

Trail of the Coeur d'Alenes State Park

Introduction: The Trail of the Coeur d'Alenes State Park is one of the most spectacular and popular trails in the western United States. It is a 73 mile asphalt trail that is perfect for road bikers and in-line skaters. It nearly spans the Panhandle of Idaho as it runs along rivers, beside lakes and through Idaho's historic Silver Valley. Here you can experience scenic old growth forests near Heyburn State Park, enjoy the lakeshore access at Chatcolet, cross the famous 224-foot high and 3,000 long through-truss swing-span Chatcolet bridge over Lake Coeur d'Alene, travel through the isolated "chain of lakes area", and traverse 36 unique bridges and trestles that cross mountain creeks, whitewater rivers and tranquil lakes. The east end of the trail passes through a narrow mountain valley once heavily mined for silver. The valley is dotted with numerous small historic mining communities each offering their own unique features.

The trail is divided into two sections based on management. The Coeur d'Alene Tribe manages the portion of the trail within their reservation boundary (14.5 miles between Plummer and Harrison). The IDPR manages the rest of the trail from Harrison to Mullan. Through a joint powers agreement, numerous cities and counties have agreed to assist the trail managers with law enforcement and maintenance.

Getting There: The park includes 19 developed trail heads where there is parking available and you can unload your bicycle and hit the trail. Each of these trailheads is like a mini-park in itself with vault toilets and picnic tables for day use. Directions to the trailheads is provided below, starting for the western most point on the trail.

- **Plummer (Gathering place):** It is located on the west side of State Highway 95 just north of the town of Plummer.
- **Plummer Point:** It is located inside of Heyburn State Park. Heyburn State Park is located about 6 miles east of Plummer, Idaho. In Plummer, take State Highway 5 east from State Highway 95. Take the Chatcolet Road/Hawley's Landing turn-off. It is a left turn off of Highway 5. Follow Chatcolet Road to where it crosses the Trail of the Coeur d'Alenes. The parking lot is on the left side of the road.
- **Chatcolet:** It is located inside of Heyburn State Park. Heyburn State Park is located about 6 miles east of Plummer, Idaho. In Plummer, take State Highway 5 east from State Highway 95. Take the Chatcolet Road/Hawley's Landing turn-off. It is a left turn off of Highway 5. Follow Chatcolet Road all the way to a large parking lot at the marina. The Trail of the Coeur d'Alenes can be accessed at the far northern end of the parking lot.
- **Harrison:** It is located along State Highway 97 on the east side of Lake Coeur d'Alene. Highway 97 can be accessed from the south via St. Maries or from the north via Interstate 90 near Wolf Lodge Bay. The parking lot to use is the marina parking lot. The Trail of the Coeur d'Alenes is adjacent to the lot.
- **Springston:** On Highway 97 north of Harrison, the highway crosses the Coeur d'Alene

River. Just north of the crossing is East Blue Lake Road. Follow this road for about 1 3/4 miles and turn right and cross over a bridge over the river. The parking lot will be to your left.

- **Medimont:** This is located off of State Highway 3 between St. Maries on the south and Rose Lake on the north. About 15 miles south of Interstate 90 on Highway 3 is South Medimont Road. Turn right on South Medimont Road and follow it for about 1 3/4 miles to the parking lot. The road will take a turn to the left right after crossing a bridge over the Trail of the Coeur d'Alenes.
- **Black Rock:** This is located off of State Highway 3 between St. Maries on the south and Rose Lake on the north. About 5 miles south of Interstate 90 on Highway 3 is a bridge over the Coeur d'Alene River. The parking lot is located just south of the bridge on west side of the highway.
- **Bull Run:** This is located off of State Highway 3 at the town of Rose Lake. At the south edge of town is South Bull Run Road. Take this road and cross the river and follow it for about 1,000 feet to the parking lot.
- **Cataldo:** This is located right in the Town of Cataldo at the southwest corner of Riverview Road and South Latour Creek Road at the Cataldo exit (exit 40) on Interstate 90.
- **Enaville:** It is located adjacent to Enaville. Take the exit (exit 43) for the Coeur d'Alene River Road off of Interstate 90 near Kingston. Follow the Coeur d'Alene River Road for about 1 mile until the road crosses over the South Fork of the Coeur d'Alene River. The parking lot will be on your left.
- **Pine Creek:** It is located just north of Pinehurst. Take the Pinehurst exit (exit 45) and turn left on North Division Street. Follow North Division for about 1/3 of a mile. The parking lot will be on your left.
- **Smeltonville:** This is located right in the Town of Smeltonville. Take the Smeltonville exit (exit 48) on Interstate 90. Turn right on Airport Road. The parking lot will be on your left at the corner of Commerce Drive.
- **Silver Mountain:** This is the large parking lot associated with the Silver Mountain Resort on Bunker Avenue in Kellogg. Take the Kellogg exit (exit 50) on Interstate 90. Turn right on Hill Street and then right on Bunker Avenue. Follow Bunker Avenue to a large parking lot on your left. Access to the Trail of the Coeur d'Alenes is in the southeast corner of the parking lot.
- **Kellogg Depot:** This is located at the historic Kellogg Depot which is the Silver Valley Chamber of Commerce. Take the Kellogg exit (exit 51) on Interstate 90. Turn right on South Division Street. The parking lot is on the northeast corner of South Division and

East Station Avenue.

- **Elizabeth Park:** Take the Kellogg exit (exit 51) on Interstate 90. Turn left on South Division Street. After crossing under the interstate, turn right on West Cameron Avenue. This will eventually become Silver Valley Road. It will be a frontage road running along the north side of the interstate. Follow it for about 1 1/3 miles to Elizabeth Park Road. Turn right on Elizabeth Park Road and follow it under the interstate and across the river. The parking lot will be on your left right after crossing the river.
- **Shont:** Take the Big Creek Road exit (exit 54) on Interstate 90. Turn right on Big Creek Road. The parking lot will be on your left right after crossing the river.
- **Osburn:** This is located right in the town of Osburn. Take the Osburn exit (exit 57) on Interstate 90. Turn right on north 3rd Street. Then turn left on East Mullan Avenue. Then turn right on South 6th Street. The parking lot is on the north west corner of South 6th Street and East Idaho Avenue.
- **Wallace:** This is located adjacent to the historic Wallace Depot. Take the Wallace exit (exit 61) on Interstate 90. Turn right and then left on Front Street. Follow Front Street into town. When Front Street curves to the right, find Pine Street and turn left. Pine Street will intersect 6th Street at the Wallace Depot. Turn left on 6th Street. The parking lot is located under the interstate.
- **Mullan:** This is located right in the town of Mullan. Take the Mullan exit (exit 68) on Interstate 90. The ramp will cross under the interstate and become River Street. The parking lot is located on the corner of River Street and 2nd Street.

Major Features:

The Landscape: The Trail of the Coeur d'Alenes State Park owns just a narrow right-of-way that covers 73 paved miles through scenic mountains and valleys in Idaho's Panhandle. The area has a rich mining, railroading and Native American history, too, and there are plenty of places to stop to enjoy the scenery and visit local attractions. But the landscape scenery is not owned by the IDPR, but the trail provides an opportunity to access and view the scenery in a unique way.

From Plummer, the trail follows adjacent to the riparian growth along Plummer Creek. The canyon begins to become deeper and the trail traverses through thick old growth forest. Soon the trail approaches the forests of Heyburn State Park, where all remnants of agriculture and rural development have disappeared.

The trail then parallels the shoreline of Lake Chatcolet (part of Lake Coeur d'Alene). The forests here rise from the lakeshore up into the mountains of the park. The trail soon approaches the recreational developments at the Chatcolet day use area of the park. Ahead can be seen the massive 3,000 foot expanse of the Chatcolet bridge over Lake Coeur d'Alene.

Crossing the bridge will cause you to gain in elevation to the high point which is about 224 feet above Lake Coeur d'Alene. This height in the middle of the lake offers unobstructed views of the landscape for miles around. The bridge has a stair-step ramp to ease the uphill

Coeur d'Alene River Wildlife Management Area

The Coeur d'Alene Wildlife Management Area (WMA) consists of 4,985 acres. These lands and waters were acquired by the Idaho Department of Fish and Game (IDFG). It is the area commonly referred to as the "chain of lakes" area. It's big, it's beautiful, and it is here for you to enjoy and the Trail of the Coeur d'Alenes State Park runs right through it.

