check by the Colonel. Our boys finally became indignant burnt their lodges, and drove off about a thousand ponies."*

*-Idaho Tri-Weekly Statesman, July 14,  
1877*





## **'Elelímyete'qenin' Wrapped-in-Wind/Cyclone**

*(Chief Looking Glass, the younger)*

'Elelímyete'qenin' was leader of his 'alpáwawiy (Alpowai) band. Son of 'Apáswahayqt - Flint Necklace (Looking Glass, Sr.), a prominent Nez Perce and a signer of the Treaty of 1855. Wrapped-in-Wind was born around 1832 in what is now western Montana. He had relatives from his father's village at Asotin, Washington, which served as the winter camp. Upon the death of 'Apáswahayqt in 1863, 'Elelímyete'qenin' became chief and chose not to sign the 1863 Treaty.

The village *qémneqe* (*Kam'-nak-ka*), near the confluence of Clear Creek and the Middle Clearwater River in central Idaho, within the eastern boundary of the reservation, consisted of 11 lodges, roughly 160 individuals, cultivated gardens, 2000 horses, and livestock.

Looking Glass, in his mid-forties in 1877, was almost six feet tall, well proportioned, with features denoting strength and tenacity of purpose. He wore a small round trade mirror and a top hat with a white feather. He was highly respected by whites.

'Elelímyete'qenin' opposed going to war with the United States. He attempted to demonstrate neutrality and keep out of the conflict between the "non-treaty" Nez Perce bands and the U.S. Government. "I fight when I cannot avoid it, but not otherwise."

He was described as a warrior and buffalo hunter, spending a great deal of time with the Crow tribe. His enviable reputation as a warrior had been greatly enhanced three years earlier in 1874, prior to this war, when, with his following, he joined the Crows in a victorious battle against the aggressive Sioux along the Yellowstone River in Montana. It was this prestige that gave him the leadership of the great retreat destined to be unique in the annals of Indian warfare.

'Elelímyete'qenin' was killed at the Bears Paw Battle in the fall of 1877.



Chief Looking Glass,  
'Elelímyete'qenin' (Wrapped in Wind/Cyclone)  
Smithsonian Institution National  
Anthropological Archives

- L.V. McWhorter and Jerome Greene

## 5

## Clearwater Battle

Leaving the Looking Glass Village site, head west on Clearcreek Road. At the junction with the bridge, continue straight on Broadway Avenue for .07 miles to the junction with Idaho State Highway 13 and Main Street. Turn left and continue south through Kooskia, ID, on Idaho State Highway 13. After leaving Kooskia, continue for about 3 miles to the town of Stites, ID. From Stites, keep going south for approximately 1.3 miles to a small pullout on the right (west) with a roadside interpretive sign about the Clearwater Battle, milepost 21.2.

At this point, travelers have the option to take the adventurous route south to Harpster, ID, which loops back to Stites, or return to Kooskia, ID. If you are not planning to travel the adventurous route, retrace your route back through Stites and Kooskia to the junction with U.S. Highway 12 and turn right to continue following the Mainstream Route to the east.

Following the attack on his village, Chief Looking Glass had moved his band and another band of Palouse Indians led by Chief Hetéeliixkin (Palouse) and Chief Husishusis Kute (*Wawáawi*) to the mouth of Cottonwood Creek. This site is located across the river to the west of the roadside sign above Chief Red Owl's camp, just south of Stites. By the 7th of July, the other “non-treaty” bands, led by *Hinmatóowyahtq'it* (Chief Joseph), *Piyóopiyo xayxáyx* (Chief White Bird), and *Tuxuulxulc'ut* (Chief Toohoolhoolzote) had also gathered at this camp. At this point the bands were still on the reservation and had met the promise to General Howard in early May. Whether or not they felt safe is not clear.



## 6

## Clearwater Battle Loop (Adventurous Route)

On this route you will be following the course taken by General Howard's command prior to their discovery of the Nez Perce camp on Cottonwood Creek. From the Clearwater Battle roadside interpretive sign located just south of Stites, continue south 8 miles to Harpster, ID. Turn north on Wall Creek Road; this road winds up the hill to the east. In approximately 1.5 miles at the Y, bear to the north on Clearwater Drive. Continuing north for approximately 1.5 miles, you will cross a small bridge and the road again meets a Y. The former way station of Walls was located here. Turn north on the Elk City Wagon Road and continue for another 2.2 miles. When you reach the next T, turn east onto the paved Clearwater Road and travel 1 mile. When you reach the T in the small community of Clearwater, turn north on Jericho Road and travel .4 miles. Upon reaching the next Y, turn east and continue another .3 miles, then turn north onto Battle Ridge Road and continue another 5.4 miles. When you reach the Y, turn west and continue down the Stites grade for 2.1 miles to Highway 13 and rejoin the Mainstream Travel route. **NOTE:** *You can make a short .25 mile detour at the junction on Stites Grade and Battle Ridge and continue north on Battle Ridge to a point where you can get a good view looking west to the Cottonwood Creek drainage near where the Nez Perce camp was located.*

General Howard and his troops were riding along Battle Ridge, to the east of Highway 13 and the South Fork of the Clearwater River, on July 11. The command was riding south along the steep ridge which initially obscured the view of the Nez Perce camp from the military. Lieutenant Fletcher, an aid to General Howard, rode a short distance from the main body of troops to survey the landscape, and discovered the large encampment of the “non-treaty” Nez Perce at the mouth of Cottonwood Creek. The army moved a cannon into position on the ridge just to the north and fired upon the village.

Nez Perce warriors organized quickly and took action. They traveled rapidly up to the top of the ridge where a fierce battle ensued. Toohhoolhoolzote led 24 warriors, and Ollokot and Rainbow led two other warrior groups. During the fight two horses were killed. Colonel Perry's numbers forced him to retire from his position and return fighting all the way to Mount Idaho. His losses were 33 enlisted men



and 1 commissioned officer, Captain Theller. A military attempt to resupply the troops with water had mixed results. The Indians captured the smaller pack train, killing two of the packers, but a larger pack train did reach the troops. This was the last offensive maneuver by the Indians as there was dissension amongst their ranks

*"For a sun and a half we held the soldier, then gave way because many of the warriors hung back from fighting. They argued, No use fighting when soldiers are not going to attack our camp. (Nez Perce name) Roaring Eagle."*

*-Tipyeléhne 'iléesenin' (Roaring Eagle)  
Nez Perce Warrior*

The Nez Perce were driven from the battlefield and moved their camp. The price of the military's victory was high with 15 killed, 25 wounded, one missing, the Nez Perce suffered four casualties and six wounded, all six of the wounded survived.

*"The Indians were now running their horses for the mouth of the canyon (of Cottonwood Creek), leaving most of the tepees and other material. No time to save only a part of the camp. It was wild hurrying for shelter of the canyon hills."*

*Eelahweemah-'Iláatwima (About Sleep/wornout) age 14*

*"On the evening of the 12th I was left on the battlefield to gather the dead lost by our side. We found eight bodies and buried them near about. There were twenty-five wounded to take charge of and guard to Grangeville, Idaho Territory. While enroute, three of the wounded died."*

*Captain Robert Pollock, July 17, 1877*

## Chief Ollokot

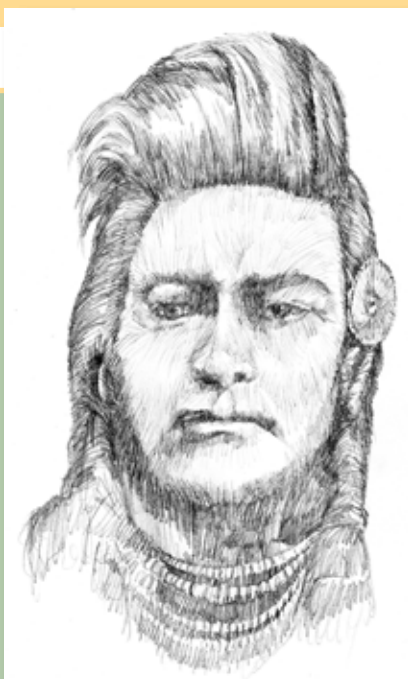
Chief Ollokot (Frog) was Chief Joseph's full brother. His boyhood name was *'Alok'at*, which means young male mountain sheep in Nez Perce. He was born in the 1840s in the Wallowa Valley. His father was Old Chief Joseph (*"Wel'éemu'tkin'*, or *Tiwiiteq'is*") and his mother was from the Nez Perce of the Grande Ronde Valley. He followed the "Dreamer" teaching of the Wanapam shaman and prophet, Smohalla. He was open and lighthearted, frank, generous, full of laughter, an able hunter including bison, intelligent, and considered an excellent map maker. His family included two wives, *Ai-Hits-Palo-Jam* (Fair Land) and *Wetatonmi*.

He accompanied his older brother Joseph during the many councils and peace delegations between the U.S. Army, reservation agents, and white settlers.

At White Bird Canyon on June 17, 1877, the first official battle of the Nez Perce War, he brilliantly led his group of warriors in a flanking maneuver that forced the retreat and eventual defeat of the U.S. Army forces and volunteers. His battle and strategy is still studied at the West Point military academy.

