United States
Department of
Agriculture

Forest Service

Northern Region

THE NEZ PERCE [NEE-ME-POO] NATIONAL HISTORIC TRAIL



COMPREHENSIVE PLAN

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Nez Perce (Nee-Me-Poo) National Historic Trail
COMPREHENSIVE PLAN



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Nez Perce National Historic Trail
Comprehensive Plan

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SUMMARY STATEMENT

Nez Perce (Nee-Me-Poo) National Historic Trail
COMPREHENSIVE PLAN

In 1968 Congress passed the National Trails System Act establishing a framework for developing a nationwide system of scenic, recreational, and historic trails. The Nez Perce (Nee-Me-Poo) Trail, extending approximately 1,170 miles from the vicinity of Wallowa Lake, Oregon, to the Bear's Paw Battlefield near Chinook, Montana, was designated a National Historic Trail in 1986.

To qualify for designation as a National Historic Trail, it must meet the following three criteria:

It must be a trail established by historic use and must be historically significant as a result of that use.

It must be of national significance with respect to any of several broad facets of American history, such as trade, migration, settlement, or military campaigns.

It must have significant potential for public recreational use of historical interest based on historic interpretation and appreciation.

The purpose of the Comprehensive Plan is to establish and provide guidelines for planning, development, management and protection of the Nez Perce National Historic Trail with sensitivity to its historic significance. The Comprehensive Plan is required by the National Trails System Act (P.L. 90-543).

Approved: October 5, 1990



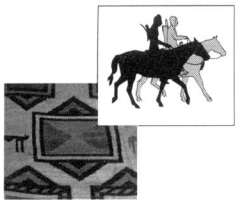
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I. Introduction

HISTORIC OVERVIEW

Traditionally, the Nez Perce were at peace with the white man who settled the mountains and valleys of southeastern Washington, northeastern Oregon, and northcentral Idaho. Influenced by increased settlement and mounting public pressure, Washington Territorial Governor, Isaac Stevens, negotiated the 1855 reservation treaty with the Nez Perce chiefs who, in general agreement, inscribed 5,000 square miles of traditional homeland as the reservation.

From 1855 to 1862, settlers and miners continued to encroach upon the Nez Perce homeland.

When gold was discovered on the reservation, prospectors entered without regard for treaty or reservation boundary and made nearly unbearable depredations on Nez Perce land, livestock, and the Indians themselves. The United States Government engaged the Nez Perce in new treaty negotiations in 1862 and 1863. Nearly all tribal bands were represented. Feeling that the Government was demanding too much, many chiefs refused to sign the treaty of 1863. It is said that some chiefs signed as representing the Nez Perce Tribe, but their authority to do so was contested by Old Joseph (father of Joseph and Ollokot), White Bird, Looking Glass, and other chiefs of the Upper Nez Perce. A political-religious division of the tribe developed. Those who signed were lauded as the Christian "treaty" Indians; those who did not sign became known as the "nontreaty" Nez Perce.

The nontreaty Nez Perce remained on their traditional homeland, but white settlement of the Snake and Clearwater River bottoms and Wallowa Valley continued. For 13 years, the Indians had one difficulty after another with the United States Government and its agents. Finally in May 1877, in response to an ultimatum, the nontreaty chiefs decided to move onto the reservation at Lapwai rather than risk war with the Army. On the way, several young warriors rode out to avenge the past killings of tribal members. Their violence and the Army's subsequent attack at White Bird Canyon ended the hope for a peaceful move, and the flight of the nontreaty Nez Perce began.

The movements of the Nez Perce along the route resulted from situations and circumstances that included:

(1) the prevailing military and civilian attitude toward the Nez Perce and Indians in general, (2) the season when orders were given to move upon the reservation, (3) the Nez Perce's knowledge of and reaction to military movements and military installation locations, (4) area topography, (5) the presence of ancient Indian trails and settlers' wagon roads, (6) the location of non-Indian population centers near traditional trails to buffalo country, and (7) the attitudes and convictions of the chiefs who led the Nez Perce bands.

Forced to abandon hopes for a peaceful move to the reservation at Lapwai, the Nez Perce chiefs decided initially to seek their Crow allies to the east. When this failed, flight to Canada held the last promise for peace. Thus, the circuitous route that began in Oregon's Wallowa Valley, crossed over the Snake River and Salmon River into the present day Nez Perce Indian Reservation in western Idaho, eastward over the Lolo Trail into Montana and the Bitterroot Valley, crossing the Continental Divide into the Big Hole Basin at Gibbons Pass. From the Big Hole, it again enters Idaho crossing the Continental Divide at Bannock Pass. The route traverses eastcentral Idaho in the Lemhi River-Birch Creek Valley, crosses the Camas Meadow country of eastern Idaho, and re-enters

Montana at Targhee Pass, the last Continental Divide crossing. It then bisects Yellowstone National Park and follows the Clark Fork of the Yellowstone River northward out of Wyoming into Montana. The trail then proceeds north across the plains of central Montana to the foothills of the Bear's Paw Mountains, ending approximately 40 miles from the Canadian border.

Nee-Me-Poo is the traditionally accepted name of the Nez Perce Tribe which means "The People."

NEZ PERCE NATIONAL HISTORIC TRAIL COMPREHENSIVE PLAN

The National Trails System Act of October 2, 1968, P.L. 90-543, Sec. 5 (f) (Appendix A) requires the development of a Comprehensive Plan for the Nez Perce (Nee-Me-Poo) National Historic Trail.

The Comprehensive Plan provides management objectives and practices to be observed, identification of all significant natural, historical, and cultural resources to be preserved, cooperative agreement opportunities with State and local governments, and implementation of the trail marking plan. It is designed to provide a coordinated framework for the development, interpretation, and protection of the trail. Decisions regarding the specific interpretive route, development standards, permitted use, and management policies are delegated to the respective managing authorities.

The Comprehensive Plan was developed in full consultation with affected Federal agencies, Governors of affected States, and an Advisory Council. The Advisory Council consists of the Department of Agriculture (Forest Service) as the administering agency and chairperson; representatives from the Department of Interior (Bureau of Land Management (BLM) and National Park Service); a representative appointed by the Governor of each State (Montana, Idaho, Oregon, and Wyoming); members from the Nez Perce Tribe in Lapwai, Idaho and Nespelem, Washington; and other members representing the public from each of the four States. (See Appendix F for a complete listing of Advisory Council members.)

Advisory Council meetings were held on May 9, 10, and 11, 1989 in Missoula, Montana; November 3 and 4, 1989 in Lewiston, Idaho; and June 15 and 16, 1990 in Mammoth Hot Springs, Wyoming. These meetings were advertised in the Federal Register and were open to the general public. These public meetings did not disclose any new issues or concerns by the public that were within the authority of the council or managing agencies to address.

LEGISLATIVE HISTORY

Public Law 94-527 of 1976 amended the National Trails System Act of 1968 (Public Law 90-543) to authorize a study of the Nez Perce (Nee-Me-Poo) Trail. The purpose of the study was to determine the feasibility and suitability of designating this trail as a component of the National Trails System.

The Forest Service and the National Park Service jointly undertook the study in cooperation with other affected Federal, State, and local governmental agencies, private corporations, interest groups, and individuals.

The following criteria, established in Section 5(b) of the National Trails System Act, as amended, guided the historical and cultural assessment portion of the study:

"To qualify for designation as a national historic trail, a trail must meet all three of the following criteria:

(A) It must be a trail or route established by historic use and must be historically significant as a result of that use. The route need not currently exist as a discernible trail to qualify, but its location must be sufficiently known to permit evaluation of public recreation and historical interest potential. A designated trail should generally accurately follow the historic route, but may deviate somewhat on occasion of necessity to avoid difficult routing through subsequent development or to provide some route variation offering a more pleasurable recreational experience. Such deviations shall be so noted on site. Trail segments no longer

possible to travel by trail due to subsequent development as motorized transportation routes may be designated and marked onsite as segments which link to historic trail."

(B) It must be of national significance with respect to any of several broad facets of American history, such as trade and commerce, exploration, migration and settlement, or military campaigns. To qualify as nationally significant, historic use of the trail must have had a far-reaching effect on broad patterns of American culture. Trails significant in the history of native Americans may be included."

(C) It must have significant potential for public recreational use or historical interest based on historic interpretation and appreciation. The potential for such use is generally greater along roadless segments developed as historic trails, and at historic sites associated with the trail. The presence of recreation potential not related to historic appreciation is not sufficient justification for designation under this category."

STUDY REPORT

Public participation was achieved by means of workshops held in three regional population centers: Lewiston, Idaho; Missoula, Montana; and Billings, Montana. At these meetings contacts were made with individuals, the Nez Perce Tribal Council, various government agencies, and other organizations. A mailing list of 436 individuals and organizations was developed.

The Study Report of March 1982 recommended:

A. That the entire 1,170-mile route tracing the flight of the Nez Perce be designated by Congress as the Nez Perce (Nee-Me-Poo) National Historic Trail.

B. That initial development be composed of trail components on federally owned land located within the boundary of federally administered areas, and only on those trail components identified as high potential route segments.

C. That complementing State and locally administered components may be designated by the Secretary of the administering agency as components of the Nez Perce National Historic Trail upon application from State or local government agencies or private interest involved, provided these segments meet National Historic Trail criteria and are administered without expense to the United States.

D. That the selected Federal and complementing State and locally administered components along the 1,170-mile route be developed eventually to provide a total of 319 miles of trail.

E. That alignment of the Nez Perce National Historic Trail be as close as possible to the historic route, diverging only as necessary to

provide for safety, recreation appeal, economic and political considerations, and to reduce environmental impacts.

F. That, initially, a maximum corridor width of 200 feet be considered for those components of the trail located on public lands and those components designated as High Potential Segments.

G. That a uniform set of standards be developed by the administering Secretary pursuant to requirements of the National Trails System Act to ensure that management practices are well defined and uniformly applied regarding trail development and management, the trail corridor, and general setting.

H. That in keeping with the intent of the National Trails System Act, the trail be regarded as a simple facility for the hiker and horseman.

I. That the most minimal development standards be employed.

J. That the use of motorized vehicles on the trail by the general public be prohibited except as specifically recognized.

K. That interpretive development for the trail be characterized as low key with emphasis placed on self-guiding publications, trailhead orientation/information displays, and simple, sturdy on-trail devices.

L. That a standardized system of signs be developed to give identity and recognition to the trail.

M. That inasmuch as the Forest Service manages the greatest amount of land containing High Potential Segments, the Secretary of Agriculture have overall responsibility for trail administration.

N. That the Secretary of Agriculture act in cooperation with heads of other Federal and State agencies, where lands administered by them are involved.

O. That close coordination be established and maintained among local agencies, Indian tribes, and private organizations and individuals along the route of the trail.

P. That within 2 years of designation as a National Historic Trail, a comprehensive management plan for development and use be prepared in accordance with requirements of the National Trails System Act and amendments.

ENVIRONMENTAL ASSESSMENT AND DECISION NOTICE

An Environmental Assessment and Decision Notice dated July 1985 (Appendix B) accepted the Study Report recommendations with the following modification:

"A major objective of the Preferred Alternative (C-1) is to reduce costs to the government and conflicts with private landowners.

The recommendation is to develop only specific portions of the trail identified as High Potential Route Segments which are located on Federal lands or lands managed by the States."

"On Federal and State-owned lands there are 319 miles of High Potential Trail Segments which may be developed as determined by the comprehensive plan."

The agencies charged with implementing any future proposal, as directed by the comprehensive plan, must conform to the provisions of several Congressional acts; i.e., the National Environmental Policy Act (NEPA) of 1969, the National Historic Preservation Act of 1966, Executive Order 11593, and the Advisory Council on Historic Preservation procedures (36 CFR, Part 800).

LEGISLATIVE ACTION

Subsequent Congressional action, Public Law 99-445, October 6, 1986 (Appendix C) amended the National Trails System Act by designating the Nez Perce (Nee-Me-Poo) Trail as a component of the National Trails System. Section 5(a) of the National Trails System Act was amended further to include the following paragraph and instructions:

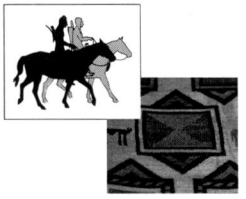
(14) The Nez Perce National Historic Trail, a route of approximately 1,170 miles extending from the vicinity of Wallowa Lake, Oregon, to Bear's Paw Mountains, Montana, as depicted in the Study Report dated March 1982. Instructions specific to this trail are:

- The trail shall be administered by the Secretary of Agriculture.

- No lands or interest therein outside the exterior boundaries of any federally administered area may be acquired by the Federal Government for the Nez Perce National Historic Trail.

- The Secretary may designate lands outside of federally administered areas as segments of the trail upon application from the States or local governmental agencies involved if such segments meet the criteria established in the Act and are administered by such agencies without expense to the United States.

- So that significant route segments and sites recognized as associated with the Nez Perce Trail may be distinguished by suitable markers, the Secretary is authorized to accept the donation of suitable markers for placement at appropriate locations. Any such markers associated with the Nez Perce Trail which are to be located on lands administered by any other department or agency of the United States may be placed on such lands only with the concurrence of the head of such department or agency.



II. Description of the Route

OVERVIEW

From the deeply incised Columbia Plateau, across the Continental Divide and a succession of ranges, canyons and valleys, through forests and plains, across thermal areas and mighty rivers, the Nez Perce Trail winds through some of the most rugged and spectacular scenery in western America. Yet the route was not chosen by the Nez Perce for its scenery. From Ft. Fizzle onward, expediency and strategic advantage dictated their course. While modern travelers enjoy the vast scale and scope of the setting of the Nez Perce flight, following the Indians' route can also offer opportunities to relate geographic factors to the stratagems of retreat and pursuit.

The Nez Perce Trail cannot be followed in its entirety by wheeled vehicles. Except for portions where existing roads coincide with or intersect the Indians's route, the trail is in rugged country largely inaccessible to vehicles. Neither historic continuity of trail use nor accessibility is a standard of the trail's significance, however. Rather its historic values are enhanced, not diminished, by the fact that much of the Nez Perce Trail has been spared pavement and other imprints of modern use. More than a century after the epic event, the flight of the Nez Perce awaits full recognition and offers discovery.

The combination of scenic and historic factors promises to make travel over the length of the Nez Perce route a unique inspirational experience. A few travelers might trace its length in one long journey; the majority will probably follow parallel existing roads or note points of interest. New or improved hiking trails will ease travel over many of the hidden or forgotten portions of the historic route. In some localities where the precise route of the Indians is debatable, hikers and historians will have the opportunity to explore and propound their own theories of discovery.

LOCATION CRITERIA

The route described in this report was used in its entirety only once. However, component trails and roads that made up the route bore generations of use prior to and after the 1877 flight of the nontreaty Nez Perce. Trails and roads perpetuated through continued use often became portions of transportation systems, though some were later abandoned for more direct routes or routes better suited for modern conveyances.

The abandoned segments can be located today but are often overgrown by vegetation, altered by floods, powerlines, and other man-made structures, or cross a variety of ownerships.

Where the elements have erased all traces of the Nez Perce's momentary passing, our judgment has been based upon historical research, topography, and a "best guess" as to where these cross-country portions of the route occurred.

High potential route segments identified in the Study Report exhibited the following characteristics:

(1) trail integrity, with original trail tread still visible,

(2) historic integrity with the presence of historic sites and landscapes related to the Nez Perce flight or culture,

(3) significant recreation potential,

(4) scenic quality, and

(5) significant opportunities for interpretation.

The Decision Notice of July 1985 and P.L. 99-445 of October 1986 establishing the Nez Perce National Historic Trail, modified the Study Report recommendation by restricting development to 319 miles of the high potential route segments located primarily on Federal

and State lands. Relatively small segments of private lands intermingled within these segments that have a high probability of acquisition by the adjoining agencies and that meet the acquisition authorities specified in the National Trails System Act may be included. Two of the original Study Report high potential route segments, Rocky Canyon and Dry Creek Station, were eliminated as they do not meet the criteria established in the Decision Notice of July 1985 and P.L. 99-445 of 1986. (A summary of the high potential route segments is in Appendix D, Table 1.)

TRAIL CORRIDOR DESCRIPTION

The route has been divided into seven sections for descriptive purposes beginning with the gathering in Oregon and ending with the surrender site in Montana's Bear's Paw Mountains.

The four-state route is depicted in its entirety in the enclosed folded map. This small-scale map is supplemented with larger scale maps in Appendix E that provide additional details on the route location, high potential route segments, associated trail routes, and associated historical sites.

SECTION 1
Wallowa Valley to Weippe Prairie

**** THE STORY ****

Having been decided in council that a move to the reservation was inevitable, families and livestock were gathered and the move to the ancient gathering place of Tepahlewam, near Tolo Lake, began on May 14, 1877.

When the orders came for all nontreaty bands to move onto the reservation, the Wallowa band was at its winter camp on the lower reaches of the Grande Ronde.

They gathered at Dug Bar and, with considerable loss of young livestock, crossed the formidable Snake River. After ascending to Joseph Plains and crossing the Salmon River, they proceeded up Rocky Canyon to Tepahlewam.

It was here, south of present-day Grangeville, that a majority of the nontreaty Nez Perce had gathered to await the final move onto the reservation. These last few days of freedom were marred by the flaring of pent-up emotions precipitating the Salmon River raids in which several young warriors avenged the deaths of tribal members killed by miners and settlers a few years before during settlement of the Nez Perce homeland.

The Nez Perce bands camped near Tolo Lake knew they must move to more defensible terrain in the event of an Army reprisal. They moved into Chief White Bird's camp on a creek, that now bears his name, and waited for Army action. On June 17, 1877, Companies F and H of the 1st US Cavalry and volunteers under General Howard's orders arrived at

White Bird to quell the raids and escort the Indians onto the reservation. In violation of a truce flag, a single shot from a volunteer's rifle began the bloody Battle of White Bird Canyon, a war, and a tortuous journey for the Indians.

In a series of moves and river crossings, the Nez Perce outdistanced the Army and outfought settlers (the Cottonwood Skirmishes), and arrived near the Looking Glass Camp on the South Fork of the Clearwater River. The military, under Howard's personal command, circled in behind and above the Nez Perce camps. There, on July 11, 1877, the Battle of the Clearwater confirmed the war between Indians and Army, which resulted in many dead and wounded on both sides, and a considerable loss of tribal possessions and food. It brought to a head the Indians' need to move either onto the reservation or to the east to seek asylum with their Crow allies. The latter was decided upon and confirmed at the Kamiah and Weippe Prairie camps.

✻ ✻ ✻ ✻ THE ROUTE; MAPS 1, 2, AND 3 ✻ ✻ ✻ ✻

The beginning of the trail from the vicinity of Wallowa Lake to Dug Bar on the Snake River was not used in its entirety during the 1877 Nez Perce trek. This Wallowa segment was normally a route between the summer home of Chief Joseph's Wallowa band and their winter homes in the canyons of the Imnaha, Snake, and Grande Ronde Rivers. Therefore, to symbolize the departure from traditional homelands, the gathering of people and livestock, and their move to the ancient gathering place of Tepahlewam, the route between Wallowa Lake and this traditional campsite is included.

Several sections of aboriginal trail exist along this route. These have been incorporated into the high potential route segments shown on Map 2.

The Imnaha River high potential route segment from Corral Creek to Dug Bar includes both primitive roads and horse trails. A 7-mile segment over Lone Pine Saddle has been named a National Recreation Trail within the Hells Canyon National Recreation Area (NRA), ending at Dug Bar on a designated Scenic section of the Wild and Scenic Snake River.

The White Bird Canyon high potential route segment is a route within the White Bird Battlefield. Seven stops along the loop interpret events of the initial encounter between the Nez Perce and General Howard's soldiers and volunteers. The loop route is managed by the National Park Service as part of the 23-unit Nez Perce National Historical Park. The park was authorized by Congress in 1965, and administered in cooperation with the Nez Perce Tribal Council, Federal, State, and private landowners. Roadside interpretive signs mark the Clearwater Battle Site, the Cottonwood Skirmishes, and Weippe Prairie.

SECTION 2
Weippe Prairie to Lolo

✻ ✻ ✻ ✻ THE STORY ✻ ✻ ✻ ✻

Seeking to avoid further bloodshed, the Indians moved along the Lolo Trail into the Bitterroot Range, hoping to leave General Howard and the war behind them. The arduous 10-day march over formidable mountains and down Lolo

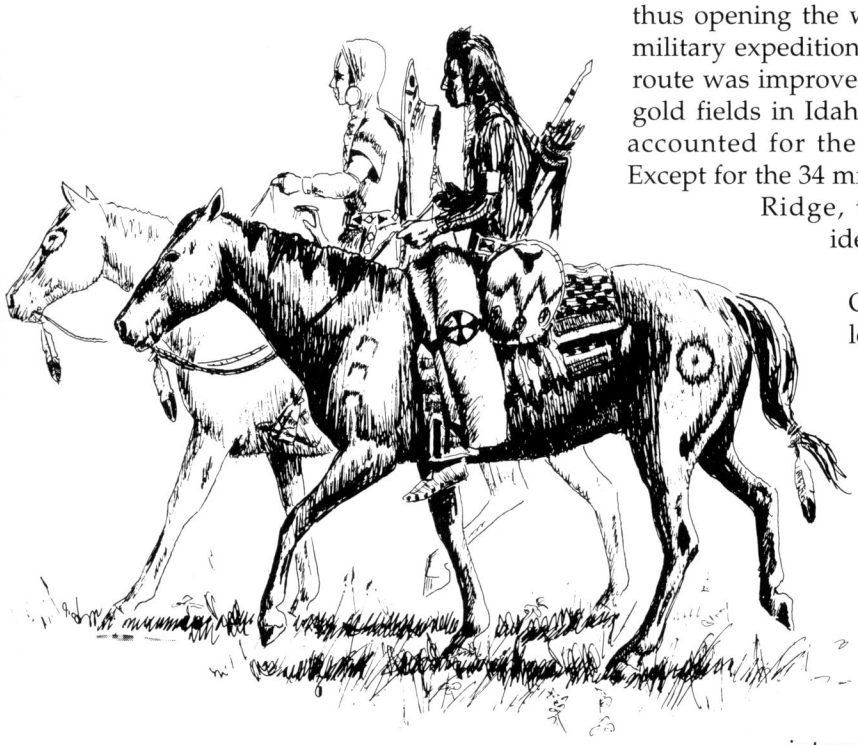
Creek was interrupted by a bloodless confrontation with Captain Rawn and a small command of Regular Army troops, the 7th US Infantry, and a complement of civilian volunteers from newly commissioned Fort Missoula.

In answer to Rawn's demand for surrender, the Nez Perce stated, "We are going by you without fighting if you will let us, but we are going by you anyhow."

In a bold move, the travelers flanked the log barricade now known as Fort Fizzle and proceeded down Lolo Creek to Lolo on July 28, 1877 where they entered the Bitterroot Valley.

✻ ✻ ✻ ✻ THE ROUTE; ✻ ✻ ✻ ✻
MAPS 3, 4 AND 5

The Lolo Trail, called the Khoo-say-na-is-kit by the Nez Perce, was developed from generations of use by their traveling to and from buffalo country as well as Flathead and Kootenai Indians traveling into Idaho for trade. Not until the Lewis and Clark Expedition of 1804-1806 did white men follow its path thus opening the way for trappers, traders, miners, and military expeditions of the mid- to late 19th century. The route was improved in 1866 to facilitate passage between gold fields in Idaho and Montana. Limited maintenance accounted for the difficult passage of the Nez Perce. Except for the 34 miles from Weippe Prairie east to Willow Ridge, the route used by the Nez Perce is identical to that of Lewis and Clark.



Over a considerable portion of its length, the tread of the Lolo Trail exists nearly as it was 100 years ago. The trail is not usable by the public in its present state, but the Lolo Motorway, constructed between 1930 and 1935, provides access to its remnants on the Clearwater National Forest. Seldom does the motorway deviate more than a mile from the ancient trail.

Its historic integrity, scenic value, high recreation potential, and interpretive value earmark the Lolo Trail as a high potential segment of the Nez Perce Trail. In 1978, Congress designated the route of the Lewis and Clark Expedition as a National Historic Trail.

The Lolo Trail is a National Historic Landmark. Additionally, other sites along the route are listed on the National Register of Historic Places and several nominations to the register are pending. These sites relate to traditional uses and the 1877 campaign activities of the Nez Perce, or to the Lewis and Clark Expedition. In addition, there are over 50 inventoried sites of historical or archaeological interest along the trail.

SECTION 3
Lolo to Bannock Pass

✻ ✻ ✻ ✻ THE STORY ✻ ✻ ✻ ✻

Entrance of the Nez Perce into western Montana Territory caused anxiety to local residents and settlers throughout the territory who had not yet recovered from news of the Custer defeat of 1876. With traditional amity, the Nez Perce passed through the Bitterroot Valley and over Gibbons Pass without incident, much to the relief of the settlers.



Chief Looking Glass

Concerned with the Nez Perce's presence in Montana, the Territorial Government organized units of civilian militia and pressured the military commands to pursue the Indians. The Nez Perce, however, considered themselves in peaceful country and enjoyed the leisurely pace ordered by Chief Looking Glass. They stopped at the Big Hole camp on the North Fork of the Big Hole River to rest, gather food, and cut and dry tipi poles for their long trip through the treeless regions of Idaho and Montana.

In the early morning of August 9, Army troops and civilians under Colonel John Gibbon attacked the Nez Perce at the Big Hole camp. A 24-hour battle ensued with heavy casualties on both sides. The Nez Perce knew war was now inevitable on all fronts and moved rapidly from the Big Hole Battlefield under the leadership of Lean Elk.

Lean Elk had met and joined the nontreaty Nez Perce in the lower Bitterroot where he and his band intended to stay for the summer. He believed Wahlitits' premonition and the warning to move rapidly, but could not persuade Looking Glass to hurry through friendly country. It was not until after the Big Hole that other chiefs recognized the truth of the warning and replaced Looking Glass, who did not regain a position of leadership until after the Cow Island skirmishes.

As the Nez Perce hurried through the upper Big Hole, they had several skirmishes with settlers. Stories of these encounters caused panic in the mining town of Bannack. Residents prepared for war as did the Indians. Rifle pits dug by the Nez Perce near their Horse Prairie camp tell of their vigilance and expectations as they moved south over Bannock Pass and re-entered Idaho.

✻ ✻ ✻ ✻ THE ROUTE; **MAPS 5, 6 AND 7** ✻ ✻ ✻ ✻

The actual route of the Nez Perce up the Bitterroot Valley is speculative. Historical accounts and local residents generally agree that the Indians followed then-existing trails and roadways on both east and west benches above the river. Apparently the main body of the Nez Perce moved up the west side, with small groups crossing the river to trade at Stevensville, Corvallis, and Skalkaho (Hamilton). Historians think that when General Howard entered the valley, his command crossed to the east side of the river near Lolo and paralleled the Indians' route.

The trails and roadways in the Bitterroot were part of a network traditionally used by the Nez Perce to cross the Bitterroot Mountains enroute to the upper Missouri buffalo grounds. As the Bitterroot was the home of the Flatheads, a

tribe friendly toward the Nez Perce, their use of these trails was significant.

