



Horse Heaven

by Don Pischner

A past entry in Eugene Soper’s Pilot Flight Logbook reads: “Horse Heaven Airfield, May 5, 1962, N6961H -- New Windsock.”

Gene Soper is a widely recognized and very knowledgeable northern Idaho private pilot. He has chronicled 67 years of flying experiences through photography, first-hand adventures, and through the Museum of North Idaho which published his book, *COE: First Sixty Years, The History of the Coeur d’Alene Airport*. Gene was inducted into the Idaho Aviation Hall of Fame in 2010.

On board a J-3 Cub on his May 1962 flight-of-record to the Horse Heaven Airfield, Gene Soper transported a “used” windsock. Having served its usefulness at the city airport, the secondhand windsock would

now have a new home on a pole at the south end of the remote airfield known as Horse Heaven. Located sixteen miles northeast of the Coeur d’Alene Air Terminal, on an aged air map Horse Heaven Airfield was situated near the halfway-point, between today’s Silverwood Theme Park and Magee Airfield.

The State of Idaho has the unique distinction of managing and operating 31 back-country airfields. Most are located in central Idaho and, like Magee Airfield, were built by the U.S. Army Corps of Engineers for WWII military emergency use reasons. Other airfields deep within Idaho forests were developed by state and federal agencies.

Horse Heaven Airfield came about per the request of U.S. Forest Service officials. Constructed by the U.S.

Air Corps, as a training exercise, on privately owned land in 1944, the airfield was noted in the Idaho Airport Facility Directory and identified on the Idaho Aeronautical Map.

It's claimed that Forest Service officials named the site Horse Heaven, because it always provided abundant feed and water for horses used by Forest Service guards in the pioneering days of fire protection.

Logging Era

The early 1900s witnessed U.S. Government land sales to homesteaders, miners, and timber companies. Patented as a mining claim ES#686 (elongated shaped tracts) in March 1921 by James F. Skaggs, the 84-acre site of the future Horse Heaven airfield changed ownership several times. In 1933, the Ohio Match Company, which for a decade had been conducting extensive logging operations in the region, obtained corporate title to the original 84-acre patent. In 1956, they sold the 84 acres back to private individuals. Thus, title to patent #686 escaped return to the government – the destiny of many other patented forest land properties.

Abundant stands of White Pine trees occupied the northern Idaho Panhandle. In 1923 the Ohio Match Company purchased 70 million feet of virgin timber from the U.S. Government of which 80% was of the White Pine species. In order to gain access to the remote region, Ohio Match initially constructed 23 miles of railroad across a "spectacular mountain range" and over the Burnt Cabin Summit. Railroad construction costs topped \$1 million dollars, seemingly a large sum of money for producing match sticks. The investment, however, proved its worth and soon the tracks were extended another seven miles to Horse Heaven. The

serpentine route provided a superior means of transporting harvested timber out of the forest to connect with the mainline of the Spokane International Railroad at "Ohio Junction," one mile north of Garwood, Idaho.

Only the perfectly grained lumber proved suitable for making wooden matches; the rest went to other commercial uses. The "Story of a Match," (a published booklet) begins with harvesting a 150 year-old tree, three feet in diameter and nearly 200 feet tall. Measuring 2000 to 3000 feet of lumber the tree would make 10 million matches. Logs transported via the Burnt Cabin Creek Railroad were transferred to the Spokane International Railroad, then moved to Coeur d'Alene and dropped into the lake near today's North Idaho College. Floating four miles down the Spokane River the logs were retrieved and processed at the large Ohio Match Mill at Huetter. Sawed wood was then shipped to Spokane, Washington, for cutting into wooden blocks the exact depth of a wooden match. Next, the wood blocks were shipped to Wadsworth, Ohio, to be split into match sticks. Then a nearby plant completed the chemical process by attaching the ignition-match-head, followed by packaging, distribution, and sales.

CCC Camp

During the mid-thirties the Civil Conservation Corps (CCC) had two-dozen camp sites in the Coeur d'Alene National Forest. Many young men from throughout the nation joined the Corps. They became active participants in forest health, road building, and fire protection.