Ollokot was the "leader of the young men" of his band demonstrated defensive war efforts helping to protect the 900 men, women, children, and elders during the 1,170-mile route from Wallowa, Oregon, to Bears Paw, Montana. He also led two warrior groups at Cottonwood and the siege at Big Hole where his wife, *Ai-Hits Palo-Jam*, was killed. Nearly everyone lost a family member at this battle.

The Nez Perce finally reached Snake Creek near the Bears Paw Mountains during the first week of October 1877. Ollokot was killed defending a ridge above the camp along Snake Creek. His wife, "*Wetatonmi*," and family survived the battle and fled to Canada. They had a daughter named after her mother who later became known as Sarah Connor.



Chief Ollokot  
by Roger Cooke

Yellow Wolf: His Own Story, L.V. McWhorter, Hear Me My Chiefs! Nez Perce Legend and History, L.V. McWhorter, Nez Perce

Summer 1877, Jerome A. Greene and the University of Idaho

7

Approximately 65.3 miles after leaving Kooskia (at milepost 139) on U.S. Highway 12, prior to the turnoff for Forest Road 107 Saddle Camp Road, another means of accessing the Lolo Motorway Rugged Route, there are a series of interpretive signs, on the left side of the road, that provide information about the Niimíipuu and the Lolo Motorway.



Confluence of the Lochsa, Selway, and Clearwater Rivers  
Roger Peterson - USDA / Forest Service

8

Traveling east for another 19.3 miles, you will reach the Wendover Campground. On the right side of the road, travelers will find a series of interpretive panels that discuss the 1877 war and flight, as well as the natural resources that Lewis and Clark and the Corps of Discovery documented during their visit to the Niimíipuu homelands.



Wendover Campground Interpretive Site  
Roger Peterson - USDA / Forest Service

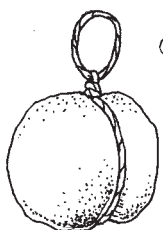


## 9

## Powell Ranger Station

Continue east on U.S. Highway 12 for another 3.7 miles. Near milepost 162, turn right at the sign for the Lochsa Lodge. There is a gas pump at the lodge. Turn off U.S. Highway 12 and drive to the Powell Ranger Station.

This area was a traditional fishing spot visited by many Nez Perce on their seasonal rounds. Fishermen used tree limbs as gaff poles and spears, fashioned milkweed into nets, black hawthorne into hooks, and constructed rock weirs in the river. The Niimiipuu and the Salish-Kootenai took advantage of the abundant fish during spawning season. Members of the Niimiipuu and Salish tribes ensured their survival and prosperity by working together economically, socially, and spiritually with the land.



Net Stone Sinks

Dip Net

Hawthorne and Bone  
Fish Hooks



## 10 Bernard Devoto Cedar Grove

From Powell return to U.S. Highway 12 and continue east for 3.3 miles to the Bernard DeVoto Cedar Grove. The parking area will be on your right.

### Hiking Opportunity

At this location, visitors can enjoy a break from their travels by taking a stroll down an accessible interpretive trail and memorial to Bernard DeVoto, a conservationist and historian of the American west. In the early 1950s, he published an edited edition of the Journals of Lewis and Clark. The Devoto Grove Picnic Area and Trailhead offers visitors two loops through stands of ancient western red cedar trees (some over 2000 years old!), views of the Lochsa River, picnicking, and a chance to take a walk back in time. Come and take a look for yourself and experience what it was that Mr. Devoto found so magical about this place. The trail on the south side of the highway is a paved, wheelchair accessible path that is 800 feet in length.



**11**

## Lolo Pass



Continue east for another 9.5 miles to the Lolo Pass Visitor Center on your right. Retrace this and other historic routes and learn their stories by stopping in and viewing the exhibits at the Lolo Pass Visitor Center and Rest Area.

The Lolo Pass Visitor Center, constructed in 2003, echoes the log-built architecture of historic Forest Service ranger stations of the past. The Visitor Center serves as one of the many historical landmarks along U.S. Highway 12, the Northwest Passage Scenic Byway. It displays information on the 1877 war and flight of the Nez Perce and Lewis and Clark's journey across the Bitterroot Mountains. It also provides historical, natural, and general information about the area. Not only is it a recreational destination for winter sports enthusiasts, but the Visitor Center also doubles as a rest area at the Montana/Idaho border along Highway 12. The facility includes an interpretive center, small book store and gift shop, 24 hour restrooms, covered picnic area, picnic tables, and short interpretive trails with benches. The site is easily accessed from U.S. Highway 12 at the Idaho/Montana border and the extreme eastern edge of the Pacific Time Zone. The Mountain Time Zone is located near the eastern edge of the parking lot. The Visitor Center operates on Pacific Time.

Stop by for a complimentary cup of hot chocolate, tea, or coffee and experience the Lolo Pass Visitor Center!





## 12

## Packer Meadows (Adventurous Route)

The meadows are located 1.5 miles east of the Lolo Pass Visitor Center on Forest Road 373. From the eastern edge of the parking lot turn right to access this road. Both the NPNHT and the Lewis and Clark NHT are located here. It is a 6 mile easy hike or horseback ride from here to Lee Creek Campground, USFS Trail 300, on the Lolo National Forest.

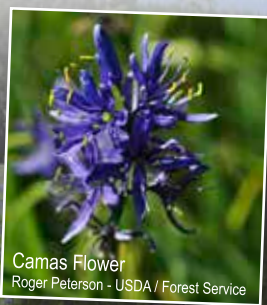
These meadows, as well as other favored gathering sites including the Weippe Prairie, Musselshell Meadows, Camas Prairie, and the Big Hole Valley, were prime sources for one of the Nez Perce food staples, the q'emes (camas) root. The Salish also dug for camas here. Families dug roots between July and September using a tukus (traditional digging stick) fashioned from mountain mahogany with a deer antler handle. The bulbs were placed in pits, layered with grasses and leaves, and topped with a fire that was kept burning for about 48 hours. After bulbs turned a dark brown or black, they were pressed into loaves and dried.

Each year, in late spring or early summer, the meadows come alive in a brilliant display of color when the camas blooms.

On August 6, General Howard established a five-hour breakfast camp with his cavalry and infantry. It was in an area of lush grass with beautiful meadows.

*"Here was the place where mule and man enjoyed a rest and a breakfast far more satisfying than inhabited regions which are replete with abundance."*

*– General Oliver Otis Howard*



Camas Flower  
Roger Peterson - USDA / Forest Service

## 13

## Lolo Pass to Lolo Hot Springs

Travel east on U.S. Highway 12 for 7.4 miles. Lolo Hot Springs will be on your left.

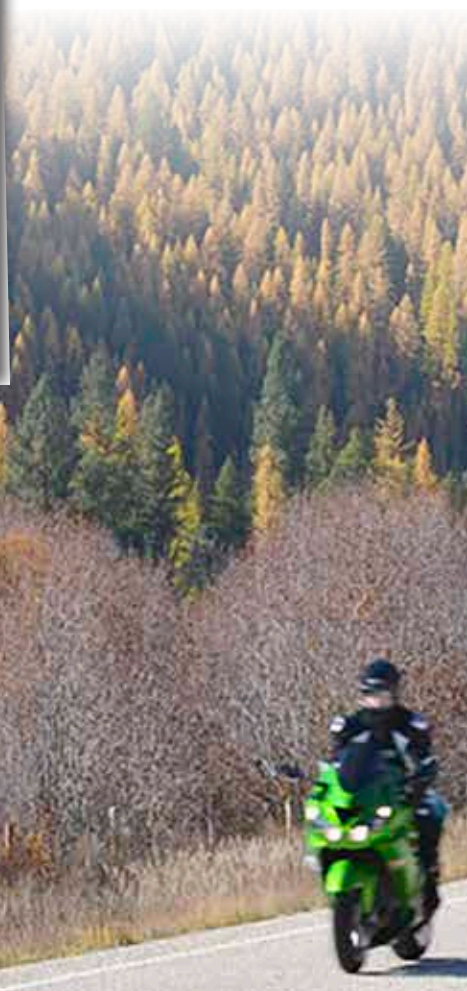
The Niimípuu arrived at Lolo Hot Springs on July 25, well ahead of the army. Two young men from Stevensville were here on a summer outing. They rushed home and spread the news that the Niimípuu had arrived. Some other visitors also appeared at the camp.

*"When the Nez Perce camp reached the Hot Springs on the Lolo Trail...three Indians met them in their camp. One of these Indians was Nez Perce, but his home was in the Bitter Root Valley. He told Chief Looking Glass there were some soldiers on the trail watching for them to come."*

– General Oliver Otis Howard



Lee Creek Bridge  
Roger Peterson - USDA / Forest Service





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## Lolo Hot Springs to Howard Creek Trailhead



From Lolo Hot Springs, continue east on U.S. Highway 12 for 6.9 miles. Turn left and proceed a few yards to the parking lot for the trailhead.

This site along U.S. Highway 12 has a picnic area and interpretive signs, and connects with the Lewis and Clark/Nez Perce (Nee-Me-Poo) National Historic Trails at Howard Creek. The Lewis and Clark/Nez Perce National Historic Trails are also known as the Lolo Trail.

