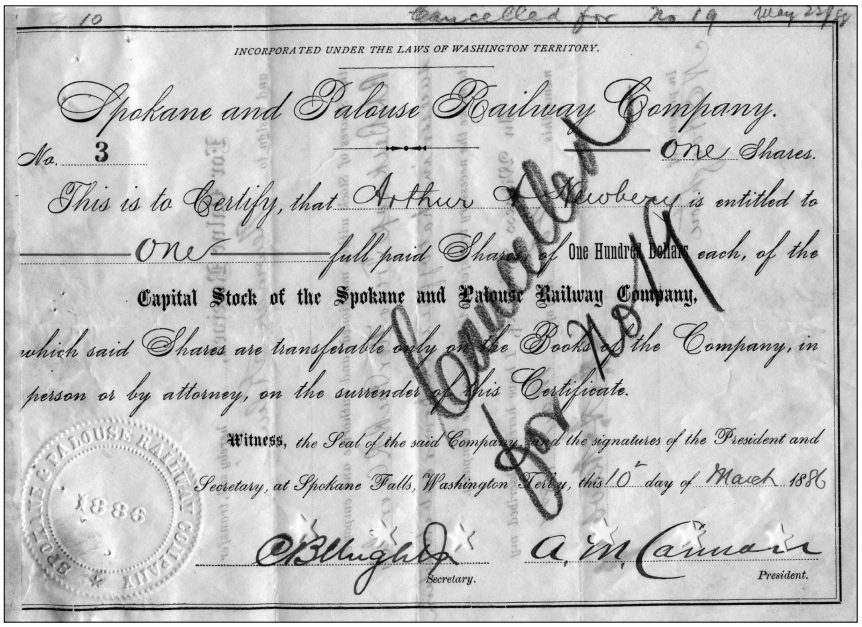
The Annual Journal of Latah County Historical Society



INCORPORATED UNDER THE LAWS OF WASHINGTON TERRITORY.

Spokane and Palouse Railway Company.

No. 3 — One Shares.

This is to Certify, that Arthur Newberry is entitled to One full paid Shares of One Hundred Dollars each, of the Capital Stock of the Spokane and Palouse Railway Company, which said Shares are transferable only on the Books of the Company, in person or by attorney, on the surrender of this Certificate.

Witness, the Seal of the said Company and the signatures of the President and Secretary, at Spokane Falls, Washington Terry, this 10th day of March 1886

Secretary. President.

Latah Legacy

The Rise & Fall of Railroads In the Pacific Northwest and Their Impacts on the Local Region

Revisiting a Rocky Ridge: A Sketch through Time of the Emida B-17 Site

The Memorial Grove: A World War I Reminder

Vol. 44 | No. 1

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Editor's Note: A big thank you to Hannah Kroese for the outstanding work she has done designing and producing Latah Legacy for LCHS these last five years. Unfortunately for us, as the new year begins Hannah will leave LCHS to devote her extensive talents to her own graphic design business full time. While we wish Hannah every success in this endeavor, we will miss her greatly. Bon voyage, Hannah!

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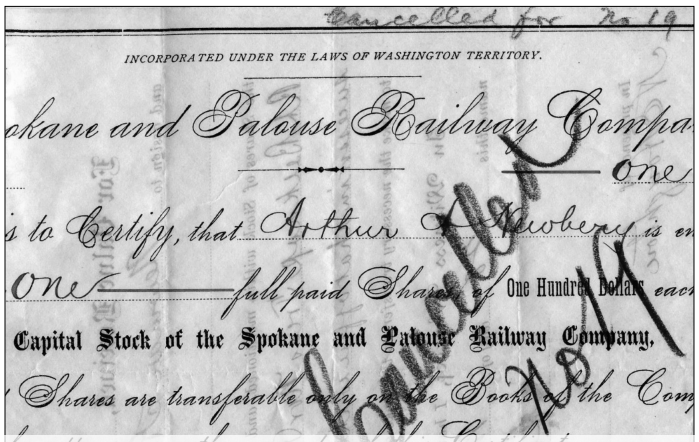

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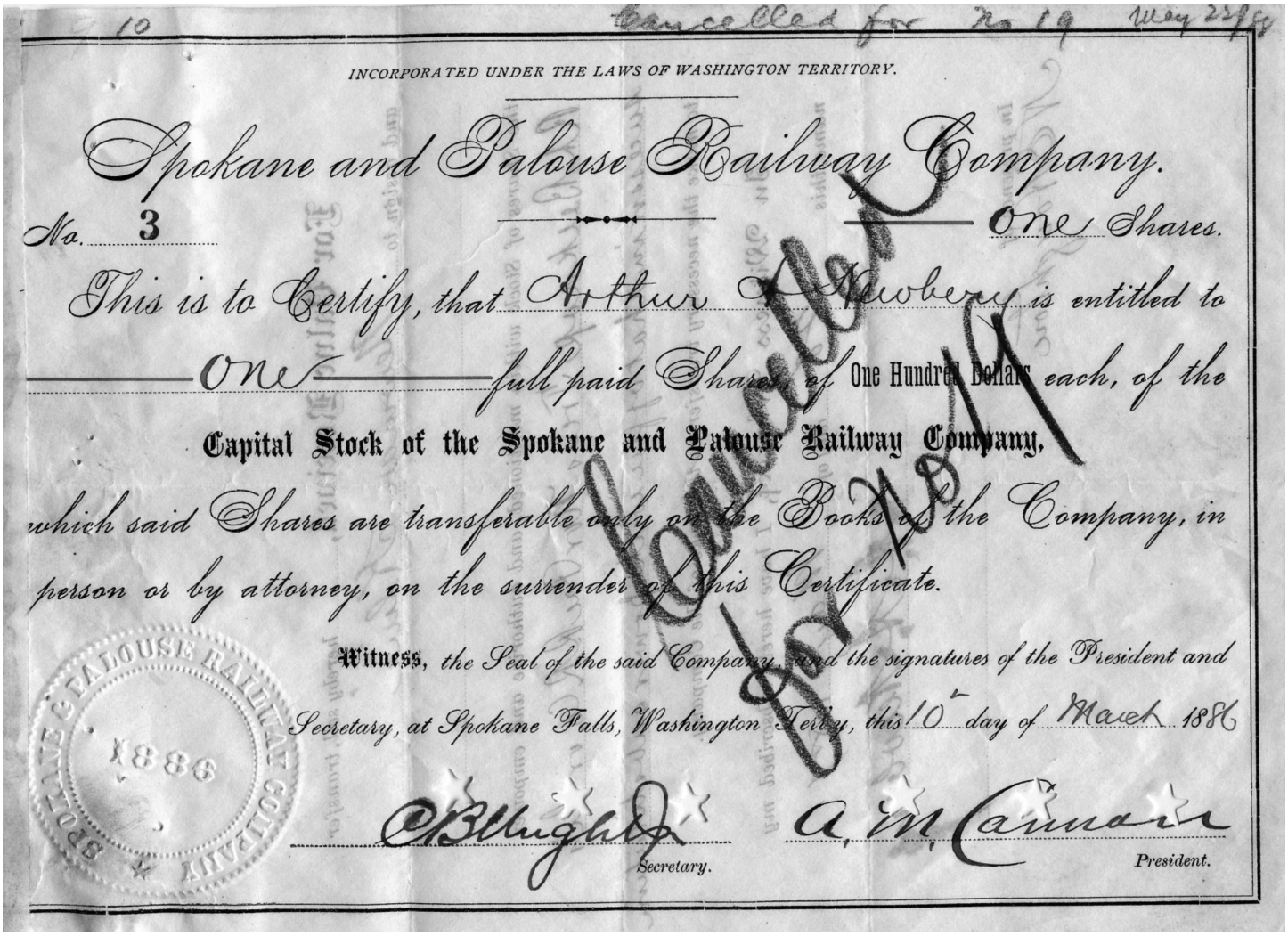

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Stock certificate #3 for the Spokane and Palouse RR. (Earl Bennett collection)

The Rise & Fall of Railroads

in the Pacific Northwest and Their Impacts on the Local Region

by Earl H. Bennett

Interest in military routes, especially during the Civil War, settling the west to achieve manifest destiny, and facilitating trade with the Orient were early incentives to build a transcontinental railroad across the United States. In 1853 the War Department, acting for Congress, started surveys to find the best routes across the country: one route in the north, two in the south and another in between. The northern survey was charged to Isaac Stevens, the governor of Washington Territory. The surveys were completed in 1855 and in 1862 charters were granted to the Union and Central Pacific railroads to build a transcontinental line linking the central areas of the east and west coasts. This line was completed in 1869 with the driving of a "golden spike" at Promontory Point, UT. The southern routes would be

delayed by the Civil War, but construction of the northern route would go forward.