A 1934 article in the Spokesman-Review newspaper tells about the establishment of CCC Camp #156. Major George S. Clarke, Executive Officer of the Ft. George Wright CCC District, took 200 men into Horse Heaven. Major Clarke described the trip as follows: "The men left the Spokane International depot here in the morning with a baggage car containing 40,000 pounds of baggage, another car loaded with hay, tents, and mattress bags and passenger cars loaded with the men. . . . At Garwood 21 flat cars of special construction for the winding logging road were waiting. Onto those the men transferred the baggage, hay and tents and the 19 cars loaded with equipment and men, the trip into the virgin forest began."

Because of the steep winding grade, the 30-mile trip took six hours. Major Clarke believed the forest so dense that he questioned how a horse could even get there; yet it opened up to what he saw as a "broad green level meadow." He said, "This (CCC) camp will be one of the most beautiful in the area."



A load of Forest Service horses at Horse Heaven, circa 1950.

Major Clarke emphasized that, “coming back out (on the rail) at high speed, on a speeder, gave him the thrill of his life.” Sounds to this writer that such a ride might have competed, entertainment-wise, with today’s “zip-lines” or Silverwood’s “thrillers.”

The Ohio Match Burnt Cabin Creek Railroad operated for 18 years and transported an estimated 80 million feet of logs. “One Spot,” a steam engine that ran the route, has been preserved and can be seen today at the Locomotive Park on Highway 12 at the Memorial Bridge entrance to Lewiston, Idaho.

While searching Kootenai County Deed Books, I came upon a recorded 50 foot-wide railroad easement across Ernest G. Pischner’s 40 acres, two miles east of Garwood. Further research discovered a picture of a log train at Pischner’s railroad siding. Ernest was my grandfather.



Harold Rhodes’ Champ at Horse Heaven with unidentified woman, circa 1980.

Building An Airfield

On a day during the first week in July 1944, Frances Cope, a reporter for the Coeur d’Alene Press, visited the site of an airfield being constructed deep within the Coeur d’Alene National Forest (Horse Heaven). Colonel Russel M. Harrington, Commanding Officer of the 1886th Aviation Engineers Battalion, stationed at Geiger Field, Washington escorted Ms. Cope.

Upon leaving Highway 95 near Athol, Idaho, she described the 15 miles of rising-narrow-winding forest service road as “blazed by some wandering eel.” After stopping on a ridge for a view of the Farragut Naval Base and Lake Pend O’Reille’s Idlewild Bay, they traveled down the road a few more miles. Rounding a curve they came upon a large sign that in bold letters warned, “Slow - Gate Ahead.” Soon they were greeted by an “armed sentry, who challenged all comers.” Ms. Cope was taken to an officer’s tent and introduced to Major Tracy M. Coleman, Battalion Commander. He explained the military’s operation, “Our work here is in a way a military secret. We are building a landing field which will be turned over to the Forest Service. The field will be 2,400 feet long, and 200 feet wide, and will accommodate all light aircraft.”

During the two-week military training mission, the men lived under mock combat conditions with the

entire complex afforded camouflage protection. The men wore steel helmets. They carried canteens, first-aid kits, bayonets, and kept their weapons close by. Machine gun placements were on the perimeter, along with “enemy lookouts,” each connected by telephone.

Ms. Cope was awe-struck by the “large machinery of all kinds, including cats, shovels, rollers, LeTourneaus, carryalls, and bulldozers, throwing up a dust screen.” Trees were cleared, followed by top-soil stripping and rough-grade shaping, then hauled-in gravel was spread and compacted. One soldier told her that, when finished, the strip would be “smooth enough to roll a marble on.” She visited the mess hall, kitchen, barbershop, first-aid station, PX, medical headquarters, and she spoke with the chaplain, Captain C. L. Jackson, about his spiritual role. While cautiously walking about, Ms. Cope avoided numerous foxholes. She observed the pup tents, which the soldiers made comfortable with pine-bough mattresses.

Aviation Engineers

So, what prompted organization of the Air Corps Aviation Engineers, who adopted the motto – “a building and fighting unit?” A document at the National Museum of the U.S. Air Force, tells the history: “In 1939, U.S. Air Force General Hap Arnold, negotiated with the U.S. Army Chief of Engineers for a special engineer unit to work with the Air Corps. . . with the ability to repair bomb damaged airfields, to camouflage airfields, and if necessary defend airfields. . . and be capable of constructing light duty airfields in forward locations.”

While at Geiger Field, the personnel strength of the 1886th Aviation Engineers Battalion totaled 930 men. An officer claimed these airmen were the “only ones in the United States receiving actual airfield construction training.” Three other Aviation Engineer Battalions, the 1184th the 1995th and the 1889th were also at Geiger and trained in “various ways.” The four made up a regiment.