Early residents of the Bitterroot relate that the old trails, with improved creek crossings, became the original roads. These roads matured into country roads and later into the modern highway system. Thus, U.S. Highway 93 follows the route of the Nez Perce through the valley.

The Gibbons Pass high potential route segment begins near the Scarred Trees, proceeds up and over Gibbons Pass, then down Trail Creek to the Big Hole camp on a traditional hunting trail. This portion also duplicates the return route of the Lewis and Clark Expedition.

A general cross-country route was followed from Big Hole Battlefield to the head of Bloody Dick Creek where portions of the Overland Trail high potential route segment were used to Horse Prairie. A hunting trail was used in Horse Prairie and over Bannock Pass to the town of Junction.

Local and State historical societies have been active in the Bitterroot and Big Hole Valleys for nearly 100 years documenting and interpreting sites of many events and places relative to Indian and non-Indian history.

Fort Owen, temporarily remanned during the Nez Perce War, is administered as an historic site by the State of Montana. The sites of two temporary forts constructed at Corvallis and Skalkaho have been monumented by local historical societies. The Big Hole Battlefield National Monument is administered and interpreted by the National Park Service. Several sites listed on the National Register of Historic Places are also found in the Bitterroot and Big Hole Valleys.

The Lewis and Clark Expedition used the same route as the Nez Perce in the Bitterroot Valley and in a portion of the Big Hole Valley. As stated earlier, the Lewis and Clark route has been named a National Historic Trail under National Park Service administration. The Continental Divide National Scenic Trail established in 1978 crosses the Nez Perce route at Gibbons and Bannock Passes; this trail is administered by the Forest Service.

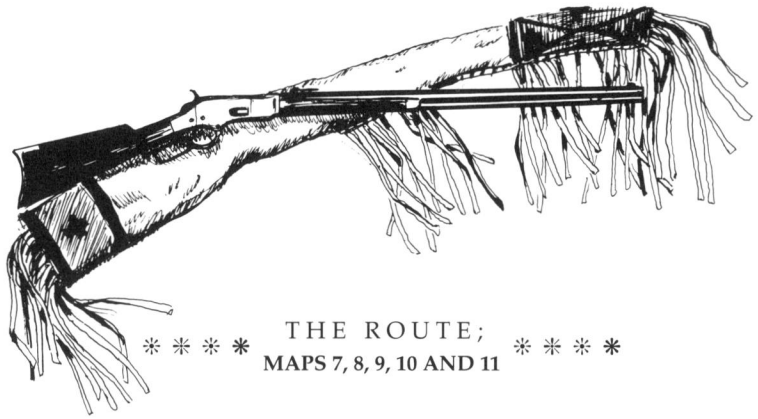
SECTION 4
Bannock Pass to Targhee Pass

✻ ✻ ✻ ✻ THE STORY ✻ ✻ ✻ ✻

After losing many of their people at the Big Hole, the Nez Perce chiefs made a considerable effort to reach their Crow allies without further incident. Crippled by the effects of battle, they wanted no more war, and several times passed by white settlements pausing only long enough to secure provisions. The sparsely populated area aided their travel; the barrier of mountains on their left flank added to their security. Only a chance meeting at Birch Creek on August 15 with supply wagons and the resulting bloodshed marred their journey to Camas Meadows. The lush Camas Meadow country was likely a welcome sight as it offered good water and grazing — similar to that of their homeland.

General Howard caught up with the Nez Perce on Camas Meadows, but on

August 20 the Indians took the offensive and captured nearly all of the army pack mules. This slowed Howard's advance and allowed the beleagured Indians to escape over Targhee Pass into the Yellowstone country.



*** * * * THE ROUTE; MAPS 7, 8, 9, 10 AND 11 * * * ***

The bleak high country of the Lemhi-Birch Creek Valley and the northern Snake River plain offered little relief for the dispirited Nez Perce as they followed the old Mormon Missionary Road south out of Junction, and then a cutoff east toward the headwaters of the Yellowstone.

Segments of these wagon roads have persisted through the years. The old Mormon Missionary Road, traceable over most of its length, parallels present Highway 28 in the Lemhi-Birch Creek Valley. Highway 22 follows the wagon road cutoff from the Mormon Road to the mouth of Beaver Canyon on the Corrine-Bannock Stage Road.

In the vicinity of present-day Spencer, Idaho, portions of the Nez Perce route followed the historic Bannock Indian Trail.

Little intepretive work has been done along this section of trail where many historical sites are known that relate to local historical events and the Nez Perce campaign. Most sites occur on private land.

Currently, the Birch Creek and Camas Meadow skirmish sites are the only Nez Perce campaign sites interpreted in this segment. Local and State groups accomplished the interpretive efforts. Eight National Register sites not related to the Nez Perce war occur in this section of the study area.

SECTION 5
Targhee Pass to Clark Fork of the Yellowstone

*** * * * THE STORY * * * ***

Shortly after entering the then 5-year-old Yellowstone National Park, the Nez Perce became confused about which route to take through the wilderness to reach the Crow's homeland east of the Absaroka Mountains. The advice of a prospector and park tourist, whom they captured, guided them across the Absaroka Divide. Once across the divide, they proceeded into the Clark Fork of the Yellowstone Canyon.

General Howard did not immediately follow the Nez Perce through Yellowstone Park but ordered Captain S.G. Fisher and his Bannock Indian scouts to follow them. Howard went to Virginia City to replenish supplies and

secure livestock lost to the Nez Perce in the skirmishes at Camas Meadows. While in Virginia City, he telegraphed the military in eastern Montana to inform them of the Nez Perce's activities. The strategy was for Colonel Samuel Sturgis and Major Hart to block escape routes into the plains while Howard's forces pushed in from the Park.

The Seventh Cavalry under Sturgis was anxious to regain its reputation which suffered during Custer's defeat. In his haste, Sturgis misjudged the Nez Perce's intention and ordered his troops to leave their position on the Clark Fork and proceed south toward the Shoshone. His decision allowed the Indians to escape the "Absaroka Blockade."

Their escape did not guarantee the Nez Perce's good fortune. They soon learned that the Crows had no intentions of giving asylum or assistance; rather, their intentions were more along the lines of stealing the Nez Perce horses.

For the Nez Perce, the only hope for peace seemed to be to follow what Sitting Bull and the Sioux had done a year earlier — go to Canada.

Leaving the box-like Clark Fork River Canyon, the Nez Perce moved rapidly northward hoping to avoid contact with Howard and his forces.

✻ ✻ ✻ ✻ THE ROUTE; MAPS 11, 12, 13, AND 14 ✻ ✻ ✻ ✻

A host of scholars and interested persons have studied the trail across Yellowstone National Park and out into the Clark Fork Valley. The route is well documented from West Yellowstone up the Madison, Firehole, and Nez Perce drainages to May Mountain and into Trout Creek and the Yellowstone River north of Yellowstone Lake. However, authorities disagree on the trail's location east of Pelican Valley. Two alternate routes are shown on Map 13 that represent the most popular theories of travel through the Absaroka Range. From the convergence of these two routes at Hoodoo Basin, authorities generally agree that the trail proceeds along the southern rim of the Clark Fork Canyon, climbs Dead Indian Hill, and descends to the plains near the mouth of Clark Fork Canyon.

The Yellowstone high potential route segment through Yellowstone National Park and the North Absaroka Wilderness appear today much as they did in 1877. Interpretive signs mark many historic sites within the Park and the Shoshone National Forest; several of these document activities of the Army and the Nez Perce. None of the National Register sites in this section of the study area commemorate Nez Perce culture or activities of the 1877 campaign.

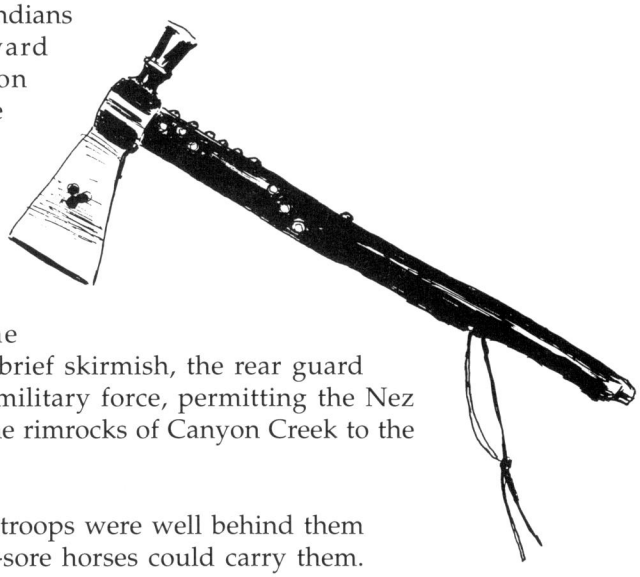
At Targhee Pass, the Continental Divide National Scenic Trail intersects the Nez Perce Trail.

SECTION 6
Clark Fork Yellowstone to Judith Gap

✻ ✻ ✻ ✻ THE STORY ✻ ✻ ✻ ✻

As the Nez Perce exited the rugged Absaroka Range, their thoughts and efforts focused on the long ride across the central Montana prairies to Canada. They knew the Crows would not claim them as friends and the Army would do anything in its power to stop their final flight toward Canada.

When Sturgis realized the Indians had started down the Clark Fork, he hurried to join Howard's forces who had just crossed Yellowstone National Park, hoping to find the Nez Perce stalled ahead of them. Both commanders, marvelling at the Nez Perce's escape of the "blockade," realized their shrinking opportunities to catch the Indians before they crossed into Canada. Howard dispatched messengers to Colonel Nelson Miles at Fort Keogh requesting him to move rapidly to the northwest and intercept the Nez Perce before they reached Canada or joined forces with Sitting Bull.



Sturgis, anxious to capture the Nez Perce, moved ahead of Howard and caught the Indians' rear guard just north of the Yellowstone River on September 13. In a brief skirmish, the rear guard effectively held off the much-advantaged military force, permitting the Nez Perce's main cavalcade to escape through the rimrocks of Canyon Creek to the high plains above the Yellowstone.

The trail-weary Nez Perce knew Howard's troops were well behind them but pushed northward as fast as their foot-sore horses could carry them. Only occasionally did parties of Crows harass them, intent on stealing horses.

Traveling through these familiar buffalo hunting grounds, the Nez Perce widened the gap between them and the military. The pace was too swift for Sturgis who temporarily abandoned pursuit at the Musselshell River to wait for and reunite with Howard. With the Missouri River ahead, the Nez Perce considered the remaining miles to Canada a small hurdle compared to what they had been through the past 3 months.

✻ ✻ ✻ ✻ THE ROUTE; **MAPS 14, 15, AND 16** ✻ ✻ ✻ ✻

From the foot of the Absaroka Mountains to Judith Gap, the Nez Perce crossed the open prairie in a wide front. This method of travel afforded the Indians opportunities to gather game and find water and forage for their large horse herd. Although their general route is known, the Nez Perce's one-time pass through open country left few, if any, visible remains. Wagon roads, generally aligned east-west, were not used to any appreciable extent.

Little has been done to locate and interpret sites relating to the Nez Perce campaign in this section of the study area. The Canyon Creek Battle site and the Musselshell Crossing have been monumented as a result of local and State

efforts. All of the historic sites and most of the proposed trail route are on private land. Existing public roads parallel the Nez Perce's route through this entire section, and commemoration by interpretive markers appears feasible. State and local historic societies should continue to work with landowners to locate, document, and interpret high potential historic sites.

The National Register of Historic Places lists many sites in this section of the study area but none relating to the Nez Perce. Two historic routes, the Bozeman Trail (near Bridger, Montana) and the Lewis and Clark Trail (along the Yellowstone River), cross the Nez Perce Trail in this section.

SECTION 7
Judith Gap to Bear's Paw

* * * * THE STORY * * * *

The Nez Perce pushed rapidly through Judith Gap northward. The plains country between the Judith and Snowy Mountains provided good water and forage which gave the Indians' horses a chance to regain their strength. Wild game was abundant. Some of the Nez Perce warriors knew this area as it was a traditional hunting ground. Trails to the Missouri were easily followed. They stopped briefly on September 21 at the Reed and Bowles Stockade to trade before heading north into the Missouri River Breaks. In just 36 hours, the Indians covered 70 miles through the rough breaks country, arriving at Cow Island crossing. This crossing provided easy access to the north bank of the Missouri. The Nez Perce had passed the last major physical barrier between them and Canada.

After establishing camp a few miles up Cow Creek, several Nez Perce rode back to the Cow Island steamboat landing for supplies. Denied their request for provisions, the Indians ran off the landing attendants, took what supplies they needed, and burned the rest.

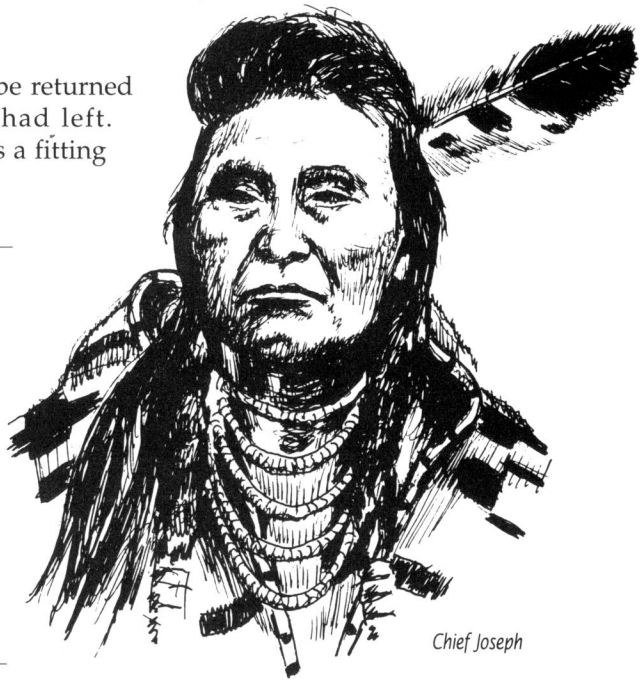
The Nez Perce again placed Looking Glass at their head for the final leg of their flight. Again, against the warnings of Lean Elk, Looking Glass slowed the pace.

The Nez Perce were weary, and Howard and Sturgis were several days' jouney behind. The Nez Perce did not know of Howard's message to Miles, who was fast closing upon them. The Missouri proved no obstacle to Miles. He chanced upon a steamboat at Carroll Landing and used it to carry his troops across.

Miles' cavalry with a large contingent of Sioux and Cheyennes swept down upon the Nez Perce's Snake Creek camp on September 30. They succeeded in running off most of the Nez Perce horses, but suffered 60 casualties in the initial assault. Seeing that direct assault was too costly, Miles laid siege to the camp.

Miles negotiated daily with the Nez Perce. Joseph of the Wallowa band was now the only chief left to speak for the Nez Perce. Toohoolhoolzote, Lean Elk, Ollokot, and Looking Glass were dead. White Bird managed to escape past military outposts and eventually got to Canada. When Howard and Miles stated through interpreters that there would be no more war, Joseph thought he could surrender on his own terms as an equal to the generals. These terms were:

should the Nez Perce give up their arms, they would be returned to the Lapwai Reservation with what stock they had left. Joseph's famous surrender speech on October 5, 1877 is a fitting conclusion to the flight of the Nez Perce:



Chief Joseph

"Tell General Howard I know his heart. What he told me before I have in my heart. I am tired of fighting. Our chiefs are killed. Looking Glass is dead. Toohoolhoolzote is dead. The old men are all dead. It is the young men who say yes or no. He who led the young men is dead. It is cold and we have no blankets. The little children are freezing to death. My people, some of them, have run away to the hills, and have no blankets, no food; no one knows where they are — perhaps freezing to death. I want to have time to look for my children and see how many I can find. Maybe I shall find them among the dead. Hear me, my chiefs. I am tired; my heart is sick and sad. From where the sun now stands, I will fight no more forever."

The apparent terms for surrender were never kept. Eight years passed before Joseph and 267 of the 400 Nez Perce who surrendered with him were allowed to return to the Pacific Northwest. Joseph himself was never again permitted to settle on his homeland or the reservation at Lapwai.

Thus ended one of the most dramatic and incredible episodes in Army-Indian warfare on the western frontier.

✻ ✻ ✻ ✻ THE ROUTE; MAPS 16, 17, 18, AND 19 ✻ ✻ ✻ ✻

The Nez Perce paralleled the Carroll Trail, a freighting road between Helena and Carroll Landing, for several miles in the vicinity of present-day Lewistown. Once they turned north toward the Missouri, the Indians followed a series of open ridges along Dog Creek. West of Cow Island, the Nez Perce followed a long ridge lying immediately south of the river. This ridge ends in rough breaks just above the Cow Island crossing, but nevertheless provided easy access to the river. Cow Island crossing was used for many years by migrating buffalo as well as the plains Indians.

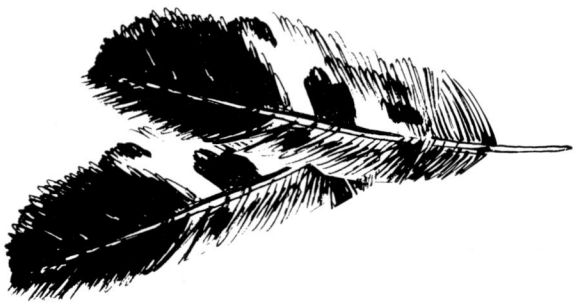
North of the Missouri, the trail up the Cow Creek canyon bottom and the Cow Island wagon road provided direct access to the foothills of the Bear's Paw Mountains. Until ascending the glacial plains east of the Bear's Paw, the Nez Perce used canyon bottom trails to avoid the piercing winds and watchful eyes of Cheyenne scouts. Once on the high plains, the Nez Perce skirted the foothills

of the Bear's Paw Mountains. The campsite on Snake Creek apparently was selected more for protection from an impending storm than for its virtues as a defensible camp since Nez Perce thought the army was several days behind. Roads now parallel much of the route north of Judith Gap, but the historic landscape has changed little in the past 100 years.

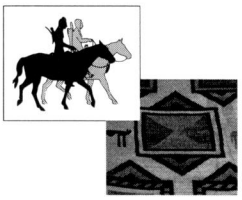
The Missouri River Breaks high potential route segment begins east of Winifred and shows high potential route segment characteristics: exceptional scenery; presence of significant historic sites; opportunities for historic interpretation; and numerous recreation opportunities. Where not erased by modern-day uses, location of several trails and wagon roads used by the Nez Perce provides the element of route integrity. The wagon road along Cow Creek affords exceptional opportunities for primitive recreation based on historic interpretation and scenic viewing.

Local and State historical societies in eastern Montana pioneered location and preservation of significant historical sites. The only Nez Perce activity-related site interpreted through their efforts is the Chief Joseph Battleground of the Bear's Paw State Monument on Snake Creek. It is listed in the National Register of Historic Places. Other campaign sites occur on Federal, State, and private lands, but no efforts have been made to preserve or interpret them. Other national register sites in this section relate to steamboat and freighting activities on the Missouri River.

The Nez Perce National Historic Trail also intersects Bureau of Land Management's Upper Missouri National Wild and Scenic River corridor in the Cow Island area. This is unique in that three Congressional designations—Lewis & Clark National Historic Trail, Nez Perce National Historic Trail, and Upper Missouri National Wild & Scenic River—are focused in the same area along this high potential route segment.



III. Management and Administration



FEDERAL AGENCY ROLE

The National Trails System Act assigns responsibility for overall administration of Nez Perce National Historic Trail (NPNHT) to the Secretary of Agriculture. This has been further delegated to the Chief of the USDA, Forest Service and to the Regional Forester of the Northern Region, Missoula, Montana. Administration of the NPNHT will require the coordination of all the efforts of the National Park Service, Bureau of Land Management, States of Idaho, Oregon, Montana, and Wyoming, and numerous other governmental agencies and private landowners.

Each Federal agency is responsible for management of the trail on its respective lands. Common responsibilities may include:

- Acquisition of funding.
- Marking the trail and sign maintenance.
- Providing user protection and regulation.
- Cultural resource identification.
- Trail information, publicity, and interpretation.

The Forest Service will have a continuing oversight and assistance role to encourage trail development and to ensure consistency with the Plan. The various tasks of the Forest Service involve the following:

PLAN COORDINATION

Coordinate with the Federal and non-Federal managing authorities in the preparation and approval of management plans. Development and management of each segment of the trail shall be designed to harmonize with and complement any established multiple-use plans for that specific area in order to ensure continued maximum benefits from the land.

AGREEMENTS

Assist private organizations, Federal, State, and local agencies with the development of agreements to facilitate management and development of the NPNHT.

CERTIFICATION REVIEW AND APPROVAL

Review and approve state applications to designate segments of trail that lie outside of federally administered areas.

CONSULTATION WITH THE NEZ PERCE NATIONAL TRAIL ADVISORY COUNCIL

Seek advice of the Nez Perce National Historic Trail Advisory Council concerning matters relating to designation, marking, and administration of the trail.

NATIONAL ENVIRONMENTAL POLICY ACT REVIEW

Participate in the NEPA process. Review and comment on proposed actions which may affect the trail. The Forest Service will conform to all NEPA guidelines and advise other public managment authorities of NEPA requirements as appropriate.

CULTURAL RESOURCES ASSISTANCE

The impact of trail development on historic and archeological resources will be treated in accordance with the procedures of the Advisory Council on Historic Preservation(36 CFR 800). A cultural resource investigation will be required of all areas affected by trail development and maintenance. All cultural resources activity for the Trail will be conducted in consultation with the appropriate State Historic Preservation Officer and the Advisory Council on Historic Preservation.

MARKING COORDINATION

Arrange for and coordinate marking the trail. This will include providing sources for markers to Federal, State, and local managing authorities.

TECHNICAL TRAIL ASSISTANCE

Provide technical assistance to cooperating managing authorities in all aspects of trail planning, acquisition, development, operation, and maintenance.

MONITOR PLAN COMPLIANCE

Monitor the status of trail segments to ascertain their compliance with the plan.

PUBLICATION ASSISTANCE

Promote and provide technical assistance for publication of reports, maps, brochures, and interpretive materials relating to the Trail.

LAND ACQUISITION COORDINATION

State and local governments and private agencies are encouraged to obtain cooperative agreements, easements, rights-of-way, and land in fee for the protection and permanency of the trail. Federal agencies are prohibited from acquiring land or interests outside their exterior boundaries. Condemnation procedures to acquire private land easements will not be used by administering agencies (Decision Notice dated July 1, 1985).

ADVISORY COUNCIL ROLE

Sec. 5d of the NTS Act further requires the Secretary to establish an advisory council to aid in the development of the comprehensive plan. An advisory council was formed in May 1989 for the Nez Perce National Historic Trail. The council includes persons nominated by the Governors of Trail States (Oregon, Idaho, Montana, and Wyoming), Federal agencies (Bureau of Land Management and National Park Service, U.S. Department of the Interior, and Forest Service, U.S. Department of Agriculture) with the Regional Forester, Northern Region, serving for the responsible agency as chairperson. In addition, members from Lapwai, Idaho and Nespelem, Washington were selected to represent the Nez Perce people. Other members, having demonstrated a continuing interest and knowledge of the historic event, were selected at large from the private sector as public representation (see Appendix F for Advisory Council membership and charter).

The purpose of the Advisory Council is to advise the Secretary of Agriculture on the development and management of the Nez Perce Trail. The council represents a variety of interested agencies, governments, and organizations in the development of policies, programs, and procedures affecting the development and administration of the Nez Perce Trail. Responsibility for decisions remains with the Secretary of Agriculture and Forest Service in accordance with existing laws and regulations.

The continuing role of the Council, until completion of its term in 10 years, is to comment on and make appropriate recommendations about specific trail segments as they are considered for formal additions to the NPNHT system, and to monitor the development and concerns of specific user groups or governmental entities on a state-by-state basis.

STATE AND LOCAL GOVERNMENT ROLE

Outside of federally administered areas, it is the state or local government's role to develop applications to designate segments if they meet the criteria established in this Act, and agree to administer these segments without expense to the federal government.

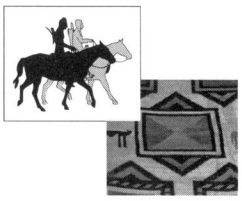
On those portions of high potential route segments that are privately owned, or other significant segments nominated by state or local governments, easements may be acquired by the state. Condemnation will not be used to acquire route segments that cross private land.

VOLUNTEERS' ROLE

The Act authorizes the Secretary of Agriculture and the Secretary of Interior to encourage volunteers and volunteer organizations to assist with the development and maintenance of the trail. Specifically, the Secretaries are encouraged to utilize the Volunteers in the Parks Act of 1969, the Volunteers in the Forests Act of 1972, and Section 6 of the Land and Water Conservation Fund Act of 1965.

Volunteer work may include, but need not be limited to (1) planning, developing, maintaining, or managing; (2) operating programs to organize and supervise volunteer trail-building efforts; and (3) conducting trail-related research projects or providing education and training to volunteers.

IV. Trail Development, Maintenance, and Protection



ACQUISITION GUIDELINES

The entire 1,170-mile route is designated as a National Historic Trail under the National Trails System Act (NTS) of 1968 (P.L. 90-543), as amended. The Study Report of 1982 identified 464 miles of high potential route segments. This was further modified in the Decision Notice dated 1985 to exclude development of those private lands within the high potential route segments leaving a balance of 319 miles on State and Federally owned lands.

Priority for development will be given to Federal and State owned lands where use by the Nez Perce people during this episode can be identified on the ground. Where feasible, minor route variations on certain trail segments will place the recreation trails on public lands and reduce the need for easements.

LANDS WITHIN EXTERIOR BOUNDARIES OF FEDERALLY ADMINISTERED AREAS

While the NTS Act of 1968 provides for Federal acquisiton of all private lands, P.L. 99-445, amending the NTS Act to designate the Nez Perce Trail, specifically limits private land acquisition by the Federal government to lands or interests within the exterior boundaries of any federally administered areas. Sec. 7 (d) of the NTS Act provides authority to acquire private lands or interests by cooperative agreement, donation, purchase with donated or appropriated funds, or exchange within the exterior boundaries. Condemnation will not be used to acquire route segments that cross private lands.

Exterior boundaries have been determined to mean legislated boundaries common to National Forests, National Parks, and National Wildlife Refuges. Department of Interior, Bureau of Land Management lands do not have legislated boundaries and are subject to the following guidelines.

LANDS OUTSIDE EXTERIOR BOUNDARIES OF FEDERALLY ADMINISTERED AREAS

Of the total 1,170 miles of trail, 319 miles are within the high potential route segments and designated for development on Federal and State lands. The balance of 851 miles in non-high potential route segments consists of 82 miles of Federal, 41 miles of State, and 728 miles of private ownership.

Much of the 82 miles of Federal lands lies outside the exterior boundaries of federally administered areas and is managed by the Bureau of Land Managment. The NTS Act Sec. 7(e) directs the State and local governments to acquire needed rights-of-way across private lands. In the event the State or local government entities fail to acquire the needed agreements, lands, or interests, BLM may enter into agreements or acquire the needed lands or interests as directed by existing laws and policies.

TRAIL LOCATION GUIDELINES

The route described in this report was used in its entirety only once. However, component trails and roads that made up the route bore generations of use prior to and after the 1877 flight of the nontreaty Nez Perce.