The Northern Pacific Act for a route from St. Paul, MN to the west coast was signed on July 2, 1864. The railroad would be financed privately, but land grants were given by Congress to compensate for the investment. For the Northern Pacific railroad (NP), 20 sections of land were given for each mile of railroad built in the states of Minnesota and Oregon; 40 sections per mile were granted in the Dakota, Montana, Idaho, and Washington territories. The northern railroad was supposed to be finished in 1876.

The Northern Pacific Association, formed in 1868 to build the northern route, sought help from J. Cooke and Co. to finance the operation. Jay Cooke (Figure 1) was known as the financier of the North's effort in the Civil War. With his great success at raising funds, construction of the NP began in 1870. However, J. Cooke and Co. was forced to close its doors in the Panic of 1873, a major nationwide depression. This caused severe financial problems for the NP.

Early transportation in the Pacific Northwest was largely by steamboat using the Columbia River system. The Oregon Steam Navigation Company (OSN) was founded in 1860 with John C. Ainsworth (Figure 1) as a principal in the company.[1] The OSN would be sold to the Northern Pacific in 1872. However, with the failure of Jay Cooke a year later the OSN reverted to Ainsworth. Henry Villard (Figure 1) then picked up the challenge and gained full control of the OSN in 1879. The name of the company was changed to the Oregon Railroad and Navigation Company (OR&N) in 1896.[2]

Villard continued his ambition to further dominate rail traffic in the northwest. After achieving success with the OR&N by using a secret "blindpool" of funds ($20 million) provided by his friends and forming a new holding company, the Oregon and Transcontinental Company, Villard gained control of the NP in 1881. The NP rails on the east end of the line reached Billings, MT in 1882, and that September a golden spike connected the St. Paul, MN and Portland, OR sections of the NP near Garrison, MT. Portland was soon connected to the Puget Sound. Although the line was completed, financial problems plagued the railroad and in 1883 Villard resigned from the NP board. New red ink forced the sale of the OR&N to the Union Pacific Railroad controlled by Edward Harriman in 1898. The OR&N line was renamed the Oregon-Washington Railroad & Navigation Company in 1910. The "wheeling and dealing" in railroads at the time was complex. For example, Villard would be reinstated on the NP board in 1887.

The first train from the NP reached Spokan Falls (this is the correct spelling at the time for the site later known as Spokane Falls and then Spokane), Washington Territory (WAT) on June 25, 1881. Due to the time crunch to meet the completion date in its original government charter, the NP was reluctant to build spur or trunk lines along the way, wishing instead to get the main route completed as soon as possible and gain as much federal land as it could as quickly as possible (a total of 60 million acres by the time the railroad was completed). However, NP could and would buy such additional lines. Usually outside investors, often actually financed by NP, would start a spur line and it would eventually be sold or incorporated into the NP system.

Rails Reach the Palouse

The first such railroad spur into the Palouse country was the Columbia and Palouse (C&P) that branched off the main OR&N line at Palouse Junction, today's Connell, WA, with plans to reach Colfax and then Pullman and Moscow.[3] Work halted at Colfax in 1883 with the collapse of Villard's railroad empire. After reorganization, the route was continued to Pullman and Moscow in 1885. Another line was extended from Colfax to Farmington, WA. The C&P would become part of the OR&N in 1888. As noted previously, the OR&N would become a subsidiary of the Union Pacific (UP) ten years later.[4]

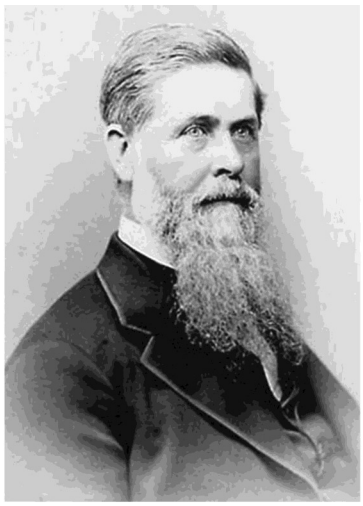
Investors were attracted by the financial possibilities of local railroad expansion. T. F. Oakes of St. Paul, MN and vice president of NP, Nelson Bennett of Deer Lodge, MT, Charles B. Wright, Jr. of Philadelphia, PA, and A.M. Cannon, Arthur A. Newbery, and Paul F. Mohr, all three from Spokane Falls, WAT, and Joseph Jorgenson from Walla Walla formed the Eastern Washington Railway Company in WAT on November 15, 1885. The articles of incorporation were amended in 1886 to change the name to the Spokane and Palouse Railway Company (S&P).

Who were these entrepreneurs in the S&P venture whose faces are shown in Figure 1?

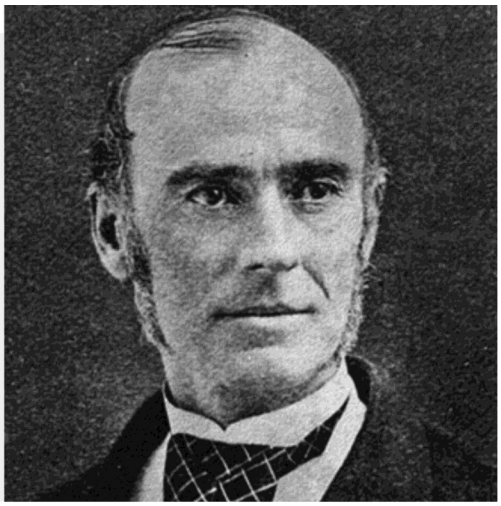
Anthony McHugh Cannon arrived in Spokane Falls in 1878 and purchased a half interest in the town site owned by James Glover, the father of Spokane. Cannon opened the first bank in Spokane Falls in 1879. He would be the president of the Spokane and Palouse Railroad connecting Spokane with the rich and fertile Palouse country to the south. Cannon would have many business ventures and served as the mayor of Spokane for a time. Like many other millionaires, he lost his great fortune in the Panic of 1893. He died a poor man in a New York hotel room in 1895. The Cannon Addition and Cannon Park are part of his legacy in today's Spokane.

With an engineering degree from the Polytechnic Institute of Stuttgart, Germany, Paul F. Mohr provided the technical expertise behind the S&P and was a member of the company's board of directors. He convinced well-known capitalists including C.B. Wright of Philadelphia, August Belmont of New York, and other moneyed men to invest in S&P bonds and was able to gain the approval of the NP.[5]

As with Cannon and Mohr, Arthur A. Newbery was another Spokane success story. His firm A. A. Newbery and Company would become the agent for the lucrative Northern Pacific land department. Newbery was president of the



Jay Cooke[a]

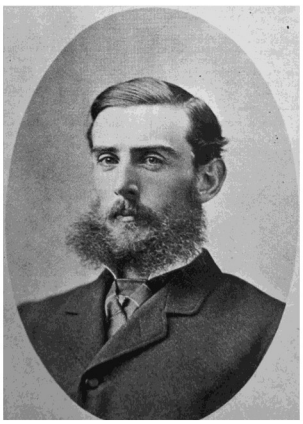


John C. Ainsworth[b]

Henry Villard[c]

Anthony McHugh Cannon[d]

Paul E. Mohr[e]



Arthur A. Newbery[e]

Thomas F. Oakes[f]

Joseph Jorgensen[g]

Nelson Bennett[h]

Charles B. Wright Sr.[i]

John P. Vollmer[j]

Figure 1. Key personalities in the founding of the Spokane and Palouse Railroad. (Sources listed on p. 19)

Spokane Falls and Northern railroad and had many other investments in the Spokane area.[6]

Thomas Oakes was the vice president of the Northern Pacific when the S&P started. He would serve as the ninth president of the NP from 1888 to 1893.