Mr. Lee Hasler, B Company, 1886th, was present at Horse Heaven for two weeks in July 1944. During an interview in 2010, he recalled his transfer to active military service: “We all pulled out for overseas duty on the Island of Guam and were assigned to the 77th Infantry Division under the command of the Navy. There we put into action what we had been trained for. The 1884th and 1885th built North Field, a B-29 airstrip, and the 1886th and 1889th built Northwest Field, another B-29 airstrip. These airstrips were used by the B-29 bombers that would cause the total destruction of the Japanese homeland by dropping the atomic bomb.”

Change of Use

Back in the Idaho Panhandle after the war, the Forest Service managed and maintained the Horse Heaven Airfield. However, given improved roads and helicopters, the Forest Service discontinued their use of the

airfield with the added claim that “not more than one-or-two private planes have used the field each year.”

A November 1965 letter from, G. A. Verdall, Acting U.S. Forest Supervisor, written to Chet Moulton, Director of the Idaho Department of Aeronautics states: “We have reviewed the use made of the Horse Heaven Airport, the foreseeable use for the airport, and the cost of the airport to the Forest Service in relation to present and anticipated use and have concluded that we will not renew the private land lease when it expires June 30, 1966.” They requested all published references to the airfield be discontinued.

Several attempts by the State to continue a long-term lease arrangement with the private landowner failed to materialize. So, in 1974 the Idaho Department of Aeronautics removed the published notations and listed the airfield as “closed.”

During Horse Heaven’s years of aircraft use, aeronautics’ accident records reveal that five small planes sustained damage with no fatalities. The last reported airplane to land there was totally destroyed. That accident occurred in 1988 long after the airfield’s closure. Known as the Horse Heaven Recreation Site, the area provides enjoyment for ATV, motorcycle and snowmobile enthusiasts.

“Old Friend” on the Lake in Peril?

by John V. Wood, Philomath, Oregon

There is an “old friend” on the Lake that I had not seen for several years, but in the summer of 2003 I had the privilege to once again take a boat out on The Lake (as I will always think of Lake Coeur d’Alene) and I headed south for the west side of The Channel - searching. This old friend was not just a “friend” of mine, but had been an acquaintance of our family since my great-grandfather arrived in 1889. You might well wonder how this friend was so long-lived, and to me it is a miracle as well. The “friend” to which I refer is not human, but is a unique tree that is very alive to this day and stands as a sentinel and marker for one of the historic sites on the Lake – Three-Mile Point (also known as 3 Mile Point).

However in 2003 finding this “friend” was a real chore, for the site has changed drastically. Three-Mile Point was never a great prominence like Tubbs Point or Arrow Point, but was rather a rocky outcropping that only thrust itself a short distance into the water, and it has been the tree that signaled one had arrived at the Point; but by 2003 a development of docks on the north side of the point projected out into the water further

than the Point and obscured a view of the old tree. It wasn’t until I headed back north toward Coeur d’Alene that the view of the tree was again obvious – and there it proudly stood! While I was greatly relieved to see it, all the new activity at the site made me start to fear for its future survival. Oh, not that the development of docks in itself was to blame, but just the numbers of people that would now come in contact with the tree from the shore and not knowing its significance might unknowingly destroy or injure it. What to do?

For those that are new to the area, those too young to have heard, or even those that grew up here but were not well acquainted with The Lake; the first task would be to inform. While the tree itself is certainly quite old and its form is unusual (as a young tree growing out of the rocky area on the bank the trunk was forced to lean downhill toward the water, but then continued to grow and gradually curved back toward vertical) it is not the tree in itself that is significant, but rather its connection to the Point – just as the Mullan Tree as a tree gained significance with its connection with history. Three-Mile Point came to be meaningful with the very start of



Looking north at the Georgie Oakes with the tree at Three Mile Point, circa 1900.

steamboating on the Lake in 1880.

From the *Amelia Wheaton* onward, steamboats found that in leaving Coeur d'Alene and heading south (up-lake) it was necessary to change their plotted course at several places on the Lake, and the first of these from Coeur d'Alene was Three-Mile Point. Not only was it significant for that reason, but the fact it was exactly three miles from Coeur d'Alene made it possible for those navigating to determine their speed and calculate when their next course correction would come. For night navigation, or navigation in fog this was invaluable. And even beyond the steamboating era, other boaters used this feature as well, i.e. sailboat racing and motorboat "log racing" (the water equivalent of a car rally where the boater predicts the time it will take to get from point to point on a designated course).