At this site, the Nez Perce (Nee-Me-Poo) and Lewis and Clark National Historic Trails are collectively referred to as the Lolo Trail. More than a simple path, the Lolo Trail is a network of trails that formed a vital travel corridor across the Northern Rocky Mountains for early inhabitants. Unlike modern routes, the Lolo Trail was not built. Repeated footsteps of American Indians created the trail. Its exact location was passed from generation to generation through oral traditions still practiced today.



On the Lolo Trail  
Roger Peterson - USDA / Forest Service



While enjoying this national treasure, please remember that Native Americans traveled the Lolo Trail for centuries before Lewis and Clark and the Corps of Discovery, so please respect their sacred sites along the trail.

When hiking eastbound on the Lolo Trail, follow the Nez Perce NHT markers which commemorate this tragic event. The Salish people who lived east of the Bitterroot Mountains also used the trail. The Salish name for the trail was “Naptnišá” or “the Trail to the Nez Perce.” They used the trail to reach the salmon-rich Lochsa and Clearwater Rivers in Idaho. Lewis and Clark and the Corps of Discovery were some of the first Europeans to use the Lolo Trail. They walked the 156 miles twice, in 1805 and again in 1806. You will find the Lewis and Clark NHT trail markers as you travel west along the trail.

### Hiking Opportunity

At Howard Creek, there is a 0.4-mile loop that includes part of the original trail. The loop is short, but parts are steep and rocky. You can continue west on this section for several miles, or explore the trail heading east from Howard Creek, which starts just up the road from the parking lot. Be sure to wear sturdy footwear and be extra careful if it is wet or icy. Along this portion of trail you will find a predominantly undeveloped, non-motorized setting managed for self-discovery. The goal of the Lolo National Forest is to protect and preserve this historic artifact so that you and others can learn from it and enjoy its historical significance.



***There is an abundance of wildlife along the Nez Perce National Historic Trail. All wild animals need to be treated with caution and respect. If you are planning to hike, check with the nearest land management agency for information on local wildlife. Know how to be safe in wild country.***



Bull Moose  
[www.bigstock.com/Roussien](https://www.bigstock.com/Roussien)

## 15

## Howard Creek Trailhead to Fort Fizzle

From the Howard Creek Trailhead, return to U.S. Highway 12 and continue east for 14 miles. Turn right off the highway to access the Fort Fizzle day use site. Note: Before you reach Fort Fizzle, approximately 3 miles to the west is a roadside interpretive panel that discusses the Nez Perce horse. On clear days this site also offers spectacular views of Lolo Peak.

This site along U.S. Highway 12 offers interpretive signs explaining the history of Fort Fizzle and invites you to view part of a replica 19th century military entrenchment. Trailers are not recommended. The walkways to tables and restrooms are surfaced and accessible to wheelchairs. A path from the picnic area leads to nearby Lolo Creek.

General Howard had ascertained that the Nez Perce intended to cross into Montana, and sent couriers to telegraph General Sheridan and the posts east of the Bitterroot Mountains of the direction of the Nez Perce caravan. He also sent notice to Colonel John Gibbon, commanding the District of Western Montana at Fort Shaw (west of present day Great Falls, Montana), reporting the situation. Howard requested that troops be sent to intercept the bands while he pursued from Idaho.

After receiving word that the Nez Perce were coming across the Lolo Trail into the Bitterroot Valley, Captain Charles C. Rawn, along with five officers and 30 enlisted men from Fort Missoula, (which had been established in June of 1877), moved to this location making this the first



deployment from the new post. Part of this contingent included 150 citizen volunteers from the surrounding area and 15 unarmed Salish warriors who were to act as intermediaries. Captain Rawn was to stop the Nez Perce with a hastily constructed military barricade.

On July 26, Chiefs Looking Glass and White Bird (and perhaps Joseph) met with Captain Rawn near Fort Fizzle, which Chief Looking Glass referred to as the “soldier’s corral.” The Captain told the Nez Perce leaders that they must surrender their arms or prepare for battle, apparently also noting to the chiefs that Flathead Chief Charlo was behind the fortification with several of his warriors. Though the meeting ended without agreement or serious incident, several dozen Nez Perce warriors rode close to the meeting place, causing some consternation among Fort Fizzle’s defenders.

*We must go to Buffalo Country. If we are not allowed to go peacefully we shall do the best we can. If the officer wishes to build corrals for the Nez Perce he may, but they will not hold us back. We are not horses. The country is large. I think we are smart as he is and know the mountains and roads as well.*

*– ‘Elelímyete’qenin’(Chief Looking Glass)*

Looking Glass and Rawn agreed to meet again the following day. Duncan McDonald, a Metis trader turned writer, relates that Looking Glass returned to his camp on Woodman’s Prairie and informed his fellow leaders and his warriors of Rawn’s terms. No Nez Perce wanted to give up their guns.

When Looking Glass and Rawn met on the 27th, the captain reiterated his conditions. Looking Glass, however, countered that he would be willing to surrender the band’s ammunition to demonstrate their peaceful intentions. However, he resolutely refused to surrender his firearms, telling Rawn that if he wanted



Fort Fizzle Embattlement Interpretive Site  
Roger Peterson - USDA / Forest Service



the Nez Perce to disarm, he would have to come take their guns himself. Looking Glass said to Rawn that it was foolish to think of a whole camp going to the “buffalo country and not carrying a single gun.”

The second meeting with the Nez Perce ended much like the first, with no real resolution, when Looking Glass announced that Rawn’s terms had not changed.

During the morning of Saturday, July 28, Looking Glass ordered the bands to break camp. He declared that women, children, the aged, and the horse herd should take to the ridges and gulches north of the barricade and that the warriors would screen and defend this movement from the ridge on the steep hill immediately north of Fort Fizzle.

Meanwhile, conditions behind the barricade had deteriorated for Rawn. The volunteers who comprised the bulk of his command heard Looking Glass’ pledges to go to the “buffalo country” in peace, as demonstrated by his willingness to surrender his ammunition. This was good enough for the Bitterrooters, who began to depart Fort Fizzle for their homes and families in the valley.

*“That portion of the volunteers (some 100 or more) who represented Bitter Root Valley, hearing that the Nez Perce promised to pass peaceably through it, determined that no act of hostility on their part should provoke the Indians to a contrary measure, and without leave, left in squads of from one to a dozen.”* Captain Charles C. Rawn

*– Captain Charles C. Rawn*

A roll call was taken of the Fort Fizzle defenders on Friday night; the number stood at 216. By Saturday morning, Fort Fizzle may have been left with half that number of defenders.

As the Nez Perce drew close, they detoured around the barricade. This site is one of the U.S. military failures to stop the Nez Perce and was aptly named Fort Fizzle.

*“I saw Salish Indians at the soldiers’ fort. They seemed quite a bunch. All had white cloths tied on arm and head. This, so as not to shoot each other. So the soldiers would know they were not Nez Perces. They were helping the soldiers. Always friends before, we now got no help from them, the Flatheads, No help any time.”*

*– Yellow Wolf  
(Hímiin maqsmáqs)  
Nez Perce Warrior*

Meanwhile, as the line of warriors screened the passage of the Nez Perce noncombatants, the voice of Looking Glass was heard telling his men: “Don’t shoot...let the whites shoot first.”

The bands executed the maneuver with no difficulty. After detouring around Fort Fizzle, the Nez Perce traveled along the ridgelines to the north. The Nez Perce caravan returned to the main trail at Sleeman Creek, located just to the west of Travelers’ Rest.

Rawn organized his shrinking ranks into a skirmish line after the Nez Perce disappeared from view on the hillsides above. He led them downstream toward the mouth of Lolo Creek, though Chief Charlo and his warriors departed to their homes near the St. Mary’s Mission, and more volunteers left for their homes.

The Nez Perce camped at Chief Charlo’s camp at St. Mary’s Mission on the flight through the Bitterroot Valley.

*“The Indian question is red hot and still a heating. Expect there will be some fighting today or tomorrow. I don’t know how strong the Indian force is, think about 3 or 400. We are about 300 strong, well mounted and well armed. Our Governor is here, has Telegraphed and sent messengers to every part of the Territory, if we can keep them at bay until tomorrow, we will surprise them.”*

*– John H. Hammer*

*Citizen Volunteer writing to his sister July 26, 1877*



Military re-enactors at Fort Fizzle  
Roger Peterson - USDA / Forest Service

## 16

## Travelers' Rest State Park



From Fort Fizzle, return to U.S. Highway 12 and proceed east for 4 miles. The entrance to Travelers' Rest State Park is located on your right, .3 miles before reaching Lolo, MT and the junction with U.S. Highway 93, where travelers will continue to follow the route of the 1877 war and flight of the Nez Perce using Auto Tour Brochure Three.

This site has long been known and used by Native peoples, notably the Salish. For centuries Native Americans also used the area as a campsite and trail junction. Salish, Pend d'Oreille, and Nez Perce peoples were among those who traditionally occupied the area. Native American storytellers bring their history, culture, and society to life as part of the programming at Travelers' Rest State Park.

With Lolo Creek running through the Park, Travelers' Rest is an idyllic spot for strolling the Park's trails and offers a rich bird habitat, with more than 138 species recorded within the park boundaries. Be sure to stop at the visitor center and museum for a fascinating look at Lewis & Clark Expedition replicas, Salish culture, Native American hand crafts, a frontier Main Street, and more.

Travelers' Rest Connection is the Park's cooperative managing organization. Interpretative programs are offered daily in the summer, with special events promoted throughout the year.