Joseph Jorgensen graduated from the medical department of the University of Pennsylvania in 1865. He later served in the US Congress as a representative from Virginia from 1877-1883. He was appointed registrar of the land office at Walla Walla, WA, by President Chester Arthur, serving from 1883 to 1886. He died on January 21, 1888, in Portland, OR.

Nelson Bennett was a true entrepreneur and with his brother Sidney provided the blasting expertise for driving NP's Stampede Tunnel in the Cascades in 1886. Nelson would develop and promote Fairhaven, WA, today part of Bellingham, as the hoped-for terminus for the Great Northern Railroad (GN), but the GN would end up in Seattle instead. Nelson was also a contractor on the S&P.

Charles B. Wright from Philadelphia, PA was the fourth president (1875-1879) of the NP. He would help reorganize the line after the failure of J. Cooke and Co. He was also a key figure in developing Tacoma, WA as a rail center.

Rapid construction of the Spokane and Palouse Railway began under Mohr's direction in 1887, extending the line from Marshall Junction on the NP route going to Spokan Falls to a new town, Belmont, WAT, about 50 miles south of Spokan Falls (Figure 2). The route would go through Spangle, Plaza, Rosalia and Oakesdale. Within months a new town site for Belmont had been platted and plans drawn for the rail buildings, much to the annoyance of the people in Farmington about ten miles east of Belmont on the Washington-Idaho border. Farmington was already a commercial center in the area at the time.

Of all the communities touched by the NP, Belmont is the one that never really blossomed. The other stops on the new route to Pullman were established communities. Spangle was first settled in 1872 by William Spangle. The town site was platted in 1879 and incorporated in 1888.[7] Rosalia was founded in 1870 by T.J. Favorite, who named the town for his wife. Rosalia was officially incorporated on March 23, 1894.[8] Oakesdale was named in honor of Thomas F. Oakes, then vice president of the Northern Pacific Railroad. The steamboat Georgie Oakes and the town of Zillah, WA were named after two of his daughters.[9] Garfield was founded in the early 1880s by Samuel J. Tant, who named the town after James A. Garfield, the 20th president of the United States.[10] The line continued to Palouse and then to Pullman Junction, which was on the south end of the new town. Pullman was originally called Three Forks but was later renamed for George Pullman, founder of the Pullman sleeping car company.

In 1887 rumors were that the S&P was contracting for extending its line 26 miles from Pullman Junction to Colton and on to Uniontown. As was the case with other towns along the route, several citizens in Uniontown had donated land for the railroad's depot and other buildings.[11] The S&P arrived in Uniontown on April 19, 1888, and tracks were already being laid for the next destination, Genesee in Idaho Territory (IDT).

The well-known story of how Genesee got its name bears repeating because it may shed some light on understanding why the railroad would eventually come to the town. The tale is told by John P. Vollmer (Figure 1) in *An Illustrated History of North Idaho*.[12]

> *"During the summer of 1870, Alonzo Leland, later editor of the Lewiston Teller, a man named Stone, who was the O. R. & N. agent for their steamboat line, and myself went one day for a drive over the high prairie north of the Clearwater River. There was but one habitation in all that vast country then, Caldwell & Rail's cattle ranch at the summit of the Clearwater Bluff. As we drove along we passed down Cow Creek and through a sequestered little valley still in its natural state, Stone exclaimed: "This reminds me of my old home, the Genesee Valley in New York State." The suggestion was made that we so name it and from that time on it bore that name. When Leland started his newspaper he always referred to this valley by the name of Genesee and so it became universally known by that appellation."*

Was this outing simply a casual trip with friends to look over new and unexplored country? Perhaps, or could it have been a precursor to Vollmer and Leland's plan to bring the railroad to Lewiston even though there was no railroad in sight at that time and there wouldn't be for another ten years? One can speculate that Vollmer did not become the first millionaire in Idaho Territory by wasting time on a leisurely Sunday drive and both gentlemen had big plans for the new town of Lewiston. There really wasn't too much of a rush to improve the area. The sparse population noted by Vollmer would not mushroom until the land had been surveyed starting in 1870 allowing pioneers to file homesteads or otherwise obtain federal land.[13]

According to Steve Branting[14]:

> *"In 1877 he* [Vollmer] *became associated with the Walla Walla & Columbia River Railroad Company and was made agent for the Oregon Steam Navigation Company. By 1883 he allied himself with Northern Pacific Railroad and promoted the construction of a line into Lewiston. The company had originally intended to lay tracks from Moscow via Genesee to Lewiston. But when Genesee was reached, it was found that the original plans were impracticable: Even though the two towns are a mere 15 miles apart, their elevations differ by 1500 feet. The line would finally reach Lewiston in September 1898."*

The breaks from the rim rock south of Genesee to Lewiston were indeed formidable – actually over 2,000 feet of elevation change. Noted engineer C.C. Van Arsdol would have to incorporate some 64 turns in his 9.5 mile Spiral Highway, built for automobiles in 1917, to accommodate the sudden change in altitude.

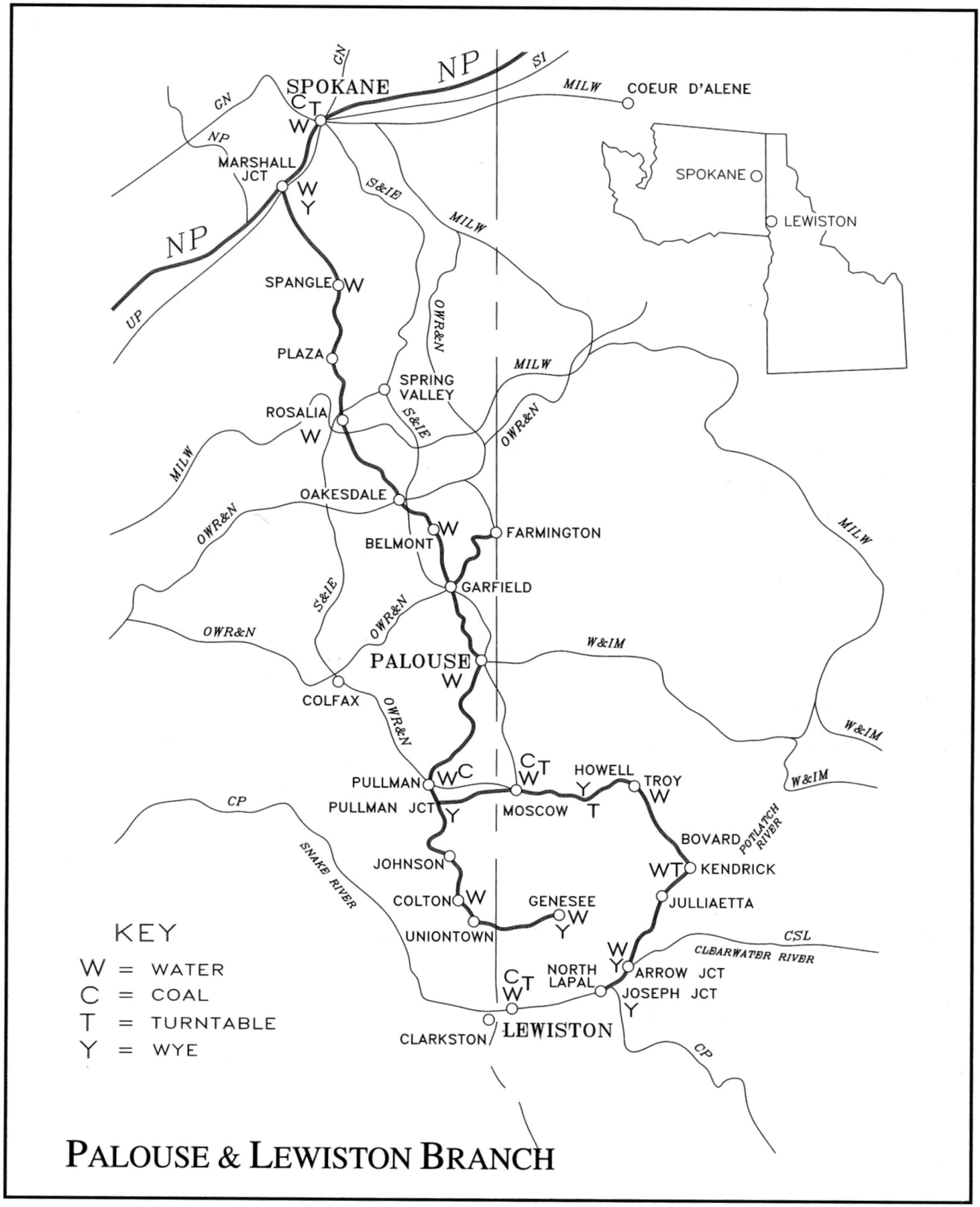


Figure 2. Early railroads in eastern Washington and northern Idaho. The dark solid line is the route of the Spokane and Palouse Railroad, later known as the Palouse & Lewiston branch of the Northern Pacific railroad. Other railroad lines shown are labeled with acronyms in italics. (From map drawn by Jim Russell in Poindexter[k])

