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SEVENTH PERIOD ILLUSTRATED
NARRATIVE REPORTS

1936

DEPARTMENT OF THE INTERIOR
DIVISION OF GRAZING, E. C. W.

REGION 1
SALT LAKE CITY, UTAH

Bureau Land Management Copy

D. G. 14 OREANA, IDAHO

GEO. BULLOCK
CAMP SUPERINTENDENT

D.G. 3 Hot Springs

W. J. Hinton



TOY MOUNTAIN-TRIANGLE TRUCK TRAIL
PROJECT NO. 8

This truck trail taps into the Bachman Grade on the north and runs to the Triangle Station on the south, a distance of 14 miles.

Construction details on the project are clearing approximately 40 acres of sage brush and rock, blade turnpiking, deep cuts, heavy sloping, three cattle guards, excavating approximately 750 cu. yds. of rock and 32,000 cu. yds. of earth, and building a roadway approximately 16 feet wide, with 3 foot ditches. Also, installation of the following culverts:

- 1-6" x 6" x 16'
- 1-6" x 8" x 16'
- 4- 12" x 24" x 16'

Included is the construction of one bridge, 14 foot span, 16 feet wide, timber using rock and cement abutments, and construction of approximately $1\frac{1}{2}$ miles of snow-fence.

This project will serve approximately 70,000 head of live stock and an estimated 40 live stock men.

I propose to have this work completed on or about November 1st.
(construction statistics next page)



Spike Camp located 23 miles from base camp to serve projects south of Oreana. This is a completely equipped, 50 man camp.



Rock excavation by hand tools and wheelbarrow.

COST SUMMARY

Supervisory	1385.27
Gasoline	469.43
Oil	31.95
Grease	31.70
Dynamite	45.60
Caps	11.02
Material & Equipment R'pr.	338.70
	<u>2331.52</u>
Total road constructed	8.5 miles
Total man-days used	3773
Average cost per mile	291.51
Average cost per man-day	.62

DETAILED ACCOMPLISHMENTS

Brush cleared	34	acres
Excavated	5309	cu. yd.
Graded	11	miles
Culverts installed	8	
Rock hauled	133	cu. yd.
Rip rap	82	cu. yd.
Holes drilled	1144	Lin. Ft.
Posts cut	967	
Ditching	4495	Lin. Ft.
Sloping	3960	Lin. Ft.
Retaining Wall	10	Cu. Yds.
Fill	741	cu. yds.
Fence	280	Yds.

GRADER OPERATING



POISONOUS PLANT ERADICATION PROJECT NO. 6

Supervisory cost	120.80
Gas & Oil	<u>14.23</u>
	135.05

Trail built into project
to make accessible 14 miles

Acres cleaned of larkspur 3550

POISONOUS PLANT ERADICATION PROJECT NO. 12

Supervisory cost	212.52
Gas & Oil	<u>17.28</u>
	229.80

Acres cleaned of larkspur 4,850







Approved April 17, 1936. This project consisted of extermination of ground squirrels by the spreading of poisoned grain and traps.

There were 12,904 acres treated with poisoned oats and unknown thousands of these rodents were exterminated. Also, ground mice and pocket gophers were trapped. A crew of 18 men were worked on this project using from 150 to 600 traps daily. Their catches ran from 150 to nearly a thousand per day, averaging around 450.

This project was one that was very much demanded by the stockmen in the lower areas, as the infestation had become so great that eradication by the farmers was very nearly impossible. The work was done on public domain, and adjacent to deeded land, and of course it will require another one or two years to actually get these rodents under control.

COST SUMMARY

Supervisory	470.17
Gas & Oil	34.64

DETAILED ACCOMPLISHMENTS

Acres treated & trapped	12,094
Total man-days used	949
Average cost per acre	.04
Average cost per man-day	.53



Showing catch
of coyotes

Project entailed killing of coyotes and bob-cats by poisoned baits and steel-traps. Sheep losses being abnormally large in the vicinity, 6 Townships were set up in the program and results were very satisfactory. Besides the large catch directly accounted for, there were unknown numbers which were not found.

A crew of from 6 to 8 men together with a foreman were employed in this work which included making up and distributing the baits, transporting the bait carcasses of sheep, cattle and horses and establishment of the bait stations. Also, setting and running traps.