The maps in Appendix E represent the best knowledge available today and research by the agencies involved, the Advisory Council, and other individuals with an interest and knowledge of the route.

It is recognized that over time additional information or interpretation of existing trail segments and/or historic sites may reveal changes to the present trail location. Sec. 7 (a) (2)(b) of the National Trails System Act states:

— "After publication on notice of the availablility of appropriate maps or descriptions in the Federal Register, the Secretary charged with the administraition of a national scenic or national scenic or national historic trail may relocate segments of a national historic trail right-of-way, with the concurrence of the head of the Federal agency having jurisdiction over the lands involved, upon a determination that:

(i) Such a relocation is necessary to preserve the purposes for which the trail was established, or

(ii) the relocation is necessary to promote a sound land management program in accordance with established mulitple-use principles; Provided, that a substantial relocation of the rights-of-way for such trail shall be by Act of Congress."

Information establishing significant change in the present location may be presented to the lead agency, Northern Region, Forest Service, for a determination. Nominations for trail location changes may be from any managing agency, State, local government, or private individual or organization.

Nominations for a change of trail location shall be based on an analysis of the following:

(1) Designed to harmonize with and complement any established multiple-use plans for that specific area in order to insure continued maximum benefits from the land.

(2) The location and width of such rights-of-way across federal lands under the jurisdiction of another Federal agency shall be by agreement between the head of that agency and the appropriate Secretary.

(3) Advice and consultation with the State, local governments, private organizations, and landowners and land users has been documented.

A National Historic Trail is intended to follow the historic route as accurately as possible; however, the trail does not need to currently exist as a discernible trail. Its location must be sufficiently known to permit evaluation and development of public recreation and historic interpretation opportunities. Designation of the trail is continuous, but the established or developed trail does not have to be continuous onsite. The trail may deviate from the historic route to avoid difficult routing or to provide a more pleasurable recreation experience, but deviations are to be noted onsite. In order to facilitate retracement of the historic route, segments which have been developed as roads, railroads, or other motorized routes may be designated and marked as segments connecting to the historic trail.

It is for these reasons that this plan has identified the historic route as best known today. The route best conceived for public travel and interpretation is to be determined by the managing agency, State, or local government.

TRAIL CERTIFICATION GUIDELINES

Only the trail segments identified as high potential route segments have been certified for development by Federal and State agencies. For those segments lying outside Federal exterior boundaries the National Trails System Act and the Establishment Act provide for certification and subsequent development. See Chapter II, Description of Route, Location Criteria, for characteristics of a certified segment.

Sec. 7 (e) of the NTS Act encourages the Secretary charged with the administration of such trail to encourage the State or local governments involved to enter into written cooperative agreements with landowners, private organizations, and individuals to provide the necessary trail right-of-way or to acquire such lands or interests to be utilized as segments of the historic trail.

Public Law 99-445 establishing the NPNHT further directs the Secretary (USDA Forest Service) to designate or certify these segments of the trail upon application from the State or local governments if:

--such segments meet the criteria established in the Act, and,
--that they are administered by such

agencies without expense to the United States.

Application for trail segment certification should include the following information:

(1) Name of the managing authority responsible for the segment.

(2) Location and description of the trail segment. This should include detailed maps of the proposed segment, support facilities planned, and interpretive sites planned. Include a description of the area, the trail, potential conflicts, and the type of jurisdiction acquired.

(3) Identify the types of uses permitted on the segment.

(4) Managing polices, practices, and regulations which will apply to public use of the trail. Specify any fees or permits required, protection measures undertaken, placement of the NPNHT markers, and responsibility of development and maintenance.

TRAIL USE STANDARDS

Sec. 7.(2) provides for the development and management of the trail to harmonize with and complement any established multiple-use plans for that area to ensure continued maximum benefits from the land.

Sec. 7.(2)(c) of the National Trail Systems Act states that national historic trails may contain campsites, shelter, and related public-use facilities. Other uses which will not substantially interfere with the nature and purposes of the trail may be permitted. Reasonable efforts shall be made to provide sufficient access opportunities and, to the extent practicable, efforts shall be made to avoid activities incompatible with the objectives of the trail.

Where the trail follows existing public roads, developed rights-of-way, or other related developments that approximate the original location of the trail, these segments may be marked to facilitate retracement of the historic route. Other uses which will not substantially interfere with the nature and purpose of the trail that were allowed by the administering agency at the time of designation may continue. The use of motorized vehicles may be permitted and/or controlled by agency regulations.

TRAIL DESIGN STANDARDS

Construction, maintenance, and operation of the trail travelway, whether it be trail, minimum roadway, or primary highway system, will be in accordance with existing agency direction and in harmony with the management direction for the area through which the trail passes while maintaining the integrity of the historic route.

Related facilites and services to provide access and interpretation will be in accordance with the agency management direction for the management area traversed by the trail. Intensity of development will vary with the historic significance and mission of the administering agency.

TRAIL-MARKING STANDARDS AND LOGO

Sec. 7(C) of the NTS Act states that the Secretary of Agriculture, in consultation with appropriate governmental agencies and public and private organizations, shall establish a uniform marker, including thereon an appropriate and distinctive symbol for the trail. Where the trail crosses lands administered by Federal agencies, such markers shall be erected at appropriate points along the trail and maintained by the Federal agency administering the trail. Where the trail crosses non-Federal lands in accordance with written cooperative agreements, the lead agency will provide markers to the cooperating agency. That agency is responsible for erecting and maintaining them in accordance with the standards established.

Trail marking objectives are:

(1) To mark the trail with a uniform marker that distinctly identifies the trail route.

(2) To mark the initial high potential route segments.

(3) To mark the trail along non-Federal segments.

(4) To mark a parallel designated highway route.

Route markers will be placed within the existing right-of-way of Federal, State and local highways and will require no acquisition of private lands. Interstate routes will be marked only at rest areas. Route markers will be placed at existing highway rest areas, developed historic sites/signs, State parks, and similar areas already under the control of land-managing agencies.

Erection, maintenance, and replacement of signs will be the responsibility of the States and appropriate managing agencies pursuant to cooperative agreements.

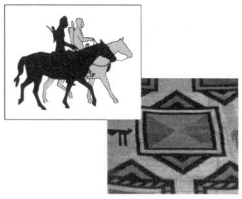
The trail marker will be available in three sizes. These are 3-1/2 inches, 9 inches, and 18 inches. The 3-1/2 inch marker will be utilized for foot and horse trails. The 9-inch marker will be utilized to designate trail heads, low speed motorways, and/or highway connector routes off the designated highway route. The 18-inch marker will be used to mark the designated highway route and/or wherever the trail crosses a major or secondary highway.

The Advisory Council selected the following historic trail system marker for use on Nez Perce National Historic Trail; it is the official logo representing the trail.

The actual 3-1/2" size is shown below. Three colors are used for signage applications: 1. Black 2. Darker brown is equivalent to PMS # 469. 3. Lighter brown is equivalent to PMS # 4645. For printed material, two colors are used: 1. Black and 2. PMS # 469 at 100% for the darker brown and the same color at 30% for the lighter brown.



V. Historic Site Interpretation



SITE IDENTIFICATION

The following trail historic sites have been identified as significant sites associated with the Nez Perce flight of 1877. Further research, development, and interpretation is the responsibility of the managing agency. Each site is referenced to the maps found in Appendix E.

WALLOWA VALLEY TO WEIPPE PRAIRIE

1 Chief Joseph Monument
2 Imnaha River Canyon Trail
3 Lone Pine Saddle
4 Dug Bar Crossing
5 Salmon River Crossing
6 Tepahlewam Camp
7 Tolo Lake
8 White Bird Battlefield
9 Lahmotta Camp
10 Settlers Graves
11 Salmon River Crossing at Horsehoe Bend
12 Salmon River Crossing at Billy Creek
13 Lt. Rain's Skirmish
14 Scout Foster's Grave
15 Cottonwood House
16 Cottonwood Skirmish
17 Clearwater Battlefield
18 Southern Nez Perce Trail
19 Looking Glass Camp and Skirmish
20 Misery Hill and McConville's Skirmish
21 Clearwater River Crossing
22 Original Tread
23 Weippe Prairie

WEIPPE PRAIRIE TO LOLO

24 Musselshell Meadow
25 Lolo Pass
26 Lolo Hot Springs
27 Ft. Fizzle

LOLO TO BANNOCK PASS

28 Ft. Owen
29 Ft. Corvallis (Ft. Skidaddle)
30 Ft. Skalkaho (Ft. Run)
31 Southern Nez Perce Trail
32 Scarred Trees
33 Gibbons Pass
34 Big Hole National Battlefield
35 Skinner Meadow
36 Montague-Winters Ranch
37 Bannock Pass

BANNOCK PASS TO TARGHEE PASS

38 Junction City
39 Nez Perce Creek Rifle Pits
40 Birch Creek Skirmish
41 Corrine-Bannock Stage Road
42 Hole-in-Rock Stage Station
43 Dry Creek Stage Station
44 Sam Glass Grave
45 Howard's Camp Callaway
46 Bugler Brooks Grave
47 Camas Meadow Battle
48 Targhee Pass

TARGHEE PASS TO CLARK FORK YELLOWSTONE

49 Campsite
50 Shively's Capture
51 Radersburg Party Capture
52 Cowan Shot (Radersburg Party)
53 Helena Tourist Skirmish
54 Captain Spurgin's "Beaver Slide"
55 Radersburg Party Release
56 Bart Henderson's Ranch Burned
57 Dietrich Killed at Mammoth
58 Baronette's Bridge Burned
59 Weikert and McCartney Attacked
60 Sturgis' Scouts Ambushed
61 Campsite
62 Dead Indian Hill

CLARK FORK YELLOWSTONE TO JUDITH GAP

63 Bill Brockway Ranch
64 P.W. McAdow Sawmill
65 J.M.V. Cochran Ranch
66 Canyon Creek Battle Site
67 Crow Indian Raid
68 Musselshell Crossing
69 Sturgis and Howard Camps
70 Judith Basin Raid

71 Reed and Bowles Stockade
72 Cow Island Crossing
73 Cow Island Skirmish
74 Cow Creek Camp
75 Ilges Skirmish
76 Burning of Bull Wagon
77 Bullwackers Graves
78 Miles Butte Military Camp
79 Bear's Paw Battlefield

HISTORIC SITE DEVELOPMENT

Big Hole National Battlefield and the Nez Perce National Historical Park visitor centers provide an interpretive overview of the Nez Perce culture and their flight for freedom in 1877. At a limited number of sites or areas of significant interest (related to either natural or historical topics), a moderate level of onsite interpretive displays or media presentations could be considered. However, the general criteria for overall interpretive development for the trail should be characterized as sensitive to the historic significance. Emphasis will be placed on self-guiding publications (trail guides), trailhead orientation/information display exhibits, and simple, sturdy trail and interpretive devices. The Nez Perce Trail logo will provide identity to each interpretive site, as well as a route marker.

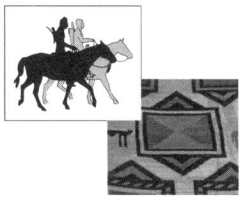
Each Federal agency, State, and local government will develop those sites and trail segments within their individual ownership in accordance with accepted practices and styles.

ASSOCIATED TRAILS

The following trails are located adjacent to, overlap, or cross the Nez Perce National Historic Trail:

1 Southern Nez Perce Trail
2 Lewis and Clark National Historic Trail
3 Lolo Trail
4 Continental Divide National Scenic Trail
5 Overland Trail
6 Bannock Trail
7 Bozeman Trail
8 Carrol Trail
9 Cow Creek Freight Road

The location and historic interpretation of these trails, and others that may occur, will be considered for inclusion with the story of the Nez Perce Trail. Official trail markers for other National Historic and Scenic Trails will be displayed with the Nez Perce Trail marker as appropriate.



VI. Implementation

The role of the Comprehensive Plan for the NPNHT in agency land and resource management is to serve as a coordinating document which provides broad-based policy, guidelines, and standards for establishing and managing the NPNHT over time and in such a manner as to insure its continued utility as a high quality national recreation facility.

In this regard, the policies, guidelines, and standards presented in the Plan are to be integrated into the appropriate parts of Federal and State agency land management plans.

The Forest Service, as the lead agency, is responsible for taking actions which relate to overall administration of the trail and management of trail segments located in the National Forests. Other Federal, State, local and private interests must assume responsibility for taking those actions which relate to development and management of the trail on land under their jurisdiction.

FOREST SERVICE ACTION

The availability of this Comprehensive Plan, with the related maps describing the Nez Perce National Historic Trail, will be published in the Federal Register as required in Section 7 (a) of the NTS Act.

Upon approval of the Comprehensive Plan, initiate trail certification for those segments which lie outside the high potential route segments identified in the Decision Notice of 1985.

Prepare for publication and distribution a brochure about the NPNHT showing the general route of the trail; portions currently available for public use; and associated historic, cultural, scenic, and recreational features. The purpose of the brochure would be twofold:

- Meet the existing demand for information about the NPNHT.

- Generate involvement by the public and private interests in developing and managing the trail.

Execute memorandums of agreement between the USDA Forest Service and other cooperating land management authorities to refine responsibilities such as planning, implementation, marking, and management of the non-Federal trail segments.

Register the official NPNHT logo with the U.S. Patent and Trademark Office and arrange for production of a sufficient quantity of trail markers to meet present need.

Maintain accurate map record of the official route of the NPNHT and publish notices of new segments or changes in existing segments in the Federal Register.

OTHER MANAGEMENT AUTHORITIES ACTION

Upon development, each managing authority should furnish detailed maps and other information about each segment to the Regional Forester, Northern Region, USDA Forest Service, so that official record of the trail route, development, and interpretation can be established.

Managing authorities responsible for other trail segments that may be eligible for certification to the Nez Perce National Historic Trail should apply to the USDA Forest Service for approval.

NATIONAL ENVIRONMENTAL PROTECTION ACT (NEPA) REQUIREMENTS

The Advisory Council met on May 9, 10, and 11, 1989, in Missoula, Montana; November 3 and 4, 1989, in Lewiston, Idaho; and June 15 and 16, 1990, in Mammoth Hot Springs, Wyoming. These meetings were published in the Federal Register and were open to the public. No new issues or concerns were identified during the development of the Comprehensive Plan that were within the authority of the council or managing agencies to address. The Comprehensive Plan was developed with the guidelines given in the Study Report of 1982 and as modified by the

Environmental Assessment and Decision Notice of 1985.

Each agency developing a segment of the NPNHT is responsible for historic preservation and additional NEPA requirements. The NEPA requirements will be implemented as a tiering action from:

- Nez Perce (Nee-Me-Poo) Trail-Study Report of March 1982.
- Nez Perce (Nee-Me-Poo) Trail-Decision Notice and Environmental Assessment of July 1985.
- The Nez Perce (Nee-Me-Poo) National Historic Trail Comprehensive Plan of 1990.
- National Forest Plans and other Agency planning documents.

Under this concept, individual Federal and State agency unit managers are encouraged to tier and incorporate by reference information from the above documents into their environmental assessments regarding the specific location, development, and marking of segments of the NPNHT in order to eliminate repetitive discussions.

VII. Appendix A. National Trails System Act

• Act of October 2 1968 (P.L. 90-543, 82 Stat. 919, as amended; 16 U.S.C. 1241(note), 1241-i249)

Sec. 1. This Act may be cited as the "National Trails System Act". (16 U.S.C. 1241(note))

STATEMENT OF POLICY

Sec. 2. (a) In order to provide for the ever-increasing outdoor recreation needs of an expanding population and in order to promote the preservation of, public access to, travel within, and enjoyment and appreciation of the open-air, outdoor areas and historic resources of the Nation, trails should be established (i) primarily, near the urban areas of the Nation, and (ii) secondarily, within scenic areas and along historic travel routes of the Nation, which are often more remotely located.

(b) The purpose of this Act is to provide the means for attaining these objectives by instituting a national system of recreation, scenic and historic trails, by designating the Appalachian Trail and the Pacific Crest Trail as the initial components of that system, and by prescribing the methods by which, and standards according to which, additional components may be added to the system. (16 U.S.C. 1241)

(c) The Congress recognizes the valuable contributions that volunteers and private, nonprofit trail groups have made to the development and maintenance of the Nation's trails. In recognition of these contributions, it is further the purpose of this Act to encourage and assist volunteer citizen involvement in the planning, development, maintenance, and management, where appropriate, of trails.

NATIONAL TRAILS SYSTEM

Sec. 3.(a) The national system of trails shall be composed of the following:

(l) National recreation trails, established as provided in section 4 of this Act, which will provide a variety of outdoor recreation uses in or reasonably accessible to urban areas.

(2) National scenic trails, established as provided in section 5 of this Act, which will be extended trails so located as to provide for maximum outdoor recreation potential and for the conservation and enjoyment of the nationally significant scenic, historic, natural, or cultural qualities of the areas through which such trails may pass. National scenic trails may be located so as to represent desert, marsh, grassland, mountain, canyon, river, forest, and other areas, as well as landforms which exhibit significant characteristics of the physiographic region of the Nation.

(3) National historic trails established as provided in section 5 of this Act, which will be extended trails which follow as closely as possible and practicable the original trails or routes of travel of national historic significance. Designation of such trails or routes shall be continuous, but the established or developed trail, and the acquisition thereof, need not be continuous on-site. National historic trails shall have as their purpose the identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment. Only those selected land and water based components of an historic trail which are on federally owned lands and which meet the national historic trail criteria established in this Act are included as Federal protection components of a national historic trail. The appropriate Secretary may certify other lands as protected segments of an historic trail upon application from State or local governmental agencies or private interests involved if such segments meet the national historic trail criteria established in this Act and such criteria supplementary thereto as the appropriate Secretary may prescribe, and are administered by such agencies or interests without expense to the United States.

(4) Connecting or side trails, established as provided in section 6 of this Act, which will provide additional points of public access to national recreation, national scenic or national historic trails or which will provide connections between such trails.

The Secretary of the Interior and the Secretary of Agriculture, in consultation with appropriate governmental agencies and public and private organizations, shall establish a uniform marker for the national trails system.

(b) For purposes of this section, the term "extended trails" means trails or trail segments which total at least one hundred miles in length, except that historic trails of less than one hundred miles may be designated as extended trails. While it is desirable that extended trails be continuous, studies of such trails may conclude that it is feasible to propose one or more trail segments which, in the aggregate, constitute at least one hundred miles in length.

(c) On October 1, 1982, and at the beginning of each odd numbered fiscal year thereafter, the Secretary of the Interior shall submit to the Speaker of the United States House of Representatives and to the President of the United States Senate, an initial and revised (respectively) National Trails System plan. Such comprehensive plan shall indicate the scope and extent of a completed nationwide system of trails, to include (l) desirable nationally significant scenic and historic components which are considered necessary to complete a comprehensive national system, and (2) other trails which would balance out a complete and comprehensive nationwide system of trails. Such plan, and the periodic revisions thereto, shall be prepared in full consultation with the Secretary of Agriculture, the Governors of the various States, and the trails community. (16 U.S.C. 1242)

NATIONAL RECREATION TRAILS

Sec. 4. (a) The Secretary of the Interior, or the Secretary of Agriculture where lands administered by him are involved, may establish and designate national recreation trails, with the consent of the Federal agency, State, or political subdivision having jurisdiction over the lands involved, upon finding that—
(i) such trails are reasonably accessible to urban areas, and, or
(ii) such trails meet the criteria established in this Act and such supplementary criteria as he may prescribe.

(b) As provided in this section, trails within park, forest, and other recreation areas administered by the Secretary of the Interior or the Secretary of Agriculture or in other federally administered areas may be established and

designated as "National Recreation Trails" by the appropriate Secretary and, when no Federal land acquisition is in volved—

(i) trails in or reasonably accessible to urban areas may be designated as "National Recreation Trails" by the appropriate Secretary with the consent of the States, their political subdivisions, or other appropriate administering agencies;

(ii) trails within park, forest, and other recreation areas owned or administered by States may be designated as "National Recreation Trails" by the appropriate Secretary with the consent of the State; and

(iii) trails on privately owned lands may be designated "National Recreation Trails" by the appropriate Secretary with the written consent of the owner of the property involved.

NATIONAL SCENIC AND NATIONAL HISTORICAL TRAILS

Sec. 5. (a) National scenic and national historic trails shall be authorized and designated only by Act of Congress. There are hereby established the following National Scenic and National Historic Trails:

(l) The Appalachian National Scenic Trail, a trail of approximately two thousand miles extending generally along the Appalachian Mountains from Mount Katahdin, Maine, to Springer Mountain, Georgia. Insofar as practicable, the right-of-way for such trail shall comprise the trail depicted on the maps identified as "Nationwide System of Trails, Proposed Appalachian Trail, NST-AT-101 May 1967", which shall be on file and available for public inspection in the office of the Director of the National Park Service. Where practicable, such rights-of-way shall include lands protected for it under agreements in effect as of the date of enactment of this Act, to which Federal agencies and State were parties. The Appalachian Trail shall be administered primarily as a footpath by the Secretary of the Interior, in consultation with the Secretary of Agriculture.

(2) The Pacific Crest National Scenic Trail, a trail of approximately two thousand three hundred fifty miles, extending from the Mexican-California border northward generally along the mountain ranges of the west coast States to the Canadian-Washington border near Lake Ross, following the route as generally dipicted on the map, identified as "Nationwide System of Trails, Proposed Pacific Crest Trail, NST-PC-103-May 1967" which shall be on file and available for public inspection in the office of the Chief of the Forest Service. The Pacific Crest Trail shall be administered by the Secretary of Agriculture, in consultation with the Secretary of the Interior.

(3) The Oregon National Historic Trail, a route of approximately two thousand miles extending from near Independence, Missouri, to the vicinity of Portland, Oregon, following a route as depicted on maps identified as "Primary Route of the Oregon Trail 1841-1848', in the Department of the Interior's Oregon Trail study report dated April 1977, and which shall be on file and available for public inspection in the office of the Director of the National Park Service. The trail shall be administered by the Secretary of the Interior.

(4) The Mormon Pioneer National Historic Trail, a route of approximately one thousand three hundred miles extending from Nauvoo, Illinois, to Salt Lake City, Utah, following the primary historical route of the Mormon Trail as generally depicted on a map, identified as, "Mormon Trail Vicinity Map, figure 2" in the Department of the Interior Mormon Trail study report dated March 1977, and which shall be on file and available for public inspection in the office of the Director, National Park Service, Washington, D.C. The trail shall be administered by the Secretary of the Interior.

(5) The Continental Divide National Scenic Trail, a trail of approximately thirty-one hundred miles, extending from the Montana-Canada border to the New Mexico-Mexico border, following the approximate route depicted on the map, identified as "Proposed Continental Divide National Scenic Trail" in the Department of the Interior Continental Divide Trail study report dated March 1977 and which shall be on file and available for public inspection in the office of the Chief, Forest Service, Washington, D.C. The Continental Divide National Scenic Trail shall be administered by the Secretary of Agriculture in consultation with the Secretary of the Interior. Notwithstanding the provisions of section 7(c), the use of motorized vehicles on roads which will be designated segments of the Continental Divide National Scenic Trail shall be permitted in accordance with regulations prescribed by the appropriate Secretary.

(6) The Lewis and Clark National Historic Trail, a trail of approximately three thousand seven hundred miles, extending from Wood River, Illinois, to the mouth of the Columbia River in Oregon, following the outbound and inbound routes of the Lewis and Clark expedition depicted on maps identified as, "Vicinity Map, Lewis and Clark Trail" study report dated April 1977. The map shall be on file and available for public inspection in the office of the Director, National Park Service, Washington, D.C. The trail shall be administered by the Secretary of the Interior.

(7) The Iditarod National Historic Trail, a route of approximately two thousand miles extending from Seward, Alaska to Nome, Alaska, following the routes as depicted on maps identified as "Seward-Nome Trail", in the Department of the Interior's study report entitled "The Iditarod Trail (Seward-Nome Route) and other Alaskan Gold Rush Trails" dated September 1977. The map shall be on file and available for public inspection in the office of the Director, National Park Service, Washington, D.C. The trail shall be administered by the Secretary of the Interior.

(8) The North Country National Scenic Trail, a trail of approximately thirty-two hundred miles, extending from eastern New York State to the vicinity of Lake Sakakawea in North Dakota, following the approximate route depicted on the map identified as 'Proposed North Country Trail-Vicinity Map" in the Department of the Interior "North Country Trail Report", dated June 1975. The map shall be on file and available for public inspection in the office of the Director, National Park Service, Washington, District of Columbia. The trail shall be administered by the Secretary of the Interior.

(9) The Overmountain Victory National Historic Trail, a system totaling approximately two hundred seventy-two miles of trail with routes from the mustering point near Abingdon, Virginia, to Sycamore Shoals (near Abingdon, Virginia, to Sycamore Shoals (near Elizabethton, Tennessee); from Sycamore Shoals to Quaker Meadows (near Morganton, North Carolina); from the mustering point in Surry County, North Carolina, to Quaker Meadows; and from Quaker Meadows to Kings Mountain, South Carolina, as depicted on the map identified as Map 3—Historic Features—1780 in the draft study report entitled "Overmountain Victory Trail" dated December 1979. The map shall be on file and available for public inspection in the Office of the Director, National Park Service, Washington District of Columbia. The trail shall be administered

by the Secretary of the Interior.

(10) The Ice Age National Scenic Trail, a trail of approximately one thousand miles, extending from Door Country, Wisconsin, to Interstate Park in Saint Croix County, Wisconsin, generally following the route described in "On the Trail of the Ice Age—A Hiker's and Biker's Guide to Wisconsin's Ice Age National Scientific Reserve and Trail", by Henry S. Reuss, Member of Congress, dated 1980. The guide and maps shall be on file and available for public inspection in the Office of the Director, National Park Service, Washington, District of Columbia. Overall administration of the trail shall be the responsibility of the Secretary of the Interior pursuant to section 5(d) of this Act. The State of Wisconsin, in consultation with the Secretary of the Interior, may, subject to the approval of the Secretary, prepare a plan for the management of the trail which shall be deemed to meet the requiremants of section 5(e) of this Act. Notwithstanding the provisions of section 7(c), snowmobile use may be permitted on segments of the Ice Age National Scenic Trail where deemed appropriate by the Secretary and the managing authority responsible for the segment.

(11) The Potomac Heritage National Scenic Trail, a corridor of approximately seven hundred and four miles following the route as generally depicted on the map identified as "National Trails System, Proposed Potomac Heritage Trail" in "The Potomac Heritage Trail," a report prepared by the Department of the Interior and dated December 1974, except that no designation of the trail shall be made in the State of West Virginia. The map shall be on file and available for public inspection in the office of the Director of the National Park Service, Washington, District of Columbia. The trail shall initially consist of only those segments of the corridor located within the exterior boundaries of federally administered areas. No lands or interests therein outside the exterior boundaries of any federally administered area may be acquired by the Federal Government for the Potomac Heritage Trail. The Secretary of the Interior may designate lands outside of federally administered areas as segments of the trail, only upon application from the States or local governmental agencies involved, if such segments meet the criteria established in this Act and are administered by such agencies without expense to the United States. The trail shall be administered by the Secretary of the Interior.