## Side Trip: Fort Missoula

*(16-miles round trip)*

From the junction with U.S. Highway 12 and U.S. Highway 93 at Lolo, MT, turn left (north) and travel through Lolo, MT, following signs for Missoula, MT. After traveling 6.9 miles on Highway 93, you will reach the outskirts of Missoula. At the stop light with Old Highway 93, turn left and proceed for .5 miles and turn left on Post Siding Road. Travel another .7 miles along Post Siding until you come to a “triangle” intersection where you will veer to the left. You are now entering the Fort Missoula Historic District. Immediately on your right, you will notice a large stone cairn. Find a safe place to stop here and read the plaque noting the first deployment of troops from Fort Missoula in the summer of 1877. Traveling west another block, turn right and follow Fort Missoula Road along “officers’ row,” (slow for speed bumps). After traveling .2 miles, stay straight on Captain Rawn Way and at the next intersection take a slight jog to the right to reach the Rocky Mountain Museum of Military History (located in the former 1936 Civilian Conservation Corps District Headquarters). The museum has exhibits about the 1877 war and flight, including a new exhibit unveiled in 2019 in the 1878 Powder Magazine, which is a short walk from the main building.

Established as a military post during the “Indian Wars” period, Fort Missoula found itself enmeshed in a conflict entirely unanticipated and unplanned, the 1877 War and Flight.

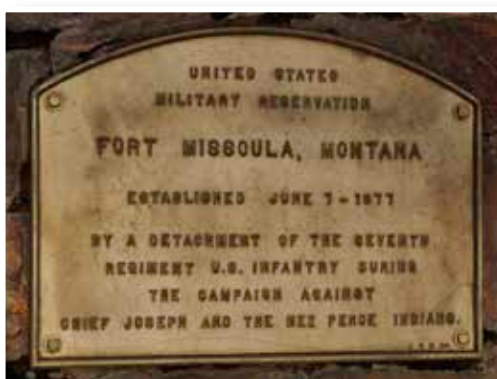
In June of 1877, Captain Charles C. Rawn led Companies A and I of the 7th U.S. Infantry from Fort Shaw, Montana, to Missoula, Montana, carrying orders to establish a new post. Rawn and his men commenced work on a powder magazine along the east bank of the Bitterroot River that summer. To the west in Idaho, tensions between settlers, the federal government, and the Nez Perce tribe erupted into armed conflict.

In late July of 1877 Rawn led his command from Fort Missoula to a point several miles up the Lolo Canyon drainage, under orders to delay the Nez Perce until Howard could intercept the bands from the west. After several days the, the Nez Perce peacefully outflanked Rawn during the "Fort Fizzle" incident and moved south through the Bitterroot Valley. Rawn returned with his companies to Fort Missoula, where he commenced work

on the post's first structures. Construction of the Powder Magazine was completed in 1878 during a time when troops from Fort Missoula again clashed with a number of Nez Perce who were returning to Idaho from Canada.

In early August, a larger contingent of the 7th Infantry under the command of Col. John Gibbon arrived at Fort Missoula from Fort Shaw. With reinforcements from Rawn's companies they continued south through the Bitterroot Valley and the combined command attacked the Nez Perce in the Big Hole Valley on August 9, 1877.

A small group of Nez Perce POWs were detained at Fort Missoula from the fall of 1877 until late spring 1878.



## Lolo Motorway - A Rugged Route

*Greer to Weippe to Lolo Motorway to Lolo Pass*

The edges of time blur when you follow the Lolo Trail, a route traveled by the Lewis and Clark expedition in 1805 and 1806; the Nez Perce, Salish, and other Indian tribes for centuries before the explorers arrived; miners, trappers, and settlers for a century after their arrival. Most of the route is primitive, the landscape much the same as it has been for millennia.

**NOTE:** Some roads along the Rugged Routes can be impassable during periods of inclement weather, and on these routes you may not encounter other travelers for hours or days. Large portions of the Lolo Motorway are inaccessible between October and June. Be prepared and inquire locally for details and check local forecasts before traveling.

The Lolo Motorway is narrow, a one-lane road with nothing more than what nature supplies as a surface. Some stretches hold big rocks that can scrape the underside of a low-clearance vehicle. It's best to drive a tough vehicle with high clearance and good tires. Towing trailers or driving RVs or motor homes on many stretches of the Motorway is not advised.

There are several options for travelers to reconnect with the Mainstream Route (U.S. Highway 12) east of Forest Road 107 (Saddle Camp). These connections include the following Forest Roads: 566 Doe Creek, 568 Imnmatoon Likoolam, and 569 Parachute Hill.

Lightning storms are common in July and August, and snow can come early in Autumn.

## The Motorway Today

The Lolo Motorway, Forest Road 500, winds along ridges through central Idaho above the Lochsa River. Don't let the term "motorway" fool you. It's an "old-fashioned" term from the early days of automobile travel when people didn't take drives; they "motored."

You will find no gas stations, stores, developed water sources, or other services along this high elevation, precipitous dirt road. You will find 100 miles of steep scenery set in a sea of mountains.

Mountain lakes and ridge-top vistas beckon travelers. Trails meander alongside and away from the motorway, offering paths for hiker-explorers. Near Weitas Meadows,



you can cross a rustic boardwalk constructed by volunteers and members of the Nez Perce Tribe who have dedicated their labor and time to protect the fragile meadow.

In the summer, wildflowers blaze in glorious colors across hillsides and meadows. In the autumn, foliage and underbrush put on their color, and berries hang on bushes, ripe for picking.

There are a few retired fire lookouts and one historic cabin you can rent along the route across the Nez Perce-Clearwater National Forests. You can contact the Lochsa Ranger District for more information.

## Camping

You'll find scattered campsites along the route and places to stop to stretch your legs or enjoy a picnic.

### Selecting a Campsite

- **Look for established sites** where others have already camped rather than starting new sites.
- **Please use a stove, or limit campfires** to occasional small fires on pans that you can clean up completely.
- **If you have a campfire, avoid building new rock rings**, and collect only small deadwood from the ground. (Large logs and standing dead trees provide homes for wildlife like the pileated woodpecker.) Make sure to put out your fire completely, scatter charcoal, restore the site, and pack out unburned items.
- **High mountain lakes and surrounding areas** are especially susceptible to damage, so avoid soft, wet soil, and camp a good distance from water sources.
- **Keep all soap and food particles** out of creeks, lakes, and springs.
- **Summer storms can bring lightning to high ridges.** If you see storm clouds coming in, move to a lower elevation until the storm passes.
- **Pack out all garbage.** You'll find no garbage receptacles along the route.
- **Toilets are few and far between.** Where bathroom facilities aren't provided, use a trowel or shovel and bury human waste at least 200 feet away from water, in a common latrine (for groups) or in individual "cat holes" 6-8 inches deep.
- **Make sure pets** are always under your control.



Center for Outdoor Ethics | LNT.org

### Leave No Trace!

The high elevation ground of the Lolo Trail Corridor is easily damaged by people, stock animals, and vehicles. Respect road and trail restrictions. Travel and camp only where permitted. Make no new trails or campsites. Leave no trace of your visit and take no mementos. Instead, take photographs, and recall your memories of time spent along the route.

# R o a d t o t h e B u f f a l o

## *K'usey'ne'iskit*

**A Nez Perce legend** tells us about the origin of the trail. A young boy was lost in these mountains. He was approached by *Hah-hahts*, the grizzly bear, angry that the humans were taking over his land. When confronted, the boy said, "I can only die. Death is only part of life. I am not afraid." The grizzly, impressed with his bravery, took him to the "backbone of the highest mountains" to show him where the *K'usey'ne'iskit* (curled hairs) lived. He also showed him the huckleberry, chokecherry, and serviceberry. When they returned to the Kamiah Valley, before leaving him, the bear said, "Here your people are living. Go tell them what you have learned about this great land, the food that has been provided for them, and the trail that will take them across the mountains."

### ***Finding the Trail Through the Mountains: A Nez Perce Legend***

At the time when the People were coming to take the place of animals on earth, a boy was lost in the mountains. He wandered around trying to find his way back to his father and mother when he met *Hah-hahts*, the grizzly bear.

Now *'icey'éeye* (*Itsyi-yai-yai*), the Coyote, had told the Bear that the People were coming to take possession of his territory. Bear was furious because he did not want to give up the land he loved.

When he saw the boy, the grizzly's eyes filled with hatred. He reared up on his hind legs. His teeth chomped together so that flecks of foam dribbled from his snarling lips as he lunged forward with his claws extended to shred the boy to pieces.

"So! A child of the *Niimíipuu* has come to rob me of the land I love! With one blow of my paw I will kill him, and him I will devour." Bear growled until the mountains shook and echoed his anger.

The boy just stood there before him. He answered Bear with these calm words, "I can only die. Death is only a part of life. I am not afraid."

Bear stopped short in solemn wonder.

“What is this?” he rasped, “You are a different creature from the Animals. They would have cowered at my words, but you have shown the bravery of Bear, the wisdom of Coyote, and the pride of Eagles. You are of a superior race, deserving these lands. My time has come. I must show you the provisions and secrets of your new home, and I will do so gladly.”