COST SUMMARY

Supervisory	543.54
Other	108.58
	<u>652.12</u>



SPRING DEVELOPMENT

Once a
mud-hole

13 projects have been set up by this camp for spring development. Most of these springs were no more than mud-seeps and were unsatisfactory as watering places for range stock and herds and bands on the drives. The development in the program includes cleaning out, deeping, walling with rock and concrete, installation of troughs, areas cleared and drainage arranged to prevent mud-holes. Each completed spring is fenced to prevent stock tromping into the water. The following have been completed:

North Castle-Project 6-S
Upper V. G. -Project 7-S
Lower V. G. -Project 8-S
Charity *Project 4-S
Henderson -Project 36

COST SUMMARY

Supervisory	190.38
Gasoline	53.97
Oil	3.70
Material	88.58
	<u>336.63</u>

View of spring
improvement showing
troughs and fenced-in
spring





HAULING WOOL



BRANDING TIME
ON THE RANGE

This project is on public domain, in Owyhee County, in the NE- $\frac{1}{2}$ of the SW- $\frac{1}{4}$ of Section 34, Township 4-S, Range 2-W.

Project was set up for the purpose of storing water for livestock uses on public domain. The location is on the fall and winter range between Sinker Creek and Toy Mountain and right at the edge of the established stock drive where there is no water available for approximately five or six miles. Work was started during the early spring of 1936, but due to frost and heavy run-off, the project was abandoned but will be continued within a short time. It is anticipated the project will be completed during the late winter of 1936 or early in 1937.

It is proposed to store approximately $1\frac{1}{2}$ acres, with water capacity of approximately $9\frac{1}{2}$ feet; top length of dam will be 180 feet, height 20 feet, using approximately 3,000 yards of earth and about 1700 square yards of rip rap.

The dam will be of clay, puddle-core type.



This project is one of the most necessary truck trails in Grazing District No. 1, Idaho. It was set up and approved on March 2, 1936, but due to the location, it was necessary to first build the Jayo-Poison Creek Truck Trail in order to get over to the Poison Creek Grade, this project has as yet not been started.

However, there was a supplementary project set up on this project for maintenance and the work done on the maintenance project was done at the request of the stockmen by petition, which they presented to me for consideration. The work or the moneys was not lost as it will serve to further reduce the cost of the major project when it is finally under consideration.

It is proposed to begin construction on Project No. 2 during the late winter of 1936 or the early part of 1937.

This project was set up as a maintenance project to make the trail passable for the stock men to transport supplies and provisions in to their flocks on the range. Also, this is a stock drive over which the stock is taken back into the range in the spring, or back into summer range, as well as the beef and fat lambs which is brought out in the summer and the range stock being brought out to feeding grounds for the winter. These herds and bands are generally follow by supply trucks, camp wagons and pack trains.

Due to the heavy spring run-off, this road was washed out and made impassable caused principally by the lack of drainage. The maintenance done during the summer will only lighten the re-construction project when that project is started sometime during the winter of 1936 or early in 1937. The trail serves approximately 4,000 head of cattle and about 25 stockmen.

COST SUMMARY

Supervisory	120.13
Materials	33.62

DETAILS OF ACCOMPLISHMENTS

Total road maintained	12 miles
Total man-days used	712
Average cost per mile	12.98
Average cost per man-day	.20

This project was built principally for the purpose of getting livestock in to water in a steep gulley. Also, making it possible for sheep wagons and supply outfits to cross.

Project required cutting and burning brush and excavating 241 cubic yards of earth.

COST SUMMARY

Supervisory	210.98	Man-days	165
Other	<u>30.99</u>		
	231.97	Cost per man-day	1.40



This project was set up for a total cost of \$231.25 and 375 man-days at the request of livestock men by petition.

This is one of the most necessary and one of the most heavily traveled roads over which livestock is transported in Grazing District No. 1, Idaho. There are approximately 150,000 head of sheep hauled over this trail to market each year plus supplies and serves a vast number of livestock men. But due to the heavy spring run-off, this old road was badly washed and it diverted the channel of Poison Creek down the old trail, cutting it in some places to as much as 6 ft. deep and 4 ft. wide, making the road entirely impassable until the maintenance work was completed. This work consisted of cutting brush, removal of rocks and high centers, relocating trails and changing the creek channel and filling holes.