(12) The Natchez Trace National Scenic Trail, a trail system of approximately six hundred and ninety-four miles extending from Nashville, Tennessee, to Natchez, Mississippi, as depicted on the map entitled "Concept Plan, Natchez Trace Trails Study" in "The Natchez Trace," a report prepared by the Department of the Interior and dated August 1979. The map shall be on file and available for public inspection in the office of the Director of the National Park Service, Department of the Interior, Washington, District of Columbia. The trail shall be Administered by the Secretary of the Interior.

(I3) The Florida National Scenic Trail, a route of approximately thirteen hundred miles extending through the State of Florida as generally depicted in "The Florida Trail," a national scenic trail study draft reported prepared by the Department of the Interior and dated February 1980. The report shall be on file and available for public inspection in the office of the Chief of the Forest Service, Washington, District of Columbia. No lands or interests therein outside the exterior boundaries of any federally administered area may be acquired by the Federal Government for the Florida Trail except with the consent of owner thereof. The Secretary of Agriculture may designate lands outside of federally administered areas as segments of the trail, only upon application from the States or local governmental agencies involved, if such segments meet the criteria established in this Act and are administered by such agencies without expense to the United States. The trail shall be administered by the Secretary of Agriculture.

(b) The Secretary of the Interior, through the agency most likely to administer such trail, and the Secretary of Agriculture where lands administered by him are involved, shall make such additional studies as are herein or may hereafter be authorized by the Congress for the purpose of determining the feasibility and desirability of designating other trails as national scenic or national historic trails. Such studies shall be made in consultation with the heads of other Federal agencies administering lands through which such additional proposed trails would pass and in cooperation with interested interstate, State, and local governmental agencies, public and private organizations, and landowners and land users concerned. The feasibility of designating a trail shall be determined on the basis of an evaluation of whether or not it is physically possible to develop a trail along a route being studied, and whether the development of trail would be financially feaAsible. The studies listed in subsection (c) of this section shall be completed and submitted to the Congress, with recommendations as to the suitability of trail designation, not later than three complete fiscal years from the date of enactment of their addition to this subsection, or from the date of enactment of this sentence, whichever is later. Such studies, when submitted, shall be printed as a House or Senate document, and shall include, but not be limited to:

(l) the proposed route of such trail (including maps and illustrations);

(2) the areas adjacent to such trails, to be utilized for scenic, historic, natural, cultural, or developmental purposes;

(3) the characteristics which, in the judgment of the appropriate Secretary, make the proposed trail worthy of designation as a national scenic or national historic trail; and in the case of national historic trails the report shall include the recommendation of the Secretary of the Interior's National Park System Advisory Board as to the national historic significance based on the criteria developed under the Historic Sites Act of 1935 (40 Stat. 666; 16 U.S.C. 461);

(4) the current status of land ownership and current and potential use along the designated route;

(5) the estimated cost of acquisition of lands or interest in lands, if any;

(6) the plans for developing and maintaining the trail and the cost thereof;

(7) the proposed Federal administering agency (which, in the case of a national scenic or national historic trail wholly or substantially within a national forest, shall be the Department of Agriculture);

(8) the extent to which a state or its political subdivisions and public and private organizations might reasonably be expected to participate in acquiring the necessary lands and in the administration thereof;

(9) the relative use of the lands involved, including: the number of anticipated visitor-days for the entire length of, as well as for segments of, such trail; the number of months which such trail, or segments thereof, will be open for recreation purposes; the economic and social benefits which might accrue from alternate land uses; and the estimated man-years of civilian employment and expenditures expected for the purposes of

maintenance, supervision, and regulation of such trail;

(10) the anticipated impact of public outdoor recreation use on the preservation of a proposed national historic trail and its related historic and archeological features and settings, including the measures proposed to ensure evaluation and preservation of the values that contribute to their national historic significance; and

(11) to qualify for designation as a national historic trail, a trail must meet all three of the following criteria:

(A) It must be a trail or route established by historic use and must be historically significant as a result of that use. The route need not currently exist as a discernible trail to qualify, but its location must be sufficiently known to permit evaluation of public recreation and historical interest potential. A designated trail should generally accurately follow the historic route, but may deviate somewhat on occasion of necessity to avoid difficult routing through subsequent development, or to provide some route variation offering a more pleasurable recreational experience. Such deviations shall be so noted on site. Trail segments no longer possible to travel by trail due to subsequent development as motorized transportation routes may be designated and marked onsite as segments which link to the historic trail.

(B) It must be of national significance with respect to any of several broad facets of American history, such as trade and commerce, exploration, migration and settlement, or military campaigns. To qualify as nationally significant, historic use of the trail must have had a far-reaching effect on broad patterns of American culture. Trails significant in the history of native Americans may be included.

(C) It must have significant potential for public recreational use or historical interest based on historic interpretation and appreciation. The potential for such use is generally greater along roadless segments developed as historic trails, and at historic sites associated with the trail. The presence of recreation potential not related to historic appreciation is not sufficient justification for designation under this category.

(c) The following routes shall be studied in accordance with the objectives outlined in subsection (b) of this section:

(l) Continental Divide Trail, a three-thousand, one-hundred-mile trail extending from near the Mexican border in southwestern New Mexico northward generally along the Continental Divide to the Canadian border in Glacier National Park.

(2) Potomac Heritage Trail, an eight-hundred-and-twenty-five-mile trail extending generally from the mouth of the Potomac River to its sources in Pennsylvania and West Virjginia, including the one-hundred-and-seventy-mile Chesapeake and Ohio Canal towpath.

(3) Old Cattle Trails of the Southwest from the vicinity of San Antonio, Texas, approximately eight hundred miles through Oklahoma via Baxter Springs and Chetopa, Kansas, to Fort Scott, Kansas, including the Chisholm Trail, from the vicinity of San Antonio or Cuero, Texas, approximately eight hundred miles north through Oklahoma to Abilene, Kansas.

(4) Lewis and Clark Trail, from Wood River, Illinois, to the Pacific Ocean in Oregon, following both the outbound and inbound routes of the Lewis and Clark Expedition.

(5) Natchez Trace, from Nashville, Tennessee, approximately six hundred miles to Natchez, Mississippi.

(6) North Country Trail, from the Appalachian Trail in Vermont, approximately three thousand two hundred miles through the States of New York, Pennsylvania, Ohio, Michigan, Wisconsin, and Minnesota, to the Lewis and Clark Trail in North Dakota.

(7) Kittanning Trail from Shirleysburg in Huntingdon County to Kittanning, Armstrong County, Pennsylvania.

(8) Oregon Trail, from Independence, Missouri, approximately two thousand miles to near Fort Vancover, Washington.

(9) Santa Fe Trail, from Independence, Missouri, approximately eight hundred miles to Santa Fe, New Mexico.

(10) Long Trail, extending two hundred and fifty-five miles from the Massachusetts border northward through Vermont to the Canadian Border.

(11) Mormon Trail, extending from Nauvoo, Illinois, to Salt Lake City, Utah, through the States of Iowa, Nebraska, and Wyoming.

(12) Gold Rush Trails in Alaska.

(13) Mormon Battalion Trail, extending two thousand miles from Mount Pisgah, Iowa, through Kansas, Colorado, New Mexico, and Arizona to Los Angeles, California.

(14) El Camino Real from St. Augustine to San Mateo, Florida, approximately 20 miles along the southern boundary of the St. Johns River from Fort Caroline National Memorial to the St. Augustine National Park Monument.

(15) Bartram Trail, extending through the States of Georgia, North Carolina, South Carolina, Alabama, Florida, Louisiana, Mississippi, and Tennessee.

(16) Daniel Boone Trail, extending from the vicinity of Statesville, North Carolina, to Fort Boonesborough State Park, Kentucky.

(17) Desert Trail, extending from the Canadian border through parts of Idaho, Washington, Oregon, Nevada, California., and Arizona, to the Mexican border.

(18) Dominguez-Escalante Trail, extending approximately two thousand miles along the route of the 1776 expedition led by Father Francisco Atanasio Dominguez and Father Silvestre Velez de Escalante, originating in Santa Fe, New Mexico; proceeding northwest along the San Juan,Dolores, Gunnison, and White Rivers in Colorado; thence westerly to Utah Lake; thence southward to Arizona and returning to Santa Fe.

(19) Florida Trail, extending north from Everglades National Park, including the Big Cypress Swamp, the Kissimmee Prairie, the Withlacoochee State Forest, Ocala National Forest, Osceola National Forest, and Black Water River State Forest, said completed trail to be approximately one thousand three hundred miles long, of which over four hundred miles of trail have already been built.

(20) Indian Nations Trail, extending from the Red River in Oklahoma approximately two hundred miles northward through the former Indian nations to the Oklahoma-Kansas boundary line.

(21) NEZ PERCE TRAIL, extending from the vicinity of Wallowa Lake, Oregon, to Bear Paw Mountain, Montana.

(22) Pacific Northwest Trail, extending approximately one thousand miles from the Continental Divide in Glacier National Park, Montana, to the Pacific Ocean beach of Olympic National Park, Washington, by way of—

(A) Flathead National Forest and Kootenai National Forest in the State of Montan

(B) Kaniksu National Forest in the State of Idaho; and

(C) Colville National Forest, Okanogan National Forest, Pasayten Wilderness Area, Ross Lake National Recreation Area, North Cascades National Park, Mount Baker, the Skagit River, De ception Pass, Whidbey Island, Olympic National Forest, and Olympic National Park in the State of Washington. (16 v.s.c. 1244)

(23) Overmountain Victory Trail, extending from the vicinity of Elizabethton, Tennessee, to Kings Mountain Nationa. Military Park, South Carolina.

(24) Juan Bautista de Anza Trail, following the overland route taken by Juan Bautista de Anza in connection with his travels from the United States Mexican States to San Francisco, California.

(25) Trail of Tears, including the associated forts and specifically, Fort Mitchell, Alabama, and historic properties, extending from the vicinity of Murphy, North Carolina, through Georgia, Alabama, Tennessee, Kentucky, Illinois, Missouri, and Arkansas, to the vicinity of Tahleguah, Oklahoma.

(26) Illinois Trail, extending from the Lewis and Clark Trail at Wood River, Illinois, to the Chicago Portage National Historic Site, generally following the Illinois River and the Illinois and Michigan Canal.

(27) Jedediah Smith Trail, to include the routes of the explorations led by Jedediah Smith—(A) during the period 1826-1827, extending from the Idaho-Wyoming border, through the Great Salt Lake, Sevier, Virgin, and Colorado River Valleys, and the Mojave Desert, to the San Gabriel Mission, California; thence through the Tehachapi Mountains, San Joaquin and Stanislaus River Valleys, Ebbetts Pass, Walker River Valley, Bald Mount, Mount Grafton, and Great Salt Lake to Bear Lake, Utah; and (B) during 1828, extending from the Sacramento and Trinity River valleys along the Pacific coastline, through the Smith and Willamette River Valleys to the Fort Vancouver National Historic Site, Washington, on the Columbia River.

(28) General Crook Trail, extending from Prescott, Arizona, across the Mogollon Rim to Fort Apache.

(29) Beale Wagon Road, within the Kaibab and Cononino National Forests in Arizona: Provided, such study may be prepared in conjunction with ongoing planning processes for these National Forests to be com pleted before 1990.

(d) The Secretary charged with the administration of each respective trail shall, within one year of the date of the addition of any national scenic or national historic trail to the system, and within sixty days of the enactment of this sentence for the Appalachian and Pacific Crest National Scenic Trails, establish an advisory council for each such trail, each of which councils shall expire ten years from the date of its establishment. If the appropriate Secretary is unable to establish such an advisory council because of the lack of adequate public interest, the Secretary shall so advise the appropriate committees of the Congress. The appropriate Secretary shall consult with such council from time to time with respect to matters relating to the trail, including the selection of rights-of-way, standards for the erection and maintenance of markers along the trail, and the administration of the trail. The members of each advisory council, which shall not exceed thirty-five in number, shall serve for a term of two years and without compensation as such, but the Secretary may pay, upon vouchers signed by the chairman of the council, the expenses reasonably incurred by the council and its members in carrying out their responsibilities under this section. Members of each council shall be appointed by the appropriate Secretary as follows:

(l) the head of each Federal department or independent agency administering lands through which the trail route passes, or his designee;

(2) a member appointed to represent each State through which the trail passes, and such appointments shall be made from recommendations of the Governors of such States;

(3) one or more members appointed to represent private organizations, including corporate and individual land-owners and land users, which in the opinion of the Secretary, have an established and recognized interest in the trail, and such appointments shall be made from recommendations of the heads of such organizations: Provided, That the Appalachian Trail Conference shall be represented by a sufficient number of persons to represent the various sections of the country through which the Appalachian Trail passes; and

(4) the Secretary shall designate one member to be chairman and shall fill vacancies in the same manner as the original appointment.

(e) Within two complete fiscal years of the date of enactment of legislation designating a national scenic trail, except for the Continental Divide National Scenic Trail, and the North Country National Scenic Trail, as part of the system, and within two complete fiscal years of the date of enactment of this subsection for the Pacific Crest and Appalachian Trails, the responsible Secretary shall, after full consultation with affected Federal land managing agencies, the Governors of the affected States, the relevant advisory council established pursuant to section 5(d), and the Appalacnian Trail Conference in the case of the Appalachian Trail, submit to the Committee on Interior and Insular Affairs of the House of Representatives and the Committee on Energy and Natural Resources of the Senate, a comprehensive plan for the acquision, management, development, and use of the trail, including but not limited to, the following items:

(l) specific objectives and practices to be observed in the management of the trail, including the identification of all significant natural historical, and cultural resources to be preserved (along with high potential historic sites and high potential route segments in the case of national historic trails), details of anticipated cooperative agreements to be consummated with other entities, and an identified carrying capacity of the trail and a plan for its implementation;

(2) an acquisition or protection plan, by fiscal year, for all lands to be acquired by fee title or lesser interest, along with detailed explanation of anticipated necessary cooperative agreements for any lands not to be acquired; and

(3) general and site-specific development plans including anticipated costs.

(f) Within two complete fiscal years of the date of enactment of legislation designating a national historic trail or the Continental Divide National Scenic Trail or the North Country National Scenic Trail, as part of the system, the responsible Secretary shall, after full consultation with affected Federal land managing agencies, the Governors of the affected States, and the relevant Advisory Council established pursuant to section 5(d) of this Act, submit to the Committee on Interior and Insular Affairs of the House of Representatives al.d the Committee on Energy and Natural Resources of the Senate, a comprehensive plan for the management, and use of the trail, including but not limited to, the following items;

(1) specific objectives and practices to be observed in the management of the trail, including the identification of all significant natural, historical, and cultural resources to be preserved, (along with high potential historic sites and high potential route segments in the case of national historic trails), details of any anticipated cooperative agreements to

be consummated with State and local government agencies or private interests, and for national scenic or national historic trails an identified carrying capacity of the trail and a plan for its implementation;

(2) the process to be followed by the appropriate Secretary to implement the marking requirements established in section 7(c) of this Act;

(3) a protection plan for any high potential historic sites or high potential route segments; and

(4) general and site-specific development plans, including anticipated costs.

CONNECTING AND SIDE TRAILS

Sec. 6. Connecting or side trails within park, forest, and other recreation areas administered by the Secretary of the Interior or Secretary of Agriculture may be established, designated, and marked by the appropriate Secretary as components of a national recreation, national scenic or national historic trail. When no Federal land acquisition is involved, connecting or side trails may be located across lands administered by interstate, State, or local governmental agencies with their consent or, where the appropriate Secretary deems necessary or desirable, on privately owned lands with the consent of the landowner. Applications for approval and designation of connecting and side trails on non-Federal lands shall be submitted to the appropriate Secretary.

ADMINISTRATION AND DEVELOPMENT

Sec. 7. (a)(l)(A) The Secretary charged with the overall administration of a trail pursuant to section 5(a) shall, in administering and managing the trail, consult with the heads of all other affected State and Federal agencies. Nothing contained in this Act shall be deemed to transfer among Federal agencies any management responsibilities established under any other law for federally administered lands which are components of the National Trails System. Any transfer of management responsibilities may be carried out between the Secretary of the Interior and the Secretary of Agriculture only as provided under subparagraph (B).

(B) The Secretary charged with the overall administration of any trail pursuant to section 5(a) may transfer management of any specified trail segment of such trail to the other appropriate Secretary pursuant to a joint memorandum of agreement containing such terms and conditions as the Secretaries consider most appropriate to accomplish the purposes of this Act. During any period in which management responsibilities for any trail segments are transferred under such an agreement, the management of any such segment shall be subject to the laws, rules, and regulations of the Secretary provided with the management authority under the agreement except to such extent as the agreement may otherwise expressly provide.

(2) Pursuant to section 5(a), the appropriate Secretary shall select the rights-of-way for national scenic and national historic trails and shall publish notice thereof of the availability of appropriate maps or descriptions in the Federal Register; Provided, That in selecting the rights-of-way full consideration shall be given to minimizing the adverse effects upon the adjacent landowner or user and his operation. Development and management of each segment of the National Trails System shall be designed to harmonize with and complement any established multiple-use plans for that specific area in order to insure continued maximum benefits from the land. The location and width of such rights-of-way across Federal lands under the jurisdiction of another Federal agency shall be by agreement between the head of that agency and the appropriate Secretary. In selecting rights-of-way for trail purposes, the Secretary shall obtain the advice and assistance of the States, local governments, private organizations, and landowners and land users concerned.

(b) After publication on notice of the availability of appropriate maps or descriptions in the Federal Register, the Secretary charged with the administration of a national scenic or national historic trail may relocate segments of a national scenic or national historic trail right-of-way, with the concurrence of the head of the Federal agency having jurisdiction over the lands involved, upon a determination that:

(i) Such a relocation is necessary to preserve the purposes for which the trail was established, or

(ii) the relocation is necessary to promote a sound land management program in accordance with established multiple-use principles; Provided, That a substantial relocation of the rights-of-way for such trail shall be by Act of Congress.

(c) National scenic or national historic trails may contain campsites, shelters, and related-public-use facilities. Other uses along the trail, which will not substantially interfere with the nature and purposes of the trail,may be permitted by the Secretary charged with the administration of the trail. Reasonable efforts shall be made to provide sufficient access opportunities to such trails and, to the extent practicable, efforts shall be made to avoid activities incompatible with the purposes for which such trails were established. The use of motorized vehicles by the general public along any national scenic trail shall be prohibited and nothing in this Act shall be construed as authorizing the use of motorized vehicles within the natural and historical areas of the national park system, the national wildlife refuge system, the national wilderness preservation system where they are presently prohibited or on other Federal lands where trails are designated as being closed to such use by the appropriate Secretary: Provided, That the Secretary charged with the administration of such trail shall establish regulations which shall authorize the use of motorized vehicles when, in his judgment, such vehicles are necessary to meet emergencies or to enable adjacent landowners or land users to have reasonable access to their lands or timber rights: Provided further, That private lands included in the national recreation, national scenic, or national historic trails by cooperative agreement of a landowner shall not preclude such owner from using motorized vehicles on or across such trails or adjacent lands from time to time in accordance with regulations to be established by the appropriate Secretary. Where a national historic trail follows existing public roads, developed rights-of-way or waterways, and similar features of man's nonhistorically related development, approximating the original location of a historic route, such segments may be marked to facilitate retracement of the historic route, and where a national historic trail parallels an existing public road, such road may be marked to commemorate the historic route. Other uses along the historic trails and the Continental Divide National Scenic Trail, which will not substantially interfere with the nature and purposes of the trail, and which, at the time of designation, are allowed by administrative regulations, including the use of motorized vehicles, shall be permitted by the Secretary charged with the

administration of the trail. The Secretary of the Interior and the Secretary of Agriculture, in consultation with appropriate governmental agencies and public and private organizations, shall establish a uniform marker, including thereon an appropriate and distinctive symbol for each national recreation, national scenic, and national historic trail. Where the trails cross lands administered by Federal agencies such markers shall be erected at appropriate points along the trails and maintained by the Federal agency administering the trail in accordance with standards established by the appropriate Secretary and where the trails cross non-Federal lands, in accordance with written cooperative agreements, the appropriate Secretary shall provide such uniform markers to cooperating agencies and shall require such agencies to erect and maintain them in accordance with the standards established. The appropriate Secretary may also provide for trail interpretation sites, which shall be located at historic sites along the route of any national scenic or national historic trail, in order to present information to the public about the trail, at the lowest possible cost, with emphasis on the portion of the trail passing through the State in which the site is located. Wherever possible, the sites shall be maintained by a State agency under a cooperative agreement between the appropriate Secretary and the State agency.

(d) Within the exterior boundaries of areas under their administration that are included in the right-of-way selected for a national recreation, national scenic, or national historic trail, the heads of Federal agencies may use lands for trail purposes and may acquire lands or interests in lands by written cooperative agreement, donation, purchase with donated or appropriated funds or exchange.

(e) Where the lands included in a national scenic or national historic trail right-of-way are outside of the exterior boundaries of federally administered areas, the Secretary charged with the administration of such trail shall encourage the State or local governments involved (l) to enter into written cooperative agreements with landowners, private organizations, and individuals to provide the necessary trail right-of-way, or (2) to acquire such lands or interests therein to be utilized as segments of the national scenic or national historic trail: Provided, That if the State or local governments fail to enter into such written cooperative agreements or to acquire such lands or interests therein after notice of the selection of the right-of-way is published, the appropriate Secretary may (i) enter into such agreements with landowners, States, local governments, private organizations, and individuals for the use of lands for trail purposes, or (ii) acquire private lands or interests therein by donation, purchase with donated or appropriated funds or exchange in accordance with the provisions of subsection (f) of this section: Provided further, That the appropriate Secretary may acquire lands or interests therein from local governments or governmental corporations with the consent of such entities. The lands involved in such rights-of-way should be acquired in fee, if other methods of public control are not sufficient to assure their use for the purpose for which they are acquired: Provided, That if the Secretary charged with the administration of such trail permanently relocates the right-of-way and disposes of all title or interest in the land, the original owner, or his heirs or assigns, shall be offered, by notice given at the former owner's last known address, the right of first refusal at their fair market price.

(f)(l) The Secretary of the Interior, in the exercise of his exchange authority, may accept title to any non-Federal property within the right-of-way and in exchange therefor he may convey to the grantor of such property and federally owned property under his jurisdiction which is located in the State wherein such property is located and which he classifies as suitable for exchange or other disposal. The value of the properties so exchanged either shall be approximately equal, or if they are not approximately equal the values shall be equalized by the payment of cash to the grantor or to the Secretary as the circumstances require. The Secretary of Agriculture, in the exercise of his exchange authority, may utilize authorities and procedures available to him in connection with exchanges of national forest lands.

(2) In acquiring lands or interests therein for a National Scenic Historic Trail, the appropriate Secretary may, with consent of a landowner, acquire whole tracts notwithstanding that parts of such tracts may lie outside the area of trail acquisition. In furtherance of the purposes of this act, lands so acquired outside the area of trail acquisition may be exchanged for any non-Federal lands or interests therein within the trail right-of-way, or disposed of in accordance with such procedures or regulations as the appropriate Secretary shall prescribe, including:

(i) provisions for conveyance of such acquired lands or interests therein at not less than fair market value to the highest bidder, and

(ii) provisions for allowing the last owners of record a right to purchase said acquired lands or interests therein upon payment or agreement to pay an amount equal to the highest bid price. For lands designated for exchange or disposal, the appropriate Secretary may convey these lands with any reservations or covenants deemed desirable to further the purposes of this act. The proceeds from any disposal shall be credited to the appropriation bearing the costs of land acquisition for the affected trail.

(g) The appropriate Secretary may utilize condemnation proceedings without the consent of the owner to acquire private lands or interests therein pursuant to this section only in cases where, in his judgment, all reasonable efforts to acquire such lands or interests therein by negotiation have failed, and in such cases he shall acquire only such title as, in his judgment, is reasonably necessary to provide passage across such lands: Provided, That condemnation proceedings may not be utilized to acquire fee title or lesser interests to more than an average of one hundred and twenty-five acres per mile. Money appropriated for Federal purposes from the land and water conservation fund shall, without prejudice to appropriations from other sources, be available to Federal departments for the acquisition of lands or interests in lands for the purposes of this Act. For national historic trails, direct Federal acquisition for trail purposes shall be limited to those areas indicated by the study report or by the comprehensive plan as high potential route segments of high potential historic sites. Except for designated protected components of the trail, no land or site located along a designated national historic trail or along the Continental Divide National Scenic Trail shall be subject to the provisions of section 4(f) of the Department of Transportation Act (49 U.S.C. 1653(f) unless such land or site is deemed to be of historical significance under appropriate historical site criteria such as those for the National Register of Historic Places.

(h)(l) The Secretary charged with the administration of a national recreation, national scenic, or

national historic trail shall provide for the development and maintenance of such trails within federally administered areas and shall cooperate with and encourage the States to operate, develop, and maintain portions of such trails which are located outside the boundaries of federally administered areas. When deemed to be in the public interest, such Secretary may enter written cooperative agreements with the States or their political subdivisions, landowners, private organizations, or individuals to operate, develop, and maintain any portion of such a trail either within or outside a federally administered area. Such agreements may include provisions for limited financial assistance to encourage participation in the acquisition, protection, operation, development, or maintenance of such trails, provisions providing volunteer in the park or volunteer in the forest status (in accordance with the Volunteers in the Parks Act of 1969 and the Volunteers in the Forests Act of 1972) to individuals, private organizations, or landowners participating in such activities, or provisions of both types. The appropriate Secretary shall also initiate consultations with affected States and their political subdivisions to encourage—

(A) the development and implementation by such entities of appropriate measures to protect private landowners from trespass resulting from trail use and from unreasonable personal liability and property damage caused by trail use, and

(B) the development and implementation by such entities of provisions for land practices compatible with the purposes of this Act, for property within or adjacent to trail rights-of-way. After consulting with States and their political subdivisions under the preceding sentence, the Secretary may provide assistance to such entities under appropriate cooperative agreements in the manner provided by this subsection.

(2) Whenever the Secretary of the Interior makes any conveyance of land under any of the public land laws, he may reserve a right-of-way for trails to the extent he deems necessary to carry out the purposes of this Act.

(i) The appropriate Secretary, with the concurrence of the heads of any other Federal agencies administering lands through which a national recreation, national scenic, or national historic trail passes, and after consultation with the States, local governments, and organizations concerned, may issue regulations, which may be revised from time to time, governing the use, protection, management, development, and administration of trails of the national trails system. In order to maintain good conduct on and along the trails located within federally administered areas and to provide for the proper government and protection of such trails, the Secretary of the Interior and the Secretary of Agriculture shall prescribe and publish such uniform regulations as they deem necessary and any person who violates such regulations shall be guilty of a misdemeanor, and may be punished by a fine of not more than $500, or by imprisonment not exceeding six months, or by both such fine and imprisonment. The Secretary responsible for the administration of any segment of any component of the National Trails System (as determined in a manner consistent with subsection (a)(l) of this section) may also utilize authorities related to units of the national park system or the national forest system, as the case may be, in carrying out his administrative responsibilitles for such component.