Securing the Coeur d'Alene River WMA Area has been an ongoing process involving many partners. Property acquisition began in 1955, accelerated through the 1964 with a donation from the American Game Association and continues to this day. In addition to generous donations from private individuals, sportsmen contributed heavily. The funds generated through the purchase of hunting licenses and tags, as well as taxes on items such as firearms and ammunition, help the IDFG acquire and maintain this WMA.

As a result of the contributions of sportsmen and other partners, the Coeur d'Alene River WMA is available to everyone. Recreational opportunities abound whether your interests are bird watching, boating, fishing, hunting, hiking or riding through on the Trail of the Coeur d'Alenes.

The WMA was created to protect and enhance waterfowl habitat, increase waterfowl production, and provide a secure staging area for migrating waterfowl. An important aspect of the WMA is providing public access for waterfowl and big game hunting, fishing, and wildlife viewing.

In addition to offering a variety of recreational opportunities, the Coeur d'Alene River WMA provides important habitat to a wide variety of wildlife species. In recognition of the habitat values the area provides, an emphasis has been placed on maintaining open space. A limited number of access points exist and the remainder is largely unaltered for wildlife and recreationists.

Please treat the area with respect and enjoy your visit!

climb and makes for an exhilarating ride downhill, rollercoaster-like.

The trail hugs the shoreline on the east side of Lake Coeur d'Alene. This shoreline is not very obstructed with private homes and development. You will only encounter about 10 private developments from the bridge to O'Gara Bay. There will be a few more stretches that are devoid of development until you get closer to Harrison.

Harrison is a quaint little town on the shores of the lake. The Crane House in Harrison has a colorful historical heritage and the Crane Historical Society perpetuates it in the Crane House Museum. Harrison also has a marina and an adjacent RV park.

Between Harrison and Rose Lake the trail passes through Idaho's chain-of-lakes region, linked by the Coeur d'Alene River. This section of the trail runs within the Coeur d'Alene River Wildlife Management Area (WMA) operated by the IDFG. The WMA consists of scattered parcels of state owned public land and in essence represents a natural extension of open space along the Trail of the Coeur d'Alenes State Park. The scenery here is one of large lakes and marshes that extend towards forested mountains. The trail follows along the south bank of the Coeur d'Alene River. From the Springston Trailhead to the Medimont Trailhead, there are no roads that approach the trail, so this is a large expanse that offers a high degree of solitude. However, there will also be some agricultural fields in view. Watch for wildlife through here, including coyotes, otters, beavers, birds of prey, moose, and maybe even a black bear.

From Medimont east, the trail continues along the south side of the river

through marshes, lakes, and agricultural fields. At times the rail bed is elevated with marshy areas on both sides. Once the trail reaches Rose Lake it proceeds out of the WMA and clings closely to the south bank of the river. This is another area where there are few places of public access and offers some degree of solitude. The scenery is of agricultural fields with scattered groves of forest.

The trail then travels into Idaho's Silver Valley, once one of the most productive silver

mining areas in the country. The Cataldo Mission State Park is nearby, and worth a visit, although you'll have a few miles of on-road riding off the trail to reach it.

From Cataldo the trail follows the Coeur d'Alene River through the Silver Valley. The mountains are more forested here as you head toward Kellogg, the largest town along the trail. There are plenty of places to eat here. Next along the way you'll reach historical Wallace, jam packed with restaurants and cool attractions.

You'll know when you reach the end of the trail in Mullen (2nd and River Streets) as here the trail surface turns to gravel and continues east as the NorPac Trail which is not part of the Trail of the Coeur d'Alenes State Park.

The Lake: Lake Coeur d'Alene is the second largest lake in the state with a surface area of 31,475 acres or about 50 sq. miles. It is 24 miles long and has a shoreline length (at normal pool elevation) of 109 miles. The mean depth is 79 feet and maximum recorded depth is 200 feet. The major tributaries, the St. Joe and Coeur d'Alene Rivers, enter in the southern portion of the lake. The Spokane River on the north is the only outlet. Development in the drainage basin and along the lakeshore has been extensive and cultural eutrophication of the lake has been obvious. Phosphorous loadings are high and the lake has generally been considered mesotrophic. This means the lake has commonly clear water with beds of submerged aquatic plants and medium levels of nutrients. But, heavy metal pollution from the Coeur d'Alene mining district on the South Fork of the Coeur d'Alene River has been present since the late 1800's. High zinc concentrations have been found in the water, but much of the metal pollution is believed to be absorbed by suspended inorganic material and transported to the lake sediments.

The River: As noted above, the Trail of the Cour d'Alenes basically follows parallel to the Coeur d'Alene River. It follows along the main fork from Harrison to Enaville. After Enaville it follows along the South Fork of the Coeur d'Alene River. The river today remains an integral part of the park's scenery. But unfortunately the river remains a polluted waterway. The Coeur d'Alene River flows for over 115 miles from its headwaters in the Shoshone Range of the Bitterroot Mountains near the Montana/Idaho border into the Silver Valley and then into Lake Coeur d'Alene. The pollution problem begins where the main fork of the river joins the south fork at Enaville. The South Fork became polluted due to mine wastes and discharges from mining activities starting in the 1880s. Impacted for decades by mining waste, the basin's south fork is one of the most polluted rivers in the state, and arguably the country. Most streams in the South Fork of the Coeur d'Alene River sub-basin are listed as impaired by sediment, metals, or temperature. Silver was processed in Smeltonville, downstream of the massive Kellogg mine. There was so much lead in the river in the Kellogg area at one time that the locals called the stream "Lead Creek." The lower Coeur d'Alene River is a complicated hydrological system with deep depositional riverbeds, sandy river banks, wetlands, marshes and a series of unique chain lakes, all fed by the contaminated water from the South Fork. According to the EPA, toxins contaminate some 18,000 acres of wetlands along the river. But despite this, the river does sustain a fishery that includes brook trout, rainbow trout, cutthroat trout, west slope cutthroat trout, chinook salmon, kokanee salmon and bull trout.

The Park: The park elevation ranges from 2,713 feet at Plummer, then dropping to 2,128 feet at Lake Coeur d'Alene and finishing at 3,278 feet at Mullan. It receives about 53,616 visitors per year. An Economic Impact Study done by Boise State University estimates that the park has an

economic impact of about \$566,000. The park has been moderately developed in order to cater to cycling and in-line skating as its primary uses. The trail is completely paved for its 73 mile expanse. The developments include 39 day use areas (19 trailheads and 20 wayside areas.) These areas have a total of 14 vault toilets, 15 paved parking lots, 4 gravel parking lots, and numerous picnic tables and benches. It should be noted however that the IDPR does not provide potable water sources at its trailheads and waysides, except for those within Heyburn State Park. The developments available at each of the trailheads and waysides is as follows:

- **Plummer (Gathering place):** This trailhead is perhaps the most developed of all the sites. It has an improved restroom with flush toilets, 6 picnic tables, 1 picnic shelter, a paved parking lot that can accommodate 80 vehicles, and a manicured lawn. Potable water is available in the restroom.
- **Stopping Place:** This wayside has 1 table, 1 bench, and a vault toilet.
- **Place for Racing:** This wayside has 1 table, 1 bench, and a vault toilet.
- **Plummer Point:** This trailhead has a small gravel parking lot right where the trail crosses Chatcolet Road in Heyburn State Park. There is a vault toilet at the parking lot. Flush toilets and potable water are available at the nearby Plummer Point day use area. This day use area has 6 picnic tables available, some with shelters.
- **Chatcolet:** This trailhead is at the Chatcolet day use area in Heyburn State Park. There are improved restrooms here as well as a vault toilet. Potable water is available here. This day use area has 12 picnic tables available, some with shelters.
- **Canoe Landing:** This wayside has 1 picnic table, 1 bench, and a vault toilet.
- **A Familiar Place:** This wayside has 1 picnic table, 1 bench, and a vault toilet.
- **Steamboat Landing:** This wayside has a picnic table.
- **Harrison:** This trailhead has a gravel parking lot at the marina. There are two picnic tables, 2 benches, and 1 vault toilet. The City operates an adjacent RV campground with improved restrooms.
- **Anderson Lake:** This wayside has a picnic table with a shade shelter.
- **Springston:** This trailhead has a paved parking lot with 13 parking spaces, 1 picnic table, 1 bench and a vault toilet.
- **Cottonwood:** This wayside has a picnic table.
- **Gray's Meadow:** This wayside has a picnic table.