In admiration now, the Bear flipped the boy onto his furry back and started into the higher mountains. Here he showed him pools and streams full of fish. He showed the boy the home of Beavers, the Little People, who cut down trees and dammed the streams so fish could be caught more easily. He showed him the home of the Moose, the Elk, and the Deer.

Bear climbed the backbone of the highest mountains to show the boy the way to the other side where buffalo lived on the Plains toward the rising sun. Sometimes Bear would stop and stand on his hind legs to scratch a mark on the trunk of a tree so that all who came afterwards would know that he had been that way. Often Bear and the boy could hear the voice of 'icey    , the Coyote, urging them on, for Coyote liked to use his loud voice, while Bear had not been given a loud-talk tongue.

After the boy had seen the home of the buffalo, Bear brought him back along the trail through the mountains to the camas meadows of *Oyaip* (Weippe). He showed him the huckleberry, the chokecherry, and the serviceberry.

The boy thought that all he had seen was good.

After he had done all this, Bear took the boy to the brink of Kamiah Valley.

“Here your people are living,” he said. “Go tell them what you have learned about this great land, the food that has been provided for them, and the trail that will take them across the mountains.”

Bear disappeared then, and the boy returned to his People.



Grizzly Bear and Boy  
Artwork by Nakia Williamson-Cloud



Despite the events of 1877, the Nez Perce National Historic Trail is a trail of peace. Used for generations, the route offered access to hunting, fishing, and food gathering areas and enabled trade with other tribes. It led to buffalo on the eastern plains. Lewis and Clark followed the trail across the rugged Bitterroot Mountains to the Weippe Prairie, where they first met the Niimípuu in 1805. They returned over the same trail in 1806.

These trails have been preserved through natural use. It is up to us to continue to respectfully use these trails, remembering that they are part of our heritage. To the Nez Perce, these trails are part of their sacred land, land they still use. If we want those who come after us to have a sense of history, it is up to us to preserve and protect these special places.

### Remember:

**NO motorized or mechanized vehicles (including pedal and ebikes) are allowed on historic trails.**

**The Forest Service requires all hay, cubed hay, straw, mulch, and other products to be certified weed-free.**



A short video Walking on Sacred Ground explains why this landscape—from its cultural importance to modern Nez Perce people, to its sensitive mountain habitats. It can be viewed on the Trail's website.

<https://www.youtube.com/watch?v=iyoHlVkc4A&feature=youtu.be>

1

## Weippe Site of Kuutnúut (Innocent) Abduction of Redheart's Band



Traveling east on U.S. Highway 12 about 8 miles east of Orofino, ID, turn left and cross the bridge over the Clearwater River to reach Greer, ID. Starting at Greer, continue for 19.5 miles along Idaho State Highway 11. There are scenic views of the Clearwater River canyon as you climb the Greer grade, and as you travel through wheat fields to Weippe, ID.

In Weippe, stop and visit the Weippe Discovery Center (204 Wood St.) for additional information to supplement your visit. Walk the trails throughout the grounds to experience the living landscape display with plants and descriptive plaques.

The “non-treaty” bands held a council here following the Clearwater Battle. The Nez Perce harvested camas roots, socialized, raced horses and played games, and worshiped here for thousands of years. Lewis and Clark first met the Nez Perce at this site on September 20, 1805. It was here the U.S. Army came upon Chief Redheart's (*Tim'íne 'ilp'ílpnim*) band. On July 16, 1877, *Tim'íne 'ilp'ílpnim* (Chief Redheart's) band and other Nez Perce were returning from a buffalo hunt in Montana only to discover their homeland embroiled in conflict. All 33 men, women, and children were transported to Fort Vancouver, Washington, where they were held at the military stockade until April 1878, when they were finally returned to Idaho.

'Redheart Band' Artwork by Jo Proferes



One of General Howard's Nez Perce scouts came riding in and told them, "It will be best to come on your own reservation. There you will be safe." Most of them answered, "We will go."

They had not joined the bands on the flight but had only met and bid them farewell. They were marched 60 miles on foot in irons in the heat of July to Lapwai, then later sent by steamboat from Lewiston, Idaho, to Fort Vancouver, Washington, where they remained prisoners of war until April 1878.

The band spent their nights in the cramped quarters of a guardhouse. A 15-foot-high stockade was built to hold them during the day. During the winter of 1877-78, a Nez Perce infant died at Fort Vancouver.

Innocent of any crime, they were in the wrong place at the wrong time.

Mrs. Emily Fitzgerald, wife of Assistant Army Surgeon Jenkins (John) A. Fitzgerald who was stationed at Ft. Lapwai, witnessed the despair and hopelessness of the prisoners as they left the fort. Emily wrote her mother in Philadelphia once a month and the letters were transported from Ft. Lapwai to Lewiston, Idaho, then on a steamship. Her letters reflect the terror and dread she experienced at Fort Lapwai.

*"One poor woman moaned and cried and really looked distressed. Just before she left, she took some ornaments of beads and gave them to the interpreter (possibly James Moses) to give to her little girl who is up somewhere near Kamiah. One old man cut the bead ornaments off his moccasins and left them for his wife."*

*- Emily Fitzgerald*



Guard House at Ft. Vancouver.  
Stereoscope image, 1877-78.  
National Park Service photo, FOVA 197400



## Daytime Smoker

During the Corps of Discovery's return journey, the group camped with the Nez Perce in the spring of 1806. While at the village, William Clark spent time with a female family member of Chief Red Grizzly Bear. Born in Kamiah in early 1807, *Haláx túuqit* (Daytime Smoker/Capon Rouge) was the offspring of this relationship. The baby boy was said to have red hair and blue eyes. He called himself Clark.

Daytime Smoker was a name given to all Corps members by the Nez Perce, because they did not smoke during the day. *Haláx túuqit* was present at the 1855 Treaty Council where he met Gustav Sohon. Sohon sketched him during the council at Walla Walla, WA, in May. The sketch of Daytime Smoker gives his name as *Pi-nahua-ut-at* or Capon Rouge (Red Hair).

Comparing the Sohon sketch with the Charles Willson Peale portrait of William Clark shows a distinct likeness.

One of the Nez Perce men who traveled to St. Louis in 1831 to look for "the white man's book" seeking knowledge was Black Eagle, son of Chief Red Grizzly Bear. He could have been Daytime Smoker's uncle or cousin. It would make sense that the Nez Perce who went to St Louis would seek out a relative. William Clark was the Superintendent of Indian Affairs and had lodgings for visiting tribal members. Clark's wife took care of Black Eagle when he became sick. He died, from the measles, in October of 1831 and was buried in the Calvary Cemetery in St. Louis. Clark's wife also died that year.

Daytime Smoker was an elderly man, age 71, during the 1877 war and flight. He was at the Bear Paw Battle with his daughter, Ittokt, and his granddaughter. They were sent to Oklahoma with Chief Joseph. He arrived in Quapaw in 1879 and probably died there.

On a list of personal names of Nez Perce sent to Oklahoma, Daytime Smoker is also called Captain Clark or Old Clark.



Captain William Clark, circa early 1800s.



1918.114.9.42, Washington State Historical Society, Tacoma, (Wash)

## 2

## Musselshell Meadows, Traditional Nez Perce Camp

Leaving Weippe, travel east 9 miles on Musselshell Road to Peterson's Corner. You will travel through meadows and forested areas on the graveled Musselshell Road.

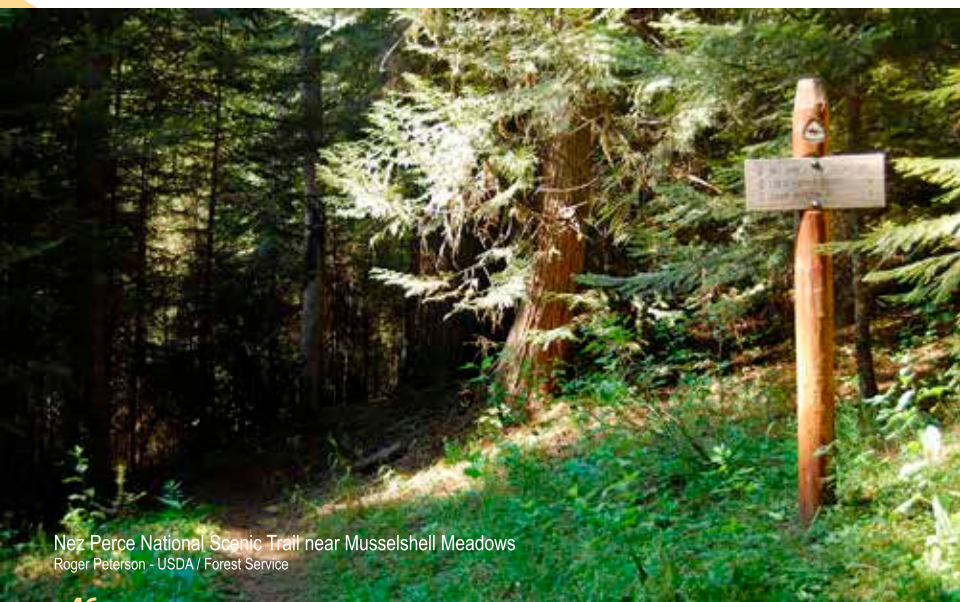
Peterson's Corner to Musselshell Meadows and Lolo Creek Road #103 is 6 miles along the paved Pierce-Kamiah road #100. The Nee-Me-Poo Trailhead is about 1 mile up the 535 Road from the junction with the 100 Road.