(J) Potential trail uses allowed on designated components of the national trails system may include, but are not limited to, the following: bicycling, cross-county skiing, day hiking, equestrian activities, jogging or similar fitness activities, trail biking, overnight and long distance backpacking, snowmobiling, and surface water and underwater activities. Vehicles which may be permitted on certain trails may include, but need not be limited to, motorcycles, bicycles, four-wheel drive or all-terrain off-road vehicles. In addition, trail access for handicapped individuals may be provided. The provisions of this subsection shall not supersede any other provisions of this Act or other Federal laws, or any State or local laws.

(k) For the conservation purpose of preserving or enhancing the recreational, scenic, natural, or historical values of components of the national trails system, and environs thereof as determined by the appropriate Secretary, landowners are authorized to donate or otherwise convey qualified real property interests to qualified organizations consistent with section 170 (h)(3) of the Internal Revenue Code of 1954, including, but not limited to, right-of-way, open space, scenic, or conservntion easements, without regard to any limitation on the nature of the estate or interest atherwise transferable within the jurisdiction where the land is located. The convenyance of any such interest in land in accordance with this subsection shall be deemed to further a Federal conservation policy and yield a significant public benefit for purposes of section 6 of Public Law 96-541.

STATE AND METROPOLITAN AREA TRAILS

Sec. 8. (a) The Secretary of the Interior is directed to encourage States to consider, in their comprehensive statewide outdoor recreation plans and proposals for financial assistance for State and local projects submitted pursuant to the Land and Water Conservation Fund Act, needs and opportunities for establishing park, forest, and other recreation and historic trails on lands owned or administered by States, and recreation trails on lands in or near urban areas.

The Secretary is also directed to encourage States to consider, in their comprehensive statewide historic preservation plans and proposals for financial assistance for State, local, and private projects submitted pursuant to the Act of October 15, 1966 (80 Stat. 915), as amended, needs and opportunities for establishing historic trails. He is further directed, in accordance with the authority contained in the Act of May 28, 1963 (77 Stat. 49), to encourage States, political subdivisions, and private interests, including nonprofit organizations, to establish such trails.

(b) The Secretary of Housing and Urban Development is directed, in administering the program of comprehensive urban planning and assistance under section 701 of the Housing Act of 1954, to encourage the planning of recreation trails in connection with the recreation and transportation planning for metropolitan and other urban areas. He is further directed, in administering the urban open-space program under title VII of the Housing Act of 1961, to encourage such recreation trails.

(c) The Secretary of Agriculture is directed, in accordance with authority vested in him, to encourage States and local agencies and private interests to establish such trails.

(d) The Secretary of Transportation, the Chairman of the Interstate Commerce Commission, and the Secretary of the Interior, in administering the Railroad Revitalization and Regulatory, Reform Act of 1976, shall encourage State and local agencies and private interests to establish appropriate trails using the provisions of such programs. Consistent with the purposes of that Act, and in furtherance of the national policy to preserve established railroad rights-of-way for future

reactivation of rail service, to protect rail transportation corridors, and to encourage energy efficient transportation use in the case of interim use of any established railroad rights-of-way pursuant to donation, transfer, lease, sale, or otherwise in a manner consistent with the National Trails system Act, If such interim use is subject to restoration or reconstruction for railroad purposes, such interim use shall not be treated, for purposes of any law or rule of law, as an abandonment of the use of such rights-of-way for railroad purposes. If a State, political subdivision, or qualified private organization is prepared to assume full responsibility for management of such rights-of-way and for any legal liability arising out of such transfer or use, and for the payment of any and all taxes that may be levied or assessed against such rights-of-way, then the Commission shall impose such terms and conditions as a requirement of any transfer or conveyance for interim use in a manner consistent with this Act, and shall not permit abandonment or discontinuance inconsistent or disruptive of such use.

(e) Such trails may be designated and suitably marked as parts of the nationwide system of trails by the States, their political subdivisions, or other appropriate administering agencies with the approval of the Secretary of the Interior.

RIGHTS-OF-WAY AND OTHER PROPERTIES

Sec. 9. (a) The Secretary of the Interior or the Secretary of Agriculture as the case may be, may grant easements and rights of way upon, over, under, across, or along any component of the national trails system in accordance with laws applicable to the national park system and the national forest system, respectively: Provided, That any conditions contained in such easements and rights-of-way shall be related to the policy and purposes of this Act.

(b) The Department of Defense, the Department of Transportation, the Interstate Commerce Commission, the Federal Communications Commission, the Federal Power Commission, and other Federal agencies have jurisdiction or control over or information concerning the use, abandonment, or disposition of road ways, utility rights-of-way, or other properties which may be suitable for the purpose of improving or expanding the national trails system shall cooperate with the Secretary of the Interior and the Secretary of Agriculture in order to assure, to the extent practicable, that any such properties having values suitable for trail purposes may be made available for such use. (16 U.S.C. 1248)

AUTHORIZATION OF APPROPRIATIONS

Sec. lO. (a)(l) There are hereby authorized to be appropriated for the acquisition of lands or interests in lands not more than $5,000,000 for the Appalachian National Scenic Trail and not more than $500,000 for the Pacific Crest National Scenic Trail. From the appropriations authorized for fiscal year 1979 and succeeding fiscal years pursuant to the Land and Water Conservation Fund Act (78 Stat. 897), as amended, not more than the following amounts may be expended for the acquisition of lands and interests in lands authorized to be acquired pursuant to the provisions of this Act: for the Appalachian National Scenic Trail, not to exceed $30,000,000 for fiscal year 1979, $30,000,000 for fiscal year 1980, and $30,000,000 for fiscal year 1981, except that the difference between the foregoing amounts and the actual appropriations in any one fiscal year shall be available for appropriation in subsequent fiscal years.

(2) It is the express intent of the Congress that the Secretary should substantially complete the land acquisition program necessary to insure the protection of the Appalachian Trail within three complete fiscal years following the date of enactment of this sentence.

Until the entire acquisition program is completed, he shall transmit in writing at the close of each fiscal year the following information to the Committee on Energy and Natural Resources of the Senate and to the Committee on Interior and Insular Affairs of the House of Representatives.

(A) the amount of land acquired during the fiscal year and the amount expended therefor;

(B) the estimated amount of land remaining to be acquired; and

(C) the amount of land planned for acquisition in the ensuing fiscal year and the estimated cost thereof.

(b) For the purposes of Public Law 95-42 (91 Stat. 211), the lands and interests therein acquired pursuant to this section shall be deemed to qualify for funding under the provisions of section 1, clause 2, of said Act.

(c)(l) There is hereby authorized to be appropriated such sums as may be necessary to implement the provisions of this Act relating to the trails designated by paragraphs 5(a)(3), (4), (5~, (6), (7), (8), (9), and (10S; Provided, That no such funds are authorized to be appropriated prior to October 1, 1978: And provided further, That notwithstanding any other provisions of this Act or any other provisions of law, no funds may be expended by Federal agencies for the acquisition of lands or interests in lands outside the exterior boundaries of existing Federal areas for the Continental Divide National Scenic Trail, the North Country National Scenic Trail, The Ice Age National Scenic Trail, the Oregon National Historic Trail, the Mormon Pioneer National Historic Trail, the Lewis and Clark National Historic Trail and the Iditarod National Historic Trail, except that funds may be expended for the acquisition of lands of interests therein for the purpose of providing for one trail interpretation site, as described in section 7(c), along with such trail in each State crossed by the trail.

(2) There is hereby authorized to be appropriated for fiscal year 1983 and subsequent fiscal years such sums as may be necessary to implement the provisions of this Act relating to the trails designated by paragraphs (9) through (13) of section 5(a) of this Act. Not more than $500,000 may be appropriated for the purposes of acquisition of land and interests therein for the trail designated by section (a)(12) of this Act, and not more than $32,000,000 may be appropriated for the purposes of the development of such trail. The administrating agency for the trail shall encourage volunteer trail groups to participate in the development of the trail.

VOLUNTEER ASSISTANCE

Sec. 11. (a)(l) In addition to the cooperative agreement and other authorities contained in this Act, the Secretary of the Interior, the Secretary of Agriculture, and the head of any Federal agency administering Federal lands, are authorized to encourage volunteers and volunteer organizations to plan, deve!op, maintain, and manage, where appropriate, trails throughout the Nation.

(2) Wherever appropriate in furtherance of the purposes of this Act, the Secretaries are authorized and encouraged to utilize the Volunteers in the Parks Act of 1969, the Volunteers in the Forests Act of 1972, and section 6 of the Land and Water Conservation Fund Act of 1965 (relating to the development of State-wide Comprehensive Outdoor Recreation Plans).

(b) Each Secretary or the head of any Federal land managing agency, may assist volunteers and volunteers organizations in planning, developing, maintaining, and managing trails, Volunteer work may include, but need not be limited to: (l) Planning, developing, maintaining, or managing (A) trails which are components of the national trails system, or (B) trails which, if so developed and maintained, could qualify for designation as components of the national trails system; or (2) operating programs to organize and supervise volunteer trail building efforts with respect to the trails referred to in paragraph (1), conducting trail-related research projects, or providing education and training to volunteers on methods of trails planning, construction, and maintenance.

Appendix B. Decision Notice, July 1985

The Nez Perce (Nee-Me-Poo) National Historic Trail Study was conducted pursuant to the National Trails System Act, Public Law 90-543, as amended. An environmental assessment and study plan that recommend Federal legislation to designate the 1,170-mile Nez Perce (Nee-Me-Poo) Trail as a national historic trail and a component of the National Trails System were distributed to 431 individuals, groups, Federal and State agencies, and elected officials.

Based on the analysis and evaluation described in the original environmental assessment and subsequent public review and response, it is my decision to adopt the joint Forest Service/National Park Service preferred Alternative C-l. This alternative best protects a historically significant event, provides additional opportunities for low impact recreation, and responds to public demands. Alternative C-l designates the entire 1,170-mile route as a national historic trail. It includes marking, for identification and interpretation, along highways and other connecting roads. It also includes development of certain important segments identified in the study as "high potential route segments." (See definition on page 1 of the EA.)

While Alternative A, the no-Federal action alternative, is considered to be the environmentally preferable, it is not responsive to the basic criteria set forth in the National Trails System Act of 1968 (P.L. 90-543), as amended by Public Law 95-625, November 10, 1978, Section 5(b), (11) (A), (B), and (C). Alternative A is also not responsive to additional issues developed through public participation. During the 45-day review period, public response indicated that Alternative D—the most extensive development alternative considered—was felt to require more funding, construction and use of private land than is currently neeessary to meet the objectives.

I have determined, through the environmental analysis, that the proposed action would not significantly affect the quality of the human environment; therefore, an environmental impact statement is not needed. This determination was made considering the following factors: (a) Marking along highways and trail construction and reconstruction along selected route segments will have only a slight effect on the ecosystem, (b) condemnation procedures to acquire private land easements will not be used by administering agencies, (c) the adverse effects on certain threatened and endangered species in Yellowstone National Park and the Shoshone National Forest are considered to be minimal, and (d) the physical and biological effects are limited to the area of planned development and use.

Implementation of this project proposal is contingent upon Congressional approval.

/s/ Peter C. Myers — JULY 1,1985

Peter C. Myers
Asst. Secretary of Agriculture

NEZ PERCE (Nee-Me-Poo) TRAIL DECISION NOTICE AND ENVIRONMENTAL ASSESSMENT

ERRATA

CHANGE: Preferred Alternative, Section III, page 2
In the first paragraph, change 306 miles to 319 miles

APPEND: Preferred Alternative, page 4.
Add, following item C. Social Considerations:

D. Economic Considerations
(Trail Costs)

A major objective of the Preferred Alternative (C-1) is to reduce costs to the government and conflicts with private landowners. The recommendation is to develop only specific portions of the trail identified as High Potential Route Segments which are located on Federal lands or lands managed by the States.

Costs for full development, which are described in the Trail Study Report, were modified to show the effect of no land acquisition and are presented below. On Federal and State owned lands, there are 319 miles of High Potential Trail Segments which may be developed as determined by the comprehensive plan.

200-Foot Right-of-Way Acquisition	(No acquisition proposed)	
New Trail Development	$274,000	
Upgrading Existing Trails	277,000	
Marking of Entire Route	92,000	
Facilities Development (Trailhead, Primitive Campsites)	416,000	
TOTAL		$1,059,000

Annual Operating and Maintenance Costs $65,000

Appendix C. THE NEZ PERCE NATIONAL HISTORICAL TRAIL ACT OF OCTOBER 6, 1986

Public Law 99-445
99th Congress

An Act

Oct. 6, 1986
[S. 1542]

To amend the National Trails System Act by designating the Nez Perce (Nee-Me-Poo) Trail as a component of the National Trail System.

Conservation.
Historic preservation.
16 USC 1241 note.
16 USC 1244
Oregon.
Montana.
Public

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the National Trails System Act (82 Stat. 919), as ammended, is further ammended as follows: Section 5(a) is amended to insert the following new paragrph:

"(14) **The Nez Perce National Historic Trail,** a route of approximately eleven hundred and seventy miles extending from the vicinity of Wallowa Lake, Oregon, to Bear Paw Mountains, Montana, as generally depicted in 'Nez Perce (Nee-Me-Poo) Trail Study Report' prepared by the Department of Agriculture and dated March 1982. The report shall be on file and available for public inspection in the Office of the Chief of the Forest Service, Washington, District of Columbia. The trail shall be administered by the Secretary of Agriculture. No lands or interests therein outside the exterior boundaries of any federally administered area may be acquired by the Federal Government for the Nez Perce National Historic Trail. The Secretary of Agriculture may designate lands outside of federally administered areas as segments of the trail upon application from the States or local governmental agencies involved if such segments meet the criteria established in this Act and are admistered by such agencies without expense to the United States. So that significant route segments and sites recognized as associated with the Nez Perce Trail may be distinguished by suitable markers the Secretary of Agriculture is authorized to accept the donation of suitable markers for placement at appropriate locations. Any such markers associated with the Nez Perce Trail which are to be located on lands administered by any other department or agency of the United States may be placed on such lands only with the concurrence of the head of such department or agency."

TABLE 1: HIGH POTENTIAL ROUTE SEGMENT SUMMARY

	LENGTH–MILES				OWNERSHIP				CRITERIA					
Segment	Total	Road	Trail	Cross Country	Federal	State	Pvt.	Indian Reservation	Map Ref.	Recreation Potential	Scenic Quality	Historic Integrity	Trail Tread Integrity	Hist. Intrp. Pot.
A. Imnaha River	18	10	8	– –	13	– –	5	H	2	– –	H	M	M	H
B. White Bird Battlefield	6	6	– –	– –	4	1	1	H	2	– –	M	H	L	H
C. Lolo Trail	104	87	17	– –	98	– –	6	H	3,4,5	– –	H	H	H	H
D. Gibbons Pass	22	17	5	– –	22	– –	– –	H	6	– –	H	H	M	H
E. Overland Trail	28	18	8	2	26	– –	2	H	7	– –	H	M	M	H
F. Yellowstone	137	47	82	8	135	– –	2	H	11,12 13,14	– –	H	H	H	L
G. Missouri River Breaks	30	6	24	– –	19	1	9	H	18	– –	H	H	M	H
TOTALS	345	191	144	10	317*	2	25							

Federal Ownership*	**National Forest**	**National Park**	**Bureau of Land Management**
Imnaha River	13		
White Bird Battlefield		4	
Lolo Trail	98		
Gibbons Pass	21	1	
Overland Trail	25		1
Yellowstone	55	80	
Missouri River Breaks			19
	212	85	20 = 317 miles

TABLE 2: TRAIL MILEAGE

by Ownership

	TRAIL-TOTAL NO. OF MILES	% OF TOTAL TRAIL
Federal	388	33
National Forest	234	20
National Parks	86	7
Bureau of Land Management	68	6
State	54	5
Private	728	62
TOTAL	1,170	100

TABLE 3: TRAIL MILEAGE

by State & Ownership

	NATIONAL FOREST	NATIONAL PARKS	BUREAU OF LAND MANAGEMENT	STATE	PRIVATE	TOTAL	PERCENT OF TOTAL TRAIL
Oregon	15				40	55	5
Idaho	97		52	35	242	426	36
Montana	81	2	13	17	429	542	46
Wyoming	41	84	3	2	17	147	13
TOTAL	234	86	68	54	728	1,170	100

TABLE 4: LAND USE

Nez Perce Descriptive Route Segments

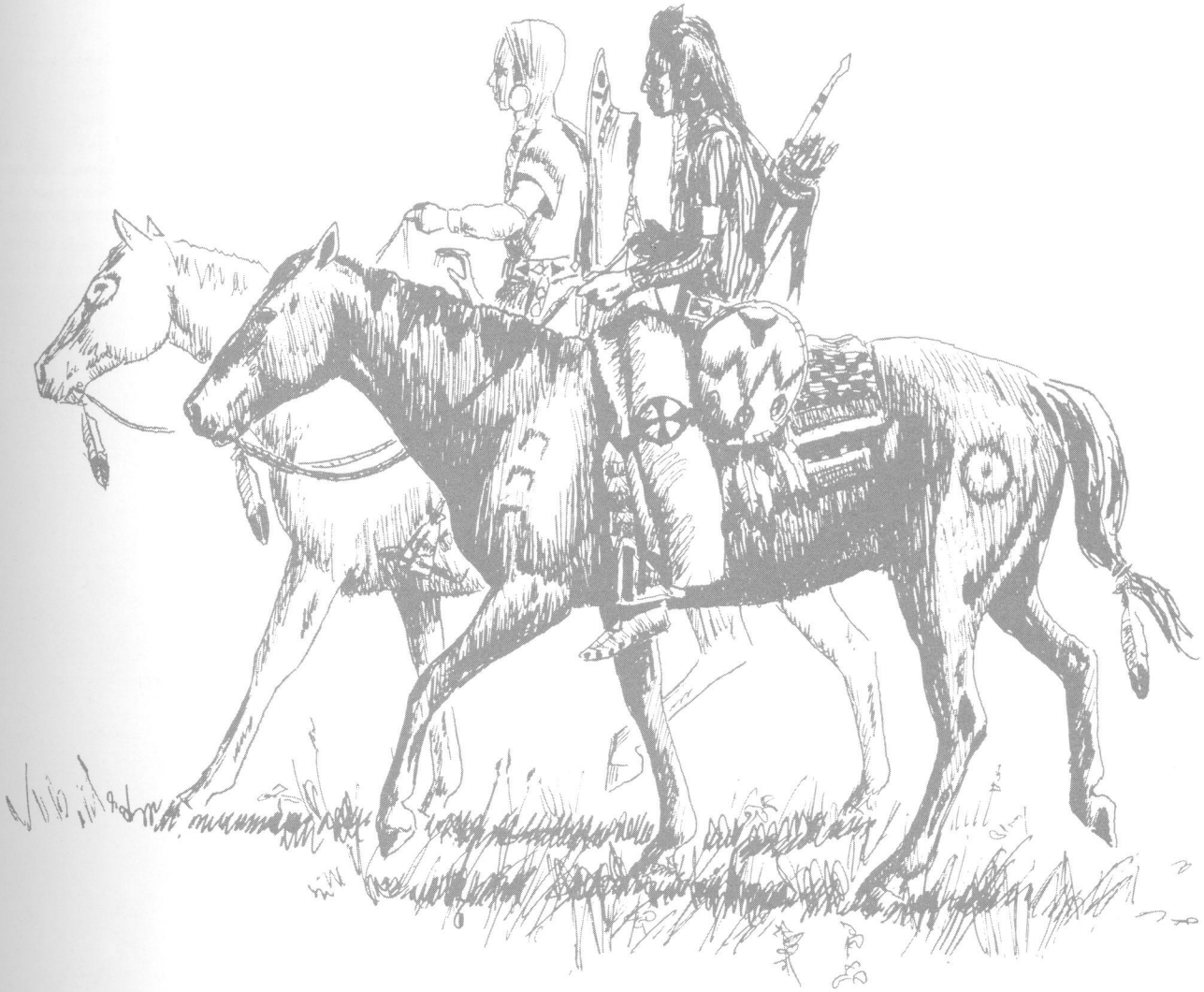
	TYPE OF LAND USE *linear miles*				
SEGMENT	URBAN	AGRICULTURE	FOREST	TOTAL	% OF TOTAL TRAIL ROUTE SEGMENT
1. Wallowa Valley to Weippe Prairie	11	164	20	195	17
2. Weippe to Lolo	3	0	114	117	10
3. Lolo to Bannock Pass	38	62	75	175	15
4. Bannock Pass to Targhee Pass	7	154	20	181	15
5. Targhee Pass to Clark Fork Yellowstone	1	0	141	142	12
6. Clark Fork Yellowstone to Judith Gap	24	149	10	183	16
7. Judith Gap to Bear's Paw	11	162	4	177	15
Total Linear Miles	95	691	384	1,170	– –
Percent of Land Use	8	59	33	100	100

TABLE 5: HIGH POTENTIAL ROUTE SEGMENTS

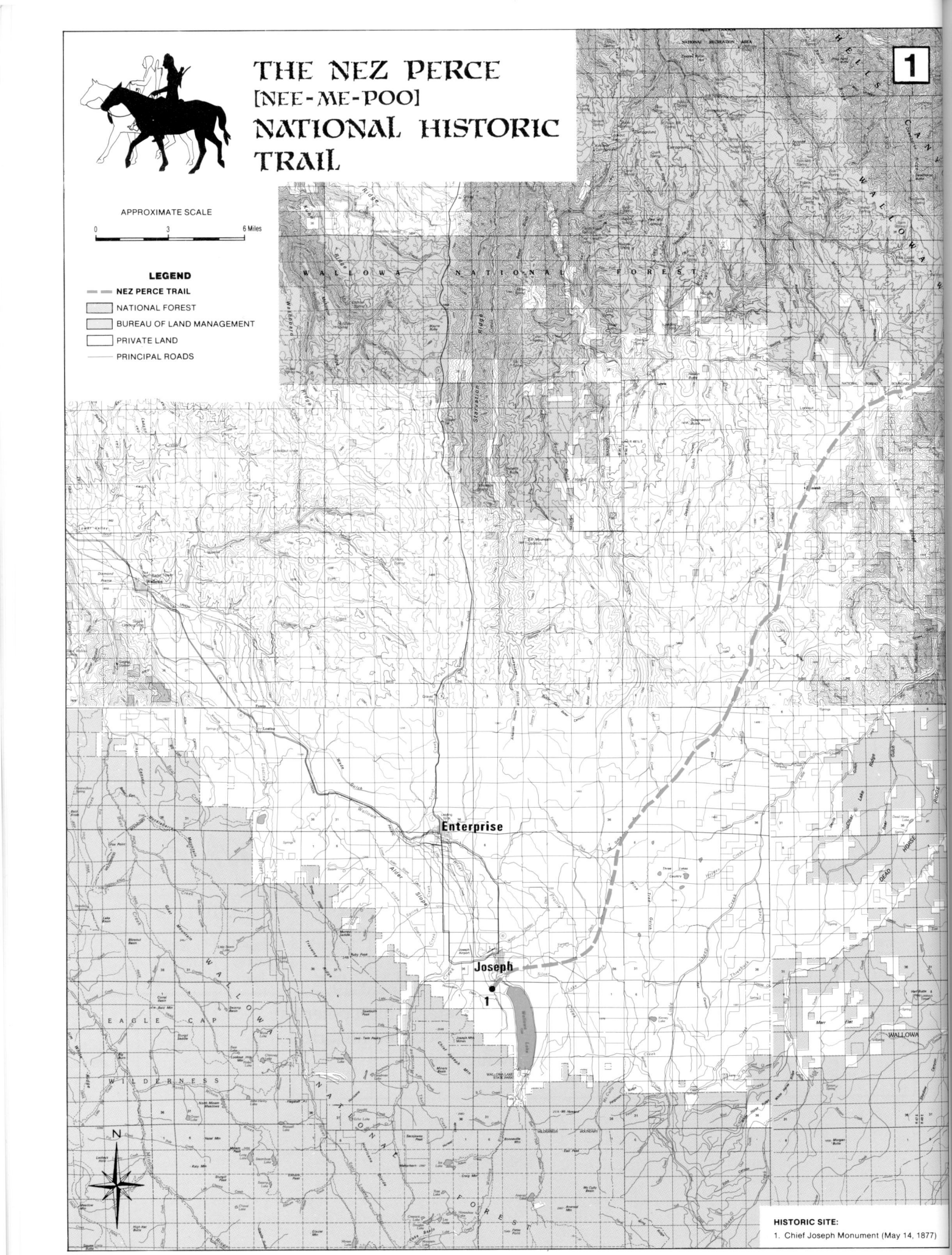
by Ownership

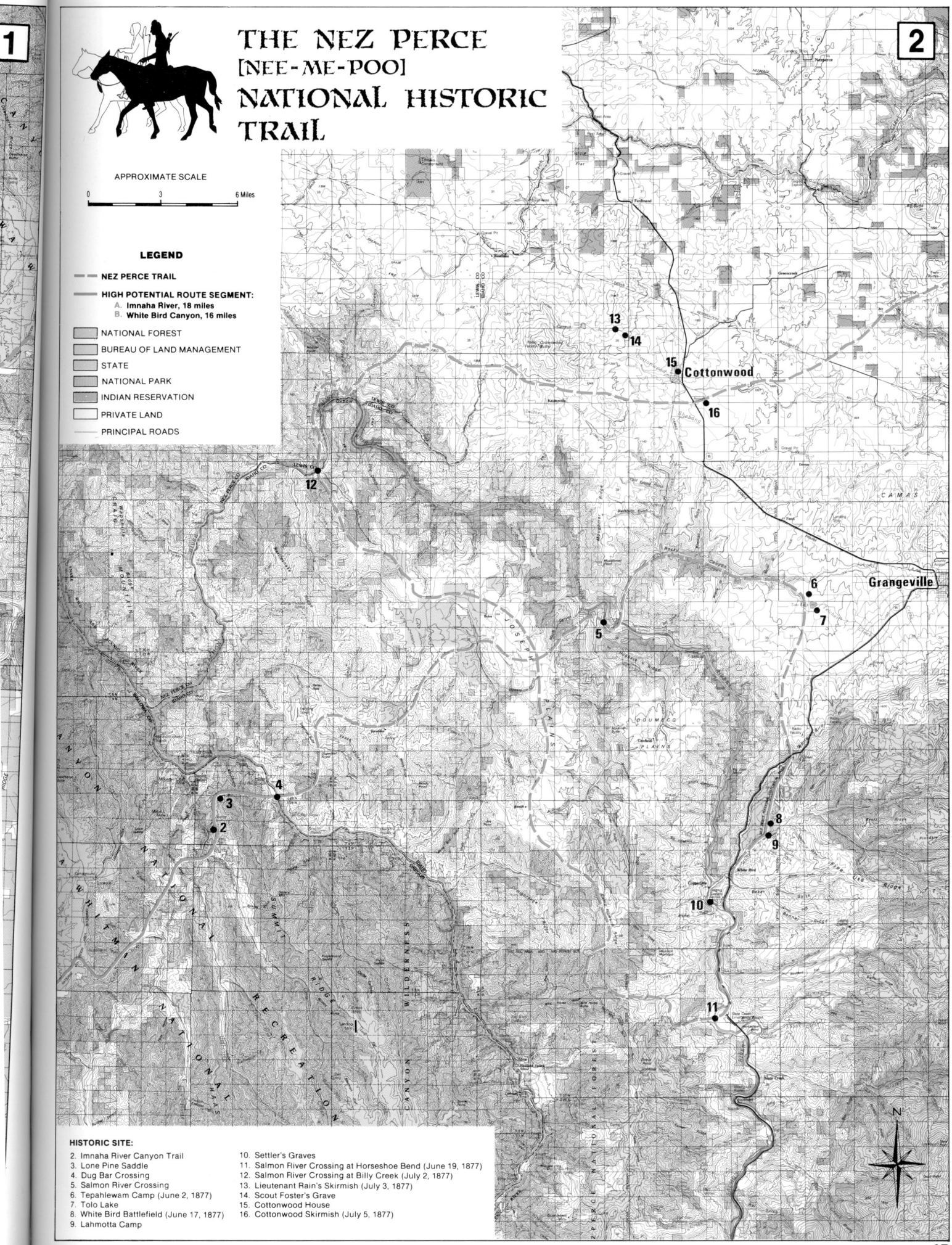
	TOTAL		FEDERAL		STATE		PRIVATE		OTHER	
	Total Length in miles	Percent of total trail	Length in miles	Percent of HPS total	Length in miles	Percent of HPS total	Length in miles	Percent of HPS total	Length in miles	Percent of HPS total
Seven High-Potential Segments (HPS)*	345	29	317	92	2	1	25	7	1	– –