- **Cave Lake:** This wayside has a picnic table.
- **Medimont:** This trailhead has a paved parking lot with 14 parking spaces, 2 picnic tables, 2 benches and a vault toilet.
- **Lane:** Although this wayside can be accessed by vehicle from the adjacent State Highway on a small gravel service road, there is no parking spaces at the site. It has 1 picnic table, 2 benches, and a vault toilet.
- **Black Rock:** This trailhead is almost like a roadside rest along the State highway. However, there is no vault toilet here. The paved parking lot has 13 parking spaces and there are 2 picnic tables. The Coeur d'Alene River WMA has interpretive panels here explaining the surrounding wetlands environment. The panels are in poor condition and are not entirely readable.
- **Bull Run:** This trailhead has a paved parking lot with 10 parking spaces, 2 picnic tables, 2 benches and a vault toilet.
- **Cedar Grove:** This wayside has a picnic table.
- **Dudley:** This wayside has a picnic table.
- **River Bend:** This wayside has a picnic table.
- **LaTour Creek:** This wayside has a picnic table.
- **Old Mission View Point:** This wayside has a picnic table. The Coeur d'Alene's Old Mission State Park can be seen across the river.
- **Cataldo:** This trailhead has a paved parking lot with 10 parking spaces, 1 picnic table, and 2 benches. There is a portable (temporary) toilet here. This is the point at which you can leave the trail to visit The Coeur d'Alene's Old Mission State Park. Unfortunately there is no bicycle friendly route to do this on! But if you can figure it out, there are improved restrooms, potable water, and a lot of historical features there.
- **Pine Meadow:** This wayside has a picnic table.
- **Gap Rock:** This wayside has a picnic table.
- **Backwater Bay:** This wayside has a picnic table.
- **Enaville:** This trailhead has a paved parking lot with 24 parking spaces, 2 picnic tables, 2 benches and a vault toilet.
- **Pine Creek:** This trailhead has a paved parking lot with 15 parking spaces, 1 picnic table

with shade shelter, and 1 bench.

- **Smelterville:** This trailhead is right in town next to an “Espresso Barn.” There is a paved parking lot with 20 parking spaces and 1 bench. There is a portable (temporary) toilet here.
- **Silver Mountain:** This trailhead has a huge paved parking lot with virtually unlimited parking space. There is a picnic table and 1 bench here. .
- **Kellogg Depot:** This trailhead is the site of the Kellogg Visitor Center. As such, there are improved restrooms and potable water available. There is an adjacent gravel parking lot and 4 picnic tables in the grassy area.
- **Elizabeth Park:** This trailhead has a paved parking lot with 20 parking spaces, 1 picnic table and 2 benches.
- **Shont:** This trailhead has a paved parking lot with 20 parking spaces, 1 picnic table and 2 benches.
- **Osburn:** This trailhead is located in a little park type area in Osburn on the corner of South 6th Street and East Idaho Avenue. It has a paved parking lot with 10 parking spaces, 2 picnic tables and 1 bench.
- **Wallace:** This trailhead is near the old Wallace Northern Pacific Depot museum. The actual trailhead is located underneath Interstate 90. There is a paved parking lot with 10 parking spaces and 2 picnic tables and 1 bench. The depot building as well as many other buildings in this town are on the National Register of Historic Places.
- **Restless Rapids:** This wayside has a picnic table and a vault toilet.
- **Golconda:** This wayside has a picnic

Route of the Hiawatha

Not to be confused with the Trail of the Coeur d’Alenes, the Route of the Hiawatha is the other famous rail trail in Northern Idaho. It is perhaps best known for the Taft Tunnel stretching more than 8,000 feet under the Bitterroot Mountains. The scenic trail was inducted into the Rail-Trail Hall of Fame with the Trail of the Coeur d’Alenes in 2010.

The Route of the Hiawatha mountain bike or hike trail is 15 miles long with 10 train tunnels and 7 sky-high trestles. The ride starts with a trip through the 1.661 mile long St. Paul Pass Tunnel, also known as the Taft Tunnel. It is a highlight of the trail that follows the crest of the Bitterroot Mountains near Lookout Pass Ski Area. The best part is.... it's all downhill with shuttle buses available to transport you and your bike back to the top. This family friendly trail is easily enjoyed by a wide variety of people from young children to super seniors.

Trail passes, shuttle tickets and mountain bike rentals with lights are available at Lookout Pass Ski Area located right alongside Interstate 90, take Exit 0, at the Idaho-Montana state line. The start of the Hiawatha is a short 7 mile drive from Lookout Pass. Lookout Pass is located just 12 miles east of historic Wallace, Idaho.

table and 2 benches.

- **Mullan:** This trailhead has a paved parking lot with 27 parking spaces, 1 picnic table, 2 benches and a vault toilet.

The Trail of the Coeur d'Alenes State Park ends at Mullan. However, the NorPac Trail runs to Taft, situated only 2.5 miles from the 15-mile Route of the Hiawatha.

Geology: Much of Kootenai County is mountainous and is contained in the Northern Rocky Mountain physiographic province. The mountains are the kind commonly characterized as dissected uplands and composed of two well defined groups, the Selkirks and the Coeur d'Alene, which are separated by a broad, intermountain depression, the Purcell Trench, which extends southward from Canada.

The Selkirks are the more imposing of the two mountain groups and lie along the middle western and northwestern border of the county and spread over a much larger area in Washington. Near the mid-point of the county, the group is crossed by the Purcell Trench. The south end of the range (which extends to within a few miles of the south border of the county) is separated and, therefore, more or less isolated from the main mass. The detached group is not as high as the remainder and its culminating point, Mica Peak, only rises to 5,250 feet, or about 2,600 feet above the plateau surface. The south end of this detached group is partly encircled by the Columbia Plateau and its border is determined by irregularities of the plateau margin versus borders that are steeper and more regular in which the lower slopes show the effect of glacial scour (this occurs where the mountains lie along the Purcell Trench).

The Coeur d'Alene Mountains form an intricately dissected mass east of the Purcell Trench and Coeur d'Alene Lake. These mountains cover more than half the county, and spread eastward and southward into and across Shoshone County. They appear as a submaturely dissected upland with ridges rising to different levels. These ridge levels indicate several epochs of accelerated erosion corresponding with as many uplifts. The lowest level outlines a broad, old valley surface, in part gravel-capped. The ridge slopes are generally steep, and the crests are sharp without remnant flats. Only where the mountains border the Purcell Trench do they show evidence of glacial erosion.

As noted above, the Columbia Plateau forms a deep embayment in the southwestern part of the county. It extends around the south end of the Selkirk Mountains and spreads eastward and southward against the Coeur d'Alene Mountains and its outlines. Its surface is coextensive with the flows of Columbia River Basalt. East of Coeur d'Alene Lake and along the Coeur d'Alene River, the surface of the plateau had been largely destroyed by erosion, or is retained as broad, basaltic terraces on the lower flank of the mountains. West of the lake to the state line, the surface has been dissected little so that it preserves the plateau character. Most of the plateau surface has an altitude of about 2,500 feet, but in places it appears to be carried to some levels of 2,700 feet.

Coeur d'Alene Lake extends southward between the two mountain groups and along the edge of the Coeur d'Alene Mountains and the Columbia Plateau. It is dammed by the glacial outwash which has built up the floor of the Purcell Trench to its present level. Only Coeur d'Alene and Fernan Lakes in Kootenai County have surface outlets, the others drain through the gravels of the trench.

The Columbia Plateau is underlain by Columbia River basalt. This is the only extrusive

rock in Kootenai County and also forms the terraces on both sides of Coeur d'Alene Lake and the Coeur d'Alene River. These flows formerly extended far up the Coeur d'Alene River and the Purcell Trench, but erosion has removed them. The number of flows is not known, but flow followed flow until the lower foothills were covered and the lava had flooded far back into the mountains to the present 2,500 - 2,700 ft. contour.

The basalt has a very uniform composition and differences between flows are no more than differences within individual flows. The tops and bottoms of the flows are generally more vesicular than the middles, and the vesicles are usually larger. About the only difference is that the rock near the top and bottom generally has more glass than the rock farther within. The glass apparently consists of uncrystallized Augite, Magnetite, and Limonite. The augite has the brownish color generally accorded to the presence of titanium. Glass occurs through the rock of each of the flows, but is most abundant near the top where it may form from 25 to 50 percent of the rock. The topography of Mowry State Park is a result of sequential lava flows of the Columbia Plateau and the erosion process which follows. The terrain rises abruptly on most of the shoreline with benches of various elevations and sizes.