COST SUMMARY

Supervisory	120.13	Total road maintained	21 miles
Materials	33.62	Total man-days used	397
		Cost per mile	7.32
		Cost per man-day	.39

This project was approved on March 2, 1936. The road links up southwestern Idaho and southeastern Oregon and the Toy Mountain section on the north side of the mountains with the Bruneau and Grandview area. This trail will be used largely for transporting stock and supplies and general accessibility for livestock men. The project was set up for 24 miles of a type of work consisting of clearing brush, turnpiking, cuts, heavy side sloping, rock excavations, earth excavations and surfacing. The work so far done, was all done last winter. This project is very suitable for winter work. Approximately 21 miles of the clearing of sage brush and rock has been accomplished. Clearing has been to a width of 40 feet and considerable rock has been hauled for the rip rapping and dips.

It is proposed to continue construction on this project as soon as the weather forces us to discontinue the spike camps. This project will serve a vast number of livestock men and an undetermined amount of livestock.

COST SUMMARY

Supervisory	539.98
Gasoline	83.16
Oil	9.15
Grease	1.90
Truck	26.68
Other	42.76
	<u>703.53</u>

DETAILED ACCOMPLISHMENTS

Road repaired	10 Miles
Brush grubbed & burned	84 acres
Rock hauled	196 cu. yds.
Fill	72 cu. yds.
Ditching	240 lin. ft.
Rip rap	40 cu. yds.
Surfacing	173 cu. yds.

Total road completed	1 mile
Total man-days used	840
Average cost per mile	.81

This project was approved February 7, 1936.

District 5 Road is connected with the main road that runs east and west, on the south side of the Snake River. Project consists of a truck trail, a distance of five miles, connecting the through county road with the Bachman Grade in the Triangle Section. The type of work accomplished consisted of clearing rock and sage brush, turnpiking, light grading, cuts and fills, heavy side sloping, ditching, rock and earth excavation, rip rapping, construction of a number of rock dips and general re-location. Project was completed during the month of May, 1936.

COST SUMMARY

Supervisory	881.99
Gasoline	254.10
Oil	22.35
Grease	14.10
Truck	80.73
Materials	55.75
	<u>1329.02</u>

DETAILED ACCOMPLISHMENTS

Clearing	23,160	lin. ft.
Grading	5	miles
Fill	417	cu. yds.
Retaining Wall	56	cu. yds.
Spillway	137	cu. ft.
Surfacing	1026	cu. yds.
Sloping	4056	lin. ft.
Rip rap	448	sq. yds.
Excavation	1921	cu. yds.

Total road constructed	5	miles
Total man-days used	1566	
Average cost per mile	\$261.25	
Average cost per man-day	.84	



This project was the connecting link between the center section of the Harts Creek trail and stock drive, and the main, east and west, county road from Oreana to Murphy, the railhead. The construction on this project and type of work consisted of clearing rock and sage brush, turnpiking, light grading, deep cuts, fill heavy side sloping, rock and dirt excavation, dips, rip rapping, rock spillway and surfacing. This trail will shorten the distance between the summer range and the winter feeding grounds approximately 20 miles and will, as well, be a feasible trail considering range water and the transportation of livestock. This was one of the major projects worked on last winter. There were a lot of heavy cuts made on this road and the cat and bull-dozer were operated steadily during construction, working three shifts, these working eighteen hours per day. The project was completed in the early part of May, 1936. (See next page for construction details)

Cat at work
Bates Creek

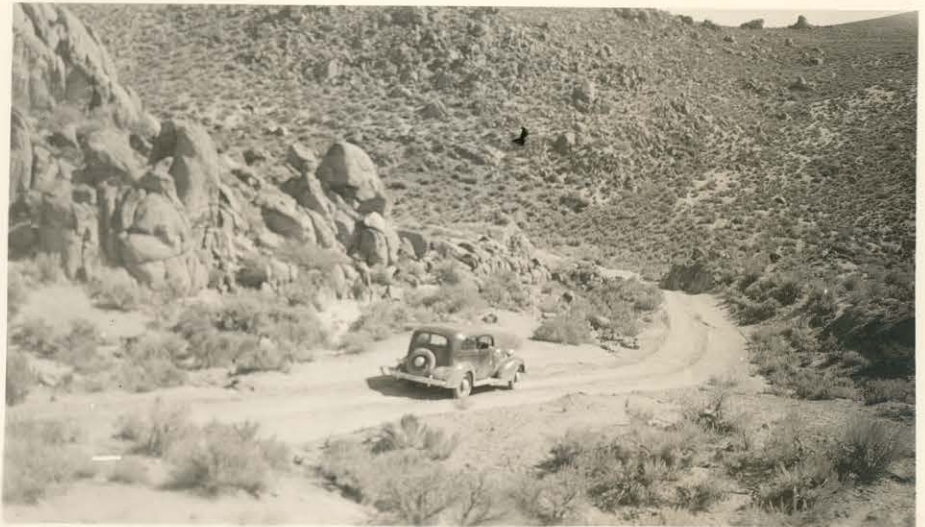


OREANA-MURPHY SUPPLY ROAD - PROJECT No. M-8-S

This is the road from Camp DG-14, Oreana, to the Railhead, Murphy, Idaho, a distance of approximately 18 miles. This can hardly be termed or called a road, but a poor trail and unless considerable work is done for maintenance on this road it becomes almost impassable.