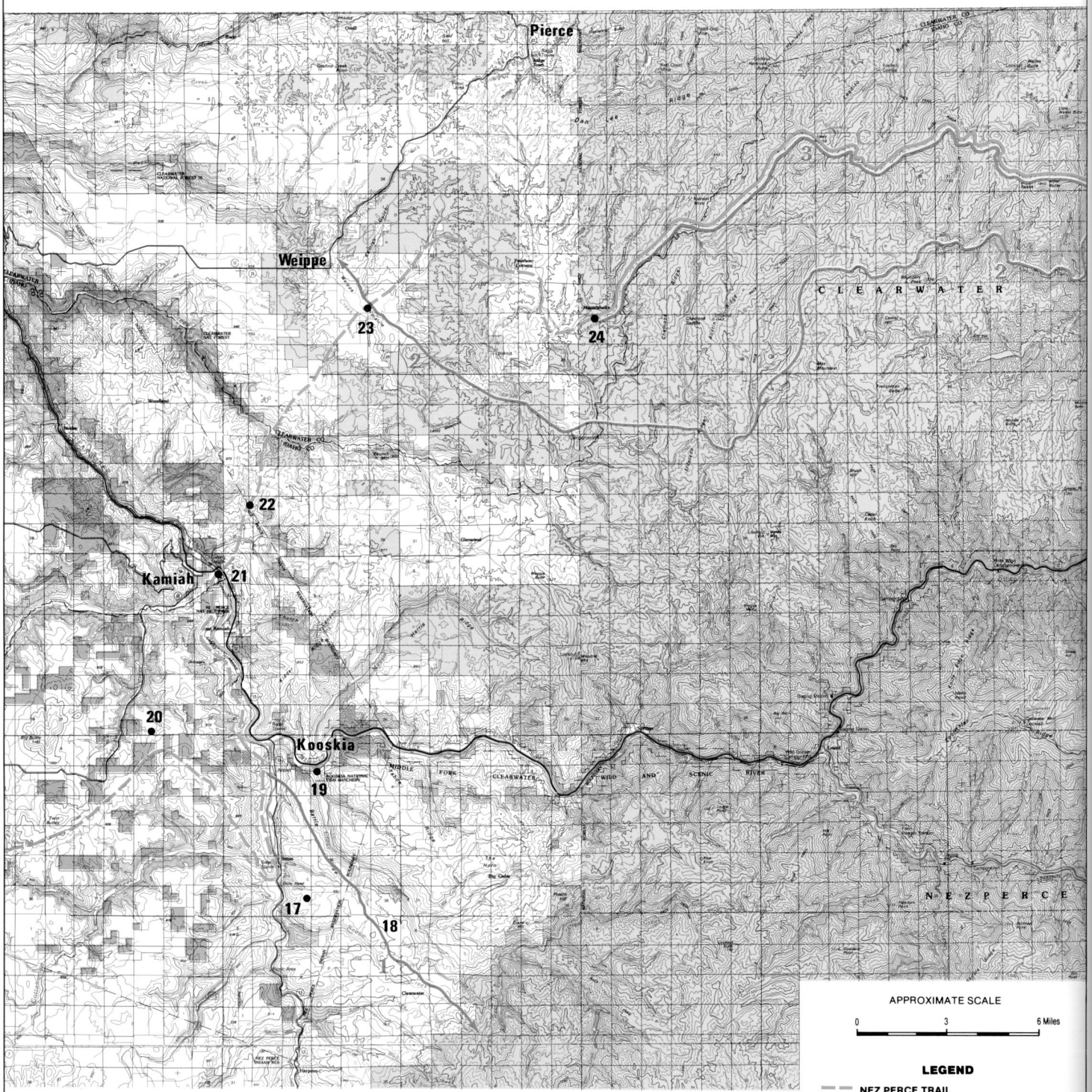
Appendix E. Trail Route Maps 1-19



The Nez Perce National Historic Trail maps, 1-19, identify the following features: 1. the route, 2. high potential route segments, 3. associated trails, 4. associated historical sites and 5. land ownership.


THE NEZ PERCE
[NEE-ME-POO]
NATIONAL HISTORIC
TRAIL
1
APPROXIMATE SCALE
0
3
6 Miles
LEGEND
NEZ PERCE TRAIL
NATIONAL FOREST
BUREAU OF LAND MANAGEMENT
PRIVATE LAND
PRINCIPAL ROADS
WALLOWA NATIONAL FOREST
Enterprise
Joseph
1
EAGLE CAP WILDERNESS
WALLOWA
N
HISTORIC SITE:
1. Chief Joseph Monument (May 14, 1877)


THE NEZ PERCE
[NEE-ME-POO]
NATIONAL HISTORIC TRAIL
APPROXIMATE SCALE
0
3
6 Miles
LEGEND
NEZ PERCE TRAIL
HIGH POTENTIAL ROUTE SEGMENT:
A. Imnaha River, 18 miles
B. White Bird Canyon, 16 miles
NATIONAL FOREST
BUREAU OF LAND MANAGEMENT
STATE
NATIONAL PARK
INDIAN RESERVATION
PRIVATE LAND
PRINCIPAL ROADS
HISTORIC SITE:
2. Imnaha River Canyon Trail
3. Lone Pine Saddle
4. Dug Bar Crossing
5. Salmon River Crossing
6. Tepahlewam Camp (June 2, 1877)
7. Tolo Lake
8. White Bird Battlefield (June 17, 1877)
9. Lahmotta Camp
10. Settler's Graves
11. Salmon River Crossing at Horseshoe Bend (June 19, 1877)
12. Salmon River Crossing at Billy Creek (July 2, 1877)
13. Lieutenant Rain's Skirmish (July 3, 1877)
14. Scout Foster's Grave
15. Cottonwood House
16. Cottonwood Skirmish (July 5, 1877)
Cottonwood
Grangeville
CAMAS
JOSEPH PLAINS
SUMMIT RIDGE
WILDERNESS
RECREATION
NATIONAL
N



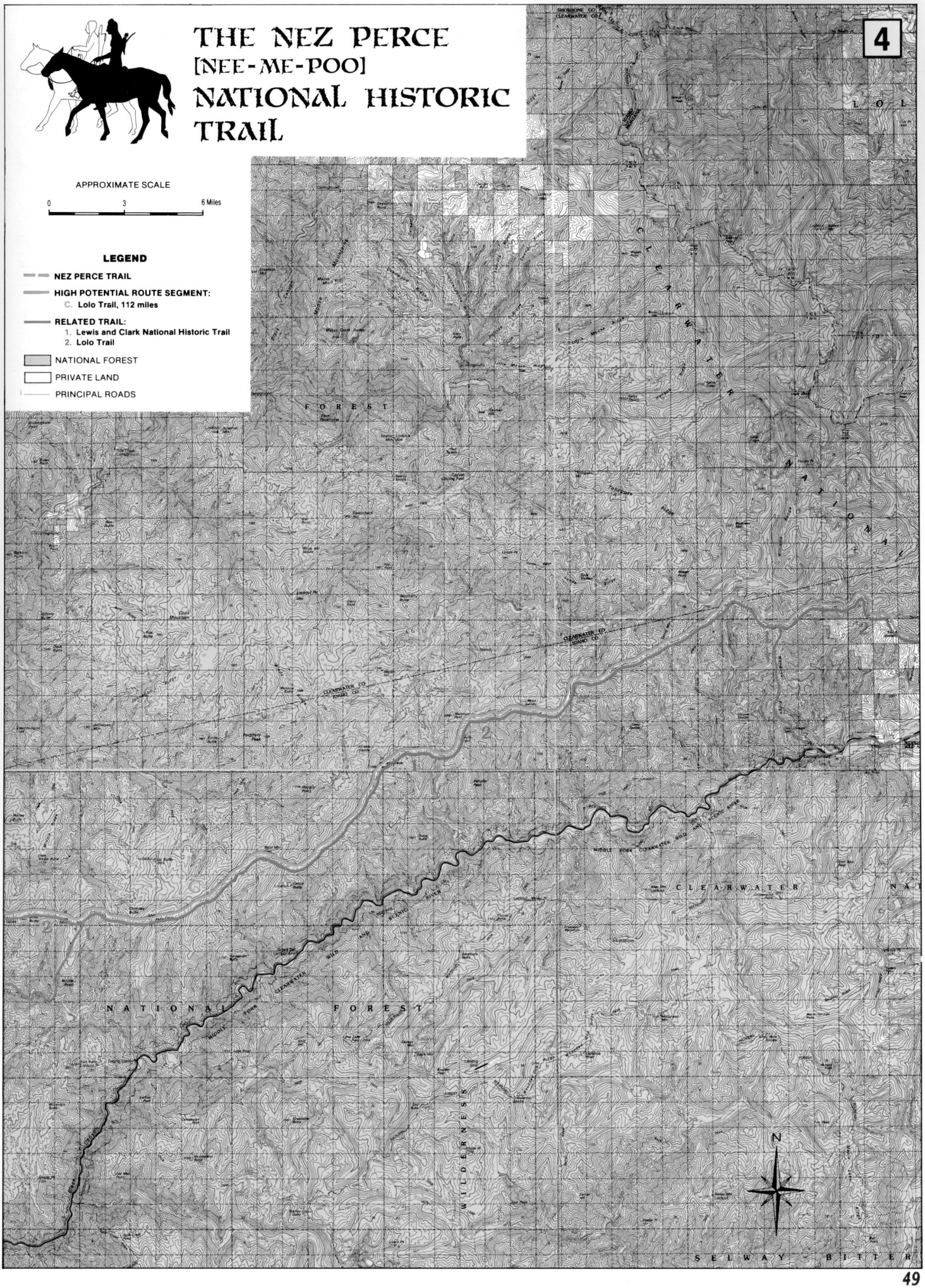


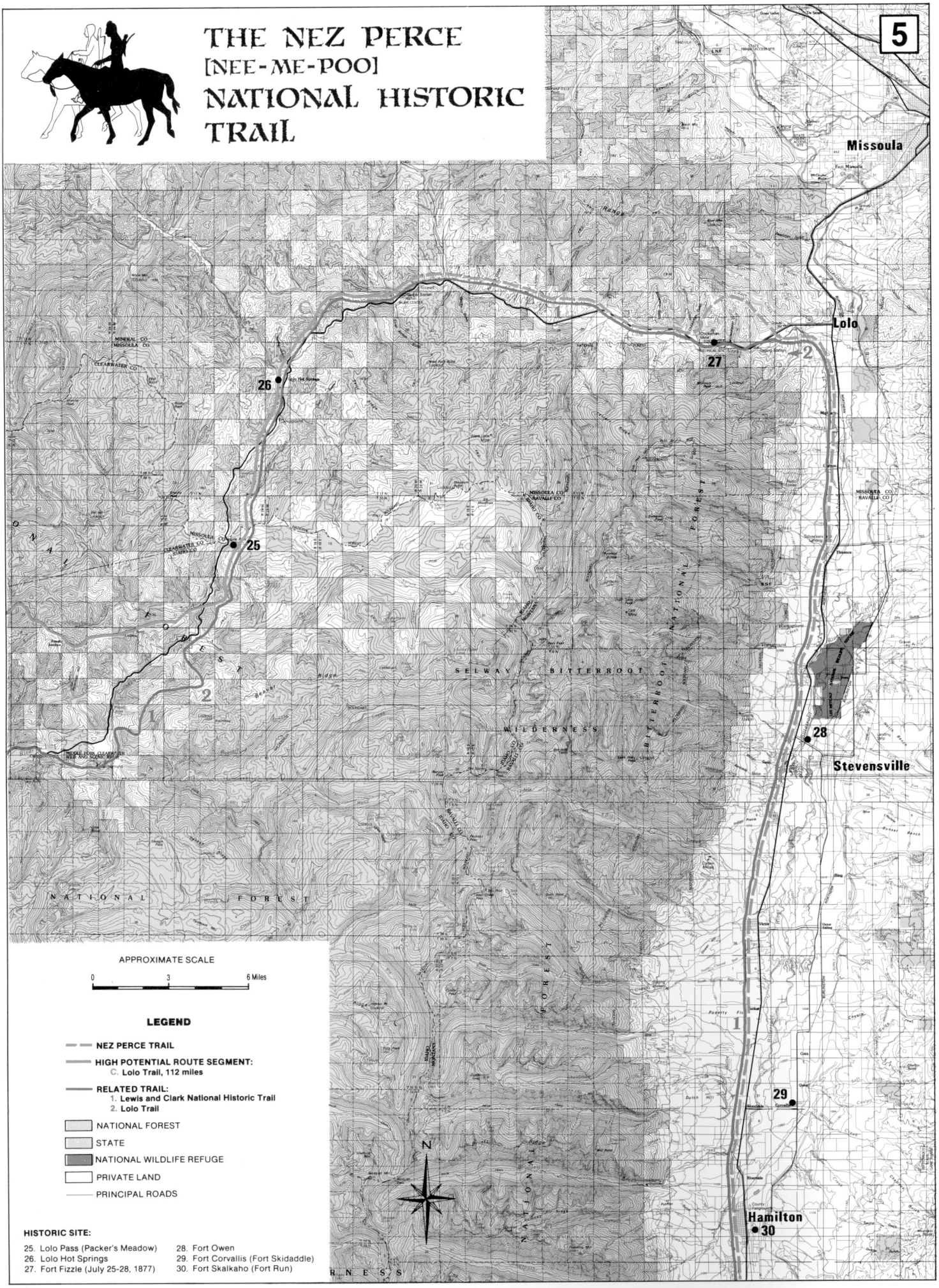
THE NEZ PERCE [NEE-ME-POO] NATIONAL HISTORIC TRAIL

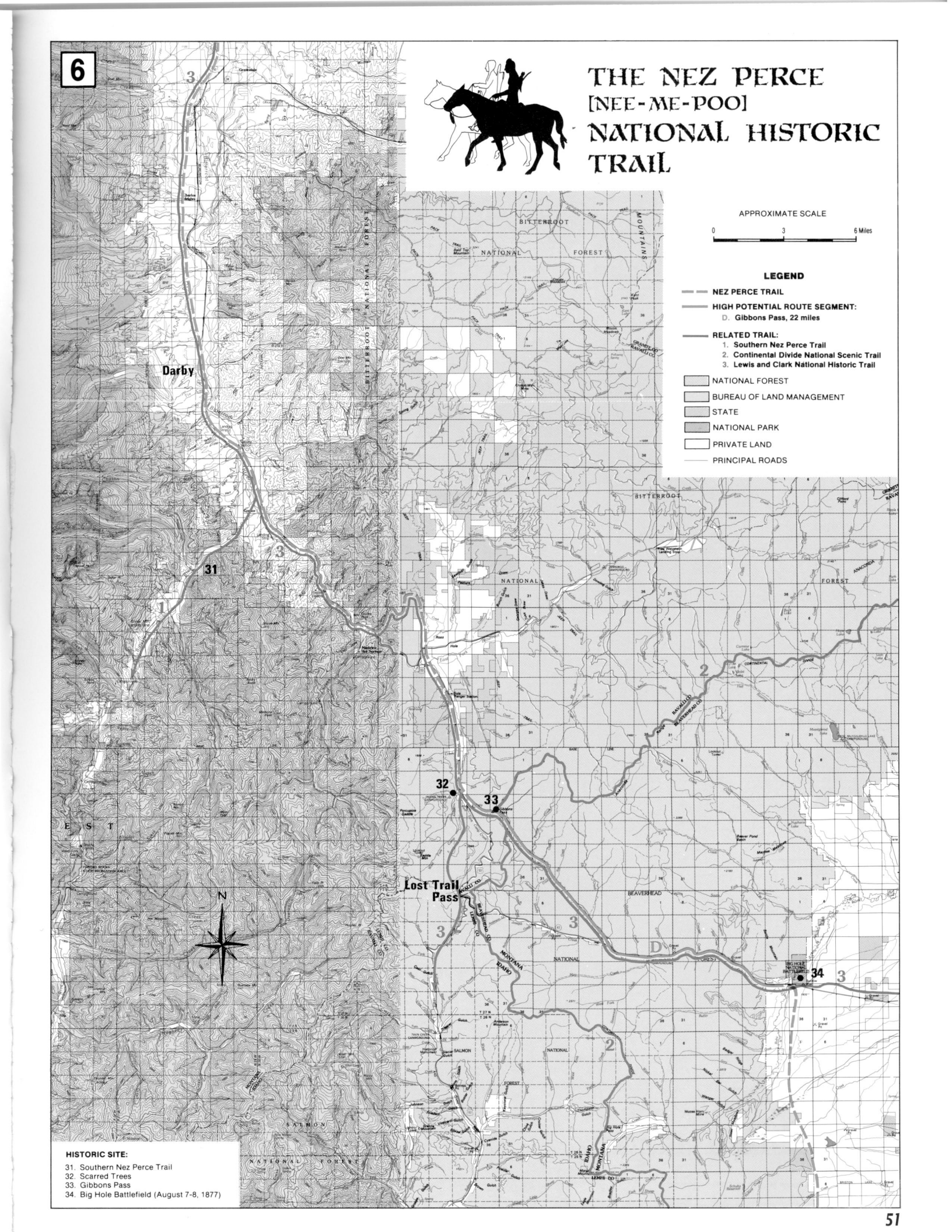


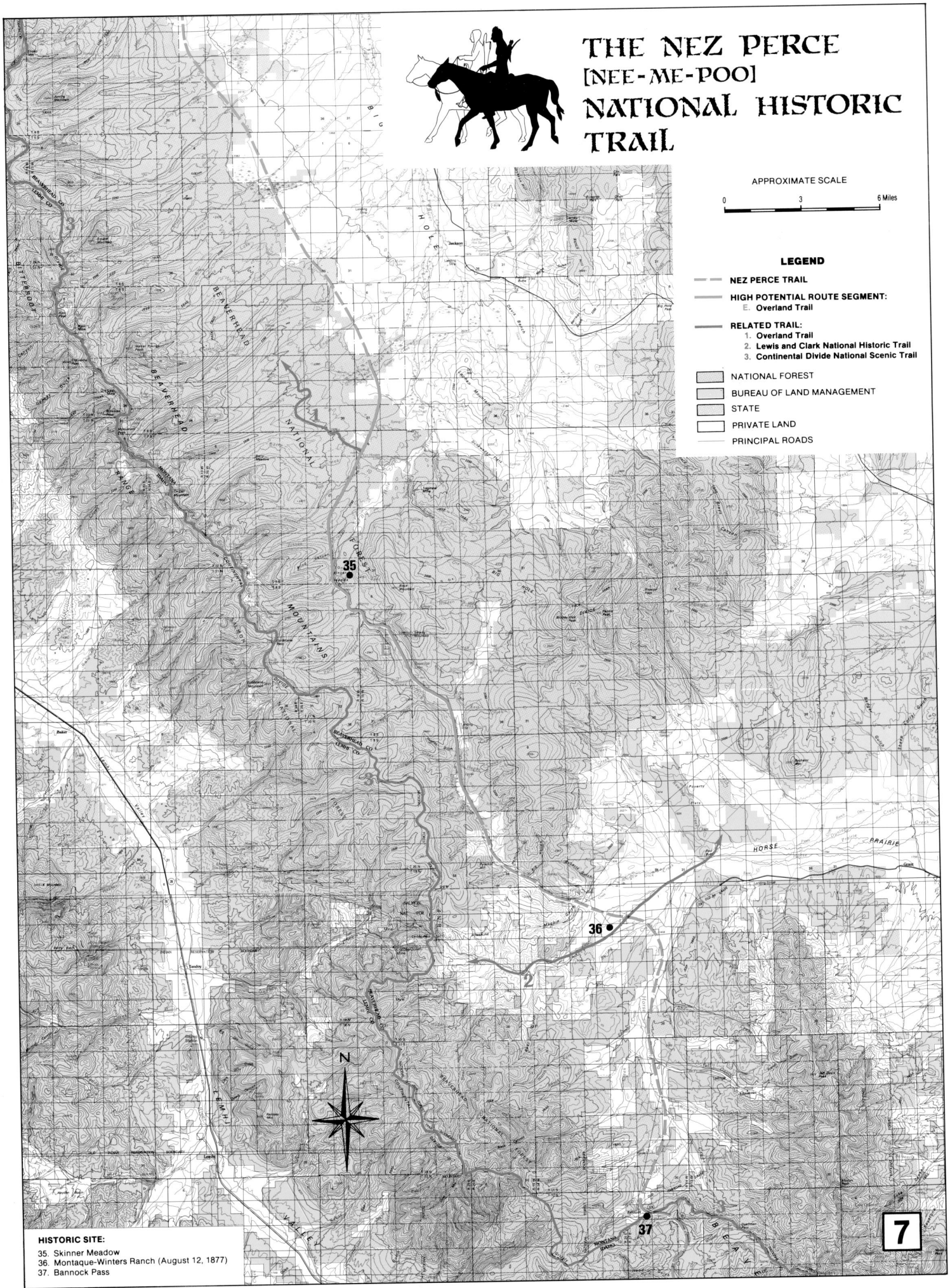
HISTORIC SITE:

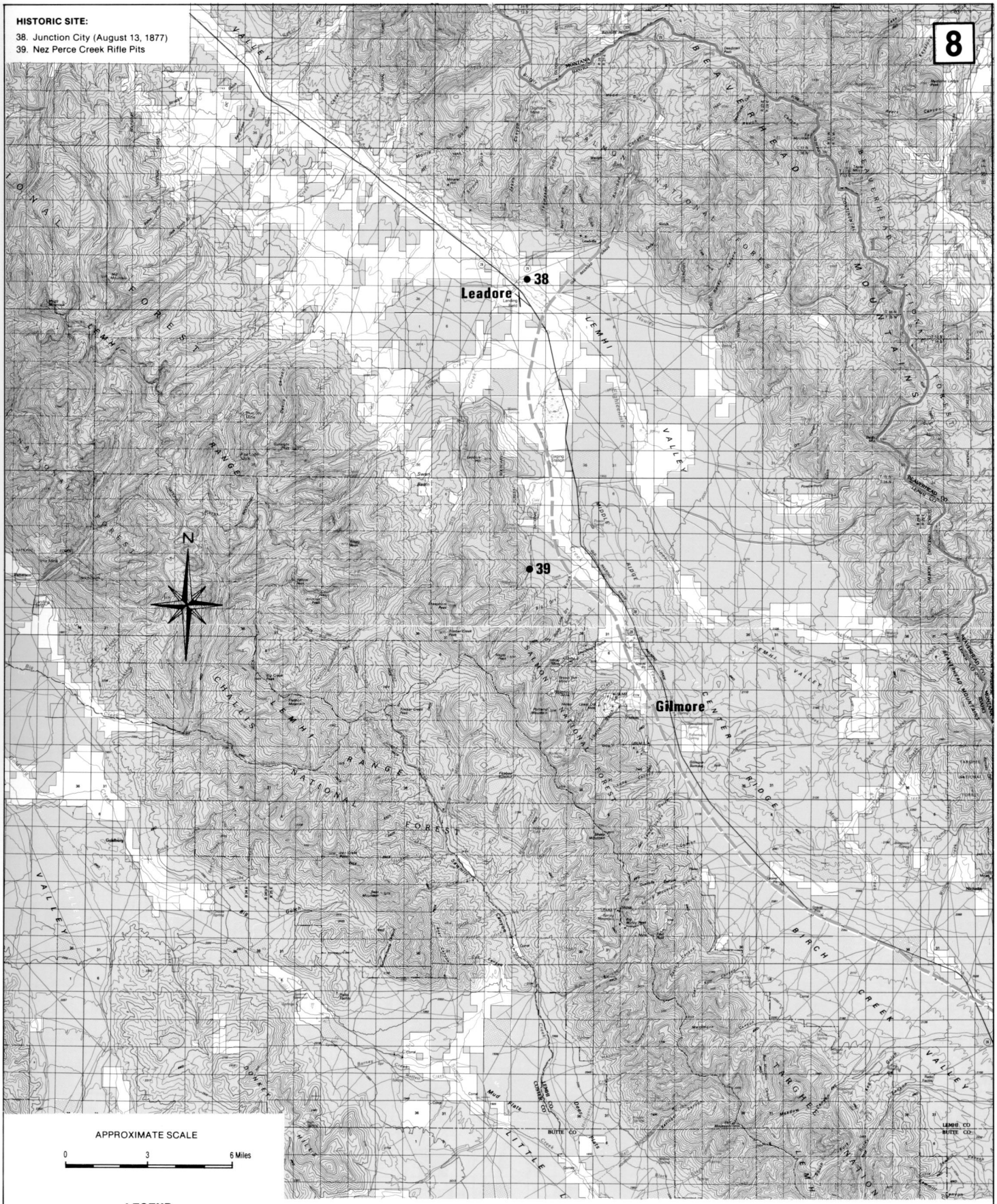
17. Clearwater Battlefield (July 11, 1877)
18. Southern Nez Perce Trail
19. Looking Glass Camp and Skirmish (July 1, 1877)
20. Misery Hill and McConville's Skirmish (July 13, 1877)
21. Clearwater River Crossing (July 15, 1877)
22. Original Tread
23. Weippe Prairie (July 15, 1877)
24. Musselshell Meadow