Ecosystems and Plant Communities: Trail of the Coeur d'Alenes State Park encompasses six habitats: Douglas fir forest, river, lake, meadow/prairie, riparian, and ponds/wetlands.

Douglas Fir Forest: Upland areas out of the floodplain are covered primarily by conifers and some hardwoods. Conifer stands include lodgepole pine, ponderosa pine, Douglas fir, grand fir, Engelmann spruce, western larch, and western red cedar, western white pine and are often mixed with black cottonwoods, quaking aspen, birch, and red alder. The understory also includes common snowberry, Idaho fescue, kinnikinnick, mallow leaf ninebark, and huckleberry.

The keynote species is western red cedar. Western red cedar (*Thuja plicata*), is also known as Pacific red cedar, giant arborvitae or western arborvitae, and giant cedar. It is of the genus *Thuja*, which is an evergreen coniferous tree in the cypress family. It is not a true cedar of the genus *Cedrus*. Western red cedar is among the most widespread trees in the Pacific Northwest. It is associated with Douglas-fir and western hemlock in most places where it grows. It is found at the elevation range of sea level to a maximum of 7,510 feet in elevation. In addition to growing in lush forests and mountainsides, western red cedar is also a riparian tree, growing in many forested swamps and streambanks in its range. The tree is shade-tolerant and able to reproduce under dense shade. Its range in Idaho is restricted to the northern panhandle area.

Western red cedar is a large to very large tree, ranging up to 213 to 230 feet tall and 9 to 23 feet in trunk diameter. Trees growing in the open may have a crown that reaches the ground, whereas trees densely spaced together will exhibit a crown only at the top, where light can reach the leaves. It is long-lived; some individuals can live well over a thousand years, with the oldest verified being 1,460 years. The foliage forms flat sprays with scale-like leaves in opposite pairs. The foliage sprays are green above and green marked with whitish stomatal bands below; they are strongly aromatic, with a scent reminiscent of pineapple when crushed. The cones are slender and thin, with overlapping scales. They are green to yellow-green, ripening brown in fall about six months after pollination, and open at maturity to shed the seeds. Thick groves of western red cedars are reminiscent to redwood groves, except on a smaller scale.

The River: The Coeur d'Alene River sort of runs alongside the park. Despite the fact that this is a polluted waterway, it actually supports a rather healthy fishery. Brook trout, rainbow trout,

cutthroat trout, west slope cutthroat trout, chinook salmon, kokanee salmon and bull trout are known to inhabit the river.

The Lake: Lake Coeur d'Alene is the headwaters of the Spokane River. While it has all the appearances of a pristine lake, unfortunately, it is anything but. The biggest problem of all is invisible. The lake is a repository for 75 million tons of sediment polluted with lead, cadmium, arsenic and zinc. In the early days of mining, tailings were deposited directly into the South Fork of the Coeur d'Alene River. These metals have washed downstream after more than a century of mining in Idaho's Silver Valley. Due to the Clean Water Act and because mining operations have become more efficient, much less pollution is being deposited than in the past. But because of the huge amount of mine tailings in the Silver Valley, the toxic legacy will be with us for many years to come, likely forever. The toxic metals are sequestered at or near the bottom of the lake. If oxygen levels are high enough, metals remain trapped in this area, because the sediments act as a sink for metals. This is where the decrease in oxygen is concerning: as oxygen levels near the bottom of the lake decrease, the solubility of metals in the lake's sediment are affected, releasing metals into the water column. For this reason, the overall goal is to try to maintain the lake in a low-nutrient status, with high levels of oxygen in the lake's bottom waters.

Another concern is the problem of private developments along the lake shore. The problems caused by these developments are many, but disruption of the phosphorus cycle is most concerning. Phosphorus pollution flowing into Lake Coeur d'Alene has greatly increased since the 1990s. Phosphorus is a naturally-occurring mineral, found in soil and rocks. In a forested ecosystem, it is absorbed and constantly recycled by plants and soil microorganisms. Once vegetation and topsoil are removed, phosphorus reaches the lake water by erosion and runoff. In the water, it acts as a nutrient, increasing growth of aquatic plants. Interestingly, plants and plant parts can also be a source of phosphorus. Phosphorus is readily taken up by aquatic invasive weedy species. When the plants die off in the fall, oxygen is removed from the water during the decomposition process. When this happens, oxygen is no longer available for fish and other aquatic life that depend on it. Excess growth of these plants also blocks available sunlight to bottom-dwelling species, and this combination of processes speeds the problem of lake eutrophication. Eutrophication, or hypertrophication, is when a body of water becomes overly enriched with minerals and nutrients that induce excessive growth of plants and algae. This process may result in oxygen depletion of the water body.

Meadow/prairie: The meadow/prairie occurs in the clearings that were created by settlement for use as cultivated hay fields. If left to revert to nature, the mixture of plants found in this ecosystem could include: bluebunch wheatgrass, Idaho fescue, common snowberry, rough fescue, arrow-leaf balsamroot, Indian paintbrush, sunflower, lupine, yarrow, Columbia brome, wild rose, and other grasses.

Riparian: The riparian ecosystem is along the edges of the river and on the lake shores. Riparian zones within the floodplain are dominated primarily by hardwoods, brush and grasses. Typical tree and shrub species include black cottonwood, alders, birch, pink spirea, willows, red-osier dogwood, and red alder. Common grasses include reed canary grass and red top.

Ponds and Wetlands: Wetlands, much like rainforests are islands of wildlife diversity. So, with many thousands of acres of wetlands, the lower Coeur d'Alene River Valley is teeming with

life. Many species have been found on the area. If birds are considered along with mammals, fish, reptiles and amphibians the list of wildlife species found in this area grows to about 300. Some species are year round residents and depend upon the abundance of habitat to fulfill all of their needs. Many animals, such as muskrat, beaver, wood ducks and great blue herons can only live in wetlands. A far greater percentage of the wildlife found in the lower Coeur d'Alene River Valley are seasonal visitors that stop here and use wetland habitat when they are nesting and stopover during migration, or as wintering areas. Whether resident or seasonal visitor many of these species share a common trait. They need wetlands to exist.

Wetlands provide the vital link between land and water. Fresh water wetlands are found in low-lying areas often along rivers, lakes and streams. Water in wetlands comes from snow melt, rainfall, flooding, and water stored underground. In addition to providing habitat for numerous wildlife species, wetlands provide a vital hydrologic role by functioning as gigantic filters and sponges. As water travels through the lower Coeur d'Alene River Valley wetlands, dense vegetation helps to slow the water. Sediments are trapped and some of the water is stored in pools, soils, and vegetation. The result is that wetlands filter the water and lessen the severity of flooding.

Does this mean the Coeur d'Alene River Valley does not flood and the water is pure? No. To function naturally large river systems need to flood annually at varying levels of intensity. This wets the surrounding valley and delivers an abundance of nutrient rich sediments to adjacent wetlands. Wetlands only serve to moderate the intensity of flooding. Additionally, the sediments which are spread across the Coeur d'Alene River Valley each year mix with the tailings originating from 100 years of mining which occurred upstream in the Silver Valley. As a result, the sediments trapped by the Coeur d'Alene River wetlands are contaminated with heavy metals. While it is safe to recreate in the area, care should be used not to ingest the sediments.

Typical aquatic vegetation found in WMA wetlands includes pond weed, arrowhead, cattails, bulrushes, elk sedge, water lilies, and horsetail rush. Wild rice has been introduced into most of the wetlands during the past 50 years. It now occurs primarily in wetlands surrounding Killarney Lake. Several thousand pounds of wild rice seed are harvested by the IDFG annually near Killarney Lake. Seed has been provided to local landowners, other resource agencies, and Indian tribes throughout Idaho and the western United States.