This project was set up for 800 man-days, at a cost of \$522.00, but not much work can be done on this trail of a permanent nature due to the fact that a new road has been located between these points and some work has been done on the new location. So, it is not deemed advantageous to spend any more money or do any more work on this trail than is absolutely necessary to keep it passable for supplies.

Old Road



Project consists of new construction of 4.6 miles running from the old Reynolds Creek Post Office and connecting up with Project 9-A. Construction details on this project are: Clearing approximately 20 acres of sage brush and loose rock, blade turn-piking, deep cuts, fill, side sloping, rock excavation, (500 cu. yds), earth excavation (10,000 cu. yds.),

This will be a 16 foot roadway and will require approximately 2,000 feet of gravel for surfacing, a depth of about 3 inches. For drainage, it will require 4 large culverts and re-building of 1, 18 foot bridge.

This project will benefit approximately 50 livestock men, 100,000 head of sheep, and between 6,000 and 7,000 head of cattle.

The new road





COST SUMMARY

Supervisory	504.48
Gasoline	54.13
Diesel	33.97
Oil	13.95
Grease	22.10
Other	57.85
	<u>692.78</u>

DETAILED ACCOMPLISHMENTS

Clearing	57,700	Sq. Ft.
Maintenance	23	Miles
Grading	20,600	Cu. Ft.
Rip rap	166	Cu. Ft.
Excavation	10,300	Cu. Yds.
Rock Excavation	142	Cu. Yds.

Total new road constructed	3 miles
Total man-days used	1278

Average cost per mile	\$230.93
Average cost per man-day	.53
(Project 65% complete)	

This project
 comprised construction
 of the spike camp shown
 at right. Reynolds
 Creek Spike Camp.



SPENCER BRIDGE - PROJECT NO. 1-A

This project consists of construction of a bridge, 22 foot span, 16 feet wide, using rock and cement abutment and wings, with about a 30" base, 14" top, abutment and wings approximately 12 ft. high, stringers to be of 4" x 14" x 24' long.

Work will be completed on or about October 28th.

This is an 18 foot span, 14 feet wide, of a frame type using rock and cement abutment and wings with about a 36" base and a 16" top.

The re-location of this bridge necessitated the changing of the creek channel and building a pike approximately 7 feet high, 200 feet long, 16 feet wide on top with a 3 to 1 slope. This project has been completed with the exception of painting.

COST SUMMARY

Supervisory	275.75
Material, etc.	47.28
	<u>322.03</u>

Man days used	261.
Avg. cost per man-day	1.23



Showing old reservoir
before drainage.
Taken shortly
after work was
commenced
on Dam



Showing
Puddle-Core
on Spencer Dam.





Dump Truck
at work.



Construction
on Spencer Dam



This project serves a two fold purpose. The first consideration on Spencer Dam, naturally, was stock water for the public domain. This small dam, when originally constructed, was built by one, individual stock owner, who filed on this water right, for stock water and irrigation purposes. However, despite of the fact that the dam was not large enough to serve the owners needs alone, during the drought of 1934, he held back this water from irrigation, let his meadows suffer from lack of moisture and gave the water to stock on public domain, as it was the only water within a radius of between six and twelve miles.

In building the truck trail from Toy Mountains to Triangel, this truck trail had to be built adjacent to this old dam. So, by going to the east of the old dam with the truck trail, it would have necessitated crossing Meadow Creek, making a large fill of several thousand yards, building a bridge, excavating a lot of rock, heavy side sloping, and in general, heavy and costly project, which would have in turn, been more expensive than raising the fill, making a larger dam and cutting a spillway which is the present location of the Toy Mountain Road.

I showed Mr. Spencer the feasibility of raising this dam and building the road on top, storing approximately three times as much water as had been stored in the past, making him a much more satisfactory water storage and in addition affording ample water



for livestock on public domain. In turn, Mr. Spencer, who has filed on this right, has signed a long term easement to this reservoir, and has agreed thereby to hold back in reserve enough water for livestock from year to year.