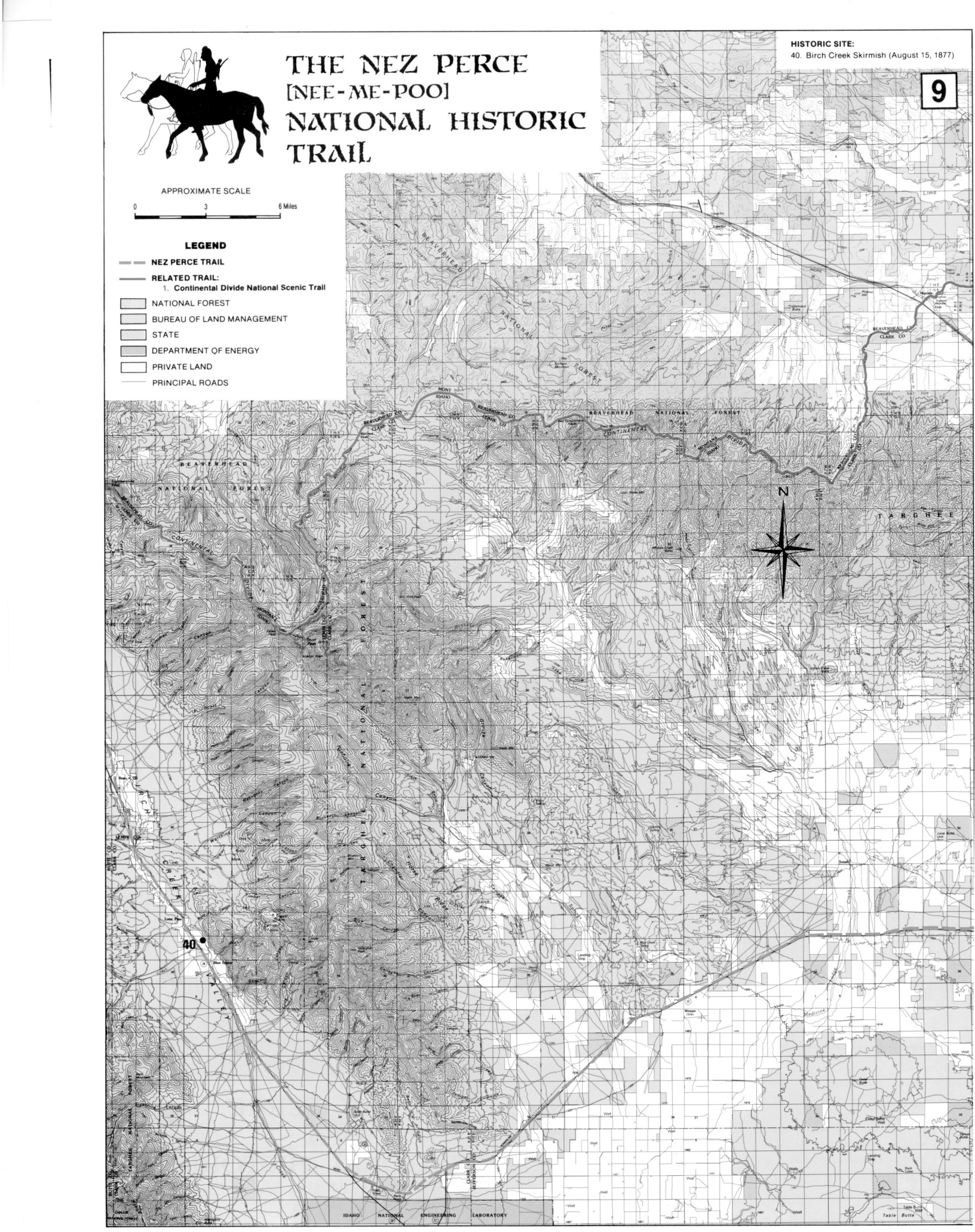

THE NEZ PERCE
[NEE-ME-POO]
NATIONAL HISTORIC
TRAIL
4
APPROXIMATE SCALE
0
3
6 Miles
LEGEND
NEZ PERCE TRAIL
HIGH POTENTIAL ROUTE SEGMENT:
C. Lolo Trail, 112 miles
RELATED TRAIL:
1. Lewis and Clark National Historic Trail
2. Lolo Trail
NATIONAL FOREST
PRIVATE LAND
PRINCIPAL ROADS
SHOSHONE CO
CLEARWATER CO
L O L O
C L E A R W A T E R
F O R E S T
CLEARWATER CO
IDAHO CO
MIDDLE FORK CLEARWATER WILD AND SCENIC RIVER
C L E A R W A T E R
N A T I O N A L
F O R E S T
WILDERNESS
S E L W A Y - B I T T E R
N

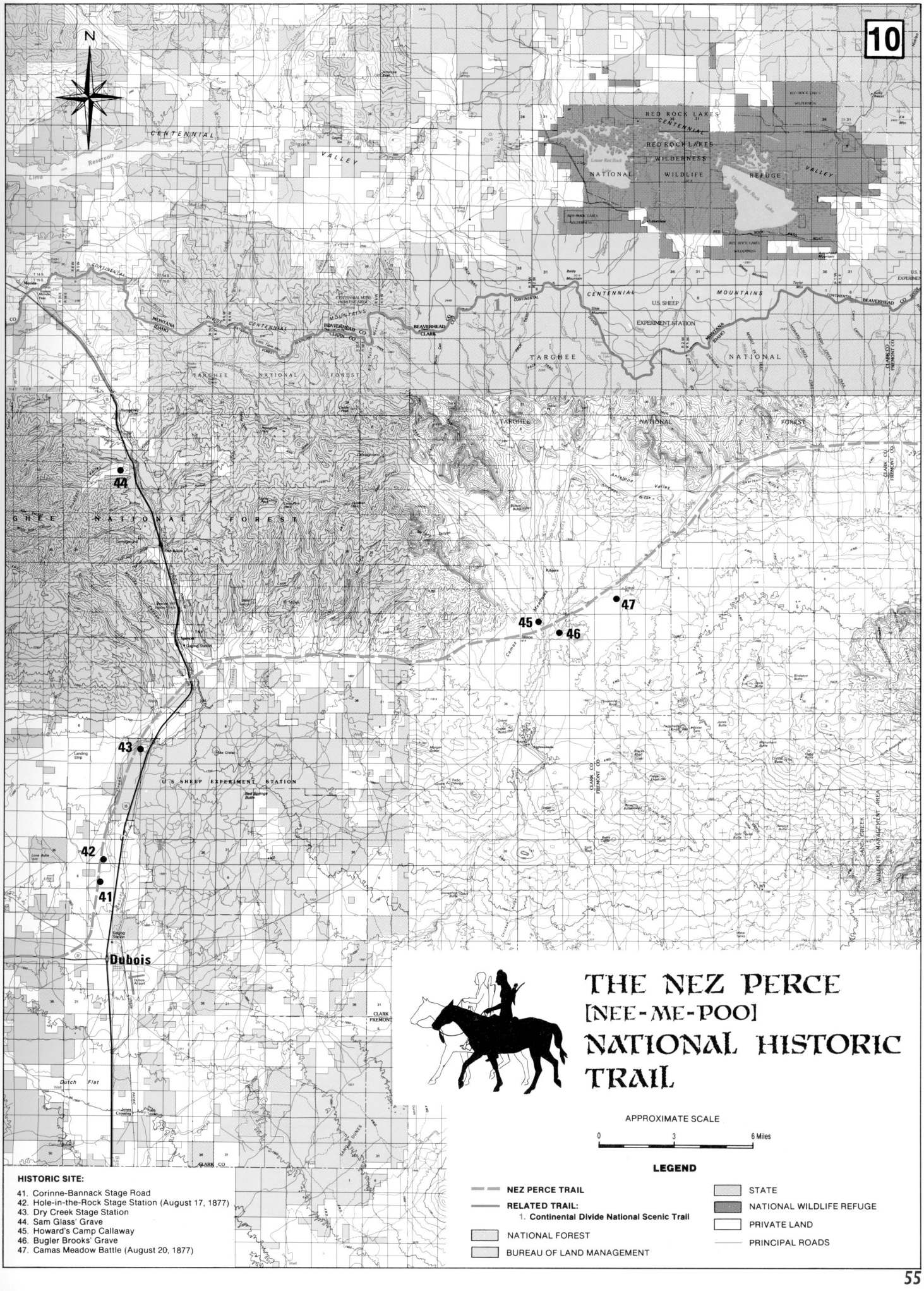

THE NEZ PERCE
[NEE-ME-POO]
NATIONAL HISTORIC
TRAIL
5
Missoula
Lolo
Stevensville
Hamilton
26
27
28
29
30
25
SELWAY - BITTERROOT WILDERNESS
BITTERROOT NATIONAL FOREST
NATIONAL FOREST
APPROXIMATE SCALE
0
3
6 Miles
LEGEND
NEZ PERCE TRAIL
HIGH POTENTIAL ROUTE SEGMENT:
C. Lolo Trail, 112 miles
RELATED TRAIL:
1. Lewis and Clark National Historic Trail
2. Lolo Trail
NATIONAL FOREST
STATE
NATIONAL WILDLIFE REFUGE
PRIVATE LAND
PRINCIPAL ROADS
HISTORIC SITE:
25. Lolo Pass (Packer's Meadow)
26. Lolo Hot Springs
27. Fort Fizzle (July 25-28, 1877)
28. Fort Owen
29. Fort Corvallis (Fort Skidaddle)
30. Fort Skalkaho (Fort Run)


6
THE NEZ PERCE
[NEE-ME-POO]
NATIONAL HISTORIC
TRAIL
APPROXIMATE SCALE
0
3
6 Miles
LEGEND
NEZ PERCE TRAIL
HIGH POTENTIAL ROUTE SEGMENT:
D. Gibbons Pass, 22 miles
RELATED TRAIL:
1. Southern Nez Perce Trail
2. Continental Divide National Scenic Trail
3. Lewis and Clark National Historic Trail
NATIONAL FOREST
BUREAU OF LAND MANAGEMENT
STATE
NATIONAL PARK
PRIVATE LAND
PRINCIPAL ROADS
Darby
31
32
33
34
Lost Trail Pass
BITTERROOT
NATIONAL FOREST
BEAVERHEAD
SALMON
MONTANA
IDAHO
HISTORIC SITE:
31. Southern Nez Perce Trail
32. Scarred Trees
33. Gibbons Pass
34. Big Hole Battlefield (August 7-8, 1877)


THE NEZ PERCE
[NEE-ME-POO]
NATIONAL HISTORIC TRAIL
APPROXIMATE SCALE
0
3
6 Miles
LEGEND
NEZ PERCE TRAIL
HIGH POTENTIAL ROUTE SEGMENT:
E. Overland Trail
RELATED TRAIL:
1. Overland Trail
2. Lewis and Clark National Historic Trail
3. Continental Divide National Scenic Trail
NATIONAL FOREST
BUREAU OF LAND MANAGEMENT
STATE
PRIVATE LAND
PRINCIPAL ROADS
35
36
37
HORSE PRAIRIE
BEAVERHEAD MOUNTAINS
BEAVERHEAD RANGE
BITTERROOT
HISTORIC SITE:
35. Skinner Meadow
36. Montaque-Winters Ranch (August 12, 1877)
37. Bannock Pass
7


HISTORIC SITE:
38. Junction City (August 13, 1877)
39. Nez Perce Creek Rifle Pits
8
38
Leadore
39
Gilmore
N
APPROXIMATE SCALE
0
3
6 Miles
LEGEND
NEZ PERCE TRAIL
RELATED TRAIL:
1. Continental Divide National Scenic Trail
NATIONAL FOREST
BUREAU OF LAND MANAGEMENT
STATE
PRIVATE LAND
PRINCIPAL ROADS
THE NEZ PERCE
[NEE-ME-POO]
NATIONAL HISTORIC
TRAIL


THE NEZ PERCE
[NEE-ME-POO]
NATIONAL HISTORIC
TRAIL
HISTORIC SITE:
40. Birch Creek Skirmish (August 15, 1877)
9
APPROXIMATE SCALE
0
3
6 Miles
LEGEND
NEZ PERCE TRAIL
RELATED TRAIL:
1. Continental Divide National Scenic Trail
NATIONAL FOREST
BUREAU OF LAND MANAGEMENT
STATE
DEPARTMENT OF ENERGY
PRIVATE LAND
PRINCIPAL ROADS
N
40
BEAVERHEAD NATIONAL FOREST
CONTINENTAL DIVIDE NATIONAL SCENIC TRAIL
BEAVERHEAD CO
CLARK CO
LEMHI CO
TARGHEE
IDAHO NATIONAL ENGINEERING LABORATORY



THE NEZ PERCE [NEE-ME-POO] NATIONAL HISTORIC TRAIL

APPROXIMATE SCALE

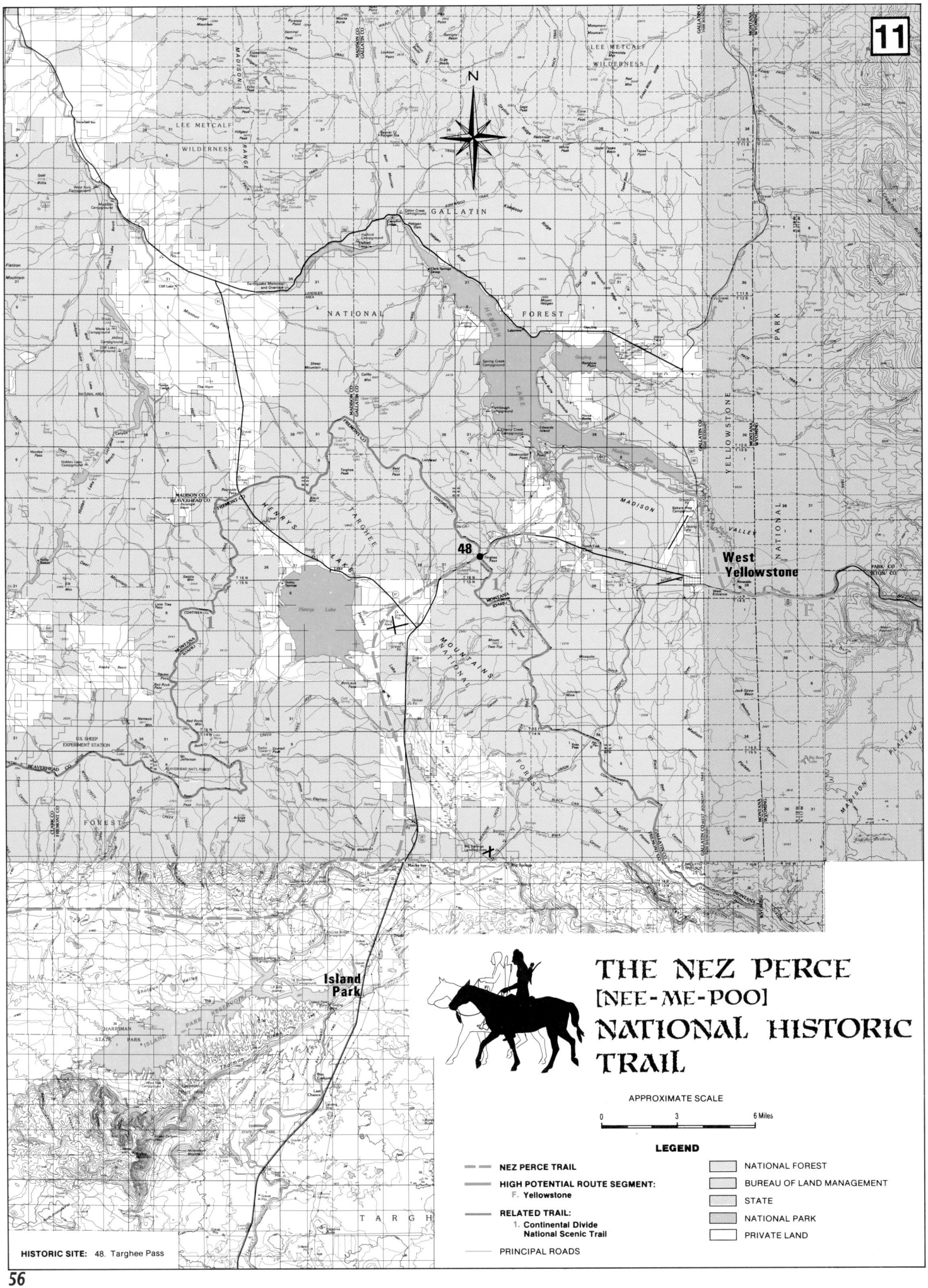
0 3 6 Miles

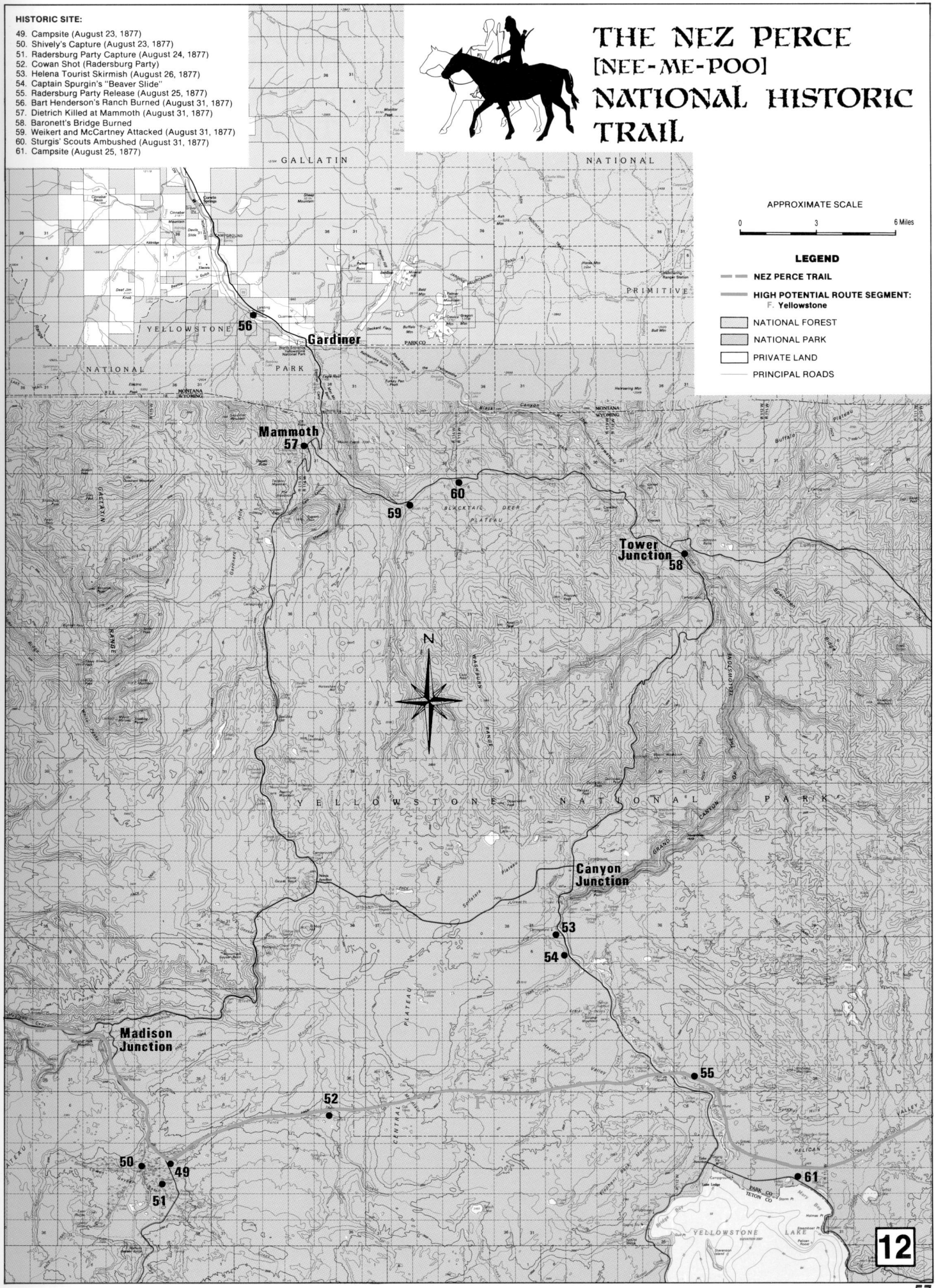
HISTORIC SITE:

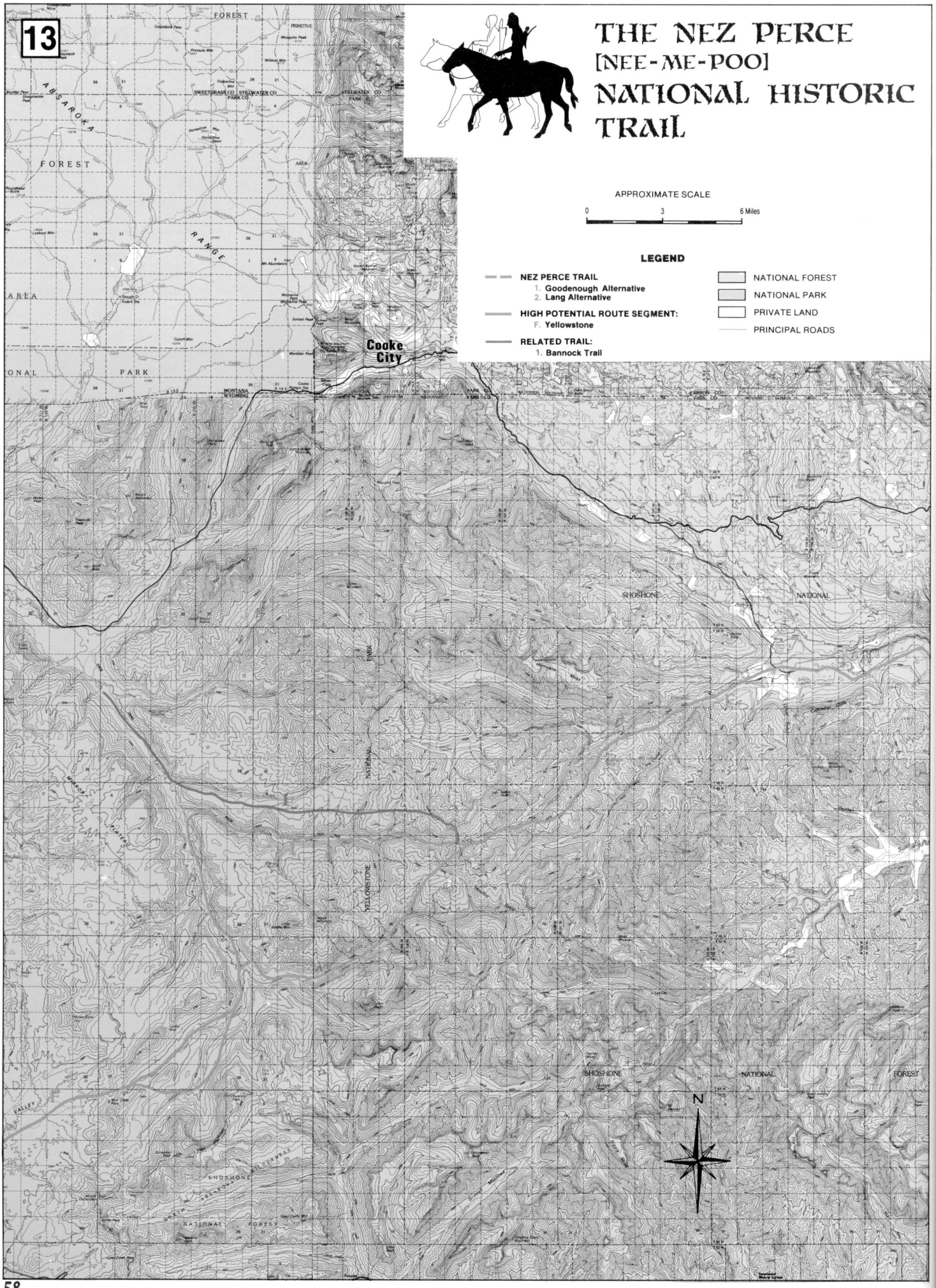
41. Corinne-Bannack Stage Road
42. Hole-in-the-Rock Stage Station (August 17, 1877)
43. Dry Creek Stage Station
44. Sam Glass' Grave
45. Howard's Camp Callaway
46. Bugler Brooks' Grave
47. Camas Meadow Battle (August 20, 1877)