Musselshell Meadows is the site of the first “non-treaty” Nez Perce camp after leaving the Weippe Prairie. Imagine for a moment you are a young Nez Perce about to leave the land where you were born, where you played as a child, where you fished or gathered camas as an adolescent. Imagine leaving the land where your grandparents were buried, not knowing if you would ever return. These thoughts must have captured the minds of the Nez Perce as they camped in this meadow. General Howard and his men camped in this same site two weeks later on July 31, 1877.



### Hiking Opportunity: To Camp Martin

You can walk on the same route the Nez Perce and the U.S. Army took, hiking west to east a total of 18 miles up to Camp Martin in segments. These are clearly marked with the Nez Perce National Historic Trail Logo. Many of these segments are the same route taken by Lewis and Clark on their expedition in 1805 and return trip in 1806. Lewis and Clark Trail markers define these segments.



## 3

## Lolo Motorway

Just .7 miles beyond the junction with the 100 and 535 roads is an interpretive sign that discusses the conflict at Musselshell Meadows.

From Musselshell Meadows to Beaver Dam Saddle, travel 15 miles along Lolo Creek Road #103. The route climbs up through a twisting forested graveled road. The last couple of miles you will travel through an area burned by a fire in 2015.

To get from Beaver Dam Saddle to Pete Forks, travel 1 mile on native/gravel surface road #104, with views to the south and west of Camas Prairie. A snowmobile warming hut is located 200 yards past Beaver Dam Saddle on road #103.

To get from Pete Forks to Rocky Ridge Lake, travel 5.2 miles along the native/gravel surface Lolo Motorway Road #500, which is rocky and rutted. There are views to the north and south along this ridgetop route. There is a small campground at the lake with a toilet.

On July 17, not far from Incendiary Creek, General Howard sent a scouting party ahead of his other troops. They were to collect as much information as possible on the fleeing “non-treaty” Nez Perce. The U.S. Army employed Nez Perce scouts from bands who had signed the Treaty of 1863. Suddenly, shots rang out from the brush and one of the Nez Perce scouts, Sheared Wolf (or John Levi), was shot and killed.

Encounter at Musselshell Meadows  
John Seven Wilson





*"...See, we have passed over some of the worst trails and still they keep after us...Let our families travel on while the warriors go back to where we can lay for the enemies. We hid in the brush to get them at close range. Soon the voices grew. It was Nez Perce scouts. Christians of our tribe, working for the government against their own tribe, their own blood people. Rainbow took a shot and wounded one of them. Other shots were fired, and I do not know if any others of them were struck."*

*- Two Moons (Lepít híisemtüks)* Until settlers and

Christian missionaries arrived, the bands of Nez Perce had co-existed peacefully with most of their neighbors, including the Salish to the east. The signing of the 1863 treaty literally turned brother against brother.

*"Known to the whites as Sam Morris, I am half-brother to Yellow Wolf, having the same father. While he was with Chief Joseph, I was scout for General Howard; serving around Lapwai and to the Musselshell, Lolo Trail. It was there that I saw John Levi, or Sheared Wolf, killed about twenty miles from Weippe. He got more than one bullet from concealed warriors."*

*- Horse Blanket (Sík'emcickanin')*



## 4

## Weitas Meadows

From Rocky Ridge Lake to Weitas Meadows, travel 1 mile along the native/gravel surface Road #500, descending into meadows. There are some dispersed campsites at the end of the road into the meadows. You will pass by Forest Road #557 when you leave the lake, which will take you 3 miles to the Weitas Butte rental lookout tower (rental available on the National Forest rental website). There are a couple of trailheads accessing the NPNHT Trail #40 along this section of road.



### Hiking Opportunity: Take a Walk in the Past

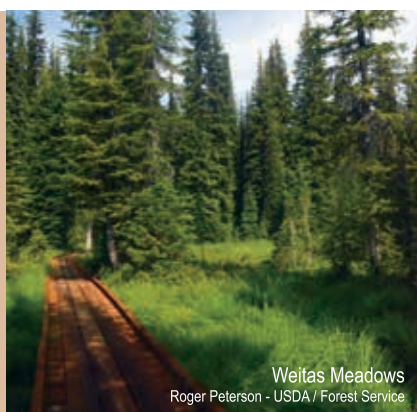
Weitas Meadows Length 2.6 miles, time 2 hours. Weitas Meadows is where you will find a boardwalk that takes you on a segment of the trail. The trail up to the boardwalk is accessible. The trail picks up again on the north side of the Forest Road 500 continuing to about ¼ mile short of Weitas Meadows. Follow the road and pick up the trail again in Weitas Meadows. In Weitas Meadows, the trail is on a puncheon (boardwalk) over the wet meadow full of wildflowers. From the meadow, the trail travels through the timber until it reaches the road again at Green Saddle. From here, you must travel the road .7 miles east to pick up the next maintained section of trail.

Living in this area, the Nez Perce became very resourceful in their stewardship of the land's offerings. They engaged in 'seasonal rounds,' traveling to where food and other supplies were plentiful during different times of the year. Their seasonal movements occurred among their winter villages, fishing locations, hunting grounds, and plant collecting areas. *(See the seasonal round on page 24)*

The Nez Perce typically lived in villages of around 35 people. These villages were usually located near water sources. Generally, in the summer months the villages broke up into camps of 15–20 people, or 2–3 nuclear families.

Today, the Nez Perce continue to use these meadows and forests, sharing their rich resources.

This land is still an important source of spiritual strength for all races of people, including the Niimípuu, and its natural and historic sites should be left undisturbed by all who visit.



Weitas Meadows  
Roger Peterson - USDA / Forest Service

## 5

## Bald Mountain

Traveling on Forest Road #500, (the Lolo Motorway), continue east from Weitas Meadows for 16.6 miles to Bald Mountain. There is a short hike to the beautiful lake on the left after Bald Mountain.

On their homeward journey in 1806, the Lewis and Clark party were led by their Nez Perce guides. Bald Mountain, named because of its bareness, gives rise to Bald Mt. Creek, which empties into the Lochsa River here.

On June 26th, the Corps arrived at Bald Mountain. They had come through snow that was 10 feet 10 inches deep. The southerly, exposed side of Bald Mountain had fresh grass. In Clark's journals he remarked "...there is a great abundance of Species of bear grass which grows on every part of those Mountains..." Bear grass was used by the Niimiipuu to make basket hats, bags, and to stuff in saddle pads.

General Howard arrived here with his troops on August 3, 1887.

*"Awake by 5 a.m. but did not march until 11 a.m. and then only went 8 miles and made the nicest camp we have yet had in among partially wooded hills, or rather mountains. We had some fine mountain views yesterday and today. We were so high up that the whole extent of mountainous country was spread among us."*

– Dr. John FitzGerald

*"Bald Mountain – from going over the hill. According as the tents were pitched, or beds made in them, we slept almost erect or standing on our heads."*

*...A "slow trail," owing to mountainous country and fallen timber. The summit of the hills was covered with rough granite boulders, making the path quite difficult."*

– Dr. John FitzGerald





## 6

## Smoking Place



From Smoking Place (west trailhead) to Saddle Camp, travel 5.6 miles along the native/gravel surface #500 Road.

At the Saddle Camp/107 Road Junction, you can decide to return downhill approximately 9 miles to rejoin the Mainstream travel route on US Highway 12 near mile post 140.

From the Lewis & Clark journals:

*We halted by the request of the Indians a few minutes and smoked the pipe...From this place we had an extensive view of these stupendous mountains ..I doubt much wether we who had passed these mountains could find our way to Travellers Rest. These fellows are most admirable pilots.*

- Meriwether Lewis June 27, 1806



### Hiking Opportunity: Sinque Hole

Length 4.4 miles, length 1.5 hours, level of difficulty is moderate to strenous. The Nez Perce Trail is signed here and an easy 45 minute hike to the historical sign at Sinque Hole. It is a 620 foot descent from Smoking Place to the Sinque Hole (2.2 miles). After a short jaunt through open lodgepole and beargrass, the trail breaks onto an open ridge at Smoking Place. It follows the ridge to Indian Grave, and then reenters the timber forest decending to Sinque Hole. There are great views from the ridgetop. Be respectful of the rock cairns (mounds of rocks) on the ridgetops as they are important to the Nez Perce and were mentioned by Lewis and Clark in their journals.



## 7

## Lolo Trail National Historic Landmark

The Lolo Trail is an ancient Indian route that follows the ridgetops parallel and to the north of Highway 12. This trail provided access to buffalo on the eastern plains for those on the Columbia Plateau, and led people living east of the mountains to salmon-rich waters in the west. It was designated a National Historic Landmark in 1960.

For more information visit the Northern Region, Special Places website:



Near the junction with the Saddle Camp/Forest Road 107 Road Junction and the Lolo Motorway/Forest Road 500 is a panel of three interpretive signs providing visitors with information about the Lolo Trail National Historic Landmark and information about the landscape and the people who have called this country home for millennia.

The trail contains remains of past cultures. Please remember all objects of antiquity are protected by State and Federal laws. Cultural resources cannot be replaced, so take care not to damage, destroy, remove, or add to them.