Figure 3. TOP: The first engine to Genesee was a 4-4-0 "American" type standard gauge (rail width: 4 feet 8 1/2 inches) that was a common steam locomotive for its time, first fired by wood, then coal. A number of companies built about 25,000 Americans that all looked very similar.[1] RIGHT: August "Gus" Bowman was the engineer on the first train from Spokane to Genesee on July 1, 1888. (*Lewiston Tribune*, Sept. 20, 1942) LEFT: A crowd gathered for the celebration of the 50th anniversary in 1938 of the S&P railroad's arrival in Genesee. Gus Bowman was the honorary engineer for the event. (Courtesy of Loren Kambitsch Collection)

The town of Genesee was originally sited east of its current location. Insight is gained on the origin of "New Genesee" from John Platt[15]:

> *"When the railroad came to the valley, it was expected to come to the 'old town.' They were so sure, that Rosenstein and Levi* [old town merchants] *didn't make any serious attempt to get the road. The head surveyor wanted 40 acres donated for depot and warehouse tracks. He wanted it on the Walby ranch. Mr. Walby offered to donate 20 acres, if the business men would buy and donate the other 20 acres. While they argued and procrastinated, Mr. Dermott, who owned the farm now owned by Rudolph Nordby, offered them 40 acres for depot grounds. But John P. Vollmer had influence, and J.H. Evans gave him an interest in the land platted for the present town."*

Note that what Vollmer really bought from Evans was a town site that had already been surveyed as noted on the official plat of the town.

> *"Know all men by these presents that I John Evans have laid off as town site that portion of the E1/2 of Sec 14, T 37 N and R 5 B.M. and as described and designated upon the attached*

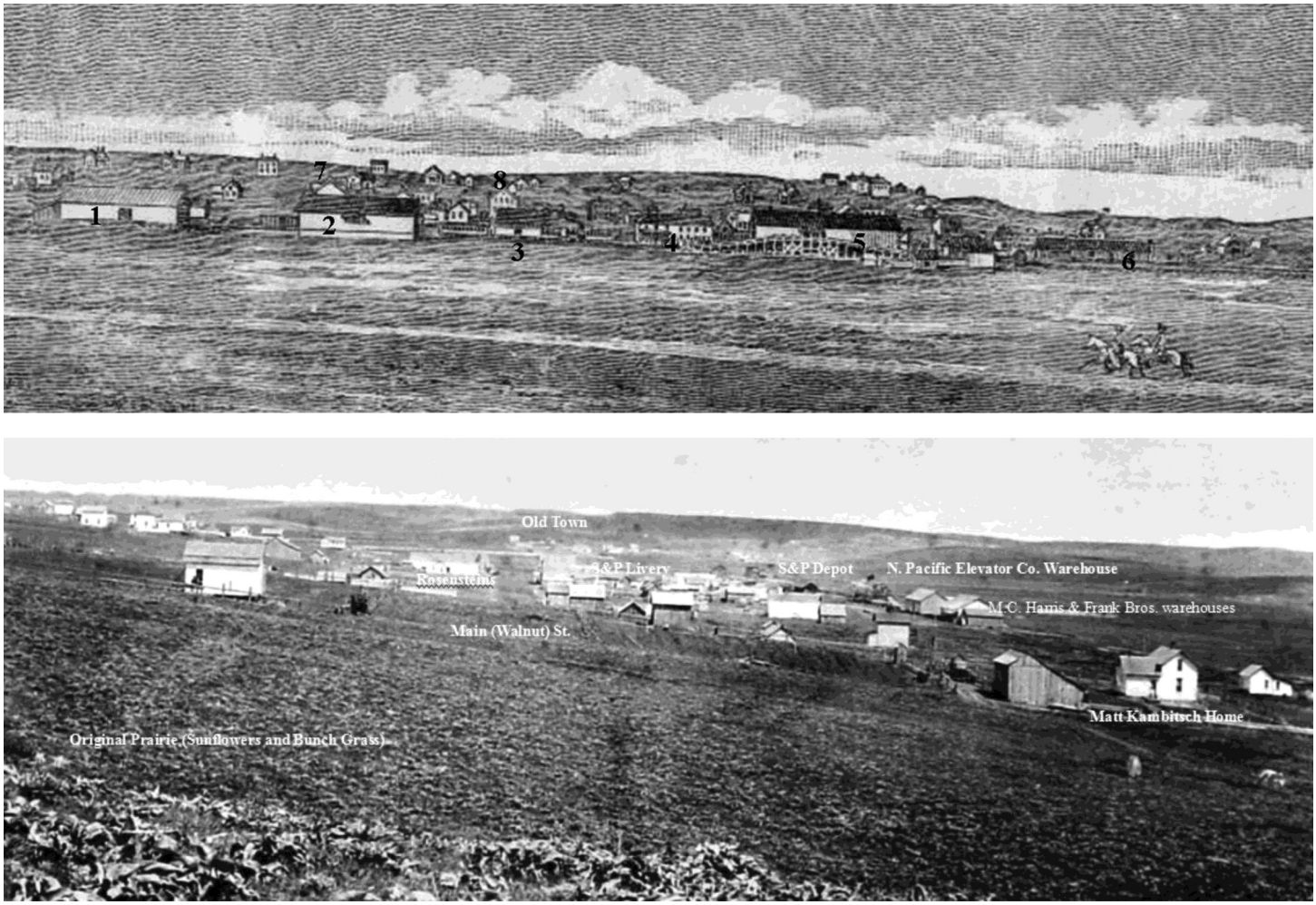


Figure 4. TOP: The earliest picture of "New Genesee" is a lithograph published by the *Northwest Magazine* as part of a promotion for the NP in 1889.[m] Note the two horsemen on the old "highway" near Cow Creek. Number key: 1. Farmers Alliance Warehouse, 2. Frank Bros. Implements, 3. M.C. Harris Warehouse, 4. Latah Hotel, 5. S&P Warehouse, 6. S&P Depot, 7. Top of the S&P Livery Stable, 8. Elliot Hall. (Labels by the author.) BOTTOM: First photograph (colorized) of Genesee taken by Thomas Lorang in 1890. Labels by the author. (Courtesy of White Spring Ranch Collection)

plat to be known as the Town of Genesee in Nez Perce County, Idaho Territory and I do hereby dedicate to the public use forever until lawfully vacated the streets and alleys so described and platted upon said plat, excepting the strip of land as designated for Right of Way and Depot grounds, for the Spokane and Palouse Railway Company's road. The sizes of lots and blocks are as marked upon said plat. In witness of I have herewith set my hand and seal this 21st day of November, 1887."

In presence of Jno. P. Vollmer
John H. Evans

The railroad tracks stopped in the townsite that Vollmer had purchased from John Evans. They did not reach original Genesee, just a short distance to the east.