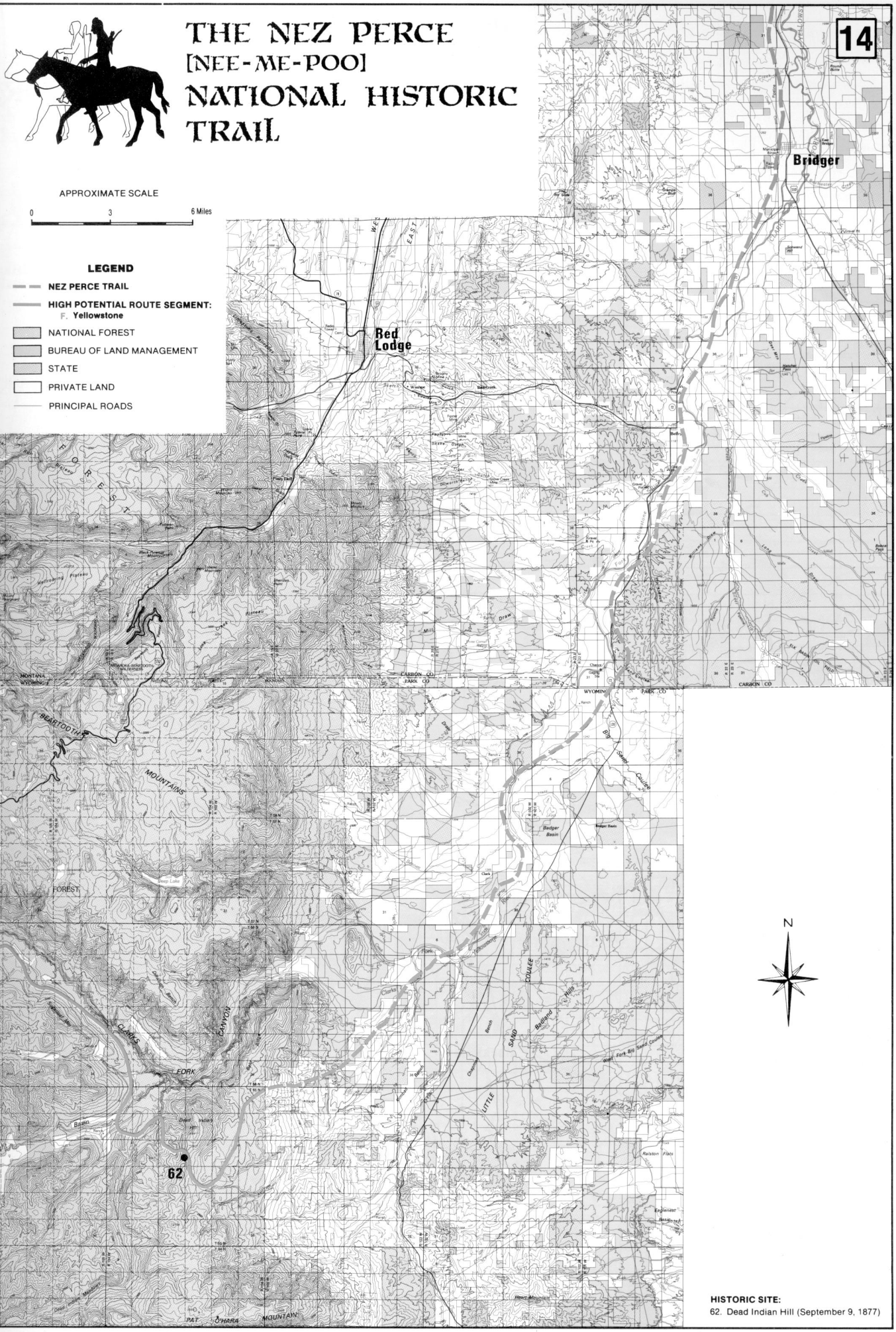
LEGEND

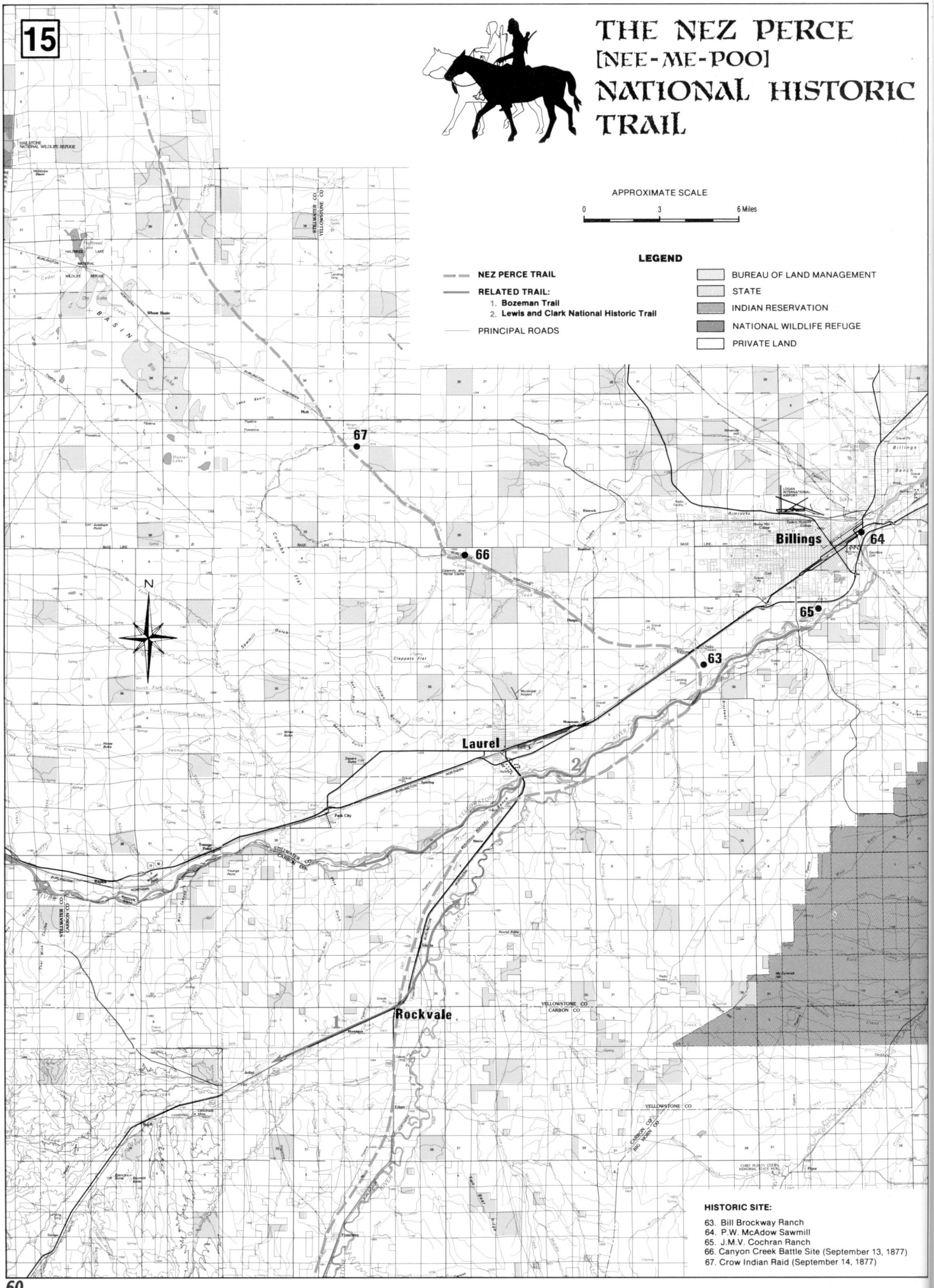
- **NEZ PERCE TRAIL**
- **RELATED TRAIL:**
  1. **Continental Divide National Scenic Trail**
- NATIONAL FOREST
- BUREAU OF LAND MANAGEMENT
- STATE
- NATIONAL WILDLIFE REFUGE
- PRIVATE LAND
- PRINCIPAL ROADS

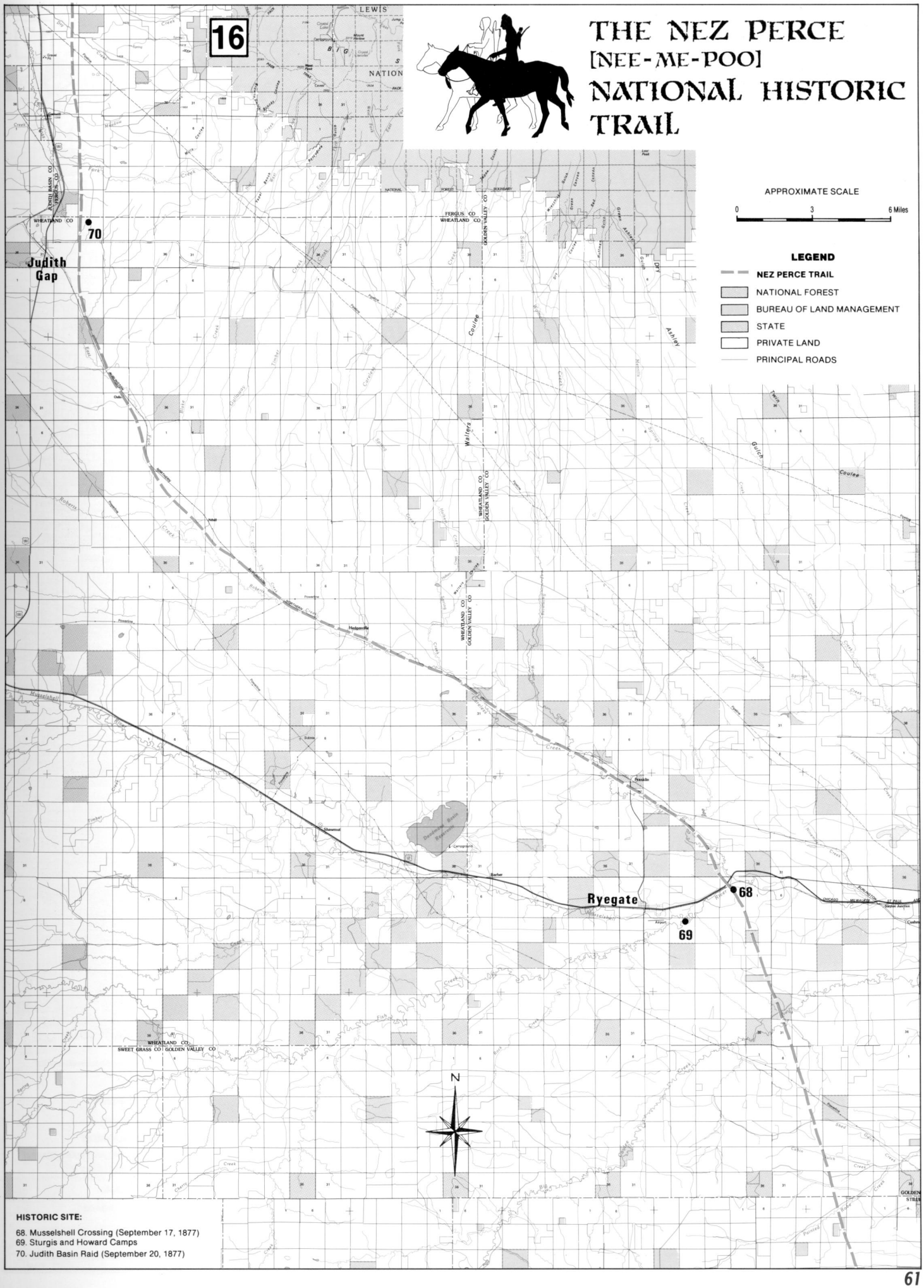

11
N
LEE METCALF WILDERNESS
GALLATIN NATIONAL FOREST
YELLOWSTONE NATIONAL PARK
MADISON VALLEY
HEBGEN LAKE
HENRYS LAKE
TARGHEE PASS
48
West Yellowstone
Island Park
HARRIMAN STATE PARK
MADISON PLATEAU
MADISON MOUNTAINS
TARGHEE NATIONAL FOREST
MONTANA
IDAHO
WYOMING
THE NEZ PERCE
[NEE-ME-POO]
NATIONAL HISTORIC TRAIL
APPROXIMATE SCALE
0
3
6 Miles
LEGEND
NEZ PERCE TRAIL
HIGH POTENTIAL ROUTE SEGMENT:
F. Yellowstone
RELATED TRAIL:
1. Continental Divide National Scenic Trail
PRINCIPAL ROADS
NATIONAL FOREST
BUREAU OF LAND MANAGEMENT
STATE
NATIONAL PARK
PRIVATE LAND
HISTORIC SITE: 48. Targhee Pass


HISTORIC SITE:
49. Campsite (August 23, 1877)
50. Shively's Capture (August 23, 1877)
51. Radersburg Party Capture (August 24, 1877)
52. Cowan Shot (Radersburg Party)
53. Helena Tourist Skirmish (August 26, 1877)
54. Captain Spurgin's "Beaver Slide"
55. Radersburg Party Release (August 25, 1877)
56. Bart Henderson's Ranch Burned (August 31, 1877)
57. Dietrich Killed at Mammoth (August 31, 1877)
58. Baronett's Bridge Burned
59. Weikert and McCartney Attacked (August 31, 1877)
60. Sturgis' Scouts Ambushed (August 31, 1877)
61. Campsite (August 25, 1877)
THE NEZ PERCE
[NEE-ME-POO]
NATIONAL HISTORIC
TRAIL
APPROXIMATE SCALE
0
3
6 Miles
LEGEND
NEZ PERCE TRAIL
HIGH POTENTIAL ROUTE SEGMENT:
F. Yellowstone
NATIONAL FOREST
NATIONAL PARK
PRIVATE LAND
PRINCIPAL ROADS
GALLATIN
NATIONAL
PRIMITIVE
YELLOWSTONE
NATIONAL
PARK
Gardiner
56
Mammoth
57
60
59
Tower
Junction
58
N
YELLOWSTONE NATIONAL PARK
Canyon
Junction
53
54
Madison
Junction
52
55
50
49
51
61
YELLOWSTONE
LAKE
12


13
THE NEZ PERCE
[NEE-ME-POO]
NATIONAL HISTORIC
TRAIL
APPROXIMATE SCALE
0
3
6 Miles
LEGEND
NEZ PERCE TRAIL
1. Goodenough Alternative
2. Lang Alternative
HIGH POTENTIAL ROUTE SEGMENT:
F. Yellowstone
RELATED TRAIL:
1. Bannock Trail
NATIONAL FOREST
NATIONAL PARK
PRIVATE LAND
PRINCIPAL ROADS
Cooke City
FOREST
PRIMITIVE
AREA
RANGE
PARK
MONTANA
WYOMING
SHOSHONE
NATIONAL
FOREST
YELLOWSTONE
N


THE NEZ PERCE
[NEE-ME-POO]
NATIONAL HISTORIC
TRAIL
14
APPROXIMATE SCALE
0
3
6 Miles
LEGEND
NEZ PERCE TRAIL
HIGH POTENTIAL ROUTE SEGMENT:
F. Yellowstone
NATIONAL FOREST
BUREAU OF LAND MANAGEMENT
STATE
PRIVATE LAND
PRINCIPAL ROADS
Bridger
Red Lodge
62
N
HISTORIC SITE:
62. Dead Indian Hill (September 9, 1877)


15
THE NEZ PERCE
[NEE-ME-POO]
NATIONAL HISTORIC
TRAIL
APPROXIMATE SCALE
0
3
6 Miles
LEGEND
NEZ PERCE TRAIL
RELATED TRAIL:
1. Bozeman Trail
2. Lewis and Clark National Historic Trail
PRINCIPAL ROADS
BUREAU OF LAND MANAGEMENT
STATE
INDIAN RESERVATION
NATIONAL WILDLIFE REFUGE
PRIVATE LAND
67
66
64
65
63
Billings
Laurel
Rockvale
N
HISTORIC SITE:
63. Bill Brockway Ranch
64. P.W. McAdow Sawmill
65. J.M.V. Cochran Ranch
66. Canyon Creek Battle Site (September 13, 1877)
67. Crow Indian Raid (September 14, 1877)


16
THE NEZ PERCE
[NEE-ME-POO]
NATIONAL HISTORIC
TRAIL
APPROXIMATE SCALE
0
3
6 Miles
LEGEND
NEZ PERCE TRAIL
NATIONAL FOREST
BUREAU OF LAND MANAGEMENT
STATE
PRIVATE LAND
PRINCIPAL ROADS
Judith Gap
70
Ryegate
68
69
N
HISTORIC SITE:
68. Musselshell Crossing (September 17, 1877)
69. Sturgis and Howard Camps
70. Judith Basin Raid (September 20, 1877)



THE NEZ PERCE [NEE-ME-POO] NATIONAL HISTORIC TRAIL

17

Hilger

71

Lewistown

N

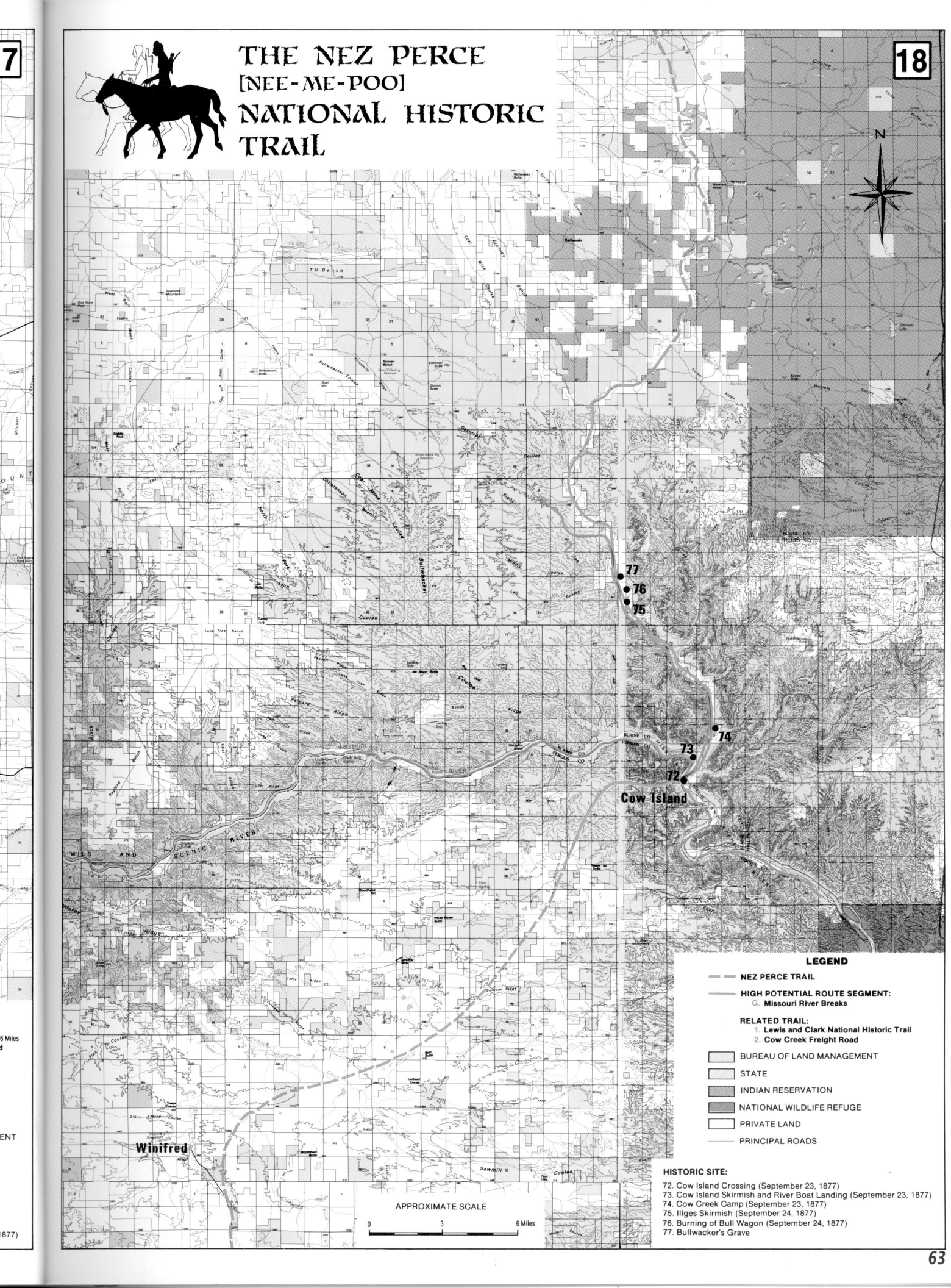
APPROXIMATE SCALE

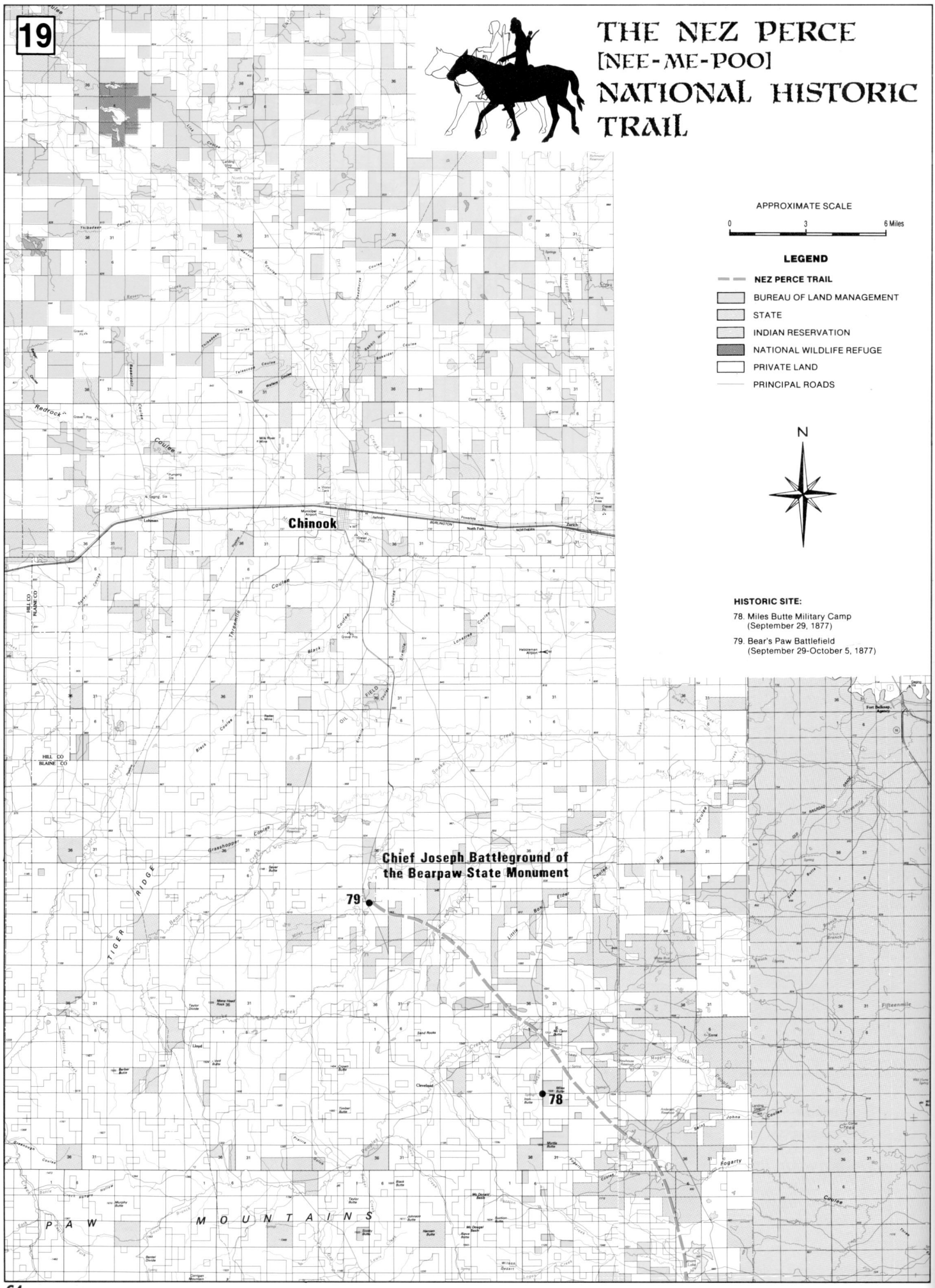
0 3 6 Miles

LEGEND

- NEZ PERCE TRAIL
- NATIONAL FOREST
- BUREAU OF LAND MANAGEMENT
- STATE
- PRIVATE LAND
- PRINCIPAL ROADS

HISTORIC SITE: 71. Reed and Bowles' Stockade (September 21, 1877)


THE NEZ PERCE
[NEE-ME-POO]
NATIONAL HISTORIC
TRAIL
18
N
77
76
75
74
73
72
Cow Island
Winifred
WILD AND SCENIC RIVER
MISSOURI RIVER
BLAINE CO
FERGUS CO
PHILLIPS CO
LEGEND
NEZ PERCE TRAIL
HIGH POTENTIAL ROUTE SEGMENT:
G. Missouri River Breaks
RELATED TRAIL:
1. Lewis and Clark National Historic Trail
2. Cow Creek Freight Road
BUREAU OF LAND MANAGEMENT
STATE
INDIAN RESERVATION
NATIONAL WILDLIFE REFUGE
PRIVATE LAND
PRINCIPAL ROADS
HISTORIC SITE:
72. Cow Island Crossing (September 23, 1877)
73. Cow Island Skirmish and River Boat Landing (September 23, 1877)
74. Cow Creek Camp (September 23, 1877)
75. Illges Skirmish (September 24, 1877)
76. Burning of Bull Wagon (September 24, 1877)
77. Bullwacker's Grave
APPROXIMATE SCALE
0
3
6 Miles


19
THE NEZ PERCE
[NEE-ME-POO]
NATIONAL HISTORIC
TRAIL
APPROXIMATE SCALE
0
3
6 Miles
LEGEND
NEZ PERCE TRAIL
BUREAU OF LAND MANAGEMENT
STATE
INDIAN RESERVATION
NATIONAL WILDLIFE REFUGE
PRIVATE LAND
PRINCIPAL ROADS
N
HISTORIC SITE:
78. Miles Butte Military Camp
(September 29, 1877)
79. Bear's Paw Battlefield
(September 29-October 5, 1877)
Chinook
Chief Joseph Battleground of
the Bearpaw State Monument
79
78
TIGER RIDGE
P A W
M O U N T A I N S
HILL CO
BLAINE CO

Appendix F. Advisory Council and Charter

NEZ PERCE (NEE-ME-POO) NATIONAL HISTORIC TRAIL
ADVISORY COUNCIL DIRECTORY

November 6, 1989

PROJECT COORDINATOR

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ADVISORY COUNCIL

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Regional Director
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or

Eddie L. Lopez (Alternate) — *National Park Service representative.*
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US. DEPARTMENT OF AGRICULTURE
WASHINGTON. D.C. 20250

DEPARTMENTAL REGULATION number **1042-98**

SUBJECT; **DATE:** August 29, 1989

The Nez Perce National Historic Trail Advisory Council **OPI:** Forest Service

1. PURPOSE

   a. The Nez Perce (Nee-Me-Poo) National Historic Trail Advisory Council is hereby renewed in accordance with the provisions of Section S(d) of the National Trails System Act, as amended, 16 U.S.C. 1244(d), and the Federal Advisory Committee Act, 5 U.S.C. App. 1. Renewal of this Council is necessary and is in the public interest in connection with the performance of duties imposed on the Department by law.

   b. Section 5 of the National Trails System Act, as amended, 16 U.S.C. 1244, designated the Nez Perce Trail as a National Historic Trail and directed the Secretary of Agriculture to establish an Advisory Council for the Nez Perce National Historic Trail.

   c. The purpose of this Council is to advise the Secretary on the development and management of the Trail. The objective of the Council is to secure advice from a variety of interested agencies, governments, organizations, and concerned individuals in decisions relating to the development and administration of the Trail. The scope of the Council includes areas of policy, planning, and management with regard to the Trail.

   d. This regulation incorporates the Charter of the Nez Perce National Historic Trail Advisory Council as follows:

2. SPECIAL INSTRUCTION/CANCELLATION

   a. The Council is established in accordance with Section 5(d) of the National Trails System Act, 16 U.S.C. 1244(d). As provided by the statute, the tenure of the Council is for 10 years from the date of its initial establishment.

   b. This regulation will expire in 2 years from the date of this regulation.

3. OFFICERS AND MEMBERSHIP

a. A balanced membership not exceeding 35 in number shall be drawn from Federal Agencies, State and local government, industry, and organizations with an interest in the development and administration of the Nez Perce National Historic Trail. Equal opportunity practices, in line with USDA policies, will be followed in all appointments to the Council.

b. Members will be appointed by the Secretary to serve a 2-year term.

(l) A member appointed to represent each Federal Department or independent agency administering lands through which the Trail route passes. Each representative shall be designated by the head of such Department or Agency.

(2) A member appointed to represent each of the States of Idaho, Montana, Oregon, and Wyoming. Appointment of such representatives shall be made from recommendations of the Governors of such States.

(3) Two members appointed to represent the Nez Perce Indian Tribe. Appointment of such representatives shall be made from recommendations by the governing bodies of the non-treaty and treaty lands of the Nez Perce Tribe.

(4) One or more members appointed to represent private organizations, including corporate and individual landowners and land users, having an established and recognized interest in the Trail. Appointment of such representatives shall be made from recommendations by such organizations.

c. The U.S. Department of Agriculture representative, Regional Forester, Northern Region, shall serve as Council Chairperson. Subcommittees may be appointed by the Council Chairperson from among the membership to facilitate the work of the Council.

4. DUTIES

The Council shall consider and make recommendations to the Secretary concerning broad questions of the National Trail1s System Act, policy, programs, and procedures affecting the development and administration of the Nez Perce National Historic Trail. Responsibility for decisions remains with the Secretary and the Forest Service in accordance with existing law and regulations.

BIG HOLE
NATIONAL
BATTLEFIELD
LIBRARY

5. ESTIMATED ANNUAL OPERATING COST

Members shall serve without pay, but with reimbursement of travel expenses and per diem for attendance at Council functions approved by the Chairperson. Annual operating costs are estimated at $36,350 with .75 person year of staff support. The estimates of annual operating costs include all private and public funds to be spent by or on behalf of the Council.

6 . NUMBER AND FREQUENCY OF MEETING

a. An annual meeting of the entire Council will be called by the Chairperson. Special Council meetings may also be scheduled. A subcommittee may schedule meetings after consultation and approval of the Chairperson.

b. Meetings will be open to the public. A Forest Service Officer designated by the Chairperson will attend all Subcommittee meetings and will have authority to adjourn meetings whenever adjournment is considered to be in the public interest.

7. REPORTS/SUPPORTS

a. Support to the Council is provided by the USDA Forest Service.

b. The Council reports to the Secretary of Agriculture.



CLAYTON YEUTTER