The dam is built of a jug-type silt, which was available, and of a puddle-core type with a 3 to 1 slope, rip rapped on both sides, and a spillway cut through solid rock. This spillway was cut on a slope at the end of the dam, 40 feet wide and a approximately 140 feet in length. The project is now 65% complete and it is proposed to have work entirely completed within the next 30 days.

COST SUMMARY

Supervisory	311.29
Gasoline	142.40
Oil	13.65
Grease	9.20
Dynamite	25.20
Caps	7.11
Repairs	29.15
Other	24.64
	<u>562.64</u>

DETAILED ACCOMPLISHMENTS

Rock excavated	99	Cu. Yds.
Earth excavated & fill	3120	Cu. Yds.
Puddle core 3 x 6	150	Lin. Ft.
799 Man-days used to date		
Cost per man-day		.75



This project consists of 3.3 miles of new construction. Construction details consist of the following: Clearing to a width of 40 feet, or 15.8 acres of sage brush and loose rock; blade turnpiking; deep cuts; 2 cattle guards; 16 ft. roadway width; ditches 3 ft. wide; 200 cu. yds. rock excavation and approximately 900 yards of earth excavation; 2, 2 x 5 box culverts, 1-4 x 6 box culvert, 1, 12" box culvert.

This is one section of the link connecting up southwestern Idaho with the rest of the state when the following sections of the trail are completed. It will link up with the road built by the Jordan Valley camp leading that way. This truck trail when complete will serve approximately 100 livestock men and at least 70,000 head of livestock.

The work will be completed within the next few days and not later than the 30th of October.

Interior of Mess Hall
at Box T Spike Camp





Showing Excavation with hand tools

Cost Summary

Supervisory	5720.81
Dynamite	588.00
Caps	208.21
Gasoline	1051.26
Oil	119.85
Grease	60.70
Repairs & Materials	<u>234.15</u>
	8082.98
Total road constructed	9 Miles
Total man-days used	10,886
Total cost per mile	\$886.99
Total cost per man-day	.74

Detailed Accomplishments

Dirt excavated	14,048	Cu.Yds.
Rock excavated	3,795	Cu.Yds.
Rip rapping	182	Sq.Yds.
Holes drilled	7,896	Lin.Ft.
Stripping	6,256	Lin.Ft.
Retaining Wall	2,887	Lin.Ft.
Brush cleared	28,900	Sq.Ft.
Sloping	21,394	Lin.Ft.
Turnpiking	5	Miles.
Ditching	2,290	Lin.Ft.
Surfacing	961	Cu. Yds.
Snow Fence	1.3	Miles
Culverts	19	
Maintenance	7	Miles

As the trail winds down on Bachman Grade



View of new trail
Bachman Grade

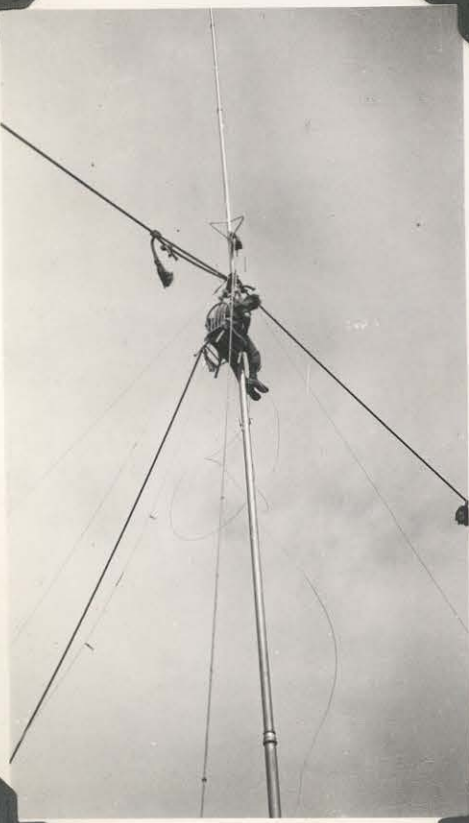
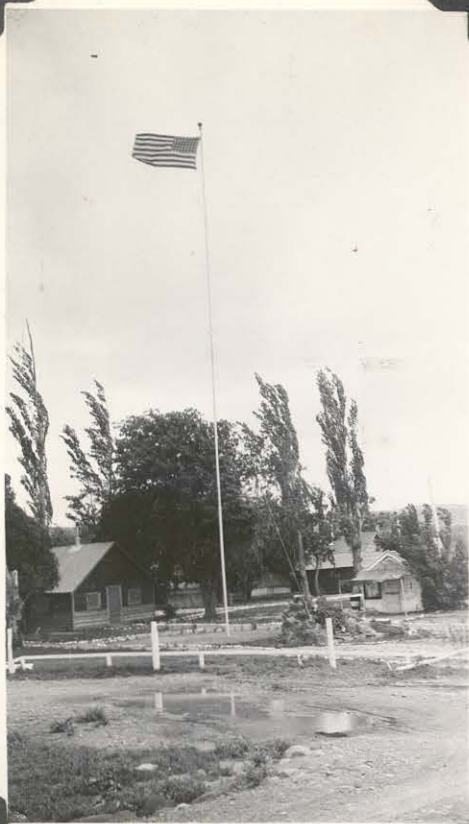