So, throughout the steamboating era and until today, the tree has been there to mark the way. I recall my grandmother, Margaret Thomson Wood, talking about seeing the tree as a child (she was one-year old in 1890 when her mother followed her father and brought the rest of the family to Coeur d'Alene), and Margaret was a frequent rider on the steamboats as her mother homesteaded Aberdeen Lodge Bay at the south end of the Lake. And my father, Dr. William T. Wood, who was a life-time resident of

Coeur d'Alene commented on Three-Mile Point and its tree nearly every time we passed it while boating on the Lake – and Dad always had boats until the last few years of his life.

Lastly, Three-Mile Point has the dubious distinction of being the location of the "steamboat graveyard" according to Ruby Hult in her *Steamboats in the Timber*. She listed the boats *Kootenai*, *Harrison*, *Samson*, *St. Maries*, and *Bonanza* as being interred there – although clearly the *St. Maries* was beached and later burned on the shore at North Cape. In any case, it seems to me that the point and its sentinel tree deserve recognition, and the tree should be preserved;

but can that be done, and if so, how?

Would it be possible for the tree and point to be listed on the National Register of Historic Places? And, if they were, what would be the ramifications? I desire to neither impinge on the rights of the property owners nor inconvenience the people there; but I DO wish for them to understand the unique nature of the tree and point, and to value them as I do. If you also feel as I, please let your wishes be known locally as I no longer live in the area.

Here are my best wishes to an "old friend." May your future years be many.



Looking north at Three Mile Point, 2003 photo by John Wood.

From the Board President

We have closed the books on another successful year. Total attendance was up by nearly 600 at 5,180 and school attendance was 860, up over 300, thanks to the field trip sponsorship program. Director Dorothy Dahlgren, Program and Marketing Director Robert Singletary and the bookkeeper, Lisa Hunt work during the winter and the office and library are open Tuesday through Saturday by appointment.

We continue to pursue our goal of constructing a new museum facility. Welch-Comer has been hired by the City of Coeur d'Alene to plan the corridor from McEuen Park to Riverstone along the railroad right-of-way which includes the Four Corners area we are interested in. We met in September with Welch-Comer along with the Carousel Foundation and Human Rights Education Institute, as interested parties for that site. The meeting seemed encouraging for the Museum to share a building on the site.

For many years my question has been "why can't we build right where our present building is? Now, to my delight, that very question has come up for consideration. It seems to me the perfect location - near our beautiful lake, city beach and park, Memorial Field, the Resort and downtown. As I was growing up in the 1940s and 50s a trip to downtown was a "big deal". Downtown has had a wonderful revival in recent years and a new museum would make a great addition.

With the completion of several major community projects I feel it is time to direct community members' attention, efforts and money toward a new museum. The time has come when we need people to step up.

If you are interested in discussing being a major donor, are willing to serve on the board or to serve on a committee, please contact Director Dorothy Dahlgren at 208-664-3448 or dd@museumni.org.

Larry Strobel, Board President

Planned Giving

Building the Museum's endowment is an important part of seeing that the Museum will prosper into the future.

North Idaho was very lucky from the start in having many residents who had a sense of history. We have continued to be extremely fortunate in having people who have preserved our heritage. A sense of and appreciation of the past adds immeasurably to the life and energy of any region. Continue the legacy by including the Museum in your estate planning or by donating to the endowment fund now. Building a strong endowment will secure the past for the future.

Please consult with your attorney or accountant for the information about the many ways you can donate to the museum and have tax benefits.

Donations to the endowment can be sent directly to the Idaho Community Foundation, 210 West State Street, Boise, ID 83702 with the check made out to the Museum of North Idaho. They will send you a tax-deductible acknowledgement letter. You can also go online www.idcomfdn.org or you can send donations noted for the endowment directly to the Museum, PO Box 812, CdA, ID 83816-0812.

Cash Donations

Wes & Susan Yandt
Sahlin Foundation

Denny & Kathy Arneson for the operating and building funds

Frank Darlington for the endowment and building funds

Fred & Mary Ostermeyer for the Chapel and building funds

Welcome

We welcome Lisa Hunt as the Museum's new bookkeeper. She is a 1992 Eastern Washington University graduate with a B.A. in Business Administration with an accounting concentration. She worked in the Seattle area before she, her husband, James and their daughter moved back to their hometown of Coeur d'Alene in 2004.