### Hiking Opportunity: Saddle Camp to Howard Camp

The trail begins on the north side of Forest Road 500 just east of the junction with Forest Road 107. After approximately 1.3 miles the trail rejoins Forest Road 500. Follow Forest Road 500 north and east for about ½ mile. The trail leaves the road again on the southwest side, and travels about 1 mile, climbing a small ridge before descending back down to Forest Road 500 near the junction of Forest Road 588.



## Bird-Truax Wagon Road

In May 1866, sixty years after Lewis and Clark journeyed east across the Lolo Trail, an engineer by the name of Wellington Bird left Lewiston, Idaho, with construction workers, cooks, teamsters, blacksmiths, the surveyor Major Sewell Truax, Nez Perce interpreter Tah-tu-tash, and others. The Secretary of the Interior had hired Bird to build a wagon road from Missoula, Montana, to Lewiston, Idaho.

The road was to be a commerce route for mining traffic from Bannack and Virginia City, Montana, to Lewiston, Idaho, and beyond.

After scouting the area, Bird realized he could not build the road on the budget allowed him. Instead, he and his crew relocated and improved the most difficult sections of the Lolo Trail. They widened the trail into a road on the west end, from Weippe to an area called Musselshell. By the end of September 1866 they had finished their work.

For decades, the trail remained basically the way they left it, used by the Niimípuu, prospectors, trappers, and settlers. In 1893, the infamous Carlin hunting party ventured onto the trail. Deep snow nearly trapped the men. They got out alive, but had to leave their ill cook George Colgate behind to die.



Photo FSS9902144e, United States Forest Service Northern Region Archives Collection, Archives and Special Collections, Mansfield Library, University of Montana. W.E. Steurwald (1963).



## Model Ts to SUVs

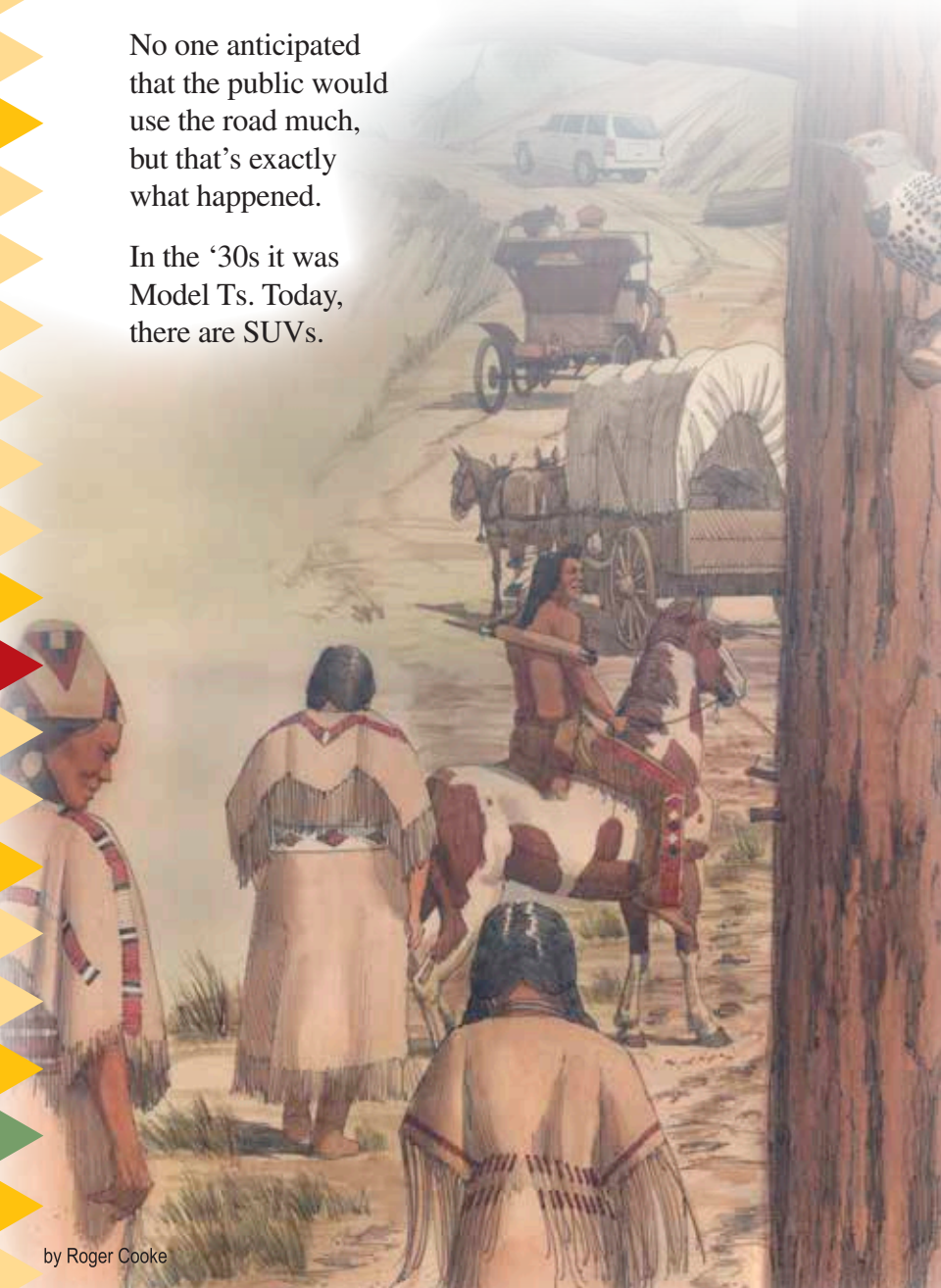
In 1925, road construction began near the Lolo Trail at Lolo Hot Springs in Montana. Construction was completed three years later in Idaho at Powell.

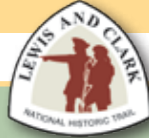
In 1930, the Forest Service appealed to Congress for money to build roads for firefighting. They needed low standard “motor ways” or “truck trails.” They received permission and money to proceed.

The Civilian Conservation Corps worked in conjunction with the Forest Service. Construction was finished in 1934. The Lolo Motorway became a reality, following the general route of the Lolo Trail.

No one anticipated that the public would use the road much, but that’s exactly what happened.

In the ‘30s it was Model Ts. Today, there are SUVs.





## Electronic Tour Sites

Seven Electronic Tour Sites highlighting the interesting history of the forests and region were installed over the summer months of 2019, with two additional sites planned for installation soon.

**Locations of these Electronic Tour Sites:** The Lolo Pass Visitor Center at the Idaho-Montana border along Highway 12; Lochsa Lodge, also along Highway 12 at Powell, ID; the Elk City Wagon Road Museum in Clearwater, ID; and Musselshell Meadows, at the Pollinator Garden and Nez Perce (Nee-Me-Poo) NHT Trailhead. Finally, there are three sites along the Lolo Motorway (Lolo Trail): Beaver Dam Saddle at the junction of Forest Road #103 and #104; Saddle Camp, at the junction of Forest Road #107 and #500; and Powell Junction, at the junction of Forest Road #569 and #500.

These sites allow Wi-Fi connection in remote locations where visitors can download multimedia such as podcasts, brochures, maps, and video to take with them on their smart device as they travel across the Lolo Motorway, or one of the forests' two National Historic Trails: the Nez Perce (Nee-Me-Poo) and Lewis and Clark National Historic Trails. These sites are currently similar in terms of the content provided, but as the project develops and more multimedia is created each site will be more detailed and specific to historic events, natural history of the area, recreational information, and other interesting or informative content. These sites provide a great opportunity to interpret interesting information about the Nez Perce (Nee-Me-Poo) National Historic Trail and other local history in a new and engaging way.

HISTORIC ROUTES PROJECT

# ELECTRONIC TOUR SITE



Welcome to the Historic Routes Electronic Tour Site! Follow the steps to download maps, brochures, podcasts, and more about the Lolo Motorway and Nez Perce-Clearwater National Forests!

- 1 CONNECT**  
Connect your smartphone or tablet to **FS Wi-Fi**.
- 2 BROWSER**  
Open a browser on your smartphone, for example, Chrome or Safari.
- 3 <http://fs/>**  
Type **exactly <http://fs/>** into the web browser of your choice.
- 4 DOWNLOAD**  
On the website, select a section from the menu and download maps, podcasts, brochures and more!
- 5 DISCONNECT**  
Disconnect your smartphone from the FS Wi-Fi, otherwise you may have technical difficulties later.



DOWNLOAD INFORMATION TO TAKE WITH YOU ON YOUR VISIT TO THE NEZ PERCE-CLEARWATER NATIONAL FORESTS AND SURROUNDING AREA!  
THIS SITE DOES NOT CONNECT TO THE INTERNET OR NETWORK. IN CASE OF AN EMERGENCY CONTACT 911

## 8

## Howard Camp

From the junction of Saddle Camp (Forest Road 107) and the Lolo Motorway (Forest Road 500), head east on the 500 road for approximately 3 miles to the junction with Forest Road 588. Head north on Forest Road 588 for approximately 1 mile and you will be in near the location of Howard Camp.

Both the Nez Perce and General Howard's troops camped here during the 1877 flight.

Howard and his men frequently wrote about how the Indian horses had eaten all the feed, leaving nothing for their horses when they arrived.