First Train to Genesee

Although "the Devil is in the details" one thing is for sure, immediately on the arrival of the railroad tracks in New Genesee, everyone began to move from Old Town Genesee (population 45 people in the 1886 Polk's Gazetteer) to the new town with the train depot. Jacob Rosenstein even moved his store using skids and horses.[12] The railroad would not reach Lewiston for another ten years. In the intervening decade, Genesee and Uniontown would grow rapidly and become the centers for shipping agricultural products of all kinds from the area north of Grangeville to Moscow. River transportation was then the only alternative to the railroad.

The engineer on the first train into Genesee on July 1, 1888, was August (Gus) Bowman; Thomas Garvin was the conductor. Leaving Genesee around 5 am on the historic return journey to Spokane Falls, Bowman made stops at Uniontown, Colton, Johnson Siding, Staley's Pullman, Whelan, Four Mile, Palouse, Garfield, Belmont, Oakesdale, Rosalia, Plaza, Spangle, and Marshall Junction, reaching Spokane Falls at 10:50 am, 5.5 hours later. Genesee was 101 miles from Marshall Junction. Bowman worked on the line for 18 years from 1888 to 1906. In 1938 (Figure 3) he would be welcomed as a hero in Genesee during the celebration of the 50th anniversary of NP's arrival in 1888. Bowman had included a photo of the locomotive, NP#9 (Figure 3), in an article celebrating 50 years of rail service published by both the *Lewiston Tribune* and the *Spokesman Review* on July 10, 1938. During the first 4.5 years of operation Bowman said proudly that not a nickel was spent on the engine for repairs.

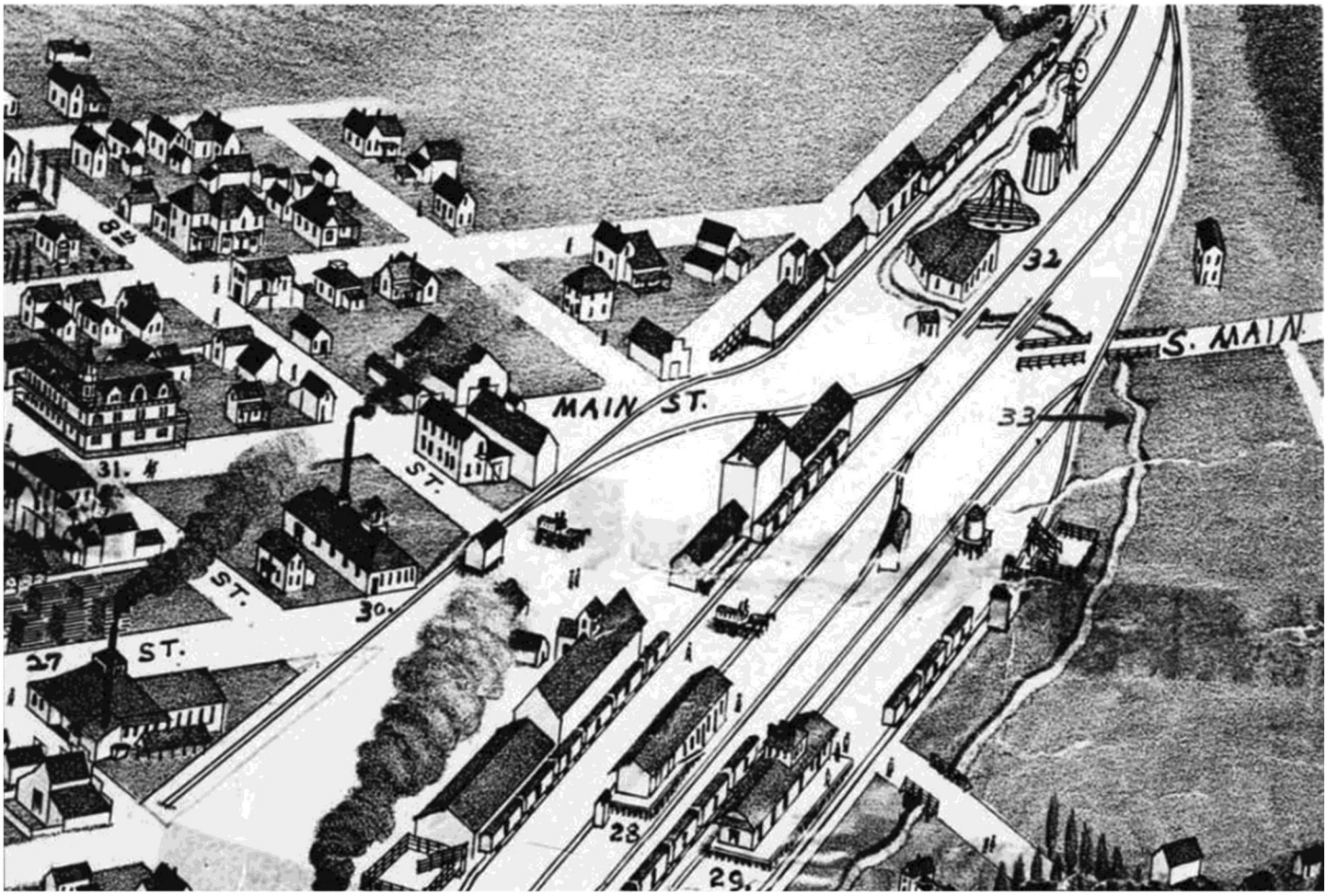


Figure 5. TOP: Part of the August Koch map of 1897 shows the rail yard in Moscow.[n] Key: 27. Shields lumber mill, 28. OR&N depot, 29. NP depot (1890), 30. Shields electric light plant, 31. McGregor House (Gritman Hospital), 32. OR&N roundhouse, turntable, water tank and windmill, 33. Paradise Creek. LEFT: The NP depot built in 1890.[o] RIGHT: The second OR&N depot built in 1904.[o]

The first "picture" of New Genesee, looking from south to north, is a lithograph in a brochure titled "The fertile and beautiful Palouse Country in Eastern Washington and Northern Idaho" published by the *Northwest Magazine* in 1889 (Figure 4). It should come as no surprise that the magazine was sponsored by Henry Villard and the NP. The Spokane and Palouse depot is visible in the lithograph as is the S&P warehouse, their livery stable and other warehouses. There was an elevated ramp at the S&P warehouse, and the Latah Hotel was there as was Elliot Hall, Genesee's first opera house, built in late 1888. The two riders in the foreground in the lithograph are on the Uniontown road that went east and entered Old Town from south of the cemetery.

The first photograph of Genesee was taken on March 30, 1890, by Thomas Lorang, a traveling photographer who was also Henry Lorang's uncle. Henry's lifetime collection of local memorabilia is on display at the White Spring Ranch Museum just north of Genesee. The picture in Figure 4 was taken looking from the west, about where the city park is below the school today, to the east. A comparison with the 1889 lithograph gives a good overview of what the town looked like. The foreground shows unplowed prairie consisting of "bunch grass and sun flowers (arrow leaf balsamroot)."

Figure 6. The old NP and OR&N (Union Pacific) stations were replaced in 1936 by a new station (center right) shared by the two railroads. The new station was demolished in 1965. Today the University of Idaho Human Resources building occupies the site just off Sixth Street (diagonally on right). The stack of the UI steam plant rises above the horizon at center right, and the Student Union Building, now the Bruce M. Pitman Center, can be seen to the left of the white steam cloud. The last passenger train left Moscow in 1966 and the last freight was in 1988. (Latah County Historical Society 01-01-047)

Vollmer's role in the area's railroads became more official when on September 11, 1891, the board of the Spokane and Palouse Railway Company complied with Idaho law relating to a foreign corporation, i.e. Washington, by filing corporate papers with the office of the Idaho Secretary of State. They listed Nez Perce County as the principal place of business and designated John P. Vollmer, residing in Lewiston, as the authorized agent for the railroad in Idaho.

The Difficult Trail to Lewiston

As noted earlier, original plans called for extending the railroad down the breaks from Genesee to Lewiston but the grade was way too steep. Instead, starting in 1889 Vollmer and the other owners built a new S&P line from Pullman to Moscow and then extended the line from Moscow through Howell and Joel to Huff's Gulch (Troy) and down Little Bear Creek, a tributary of the Potlatch River, to Kendrick and Juliaetta. As it had in Moscow and Genesee, the S&P would have a lasting effect on the other communities along the route.