Kathy Arneson has been the bookkeeper since 2008. We appreciate all the hours she has put in as bookkeeper and volunteer on behalf of the Museum. Kathy continues to serve on the Board and manage the Museum Store.

Artifact Donations Since August

Barb Dennis: Eloise Scheetz painting of the McCormick house.

Don Silbaugh: Buck saw, pickaroon and rip saw.

Ken Pettit: Cart made by steamboat builder, P.W. Johnson.

Sherri Ritter: Piece of the Mullan tree.

Tom Flanagan: Matchbook from the Plantation and postcard of the Portal Motel.

Ilda Hoffman: Lillie Hoffman's Bonanza Club scrapbook.

Janet Wahlberg Family: Civilian Conservation photos of Big Creek Camp from John Platt.

Tony & Suzanne Bamonte: Interview tapes done by Sadie Brooten in the 1980s including Bryan Dennis, Preston Johnson, Nancy Mae Larson, Catherine Roche and Elsie Lenz Johnson.

Chapel

The Fort Sherman Chapel was donated to the Museum in 1984 by the Athletic Round Table. We continue to rent to the AA and for weddings and other events. This year the Anthem Friends Church began holding services on Sunday evening. All rents are used to maintain this historic structure.

We have been reviewing options for a failed sewer line. You may have noticed the porta potty on the Woodland Ave. side. The existing restroom is in a dirt basement and is not very safe nor handicap accessible.

We revisited the restroom feasibility study done by Momentum Architects in 1998 and decided to go forward with a free-standing building next to the Chapel on the south side of the building. Architect Scott Cranston is a long time friend of the Chapel and offered to coordinate this project including revising the 1998 plans. Fortunately we have some funds saved and the donation from Ace Walden. Of course donations are welcome.



Kevin Cornelsen of Titan Enterprises and volunteer Randy Perry in the background working on the Chapel lattice.

Left shows the damaged railing.



Kevin Cornelsen of Titan Enterprises rebuilt the two sets of outside railings and replaced the backing and skirting around the building. We appreciate CDA Builders Supply donating some of the building supplies for the project.

Still on the project list is the landscaping, exterior and floor painting, a new roof and tree maintenance.

We are seeking a person or people to coordinate and oversee Chapel projects. Your support of the Museum's efforts to preserve Coeur d'Alene's oldest church is essential to maintaining this historic building so that it can be enjoyed by future generations.

Memorials

- For Jim Barber from Don & Phyllis Peters, Cliff & Darleen Lenz, Ivy Irons, Linda Dennler, Norman & Carol Ridge, Norma Baker
- For Dana Dube from Pete Anderson
- For Allan Bruce King Jr. from Trish Gerrity King
- For Richard Smart from Ann Smart

All memorial donations go into the Endowment Fund. The endowment is important to the financial health of the Museum and your help in building the endowment will ensure the Museum's future.

To make a memorial donation use the form on the back of the newsletter.

New Book Arrival

We are pleased to announce the arrival of Keith and Jan Spencer's book *Historical Spirit Lake, Idaho and Vicinity*. The 256 page book is packed with 276 photos and the amazing story of the development of Spirit Lake and the history of the Spirit Valley and Twin Lakes. This beautiful tabletop hardcover book is \$34.95. It is available at Hastings and The Well Read Moose and several places in Spirit Lake including Old West Hardware and The Linger Longer Bar. The Spirit Lake Historical Society benefits from books sold via Joy Porter at 208-818-4792. Also at www.museumni.org.

Membership Renewals

We are considering making the memberships due at the same time each year. Please let Dorothy know what time of year works best for you to renew and we can come up with an annual date, email dd@museumni.org or 664-3448.

It is a struggle to keep membership current partly because people don't always know when their dues expire even through the expiration date is on the mailing label. This results in a loss of income for the Museum. Having renewals spread out over the year requires monthly reminders. It is not feasible to send monthly renewals because bulk mail requires a minimum number of pieces, plus mailing expenses, envelope costs and staff time. If you don't mind email reminders this helps save on renewal costs.

Revised

We thank Rocky Gibbs and Charles Mutschler for visiting the sites in the book *Milwaukee Road in Idaho: A Guide to Sites and Locations* and noting updates to include in a reprint. We are down to our last few copies and plan to make the book available again.