Wildlife:

Mammals: The mammals present in the park include: moose, bobcat, mink, otter, beaver, muskrat, raccoon, weasel, striped skunk, black bear, mule deer, mountain lion, snowshoe hare, whitetail deer, elk, coyote, western red squirrel, chipmunk, and Columbian ground squirrel

The keynote species is the beaver. In the United States and Canada, the North American beaver (*Castor canadensis*) is often referred to simply as "beaver" This beaver is the largest rodent in North America. Adults usually weigh from 24 to 71 pounds with 44 pounds being typical. The head-and-body length of adult North American beavers is 29 to 35 inches, with the tail adding a further 8 to 13 inches. The beaver is semiaquatic. The beaver has many traits suited to this lifestyle. It has a large, flat, paddle-shaped tail and large, webbed hind feet. The unwebbed front paws are smaller, with claws. The forepaws are highly dextrous, and are used both for digging, and to fold individual leaves into their mouth and to rotate small, pencil-sized stems as they gnaw off bark. The eyes are covered by a nictitating membrane which allows the beaver to see under water. The nostrils and ears are sealed while submerged. A thick layer of fat under its

skin insulates the beaver from its cold water environment. The beaver's fur consists of long, coarse outer hairs and short, fine inner hairs. The fur has a range of colors, but usually is dark brown. Scent glands near the genitals secrete an oily substance known as castoreum, which the beaver uses to waterproof its fur. The lush, workable fur was made into a number of products, most notably hats. Demand for furs for hats drove beavers nearly to the point of extinction, and the North American species was saved principally by a sudden change in style.

Beavers are active mainly at night. They are excellent swimmers and may remain submerged up to 15 minutes. More vulnerable on land, they tend to remain in the water as much as possible. They use their flat, scaly tail both to signal danger by slapping the surface of the water and as a location for fat storage. North American beavers have one litter per year, coming into estrus for only 12 to 24 hours, between late December and May but peaking in January. Unlike most other rodents, beaver pairs are monogamous, staying together for multiple breeding seasons. Gestation averages 128 days and they have a range of three to six kits per litter.

They construct their homes, or "lodges", out of sticks, twigs, rocks, and mud in lakes, streams, and tidal river deltas. These lodges may be surrounded by water, or touching land, including burrows dug into river banks. Beavers are well known for building dams across streams and constructing their lodges in the artificial ponds which form. The purpose of the dam is to create a deepwater refuge enabling the beaver to escape from predators. When deep water is already present in lakes, rivers, or larger streams, the beaver may dwell in a bank burrow and bank lodge with an underwater entrance. The beaver dam is constructed using branches from trees the beavers cut down, as well as rocks, grass, and mud. The inner bark, twigs, shoots, and leaves of such trees are also an important part of the beaver's diet. The trees are cut down using their strong incisor teeth. Their front paws are used for digging and carrying and placing materials. The sound of running water dictates when and where a beaver builds its dam. Besides providing a safe home for the beaver, beaver ponds also provide habitat for waterfowl, fish, and other aquatic animals. Their dams help reduce soil erosion and can help reduce flooding. The beaver increases biodiversity in its territory through creation of ponds and wetlands. As wetlands are formed and riparian habitats enlarged, aquatic plants colonize newly available watery habitat. Insect, invertebrate, fish, mammal, and bird diversities are also expanded. However, beaver dams are not permanent and depend on the beavers' continued presence for their maintenance. Beavers generally concentrate on building and repairing dams in the fall in preparation for the coming winter.

Birds: The birds present in the park include: ruffed grouse, osprey, turkey, American coot, Canada geese, mallard, great blue heron, American kestrel, red-tailed hawk, belted kingfisher, bald eagle, pied-billed grebe, wood duck, American wigeon, ruddy duck, tundra swan, Canada goose, pintail, common snipe, mourning dove, northern harrier, Virginia and sora rail, common raven, northern flicker, song sparrow, gray catbird, red-eyed vireo, veery, American redstart, willow flycatcher, yellow warbler, and northern water thrush.

Reptiles and Amphibians: The reptiles and amphibians in the park include: painted turtle, western garter snake, and spotted frog.

Fish: The fish present in the park include: brook trout, rainbow trout, cutthroat trout, west slope cutthroat trout, chinook salmon, kokanee salmon, bull trout, largemouth bass, black crappie, yellow perch, pumpkinseed sunfish, northern pike, and bullhead.

Cultural History: Before the arrival of the Euro-Americans in the area, the Schitsu'umsh (Coeur d'Alene) Tribe traditionally inhabited a landscape comprising about 5 million acres of land centered around Lake Coeur d'Alene, Idaho, including much of the Panhandle and stretching into parts of Montana and Washington. The tribe had many permanent settlements around the lake and also in the surrounding areas. They hunted in the mountains filled with elk, deer, black bear, and fished in the lakes and streams which were filled with various species of fish. Before the arrival of Europeans, it is estimated that there were about 2,500 to 4,000 people in the tribe.

Through the millennia, mother Earth was the employer. Coeur d'Alene Indians earned their livelihood through what was provided in nature: lakes and streams churning with trout and salmon; forests complete with elk, moose and deer; mountains and meadows with huckleberries and camas roots; wetlands and waterfowl and water potatoes. These and many more natural resources remained at close reach and all, along with human beings, part of one life on earth.

One of their best food sources were water potatoes. Water potatoes, *sqigwts*, grow in the marshy edges of the lakes. They were regularly harvested by women in the late fall using digging sticks, or, when the water levels rose, by loosening the tubers and letting their single leaves and long stalks float the potatoes to the surface. Prepared, stored, or cooked in the manner of other such tubers and root crops, they provided a staple food for the winter. It was only in desperate times, when hunger demanded it, that winter campers might raid the water potatoes stored by other lake inhabitants, the muskrats, or *chch'likhw*. The availability of this food source influenced their choice of the area around the Lake Coeur d'Alene as their homeland.

Modern Coeur d'Alenes still refer to the those places as their homelands. Large tribal families near here until the 1900s, hunted, fished, and gathered food in the nearby mountains and on the western plains. Their lives were centered on the lake and its tributaries. They practiced gardening skills on the grounds above the Trail of the Coeur d'Alenes. Those large gardens and hay fields were the beginning of the tribal farms later established on the Palouse.

In the early 1800s. The Schitsu'umsh came into contact with French-Canadian trappers and traders. It has been said that these traders were very skillful in manipulating the Indians. But it seems that the Schitsu'umsh were not that easy to warm up to and hence the traders never dared to settle among them. This led to the traders giving them the nickname Coeur d'Alene (heart of awl) meaning they were hard or small or sharp hearted.

The natural wealth of the forests, rivers, and lakes sustained their existence for countless generations on five million acres of ancestral land. The Coeur d'Alene had abundant living. Their lifestyle was forever altered with the discovery of gold in the Idaho panhandle in 1860.

The Coeur d'Alene Indian Reservation was created in 1873 and today spans 345,000 acres, which is a small portion of the Coeur d'Alene Tribes original homeland that was about five million acres. Tribal families moved within their reservation boundaries before large-scale farming, mining, and timber development of their homelands. T'nt'nmi, was one of the last Coeur d'Alenes to leave permanently residence along the lake, after tribal members were assigned farm homes under the Allotment Act. At Hnpetptqwe'n, he hosted regular gatherings and celebrations, where guests participated in races toward the lake, on foot or on horseback.

With the establishment of the Union Pacific Railroad from Plummer to Mullan in 1888, tribal members would take advantage of this new form of transportation. Coeur d'Alene women, would ride the trains after the turn of the century, conversing in their native language, impressing their non-Indian neighbors. These women often traveled to the lakes to fish year around. In the winter they carried gunnysacks, or canvas bags. The caught fish would be placed in the bags, dipped in the water, then hung in the cold air; frozen for the trip home, and storage. At the

“stopping place,” Hntsaqaqn, riders from the south and west could transfer to the steamboat landing, where Coeur d’Alene men worked skidding logs for the boats and trains.

After 1909 the reservation was opened to homesteading. Nevertheless, the Coeur d’Alene people continued to sustain themselves spiritually by visiting and staying in the distant mountains and along the near lake shores. “We are here because this is where the Creator put us,” said the late Henry SiJohn, Tribal elder. “We will always have a responsibility to take care of our homeland, not just for the Coeur d’Alene Tribe, but for everyone.”

The Coeur d’Alene Tribe is a sovereign government. Tribal sovereignty is inherent in the Constitution of the United States. As of 2004, Tribal enrollment stands at 1,922 and growing. Coeur d’Alene Indians are, in their language, The Schitsu’umsh, “The Discovered People.”

History: Three Coeur d’Alene families visited the St. Mary’s Mission to meet with Father De Smet at the St. Mary’s Mission in Montana. . De Smet baptized three of their children on October 31, 1841. Some months later, just after April 16, 1842, De Smet met the Coeur d’Alene Tribe in their own land while journeying to Fort Colville. This visit lasted just two days, but De Smet promised the Tribe that he would send them a priest. By that time of this meeting, the Tribe had 27 settlements, but sickness and epidemics had significantly reduced the numbers of the Tribe and by 1850 the Schitsu’umsh there were only about 500.