Moscow's railroad yard is shown in Figure 5 along with the NP and OR&N (Union Pacific) depots. With the new University of Idaho (UI) established in 1889 developing into a growing economic force in the area, the railroads were very important to the community. A joint UP-NP station was built along Sixth Street in Moscow in 1936, was closed in 1957, and razed in 1965 (Figure 6). The site today is occupied by the UI Human Resources Building just south of Sixth.

The NP and UP would be joined in Moscow in 1908 by another railroad, the Spokane & Inland Empire Line.[16] This was an electric railroad from Spokane that ended its line in a "Wye", a way to turn engines around, where the Furniture Center store is located today on Pullman Road in Moscow. The line went through Viola; that city got its first electricity from the railroad. It is said that Viola residents knew when a train was coming as all the town's lights dimmed. The line became part of the Great Northern Railroad in 1929 and made its last run from Moscow in 1939.[17]

To extend the S&P line from Moscow to Lewiston, rails would pass through the town of Cornwall about halfway between Moscow and Troy. Cornwall would be a logical site for a depot except that it was at the base of a grade that would give eastbound locomotives no chance to get up speed for the climb towards Troy. This would be a problem especially in the winter when the tracks would ice over. It was decided to build a station one mile west on flatter ground

Figure 7. TOP: Howell Junction was a wood/water stop on the S&P (Courtesy of Troy Historical Society). BOTTOM: Engine #345, a 4-6-0 "Superheater" built by the Baldwin Locomotive Works in 1890, sits at the standard S&P (NP) two-story Troy depot. The station agent lived upstairs. (Courtesy of Steven R. Shook collection)

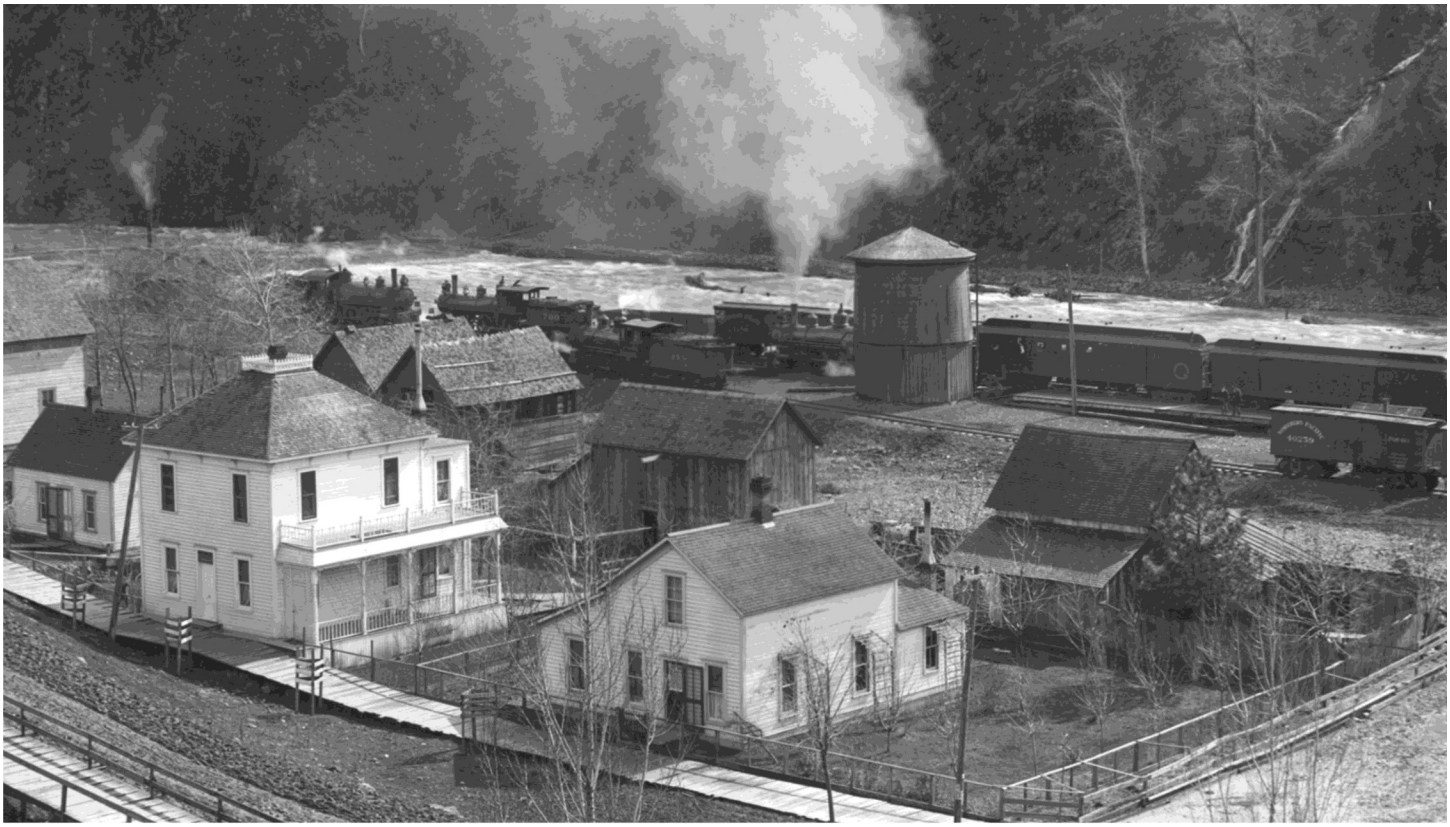


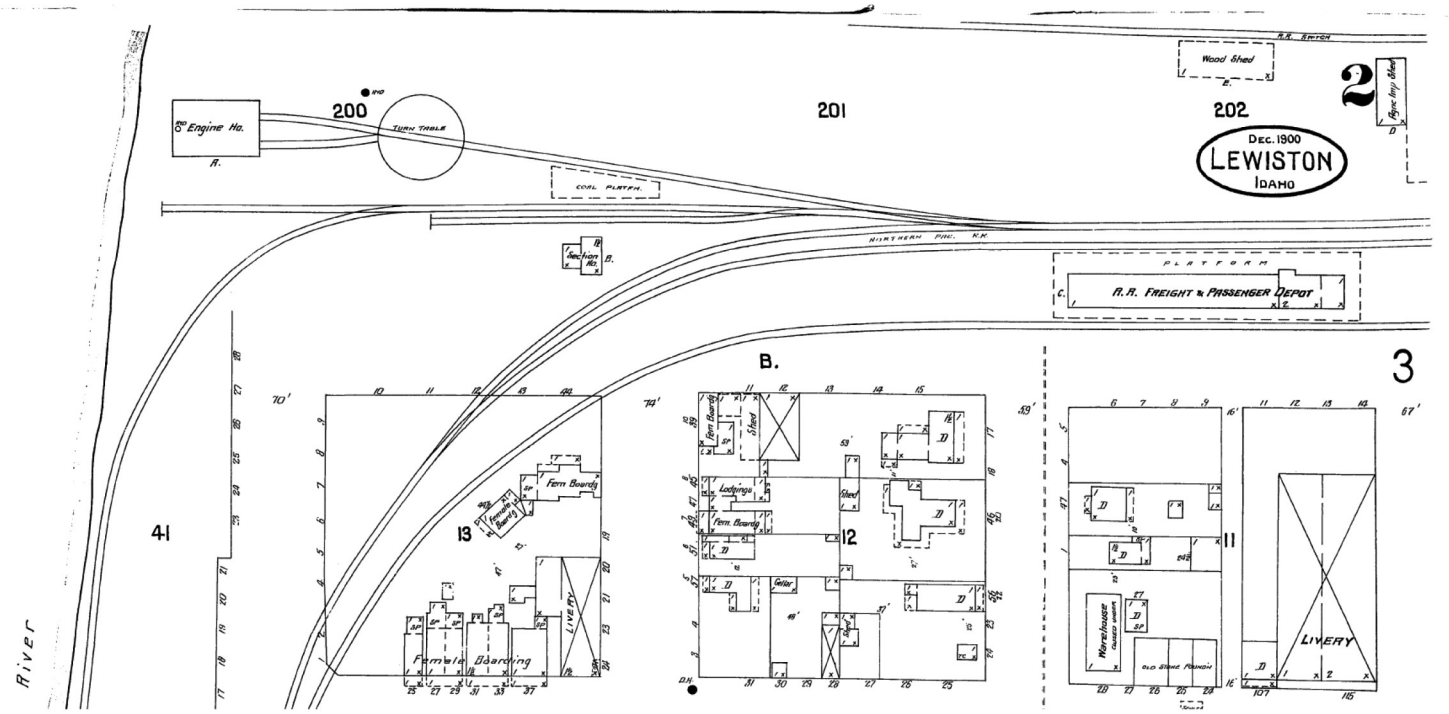
Figure 8. TOP: The Kendrick yard in about 1912 was a busy place with at least three 4-4-0 American type engines hard at work. RIGHT: The Kendrick S&P depot was very similar to the Troy depot shown in Figure 7. (Photos courtesy of Sharon Harris, Juliaetta-Kendrick Heritage Foundation)

instead. William Kaufmann agreed to donate land for the depot if the railroad would name the station after his son, Joel. Kaufmann's conditions were met and Joel came into existence.