Field Trip Success

Field trip attendance was up by about 330 with 860 students visiting the Museum this year. Thanks again to :

Doug and Deidre Chadderdon, Empire Airlines, Wendell and Teresa Olson, Specialty Tree Services and John Swallow

Please consider a donation for the 2015 field trips. Donations, if not all used, carry over to next year.

Visit us on Facebook

In September with the help of Keva Wolfe, manager of the Old School Coeur d'Alene Facebook, the Museum has a page.



PO Box 812
Coeur d'Alene, ID 83816-0812

Non Profit
US Postage Paid
Permit #10
Coeur d'Alene ID
83814

RETURN SERVICE REQUESTED

Get on Board!

Send in a Membership

- Community Sponsor* \$1,000
- Friend of History* \$500
- Georgie Oakes* \$100+
- Idaho* \$100
- Flyer* \$50
- Amelia Wheaton* \$25

Make An Additional Donation To A Special Fund

- Memorial/Endowment \$ _____
- Building Fund \$ _____
- Chapel \$ _____
- Total enclosed \$ _____**

Your membership expiration date is on the mailing label.

Name _____

Address _____

City _____ State/Zip _____

Secondary Addr. _____

Phone _____

email _____

Memorial Donation For: _____

Amount _____ Whom to notify _____

Send your tax deductible contribution to:
Museum of North Idaho * PO Box 812 * Cd'A, ID 83816-0812

Museum of North Idaho Mission Statement

The Museum of North Idaho collects, preserves and interprets the history of the Coeur d'Alene Region to foster appreciation of the area's heritage.

Board of Trustees

- President Larry Strobel
- Vice President Connie McGee
- Secretary Kim Brown
- Treasurer Fred Ostermeyer
- Kathy Arneson, Frank Darlington, Dave Eubanks,
Don Pischner, Wayne Sweney

Staff

- Dorothy Dahlgren, Director
- Robert Singletary, Program & Marketing Director
- Lisa Hunt, Bookkeeper

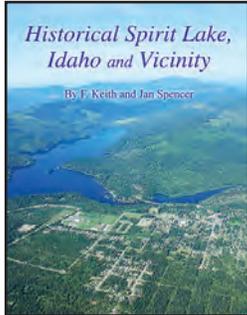
The Museum of North Idaho Quarterly Newsletter is published in February (Winter), May (Spring), August (Summer), and November (Fall)

Editor Dorothy Dahlgren dd@museumni.org
PO Box 812, Coeur d'Alene, ID 83816-0812
208-664-3448 www.museumni.org

Holiday Gift Giving Ideas

From the Museum of North Idaho

Historical Spirit Lake, Idaho



and Vicinity

F. Keith and Jan Spencer

NEW RELEASE

This is the amazing story of a small city transformed from raw wilderness to a modern, bustling town and major industrial area in only eight months. The story begins with the geological formation of the Spirit Lake area and then the area's first settlers in 1881, Fredrick Blackwell's role in developing the region, logging, Chautauquas, the

Idaho & Washington Northern Railroad, the Idaho Logging Railway, Panhandle Lumber Co., the fire, and then the decline and the revitalization of Spirit Lake. Also includes the history of Blanchard and Twin Lakes.

256 pgs, 276 photos, 8.5 x 11, HB \$34.95

Trail to Gold

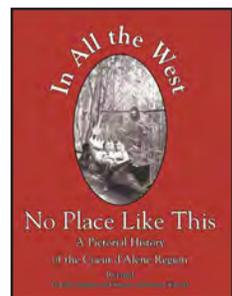
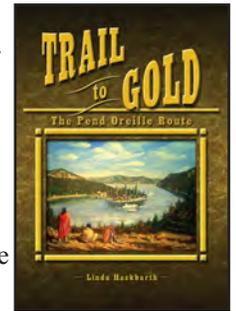
The Pend Oreille Route

NEW RELEASE

Linda Hackbarth

Historic facts and accounts from the journals of Seth Luen Pope and others tell about the trails they followed from Oregon, the people they met and the operation of steamers on Lake Pend Oreille and the Clark Fork River. Employed by the Oregon & Montana Transportation Company they were sent out to capitalize on the commerce of the gold mining camps in western Montana Territory and southern British Columbia during the 1860s.