It would be Father Point that De Smet sent to the Coeur d’Alenes. On the first Friday of December of 1842, Point planted the cross on a spot along the banks of the St. Joe River south of Lake Coeur d’Alene. In the Spring of 1843, a new village was laid out, trees were felled, roads opened and a church was built. By October 1844, the little village contained about 100 Christian families. The location of the new St. Joe River Mission proved to be unsatisfactory, since, each year in the spring, the fields were submerged. They struggled to hold this together, but in 1846, it was decided to abandoned the site on the St. Joe River.

Father Joseph Joset was appointed Vice-Provincial of the Missions of the Northwest and he decided to make his headquarters at a new location for the Mission to the Coeur d’Alenes. This mission would be called the Sacred Heart Mission. This time a site that was somewhat northeast of Lake Coeur d’Alene was selected. This site was still within the homelands used by the Coeur d’Alene Tribe.

Father Ravalli designed the new Mission of the Sacred Heart. In 1848, Father Peter De Smet began the building of the Old Mission. The building would be in use by 1853.

Father Joseph Cataldo arrived at the Mission in 1865.

The Coeur d’Alene Indian Reservation was established by Executive Order on November 8, 1873 and modified by subsequent congressionally ratified agreements. The reservation comprised approximately 590,000 acres in Idaho.

In 1876 the Sacred Heart mission was moved to its present location on reservation lands at the Camas Prairie, a place called lil’ whee loos – spring on a hillside – now known as DeSmet. The DeSmet Mission Church was established in 1877, and a mission school for Native American children was constructed at DeSmet in 1878 when the sisters of Providence arrived from Vancouver.

The Coeur d’Alene River aided in popularizing the Sacred Heart Mission by creating a water route and steamboat access for outlying communities. In 1877, a village called “Mission Landing” became the transfer point for freight and passengers that were destined for locations in the Silver Valley. The lower Coeur d’Alene River Valley was originally developed by farmers and loggers. Mining towns were established on the North Fork and South Forks of the Coeur

d'Alene River after the discoveries of gold, silver, and lead. After settlement by the white man, the river became a transportation corridor. Steamboats carried freight and passengers to the upper limit of navigation at Cataldo and ore was carried on the return trip.

In about 1882, Andrew J. Prichard entered the country in search of gold. After several years of searching, he finally found pay-dirt on a stream about twelve miles north of the future Wallace in the spring of 1882. That set off a "general stampede" into the region, especially during the following year. Eagle City, Prichard, Murrayville (quickly shortened to Murray) and other mining camps sprang into existence and claims proliferated. It did not take long for knowledgeable miners to discover that the value of the placer gold in the region would be dwarfed by the riches in silver, buried in vast silver-lead lodes. Naturally, prospectors spread further and further afield.

In the early 1880's the Coeur d'Alene Railroad and Navigation Company (CR&N) was formed to construct a narrow gauge rail line through the Silver Valley. It was built by D.C. Corbin and it was known locally as the "chippy railroad." It ran from the Old Mission steamboat landing to the mines. Old Mission became the transfer point from the steamers to the rail cars serving the silver mining district towns of Kellogg and Wallace.

In the spring of 1884, Colonel William R. Wallace built a cabin at a site he called "Placer Center" in the spring of 1884. A Civil War veteran, Wallace was heavily involved in mining ventures after the war. The spot's central location in the mining district clearly offered promise as a town site. In fact, a news sheet published at the time extolled the town's favorable prospects because "it is on the Mullan Road, which is the main emigrant road on the Bitter Root divide." Wallace believed in his new venture and invested money to build access roads, put up lot fences and make other improvements. By the spring of 1885, Placer Center had a grocery store and several other small businesses. Within a year or so, there was also a general store, a sawmill, hotel and more.

The Town of Mullan came into existence in 1884 with the discovery of gold at the Gold Hunter Mine, which turned out to be a lead and silver producer. That same year, George Good made a lead-silver strike with the Morning Mine and Mullan came into existence between the two mines. The site was filed in August 1888, after the village had twenty log and fifteen frame houses, a sawmill, and a population of 150.

In 1885, Noah Kellogg discovered an outcropping of galena (lead) high on a hillside above Milo Gulch. This discovery spurred the settlements of Wardner and Kellogg, and later became the famous Bunker Hill and Sullivan mines. Like other early settlers, Kellogg was drawn to the area by the rich deposits of silver, gold, and other metals in the surrounding mountains. His wife, Lucy, joined him in 1885 and became the first postmistress in town. By 1887, downtown businesses were established and mining claims dotted the hillsides. The railroad came to town and the first Wallace depot was built that same year.

In 1885 a strike was made which established the Coeur d'Alene Mountains as one of the wealthiest mining regions in the world. Steamships such as the *Coeur d'Alene*, the *General Sherman* and the *Kootenai* would leave the docks at Coeur d'Alene laden to the gunnels with passengers and freight (food, supplies, machinery, and horses) to the mines in the Silver Valley. The small community know as "Old Mission" was a transportation hub during the height of this activity.

William Wallace and Richard Lockey had bought "Sioux half-breed scrip" from a bank in Spokane, Washington to purchase an 80-acre town site that would become the town of Wallace. Such scrip entitled the holder to "locate" (claim) unoccupied and unsurveyed public lands.

Wallace's application for a land patent to secure title to the townsite was submitted to the General Land Office (GLO) in Coeur d'Alene on June 5, 1886.

The GLO head office in Washington D. C. found that his scrip had been reported lost by its original holder. That original scrip had then been replaced and used to claim land, around six years earlier. For this reason, the GLO denied Wallace's application, in a letter dated February 3, 1887. Nevertheless, Wallace and his Wallace Townsite Company continued to sell properties (lots) because the Coeur d'Alene land officer had advised them that they could do so. The settlement flourished, and by the fall of 1887 when its first school was opened, there were many saloons, one brewery, a large apartment building with a public hall, a hotel, and many stores and shops.

On September 10, 1887, the narrow gauge "chippy railraod" reached Wallace, leading to further growth. Within two years the railroad would offer regular scheduled service. On May 2, 1888, a group of citizens petitioned Shoshone County's county commissioners for the town's incorporation, now to be called "Wallace", after the Colonel. Wallace was appointed one of the five trustees of the new town.

In 1888, with the Secretary of the Interior having obtained the prior consent of the Tribe, Congress granted a railroad right-of-way to the Union Pacific Railroad within the boundaries of the Coeur d'Alene Indian Reservation. It was the Wallace-Mullan Branch right-of-way between Plummer and Cataldo, Idaho. It was a standard gauge line. It would be built alongside and parallel to the "chippy railroad." It was said the two lines were laid so close together that engineers could shake hands without leaving their locomotives.

During the construction of the Union Pacific railway, it became common practice to use mine waste, rock and tailings from the mines for ballast material to built up the rail bed. Unfortunately these materials contained heavy metals and other hazardous materials. Then when the railway was up and running the rail bed was further contaminated with accidental ore concentrate spillage from train cars. This resulted in a release of hazardous waste into the environment at and near the rail bed.

In a few years the Northern Pacific approached the Silver Valley from Coeur d'Alene and absorbed the "chippy railroad." With rail service from both the Union Pacific and Northern Pacific and the development of a road system in the Silver Valley, the era of steamboats came to an end. The Old Mission site as a transportation hub was then in decline.

In November 1888, the Wallace townsite company engaged a Washington, D.C., attorney who specialized in contested public lands cases. The letter reporting this action does not say what event led to the move. However, it asserted that the original scrip owner had "made oath ... that he had never parted with the original, and never gave anyone power to use his name in any other location." That is, the company saw the reported GLO duplication of the scrip as a fraudulent action.

In Wallace, the news of the case led many townspeople—on the night of Tuesday, February 19, 1889—to participate in "lot jumping," that is, peremptorily marking the space as their own. Newspapers across the United States carried news of the small western town's real estate upheaval. The New York Times wrote: "Many persons heretofore considered rich are no longer so, while poor persons have jumped into comfortable circumstances." Some existing owners guarded their own lots in order to retain their right of ownership. Local historian Judge Richard Magnuson wrote, "By 2 a.m., everything was located and the rush subsided."