Next stop on the line was the now vanished community of Howell (Figure 7) named for early settler Murt Howell. Entrepreneur C. O. Brown planned to use Howell as a rail junction for his dreamed-of Moscow and Eastern Railway that would capture the great white pine forest timber market soon to be exploited by the Weyerhaeuser Company at Potlatch. However, Weyerhaeuser's William Deary dashed Brown's dream when the company's Washington, Idaho and Montana Railroad (WI&M) was built in 1905 and connected with the Chicago, Milwaukee, St. Paul and Pacific Railroad, known as the Milwaukee Road, at Purdue near Bovill in 1907.[18] The Milwaukee Road line ended at Elk River and served the timber industry there for many years. Since 1980 some of this line from Bovill to Plummer has been used by the St. Maries (STMA) Railroad part of Midwest Pacific Railnet and Logistics, a holding company based in Kansas City, Missouri.

Troy, originally called Huff's Gulch, likewise would become a real town with the arrival of the S&P from Howell Junction in 1890 (Figure 7). At the time the town was named Vollmer, but it was renamed Troy in 1897. The original two-story Troy depot, without its second story, was moved in 1975 to just west of town near the old Troy pavilion site and repurposed as an antique store. It is the oldest standing building in Troy.[19]

At the east end of Troy the railroad turned south on the West Fork of Little Bear Creek. At Kendrick, named for James



Railroad Carnival

To Celebrate the Completion of the Railroad into the Clearwater Basin, the

CITIZENS OF LEWISTON

WILL HAVE A

CELEBRATION

Thursday, Sept. 15, 1898.

ROYAL CARNIVAL PROCESSION

COMPRISING

Queen of State, Queen of Carnival, Queen of Day, Queen of Night, Queen of Harvest.

And Numerous Artistic Floats, representing all the Varied Business and Industrial Interests of Lewiston and the Surrounding Country, including many New and Novel Features.

There will be a Great Triumphal Arch.

In the Exhibition Building, erected for this occassion, will be exhibited the Fruits of Lewiston Valley, of the Clearwater Basin, and Farm Products and Minerals of all the Region.

EXCURSION TRAINS ON THE NEW RAILROAD

Will run from Spokane and all Palouse Points.

Thursday, September 15.

COME EVERYBODY.

Figure 9. TOP: Layout of the S&P Railroad yard at Lewiston, Idaho in 1900. (*Sanborn Fire Map of Lewiston, 1904*) LEFT: The arrival of the S&P in Lewiston in 1898 was cause for celebration. (*Lewiston Tribune* Sept. 9, 1898) RIGHT: The new depot was located in the S&P yard at the confluence of the Snake and Clearwater rivers. (*Lewiston Tribune* Sept. 9, 1898)

Figure 10. TOP: Finally setting aside their differences, the NP and UP jointly formed the Camas Prairie Railroad in 1908. Although no longer a depot, the beautiful CPR depot is still a Lewiston landmark.[P] BOTTOM: The largest short-line railroad in the country, WATCO, serves the area today. A Washington and Idaho Railway 100+ car grain train loads wheat at the McCoy grain terminal near Rosalia, WA. The W&I is still using some of the old S&P right-of-way. (Earl Bennett photo)

Kendrick, Northern Pacific's chief engineer, a roundhouse and turntable allowed engines to be turned around for the trip back to Troy and beyond (Figure 8). The line stopped at Juliaetta in 1891. It stalled there due to the financial panic of 1893 and the need to negotiate with the Nez Perce tribe to cross their reservation. Juliaetta was named for Julia and Etta, the daughters of Charles Snyder who arrived in 1876 and was the first postmaster of the town.

The continued delay in extending the line to Lewiston disappointed that town's citizens, who had been waiting impatiently for years for a railroad. Finally, in 1898 the S&P continued the line from Juliaetta to Arrow Junction at the confluence of the Potlatch and Clearwater rivers and then turned west, reaching Lewiston in a grand celebration by the entire city on September 20, 1898. The S&P was officially acquired by the NP on February 21, 1899, and became the Palouse & Lewiston, Genesee & Farmington branches of NP. The original yard map and NP depot in Lewiston are shown in Figure 9.

Figure 11. TOP: B12, on the left, was a gas-electric "Doodlebug" that served the Camas Prairie Railroad, both passengers and mail, until 1955. B30, on the right, was a rail diesel built by the Budd Company in 1951. (James M. Fredrickson photo collection[9]) BOTTOM: B30 made its last Lewiston-Moscow-Spokane run in 1966. A total of 131 passengers boarded the train at Lewiston although the car's capacity was only 96. The picture illustrates the public's interest in the last train ride in Moscow. (*Lewiston Morning Tribune*, March 6, 1966)

The Panic of 1901 was the first stock market crash on the New York Stock Exchange. It came about in part because of a struggle between E. H. Harriman (Union Pacific), James J. Hill (Great Northern) and their partners, including banker/industrialist J. P. Morgan, for control of the NP. The panic ruined thousands of small investors. Harriman and Hill then joined forces and formed the Northern Securities Company to control the Northern Pacific, the Great Northern, and other railroads. The public was greatly alarmed by the creation of Northern Securities, which would be one of the largest companies in the world and would monopolize railroad traffic in the western United States. President William McKinley, supported by Morgan and other tycoons, was unwilling to pursue antitrust litigation against Harriman and Hill. After McKinley's assassination on September 6, 1901, his trust-busting Vice President Theodore Roosevelt became President and ordered the United States Department of Justice to pursue a case against Northern Securities under the Sherman Antitrust Act of 1890. The court ruled that the merger was unlawful in 1904.[20]

Such financial maneuverings on the national stage were mimicked in a smaller way at the local level. In 1908, the NP was joined in Lewiston by the Union Pacific via a line built down the Snake River from Riparia in Whitman County, WA, downriver from today's Little Goose Dam. Both companies were intent on capturing the important grain and timber business on the Camas Prairie ending at Grangeville and the timber business with lines to Pierce and Headquarters. After an intense rivalry the two railroads agreed to form a jointly owned line, the Camas Prairie Railroad (CPR)[21] (Figure 10). The name would stick although the CPR owned essentially nothing.

The Downhill Run to the Present Day

As the 20th century progressed, better highways like those built under the interstate highway program improved trucking, the ability to bulk ship wheat and other produce down the Snake and Columbia rivers to Portland was renewed, and commercial airlines and other new technologies changed the business model for the Palouse railroads. As a result, the Uniontown depot was torn down in 1959 and the lumber was used to add two rooms to the Colton depot, which had living quarters for the station operator. According to Eugene Dixon, manager of the Uniontown Cooperative Association, the last grain shipment by railroad from Uniontown was made on December 19, 1981, closing out over a century of service by the NP.[11]

A similar fate befell other smaller towns on the NP system. The "Genesee Bullet," a full passenger train, was abandoned in 1924 although daily passenger service on much slower mixed freight/passenger trains would continue through the early 1950s. The last passenger trains left Genesee in the early 1950s and Lewiston in 1966 (Figure 11).