Retreat

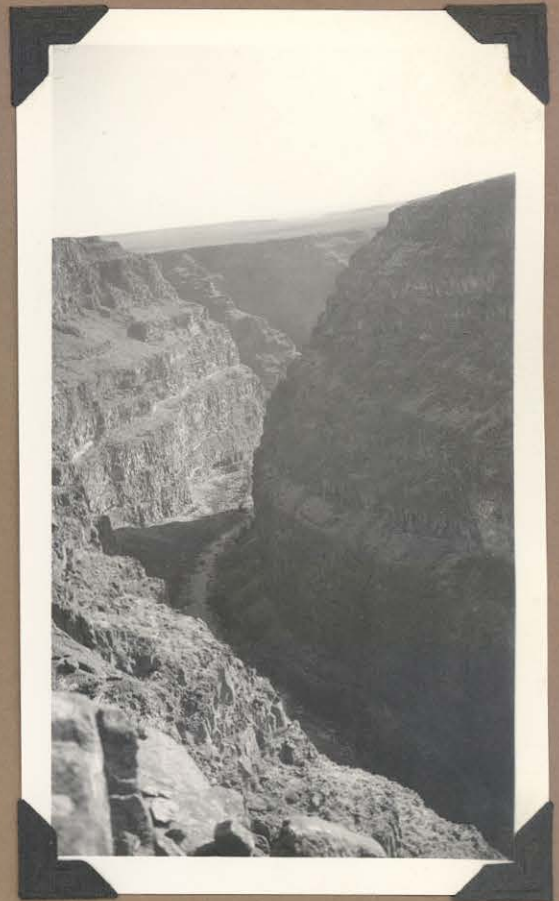


Horses for
shipment from
Murphy, Idaho





One pole the boys could not climb, so we sent one up in a chair to fasten the guy wires on the flag pole.



Three scenes of DG #3, eight miles south of Bruneau, Owyhee County, Idaho and the Bruneau River Canyon above camp.



A sample of heavy road construction by DG#3, which reaches the heart of thousands of Acres of range-- A boom to the stock industry of Owyhee County.





Caterpillar, bulldozer, and grader crew with a sample of their work.

DG #3 has developed, this summer, twelve Cat. and grader men that are able to hold positions on any construction crew, with three being placed in good positions.



PROJECT NO. 1--HOT SPRINGS WINTER CAMP ROAD, 21 MILES.

No. 1--Sagebrush to be cleared. No. 2--Sagebrush cleared by CCCs, ready for grader.
No. 3--The old and the new. No. 4--Nearing completion. No. 5--Cleared, graded, and
ready for gravel.



Three ways of loading gravel; No 1 Teams, ramp, and truck. No 2. Shoveling into chute. No3. Bulldozer replenishing gravel pit.



The above gravel pit furnished gravel for four miles of road on Project No 1.



After all sagebrush was removed, the caterpillar, bulldozer, and grader went into operation, leaving a surface that is high and dry for year around travel.



The old Toll-Gate road located in Elmore County, which for years has been impassable to automobiles, was put in first class shape by a Spike Camp from DG #3. And on September 14, the first threshing machine for 20 years was hauled over this road which is a trail for 100,000 sheep annually to their summer range. Three miles of heavy rock work was done by hand labor.

94



105



Education in road protection against heavy rains and water spouts and how to finish a road is one of our aims, and we are turning out some real road men.

104



Reliable truck drivers.

59



House movers.

Caterpillar in for repairs.



Bridge Builders.