Fifty-nine photos, illustrations and maps paint a vivid canvas of Lake Pend Oreille, the Clark Fork River, the Pend Oreille River crossing at Seneacquotteen and the Columbia River area. Biographies shed light on the major personalities mentioned in the journals. All combine into a fascinating glimpse of territorial times. 192 pgs, 7 x 10, PB \$21.95

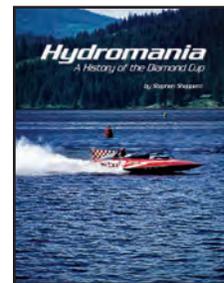


In All The West No Place Like This

A Pictorial History of the Coeur d'Alene Region

Dorothy Dahlgren and Simone C. Kincaid

A graceful, lyric overview of the history of the Coeur d'Alene region with 290 photos. Beginning with the Coeur d'Alene Indians then the early days of Worley, Rathdrum, Spirit Lake, Bayview, Lakeview, Athol, Chilco, Hayden Lake, Post Falls, Harrison, and Coeur d'Alene. 272 pgs, 8.5 x 11, HB \$38.95, PB \$28.95



Hydromania

A History Of The Diamond Cup

Stephen Shepperd

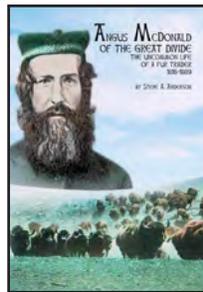
Comprehensive history of the hydroplane Diamond Cup races on Lake Coeur d'Alene. Includes the who's who of civic leaders, race volunteers, boat owners, drivers and the community. 112 photos, 400 pgs, 8.5 x 11 HB \$39.95

Angus McDonald of the Great Divide

The Uncommon Life of a Fur Trader, 1816 - 1889

Steve A. Anderson

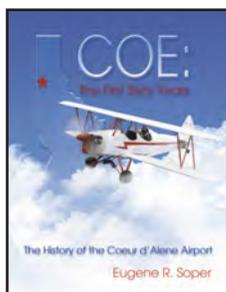
Explore the exploits and life experiences of the Pacific Northwest fur trader Angus McDonald, his Indian wife and her Salish people. The book provides a unique insight and perspective (heretofore unavailable) to what life was like for him and his family in the Inland Empire during the mid-19th century. 232 pgs, 7 x 10 PB \$19.95



COE: The First 60 Years

The History of the Coeur d'Alene Airport

Eugene Soper



This book is full of interesting and fun facts, and photographs about the Coeur d'Alene Airport. Told with flair by an icon of Northwest aviation, this book has tales of successes and failures, good days and bad days of aviating, and bios of some truly interesting characters. A must read for all airplane lovers. 160 photos, 128 pgs 8.5 x 11, PB \$19.95

Give a Museum Membership

Give Museum memberships and share our fascinating history. Memberships support the Museum's efforts to collect, preserve and interpret the history of the Coeur d'Alene Region.

We will send a gift acknowledgement.

Benefits include:

- *Quarterly newsletter
- *Free admission to the museum
- *10% off in the Museum Store
- *10% off historic photographs

Dues \$25, \$50, \$100 or over \$100

Send a check or donate online at www.museumni.org

Museum of North Idaho

PO Box 812

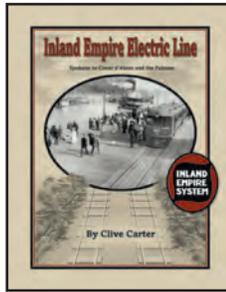
Cd'A, ID 83816-0812

Museum of North Idaho Railroad Books

Inland Empire Electric Line

Spokane to Coeur d'Alene and the Palouse
Clive Carter

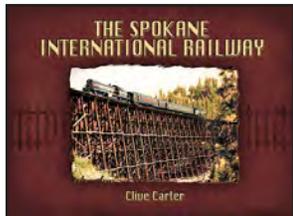
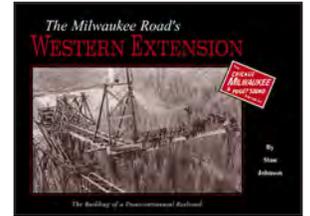
The interurban electric railway lines out of Spokane served Coeur d'Alene, Hayden Lake, Moscow and Colfax. The book details the rail system, from the early 1900s to near abandonment seventy years later. Rolling stock, infrastructure, operations, financial performance and competition are all discussed. 308 illustrations/photos, 248 pgs, 8.5 x 11, HB \$39.95