William Wallace reacted to the jumping with an angry letter to describe what the company considered improper action by the GLO. It has been documented that the under-staffed

and poorly-run GLO was indeed involved in corrupt dealings at that time. Continuing their aggressive stance, the Wallace Townsite Company filed 13 legal suits, demanding \$1,000 from citizens it claimed had illegally jumped their properties. Several years passed before all the disputes were fully resolved. Fortunately, land holders who had legitimately developed their plots were able to gain clear title.

The Northern Pacific Railway had arrived in Wallace by 1889. By the early 1890s, Wallace was a prosperous town filled with immigrant miners from all over the world. In 1890, a fire that started in the Central Hotel burned much of the wooden buildings in the downtown business district. They were replaced with brick buildings, most of which still stand today.

In July 1890, a fire aided by strong winds destroyed thirteen saloons, six hotels, a bank, a theater, eighteen office structures (many doctors and lawyers, and the newspaper), three livery stables, and over thirty other stores and shops. A meeting hall, the telephone exchange, and the post office were also destroyed. The City of Wallace was incorporated in 1904.

The Union Pacific Railway ran along the shore of Lake Couer d'Alene through the area that would become the Town of Harrison. In 1891, Silas W. Crane settled on a timbered tract which joins the present city on the south and east. He built the first house in Harrison which remained in the Crane family until 1936. The building is now used as the Crane House Museum. The same year Fred Grant purchased the Fisher Brothers Sawmill in St. Maries and moved it to Harrison. Known as Grants Mill, it had a capacity of 60 thousand feet per day. In 1892, S.W. Crane opened a general store in Harrison. The first post office was established in 1893, the name was chosen and W.E. Crane became the first postmaster. W.S. Bridgeman opened a general mercantile in 1893, and another general store was opened in 1894 by W.A. Reiniger.

In 1892, mine owners in the Coeur d'Alenes found the usual investor pressure for profits exacerbated by increased railroad freight rates. Their subsequent measures to cut costs sparked a strike by the mine workers, so the operators brought in replacements. The pressure finally sparked the Coeur d'Alene, Idaho labor strike of 1892, which ended in a union victory. The immediate costs were three men dead on each side and the total destruction of the Frisco ore mill, about four miles northeast of Wallace. Unfortunately, the violence did not end there. An armed mob attacked the replacement workers as they waited for river transport out to Coeur d'Alene City. No evidence was found that the union leadership sanctioned this brutality, but reports to Idaho Governor Willey said that a dozen bullet-riddled bodies had been found. Martial law was declared and lasted about four months, but none of the charges brought by authorities were upheld.

A similar, although not nearly so deadly confrontation occurred in April 1899. It again began among the miners working northeast of Wallace. However, the union's target was the Bunker Hill & Sullivan Mining Company, which adamantly refused to recognize or deal with the miners' union. A huge force took over and blew up the company's mill at Wardner. During the Coeur d'Alene, Idaho labor confrontation of 1899 attackers murdered a non-union miner and killed one of their own by "friendly fire." Alarmed by the size of attacking force – perhaps as many as a thousand men – Governor Frank Steunenberg imposed martial law. Something like a thousand men were rounded up and held in a crude prison, dubbed "the bullpen." But in the end, only one union man was convicted of a crime, and he was pardoned and released.

The Village of Harrison was incorporated on July 21, 1899. For a time around the turn of the century, Harrison was the largest town in Kootenai County.

The current Northern Pacific Railroad Depot at Wallace was built in 1902.

For several decades, mine wastes had been leaching from the tailings, mines, and mills

and flowing unabated into the South Fork of the Coeur d'Alene River. Most paid little notice to this problem. However, the Washington Water Power Company built a dam on the Spokane River at Post Falls in 1906. This caused the lake level to rise considerably. The rising waters created a chain of lakes and marshes along the Coeur d'Alene River. During high water periods in the spring, the river would back up and onto adjacent farm lands. This would first be noticed on the Old Mission ranch lands. The periodic flooding was spreading the contamination over the lands. Crop yields were being seriously affected and animals began dying from apparent lead poisoning. The Jesuits who owned the Old Mission ranch were soon caught up in litigation with the mine owners. While this brought attention to the issue of contamination in the river, the mine wastes continued to flow and eventually even entered into the former pristine waters of Lake Couer d'Alene.

The Great Fire of 1910 (also commonly referred to as the Big Blowup, the Big Burn, or the Devil's Broom fire) was a wildfire in the western United States that burned three million acres in North Idaho and Western Montana, with extensions into Eastern Washington and Southeast British Columbia, in the summer of 1910. The area burned included large parts of the Bitterroot, Cabinet, Clearwater, Coeur d'Alene, Flathead, Kaniksu, Kootenai, Lewis and Clark, Lolo, and St. Joe National Forests. The fire burned over two days on the weekend of August 20–21, 1910 after strong winds caused numerous smaller fires to combine into a firestorm of unprecedented size. It killed 87 people, mostly firefighters, destroyed numerous manmade structures, including several entire towns, and burned more than three million acres of forest with an estimated billion dollars worth of timber lost. One-third of the town of Wallace was burned to the ground, with an estimated \$1 million in damage. The Great Fire of 1910 is believed to be the largest, although not the deadliest, forest fire in U.S. history.

At least 78 firefighters were killed while trying to control the fire, not including those firefighters who died after the fire of smoke damage to their lungs. The entire 28-man "Lost Crew" was overcome by flames and perished on Setzer Creek outside of Avery, Idaho. Perhaps the most famous story of survival is that of Ed Pulaski, a U.S. Forest Service ranger who led a large crew of about 44 men to safety in an abandoned prospect mine outside of Wallace, Idaho, just as they were about to be overtaken by the fire. It is said that Pulaski fought off the flames at the mouth of the shaft until he passed out like the others. Around midnight, a man announced that he, at least, was getting out of there. Knowing that they would have no chance of survival if they ran, Pulaski drew his pistol, threatening to shoot the first person who tried to leave. In the end, all but five of the forty or so men survived. Pulaski has since been widely celebrated as a hero for his efforts; the mine tunnel in which he and his crew sheltered from the fire, now known as the Pulaski Tunnel, is listed on the National Register of Historic Places.

Construction of the current Union Pacific Freight Depot in Kellogg was completed in 1914.

The lower river floodplain has a history of significant mining related pollution dating back to the 1880's. The entire floodplain, including all wetlands and lakes, has a deep sediment layer that contains a large amount of water borne mine wastes contaminated by heavy metals, primarily lead, cadmium, and zinc. Pollution control efforts by the mining industry have improved considerably over the past 100 years but the river system continues to move contaminated sediments downstream during annual flood events. The average lead content of sediments throughout the river floodplain is estimated at 2,500 parts per million. During the 1920's and 1930's the Coeur d'Alene River was reported to be toxic enough that most aquatic life could not survive. Dead tundra swans were reported as early as 1924. Waterfowl deaths,

primarily swans and Canada geese, have frequently occurred during the spring migration since the 1920's and continue to the present. Most of the mortalities have been due to lead poisoning from ingesting contaminated sediments.

By around 1930, residents downstream from the Coeur d'Alene mines were complaining about water and air pollution. Operators downplayed the issue, but did make a few process concessions. Then the ravages of the Great Depression virtually eliminated the issue for the duration. That was followed by the ramp-up to World War II, which further kept the problems in the background. After the war, the metals industry in the region boomed, reaching a peak by around 1965. Process improvements continued but could not totally alleviate the effluent problems. And practically nothing was done about a half-century of pollution buildup.

Acquisition of the Coeur d'Alene River WMA began in 1964 with a gift of 364 acres from the American Game Association at Killarney Lake. The Department authorized an aggressive expansion program primarily using Pittman-Robertson funding and Fish and Game license dollars and acquired 34 additional parcels in Kootenai County and four in Benewah County. The latest acquisition was completed in 1993. Other funding sources also used for acquisition included Dingell-Johnson funding, the Land and Water Conservation Fund, and the Ducks Unlimited MARSH program. Currently the IDFG owns 5,671 acres, primarily marshlands. The IDFG has leases and agreements for operating another 1,600 acres adjacent to the WMA.

Beginning in 1955, the U. S. Congress passed a series of air pollution laws, culminating in the Clean Air Act of 1970. That was followed two years later by the Federal Water Pollution Control Act. That and creation of the Environmental Protection Agency (EPA) put heavy pressure on mining operations, including those in the Coeur d'Alenes.

The IDFG developed the parking area and boat ramp at the Thompson Lake outlet channel in 1975.