General Oliver Otis Howard

Near Howard's Camp, and at other points along the trail system, there are trees showing the scars of bark peeling, primarily on lodgepole pine. Scientists can determine when trees were peeled by taking core samples and counting rings. Indians and trappers peeled the trees as a food source as early as the 1630s. General Howard's troops peeled trees during their pursuit of the Nez Perce across these mountains.

One of Howard's soldiers recorded this practice in his diary:



Peeled Tree  
Lolo National Forest Heritage Program

*"...Our American horses were not used to the fodder of the native Cayuse. We carried no forage. If we should chance upon one of the little mountain valleys where there should be grass, we found it either trampled down by Joseph's ponies or destroyed in some other way. Many is the time we have cut bark from the tree for our horses."*

*– Private William Connolly*



## 9

## Indian Post Office

From the Howard Camp interpretative sign continue east on Forest Road 500 for approximately 5.6 miles to Indian Post Office.

These conical-shaped structures may have served as a lookout tower when a fifteen foot long pine pole was positioned within it. Some say they were caches for food, tools, or messages left for travelers coming from behind. They may have served as trail markers to guide the traveler when snow covered the ground, or to indicate a turn off to another side trail.

*This site contains remains of past cultures. Rock Cairns are an important part of the heritage of the Niimípuu and cannot be replaced. Please respect these cultural remains.*



### Hiking Opportunity: Howard Camp to Indian Post Office

From the junction with Forest Road 588 follow the Forest Road 500 east approximately 2.5 miles to Moon Saddle. The trail leaves Forest Road 500 on the north side near Moon Saddle, and contours around the head of Moon Creek for approximately 2 miles, before intersecting with Forest Road 500 again near Indian Post Office.



## 10

## 21 Mile Camp

The soldiers took advantage of a good meal.

*"We passed the last of the Clearwater, where we at night, after twenty-one miles of the roughest country, with Spurgin's pioneers ahead cutting out the trail, we came into camp in the twilight, where we heard loud echoes of firing by the advanced scouts and thought they had come upon Joseph's rear guard.*

*Then we spurred up the weary animals into a tired trot, and along this narrow trail descended for miles through the almost impenetrable forest, for a horse or mule, but the nicest of salmon for the men, in water about knee deep, water as clean as crystal, rushing and splashing over the rocks.*

*The echoes which deceived us into thinking the enemy was near, were from the scouts carbines, shooting the bigger fish, as they were swimming up the Clearwater (Crooked Fork)."*

– General Oliver O. Howard

Captain William Spurgin and 50 skilled laborers were hired to help clear the trail with axes and crosscut saws.

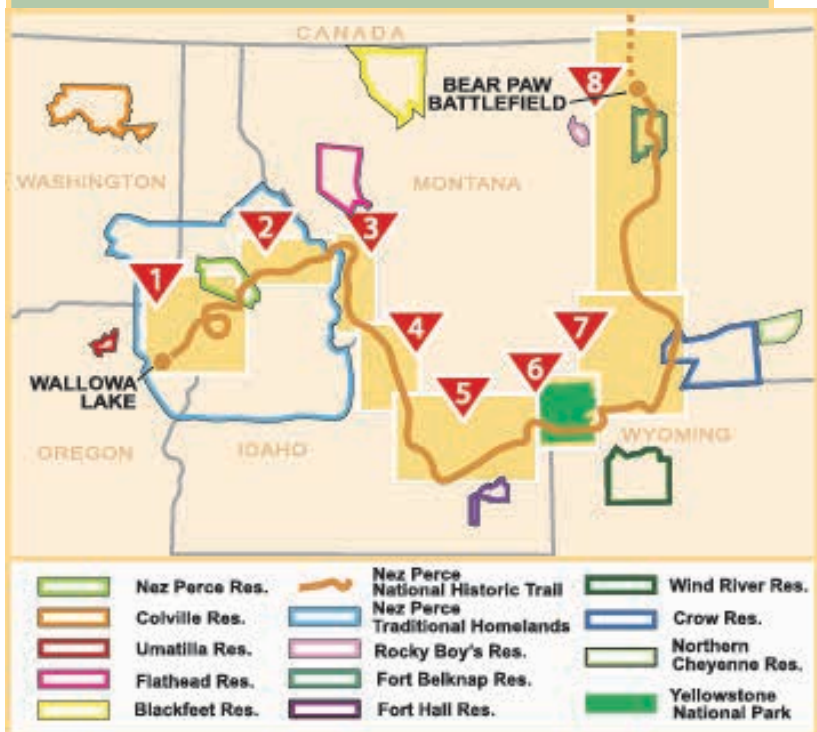
*"About twelve years ago several thousand dollars were appropriated by Congress to have the Lolo Trail surveyed, and, judging from the great distances between the mile posts, the engineers were in league with someone who wanted to get a further appropriation for a wagon road. In connection with the extraordinary length of these miles, they are nearly all straight up and down mountains."*

– Thomas Sutherland  
(war correspondent) 1877



## Nez Perce National Historic Trail Auto Tours

See the Auto Tour brochure for each trail segment indicated on the map below for specific route information.



- 1** Wallowa Valley, Oregon, to Kooskia, Idaho
- 2** Orofino, Idaho to Lolo, Montana
- 3** Lolo, Montana, to the Big Hole National Battlefield, Montana, through the Bitterroot Valley
- 4** Big Hole, Horse Prairie and Lemhi Valleys
- 5** Leadore, Idaho, to Yellowstone National Park, Montana
- 6** Through Yellowstone National Park
- 7** Yellowstone National Park to Canyon Creek, Montana
- 8** Canyon Creek to Bear Paw



Auto Tour Brochures are available at local visitor centers, from the NPNHT staff or from the NPNHT website at [www.fs.usda.gov/npnht/](http://www.fs.usda.gov/npnht/)

For an interactive Google Earth virtual tour of the trail, please visit the Nez Perce Trail Foundation website at [www.nezpercetrail.net](http://www.nezpercetrail.net)



# This Trail is a Sacred Trust for All Americans

*"We, the surviving Nez Perces, want to leave our hearts, memories, hallowed presence as a never-ending revelation to the story of the event of 1877. These trails will live in our hearts.*

*We want to thank all who visit these sacred trails, that they will share our innermost feelings. Because their journey makes this an important time for the present, past and future."*

*– Frank B. Andrews, Nez Perce descendant*

For more information on the Nez Perce (Nee-Me-Poo) National Historic Trail, visit on the Web at [www.fs.usda.gov/npnht](http://www.fs.usda.gov/npnht) or contact:

**Nez Perce  
National Historic Trail**  
Administrator's Office  
12740 Highway 12  
Orofino, ID 83544  
(208) 476-8234  
[SM.FS.npnht@usda.gov](mailto:SM.FS.npnht@usda.gov)

**Nez Perce National  
Historical Park**  
39063 US Hwy 95  
Spalding, ID 83540  
(208) 843-7001  
[www.nps.gov/nepe](http://www.nps.gov/nepe)

**Nez Perce Trail Foundation**  
[www.nezperctrail.net](http://www.nezperctrail.net)

**The Confederated Tribes of  
the Colville Reservation**  
(509) 634-2200  
[www.colvilletribes.com](http://www.colvilletribes.com)

**Confederated Tribes of the  
Umatilla Indian Reservation**  
(541) 276-3165  
[www.ctuir.org](http://www.ctuir.org)

**Nez Perce Tribe**  
P.O. Box 365  
Lapwai, ID 83540  
(208) 843-2253  
[www.nezperce.org](http://www.nezperce.org)

**Kooskia National  
Fish Hatchery**  
318 Toll Rd  
Kooskia, ID 83539  
(208) 926-4272  
[www.fws.gov/kooskia](http://www.fws.gov/kooskia)

**Lolo National Forest**  
24 Fort Missoula Road  
Missoula, MT 59804  
(406) 329-3750  
[www.fs.usda.gov/lolo](http://www.fs.usda.gov/lolo)

**Lolo Pass Visitor Center**  
21200 Hwy 12 west,  
Lolo, MT 59847  
(208) 942-3113

**Weippe Discovery Center**  
204 Woods Road  
Weippe, ID 83553  
(208) 435-4058  
<http://ccfldatweippe.lili.org/>

**Nez Perce-Clearwater  
National Forests**  
903 3rd Street,  
Kamiah, ID 83536  
(208) 935-2513  
[www.fs.usda.gov/nezperceclearwater](http://www.fs.usda.gov/nezperceclearwater)

**Travelers' Rest State Park**  
6717 U.S. Highway 12  
Lolo, MT 59847  
<http://stateparks.mt.gov/travelers-rest/>  
(406) 273-4253

**Rocky Mountain Museum of  
Military History (RMMMH)**,  
2975 General Foster Avenue,  
Fort Missoula, MT, 59804  
(406) 549-5346  
[www.fortmissoula.org](http://www.fortmissoula.org)

**Lewis & Clark National  
Historic Trail**,  
601 Riverfront Dr.  
Omaha, NE 68102  
(402) 661-1804  
<https://nps.gov/lecl/>



On Twitter @npnht



U.S. Department of Agriculture  
Forest Service



U.S. Department of the Interior  
National Park Service



U.S. Department of the Interior  
Bureau of Land Management



U.S. Department of the Interior  
Fish and Wildlife Service



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R1-20-11  
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