The Milwaukee Road's Western Extension *The Building of A Transcontinental Railroad*

Stanley Johnson

A fascinating story of the 1905-1915 building of the first through-rail line between Chicago and Puget Sound. A daring decision that resulted in a remarkable accomplishment. It is a tale of unusual human interaction—full of details about the people and events involved. 548 pgs, 450 photographs, drawing and maps, detailed index, 8.5 x 11, HB \$74.95

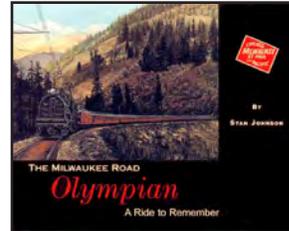


Spokane International Railway *Idaho's Main Line to Canada*

Clive Carter

The 141-mile branch line between Spokane, Washington and the Canadian border provides a rare success story. The line provided passenger train service during its first half-century, and

freight traffic operating over a demanding route. A thorough history of this century-old system and its modernization are presented. 243 photos, 47 Ills and 26 tables. 224 pgs 8.5 x 11, HB \$49.95



The Milwaukee Road Olympian *A Ride to Remember*

Stanley Johnson

A 1941 train trip from Chicago to Tacoma is retold sixty years after a 13-year old, with an eye for detail, made a trip west over the Milwaukee Railroad. It includes anecdotes and human interest items about the railroad and the areas through which it passes,

as well as information about how the line was surveyed, built and operated. Charts, menus, timetables, index and over 300 photos. 334 pgs, 8.5 x 11, HB \$39.95

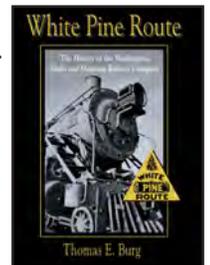
Order Books From The Museum

QTY	TITLE	PRICE
___	Angus McDonald	\$19.95
___	Calked Boots PB	\$5.95
___	Calked Boots HB	\$9.95
___	Dalton Story PB	\$10.00
___	Fred Murphy PB	\$12.00
___	From Hell to Heaven PB	\$19.95
___	Hangar Flying PB	\$10.00
___	Hardships and Happy Times HB	\$9.95
___	Hardships and Happy Times PB	\$6.95
___	The Harrison Area PB	\$21.95
___	Historical Spirit Lake Hd NEW	\$34.95
___	In All The West PB	\$28.95
___	In All The West HB	\$38.95
___	Idaho Minerals PB	\$27.95
___	Inland Empire Electric Line HB	\$39.95
___	Lookout Cookbook PB	\$14.95
___	Milwaukee Road Olympian HB	\$39.95
___	Milwaukee Road's Western HB	\$74.95
___	North Fork PB	\$14.95
___	Ordeal By Fire DVD	\$25.00
___	Roads Less Traveled PB	\$12.95
___	Rock Burst HB	\$19.95
___	Sawdust Dream HB	\$14.95
___	Sawdust Dream PB	\$9.95
___	Spokane International HB	\$49.95
___	Swiftwater People PB	\$13.95
___	Swiftwater People HB	\$23.95
___	Trail to Gold NEW	\$21.95
___	Up The Swiftwater HB	\$29.95
___	When the Mill Whistle Blew PB	\$19.95
___	White Pine Route HB	\$49.95
___	Wildflowers of the Inland PB	\$15.95
___	Wyatt Earp PB	\$16.95

White Pine Route

The History of the Wash, Idaho & Montana Rwy Co.
Thomas Burg

In 1905 the Potlatch Lumber Company began construction of the world's largest white pine sawmill, the company town of Potlatch, WI&M Railway from Palouse, Washington, 50 miles east into the Idaho timber. For over 50 years the WI&M was the company's conveyance of timber to mill, cut lumber to outside connections, and the artery of commerce for the region. 400 pgs 8.5 x 11, HB \$49.95



Subtotal _____

Member's discount 10% _____

Idaho residents 6% sales tax _____

Shipping _____

Membership dues _____

Total _____

Call to pick up at the Museum or add shipping

\$4 shipping for the first book

\$5 for the *Milwaukee Road's Western Extension*

\$1 for each additional book to the same address

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____

email _____

Museum of North Idaho, P.O. Box 812, Cd'A, ID 83816-0812

208-664-3448 e-mail: dd@museumni.org

see books at www.museumni.org

Books also available at local bookstores