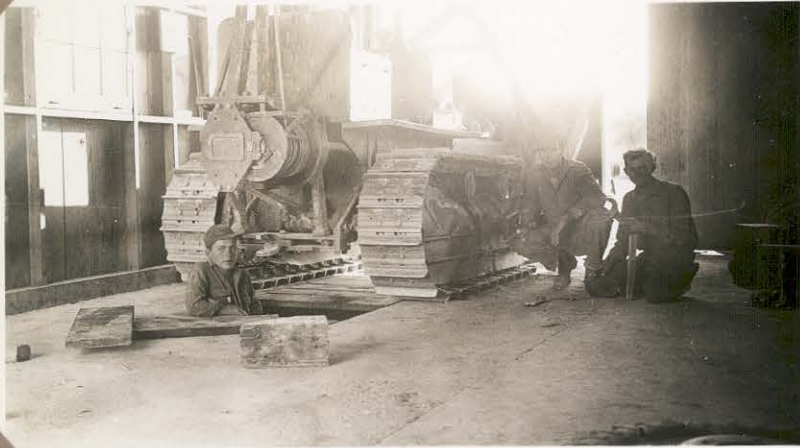
A Sample of what
the boys are doing
and learning at D.G.
No.3 Bruneau Idaho.

104



Reliable Truck Drivers.

102



Cat. in for repairs.

65



House Movers.

63



Bridge Builders.

A sample of what the boys are doing and learning at DG No. 3.



Give these boys rock, gravel, and some lumber and they can build roads that water may go over or under and still not damage the road bed,

Our future rock masons.





Four more ways DG #3 at Bruneau is helping the Public Domain and the stock raising industry.

Cricket Control--Building Reservoirs--Building Trails--and Building Roads.



Five views of the
Bruneau River. Upper
left scene next to DG #3.
The other four are
twelve miles south of
camp.



16

Scenes like these
are common on the
Bruneau Desert,
Caused by drouth
which can be cor-
rected at a small
cost.



82

Reservoirs are now
being built, which
will save the stock-
men thousands of
dollars in loss of
livestock and water-
hauling.





2 P.M. 13th. day of Aug. 1936
the above roads were dry.
5 P.M. 13th day of Aug. 1936
showing water crossing high-
way after heavy rains, which
will give a very clear con-
ception of what must be did
to protect roads.

57



58



56



This grass fire was controlled before reaching the forest, by CCC boys, saving both grass and timber.

Road protection that is adequate.

78



The result of water not controlled.



102



Project No. 16, Elmore County, Toll-Gate spike camp, working from DG #3, made a road through rough country where 100,000 head of sheep travel each year.

Three miles of this road was almost hand made, using powder, pinch bars, wheelbarrows, picks, and shovels.

22



28



29



30



Scenes from the Mormon Cricket Control program in Elmore County, Idaho.

Mixing Vat, Transportation, Lined up for action, In action with a slight breeze carrying the dust making an even distribution of poison for Crickets.

Two scenes of country in which the Crickets were the thickest.



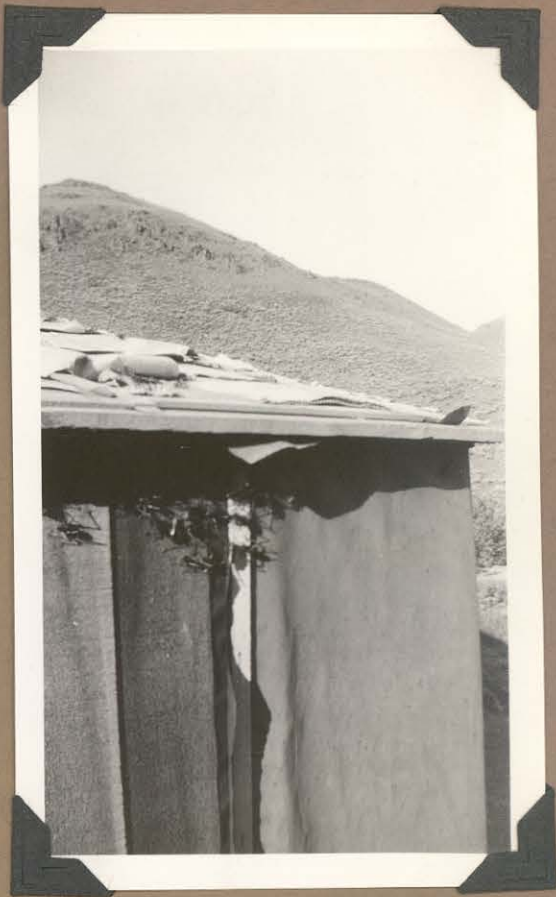
20
One line of Mormon Cricket Control boys from DG#3, whose duty it was to dust poison on o Mr Cricket.