In 1956, the Federal government authorized the Interstate Highway System and construction got under way. Then city leaders in Wallace learned that plans for Interstate 90 in Idaho would virtually wipe out the entire downtown. But in 1979, several blocks of downtown Wallace were listed on the National Register of Historic Places as a historic district, the Wallace Historic District. The Federal and state government were then forced to engineer and construct a viaduct over the top of the town. The Trail of the Coeur d'Alenes now follows a path that runs under this viaduct.

In 1981 the Bunker Hill mine in Kellogg — known to locals as Uncle Bunker — closed. Some 2,100 jobs vanished. The population, which peaked at mid century at more than 5,000, dropped below 3,000.

Two decades of hardship followed, during which the Environmental Protection Agency declared a 21-square-mile chunk of the valley a federal Superfund site because of mining and smelting waste. The EPA has spent about \$440 million on the cleanup. Yards have been scraped of tainted soil and replanted with grass.

In 1991, The Coeur d'Alene Tribe filed a lawsuit against the Union Pacific Railroad and several mining companies seeking to address release of hazardous substances in the Coeur d'Alene Basin, including contaminated material along the 72-mile Mullan to Plummer Railroad Branch in Idaho. In 1995, an agreement between the Union Pacific Railroad, the Federal government, the State of Idaho, and the Coeur d'Alene Tribe allowed for the clean-up and development of the "Trail of the Coeur d'Alenes". The Coeur d'Alene Tribe and the IDPR share ownership and management responsibilities for the Trail.

The completion of the trail in 2004 is the culmination of a proactive and cooperative

solution to a small portion of what, at times, can seem to be an insurmountable problem facing this basin. This compromise is a step toward the long-term effort to clean up and restore the lake and river. This trail is not just a trail, but part of a unique solution to environmental problems. The pavement of the trail and the gravel barriers along it serve to isolate the contaminants.

Park History: In 2000 clean up began and the old rail ties were removed and decontaminated. A twelve ounce fabric was laid and then topped with a continuous strip of asphalt. The portion of the trail within the Coeur d'Alene Reservation was cleaned up to a further extent. Old mine tailings were dug up and removed, to an average of 12 feet, and clean fill was put in before being capped with asphalt. Construction of the 73 mile trail was completed in 2002. The Trail of the Coeur d'Alenes State Park was established and opened in 2004. Since no new state parks have been created since then, It is Idaho's newest state park.

Recreation Activities:

Cycling: Cycling is the dominant use of the park. The smooth asphalt surface allows for use by both skinny and fat tire bikes.

Hiking: The trail can also be used for walking, hiking, or in-line skating.

Picnicking: There are about 50 picnic tables available along the trail. Some of these are only accessible by bicycle or hiking. However many are placed at the trailhead locations and in essence are picnic areas or mini-parks. Fifteen of the trailheads have nearby restrooms available.

History Study: There are several historic sites at or near the trail. At Heyburn State Park you can learn about the Mullan Road and the CCC. The Coeur d'Alene's Old Mission State Park have numerous things of historical interests. Kellogg and Wallace offer a great deal of history to explore. In fact, most of the Town of Wallace is on the National Register of Historic Places.

Camping: Camping is not allowed within the Trail of the Coeur d'Alene State Park. Although, visitors may desire to camp somewhere either for staging for a ride on the trail or for en-route "backpacking" bike camping. So the following is a listing of places where camping is allowed at or near the trail.

Please Remember

- Open fires are not allowed.
- The trail is day-use only, no camping is allowed.
- Park at trailheads in marked stalls.
- No motorized vehicles are allowed on the trail except class 1 and 2 e-bikes and snowmobiles (in season).
- No shooting from or across the right-of-way.
- No horses or livestock allowed.
- Dogs must be on a leash at all times, and are not permitted in the buildings.
- Bikers yield to pedestrians and keep right except to pass.
- Respect private property and avoid contamination by staying on the trail.
- Wash hands and face before eating.
- You may eat and drink at designated waysides and trailheads that are designated safe areas.
- Remove dirt from clothes, toys, pets, shoes, and equipment before leaving the area.
- Carry water for drinking and washing.
- Do not litter (pack in/pack out)

- Heyburn State Park (IDPR)
- Harrison RV campground (city)
- Thompson Lake Outlet (IDFG)
- Rainey Hill (near Medimont) (USFS)
- Killarney Lake Campground (BLM)
- Bull Run Lake (IDFG)
- Rose Lake Sportsman Park (IDFG)
- Kahnderosa RV campround (Cataldo) (private)
- By the Way campground (Pinehurst) (private)
- Crystal Gold Mine and RV Park (Kellogg) (private)
- Blue Anchor RV Park (Osburn) (private)
- Wallace RV Park (private)

Fishing: Fishing is allowed along the Coeur d’Alene River and in the lakes of the Coeur d’Alene River WMA. The fish that can be caught include: brook trout, rainbow trout, cutthroat trout, west slope cutthroat trout, chinook salmon, and kokanee salmon. But because of the contamination in the river anglers should consult the Idaho Fish Consumption Advisory for Lake Coeur d’Alene. Further some of the soil along the edges of the river may still be contaminated and caution should be exercised.

Resource Management Issues:

Noxious Weeds:

Noxious weeds known to be present along the trail include: common tansy, orange hawkweed, Dalmation toadflax, purple loosestrife, leafy spurge, spotted knapweed.

Contamination:

The entire floodplain of the Coeur d’Alene River is contaminated with water borne mine waste from 100 years of mining activity in the Silver Valley. Heavy metals, principally lead, cadmium and zinc are widespread. Considerable research and debate have taken place to determine what detrimental impacts these metals have on human health, water quality and the welfare of animals and plants that are found in the floodplain. The debate presently revolves around the scope and cost of the cleanup effort and quantifying the extent of injury to the environment.

Future Improvements Planned: There appears to be no master plan or general development plan available for this park.

Suggestions for the Future: The following are suggested improvements to the park:

- The headquarters for the IDPR administration of the Trail of the Coeur d’Alenes State Park is at the Coeur d’Alene’s Old Mission State Park. Current “old mission” is dealing with some land tenure issues and the amount of IDPR property there is totally inadequate to serve as an administrative site for the Trail of the Coeur d’Alenes State Park. Further there is no land based connection between the two parks. Although the trail is a “stones

throw” from the Old Mission there is private land and the river between them. Further there is no direct road or trail connection between Old Mission and the Cataldo Trailhead. IDPR should consider acquiring the property that surrounds the old mission site and reinstate the BLM Recreation and Public Purposes (RPP) lease for adjacent property. Then consider building a trail bridge over the river to connect with the Trail of the Coeur d’Alenes at the Latour Creek Wayside. Consider using the RPP property for developing an en-route bike camp.

- The IDPR should considering acquiring a and developing a trail easement to connect the Coeur d’Alene’s Old Mission State Park to the Cataldo Trailhead on the Trail of the Coeur d’Alenes State Park.
- There is a shortage of State Park (staging) camping and especially en-route bike camping along the trail. The trail is well covered in this area by Heyburn State Park on the west end of the trail. However, there is basically nothing but private RV parks for camping on the east end of the trail. IDPR should consider finding and acquiring suitable property near the mid-section and the east section to provide a state park campground along the trail.
- There are portable toilets located at the Cataldo Trailhead and the Smeltonville Trailhead. These should be replaced with at least permanent vault toilet. The Black Rock Trailhead has a good access location and seems to have space for further development. Currently there is no toilet facilities here. IDPR should consider expanding this site with a vault toilet. Further the site has great potential for a kiosk for wildlife interpretation and maybe even a campground.
- The Trail of the Coeur d’Alenes State Park will serve as an important segment of the Great American Rail Trail someday. The vision for this trail is one that will allow a rider to go from Washington, DC to Seattle without having to ride on a road. Idaho is one of few states to almost have such a completed trail from state boundary to state boundary. However, the trail of the Coeur d’Alenes lacks about 15 miles at each end to make it to the state boundaries. IDPR should consider pushing the Trail of the Coeur d’Alenes out to the state boundaries as a significant goal for expansion of the park.
- IDPR should consider implementation of some fee collection for use of the park. Each trailhead that has the amenities of a paved parking lot, a vault toilet and some picnic tables should be subject to payment of the motor vehicle entry fee (MVEF). This is because these well developed trailheads are the equivalent to a day use area in a traditional state park where such fees are charged. Another alternative would be to come up with a special trail use permit. The funds derived from these efforts could be used for acquisition and development of additional trail miles and/or improvements to the park in general.