24 Hours after the dusting Mormon Crickets could be shoveled up by the bushel. We dusted 4240 Acres.



This stock rancher doubled his crops in 1936 over his 1935 record by the Mormon Cricket Control program laid down by DG # 3.



Rocks, Posts, Fences, Brush, Trees, Roads, and Houses over-run with Mormon Crickets which were controlled by Spike camp from DG#3, Bruneau Idaho. 1936.



Cricket fighters of the Toll-Gate spike camp in Elmore County from DG#3, and a recreation trip among the pines.

These boys were up at 4 A.M. as the best kills can be made early in the morning with less danger to dusters.

ECW DIVISION OF GRAZING CAMP NO.3
Company No 2527
Hot Springs, Owyhee County, Idaho.

W.J.HINTON, Camp Superintendent

DG#3 is located eight miles south of Bruneau on the west bank of the Bruneau River, Section 23, Township 7 South, Range 3 East of the B.M.



Bruneau River.

Acres of Public Domain in the State of Idaho,	9,851,810.
Acres of Public Domain in Grazing District No 174,	4,456,180.
Acres of Public Domain in Owyhee County	3,156,760.

This Camp is centrally located and a good all-year location.

From May 25-1936 to October 1-1936 the following projects have been completed.

- 20 Signs Placed.
- 87 $\frac{1}{2}$ Miles of Road Graded
- 6 $\frac{1}{2}$ Miles of Road Graveled
- 67 Miles of Road Brushed.
- 36 Miles of Road Rocked.
- 31 Miles of Road Maintained.
- 74 Rock Dips in place--Road Protection.
- 11 Rock Walls in place--Road Protection.
- 4 Reservoirs Built.
- 2 Bridges Built.
- Using 546 Man Months.
- 4240 Acres dusted with poison on Mormon Cricket Control.

Work for the future as outlined by the stockmen of this section is as follows.

No		<u>Man Months To Complete</u>
60	Reservoirs should be built.	600
20	Bridges needed.	100
50	More Roads signs	3
300	More Rock Dips, Road protection	300
80	More Rock Walls.	160
40	Springs to develop.	480
5	Stock Crossings.	1000
1	Developing Hot Creek Falls.	50
1	Developing Historic Cave.	20
	Maintenance of all road projects.	3000
	Roads needed, 300 miles.	7500
	Total Man months.	<u>13,213</u>

125 men per day for six years would be needed to complete the above program.

List of some of the roads the stockmen have asked for.

Duckvalley Highway to Riddle.

Duck Valley Highway to Lettle Valley--Connecting to Grandview Road.

Three Creek Road via Pot Holes. then to Castleford Road.

Extension of Winter Camp Road vis Clover Creek.

Extension of Castleford Road with Hagerman Road.

Connecting Blackstone Road with Miller Water to Duck Valley Highway.

Extending Louse Creek-Mary's Creek Road.

Extending Little Valley-Turmis Road up Poison Creek.

Extending Hot Springs Road to Little Valley Road.

Down Battle Creek, Connecting Battle Creek and Poison Creek.

101,226 sheep, 5,567 Cattle, and 673 Horses have Class 1 range rights on this territory, To haul water to one band of sheep (700 to 1000) head per band for 60 days per year costs the owner around \$5.00 per load, or \$300.00 per season per band Averaging 800 bands should cost the sheep industry around \$240,000.00. D.G.# 3. can save 80% of this water haul cost by building reservoirs, good roads, and developing springs.

80



This grass fire was controlled before reaching the forest by CCCs from DG#3 Saving both grass and timber.

Road protection that is adequate.

79



The result of water not properly controlled.



PROJECT NO 1-- HOT SPRINGS/-WINTER CAMP ROAD. 22MILES.

No.1 Sage brush to be cleared. No 2 Sage brush cleared by ccc ready for Grading. No 3 The old and New. No 4 Nearing completion. No 5 Cleared, Graded, and ready for Gravel.

~~4100~~ 4100
Kellman

TENTH PERIOD ILLUSTRATED
NARRATIVE REPORT
MARCH 31
1938

DEPARTMENT OF THE INTERIOR
DIVISION OF GRAZING
CIVILIAN CONSERVATION CORPS

REGION 1
SALT LAKE CITY, UTAH

F. S. Copy

CAMP DG-14
OREANA, IDAHO

WALTER J. HINTON
CAMP SUPERINTENDENT