As the years passed, the railroads continued to change their corporate structure via merger and acquisition. The NP would be absorbed by Burlington Northern (BN) in 1970. The Genesee depot closed in 1973 and was torn down. The last BN freight train left the Genesee Union Warehouse on October 4, 1982. BN filed for abandonment of the line from Pullman to Genesee in 1984 and the rails were removed in 1988. BN would join with the Santa Fe Railroad as the Burlington Northern/Santa Fe, now BNSF, in 1996.

The UP and NP (BNSF) both had lines running between Pullman and Moscow. It was agreed to retain the BNSF route and abandon the UP rails. These rails were removed starting late in 1996. Paved and improved with signage and rest areas, this route is today's Bill Chipman Palouse Trail. It connects with the Paradise Path Trail through Moscow that merges with the Latah Trail, completed in 2008, that covers 12 miles from Moscow to Troy and part of the way down the West Fork of Little Bear Creek following the old NP route. The section of the Paradise Path Trail that goes through the University of Idaho campus was named the Kristin Armstrong Bikeway in 2017. It is hoped to eventually connect the Latah Trail with the Ed Corkill Memorial Bike Trail on the NP right-of-way between Kendrick and Juliaetta.

The UP and BNSF are the two largest freight railroads in the United States today. Passenger traffic is handled by another private company, Amtrak, established in 1970 and subsidized by the federal government.

The local area today is served by WATCO, a transportation company based in Kansas with an office in Lewiston, operating on some of the old Camas Prairie and UP rails and by the Washington-Idaho Railway (WIR) using rails of the old S&P and WI&M. WATCO ships for Clearwater Paper, Idaho Forest Group, and other firms, while the WIR services Bennett Lumber in Princeton and the new McCoy automated unit grain train terminal near Rosalia (Figure 10).

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Boeing B-17G "Shoo Shoo Shoo Baby" en route to the National Museum of the United States Air Force on Oct. 12, 1988. (U.S. Air Force photo). http://www.nationalmuseum.af.mil/Visit/MuseumExhibits/FactSheets/Display/tabid/509/Article/196270/boeing-b-17g-flying-fortress.aspx

Revisiting a Rocky Ridge:

A Sketch through Time of the Emida B-17 Site

*by Ariana Burns, Palouse Anthropology**

In 2012 a collection from the Clearwater National Forest Passport in Time program was deposited at the University of Idaho's Alfred W. Bowers Laboratory of Anthropology for curation and long-term storage. The collection was from the excavation of a 1943 B-17 crash site north of Moscow, Idaho. As a volunteer at the Lab, I was excited to learn about the incoming collection. The Emida B-17 site is interesting less for having an airplane crash there than for the events that have followed the initial crash. My curiosity about this site grew after reading about B-17s when I was researching the Women Airforce Service Pilots (WASP). These women were civilian aviators working within the Army Air Corps during World War II. They flew military aircraft from factories to bases and military staging stations all over the continental

The Washington Merry-Go-Round

The Daily Idahonian

WEATHER

MARCH ON ROME NOW IN FULL SWING

Japan To Lose All Gains of Five Wars

Cairo Talks Set Pattern For Allies

China War Offered As Anti-Jap Drive

Crew Bails From Bomber Near Troy

Both U.S. And British Attacking

Midget Plane

Repatriates Won't Talk About Their Treatment By Japanese

Front page of the Idahonian Dec 2, 1943

United States. Their duties included flying planes that towed targets for artillery training and testing drones, and one flew a prototype jet plane.[1a]

One of the many planes WASPs piloted was the B-17 Flying Fortress. Also known as 'Big Friend', the B-17 class of planes had a reputation for being extremely reliable, easy to handle and one of the safest planes ever built.[1b] They were designed by Boeing in 1935 and were continually updated and modified. The B-17 was a four-engine, heavy bomber that could fly long range at high altitude and perform strategic bombing missions primarily in the daylight.[2a] It was over 74' long, possessed a 103' wingspan, and weighed 20 tons when empty.[3] This behemoth's preferred flight speed was 236 mph at 10,000 feet with a maximum range of 3,000 miles.[2a] The B-17 was best known for its use in the European Theatre during World War II.

The bomber that went down in the northern Idaho forest was originally assembled at the Boeing plant in Seattle and was delivered to the US Army Air Force on December 31, 1942. It was based at Hobbs Army Air Field in New Mexico, a B-17 training school.

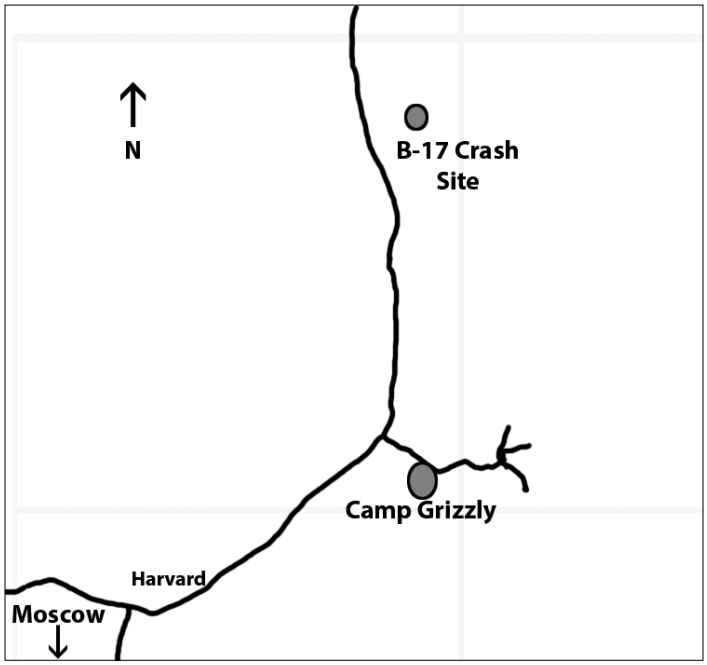
Bomber pilot training was a 9-week course and involved 10-hour navigation missions.[2b] One of these training missions began on Thursday morning, December 2, 1943. Captain John Gaffney and the crew, plus one other enlisted passenger, were to fly to Geiger Field in Spokane, Washington, another B-17 training center. Geiger had been established in 1941. (One year later another Spokane base would be founded that would eventually be called Fairchild Air Force Base.[2b])

The training flight Gaffney led flew to Spokane by way of Medford, Oregon. During the ill-fated flight, the ship experienced radio trouble and the crew was never able to raise the Spokane, Washington or Pendleton, Oregon airfields. Weather conditions were also less than ideal. They flew in a mix of rain and snow which made it difficult to see. This necessitated the majority of the trip being flown on instruments and using the radio compass. When the crew arrived over Spokane they still were not able to make radio contact with the field. Lack of radio communication combined with poor visibility forced the crew to head south for Walla Walla, Washington to try to land there.[2b]

En route to Walla Walla, the crew began to have problems with ice building up on the bomber and the deicing equipment not responding adequately. The icing caused malfunctions in two of the engines. The crew, unable to maintain altitude, was forced to abandon the plane east of Potlatch, Idaho. All parachuted to safety. The plane continued on autopilot before finally crashing on a ridge in the Hoodoo Mountains of the Clearwater Forest.[2b]

Captain Gaffney was picked up by a local man who saw him walking alongside the road carrying his parachute. Gaffney was then able to contact Spokane, and MPs were sent to secure the crash site. By the second day following the crash, the entire crew had been recovered.[2b] The local media were told that the B-17 ran out of gas. It is unclear whether the paper was told this in the interest of secrecy or if it was just a simpler story.[4]

The Army Air Force investigation found that the major cause of the crash was engine failure due to icing. The radio static was a minor cause and the underlying cause was pilot error.



Writer's map of the site.

According to the report, Gaffney should not have continued to Spokane but should have landed instead in Pendleton. The pilot also contributed to the failure of the engines by the way he handled them in the cold weather.[5]

Even with the crash site's remote location and the cold December weather, the Army Air Force needed to deal with security issues for the B-17 and its valuable technology. Once it was located on a remote ridge, the bomber was protected by Military Police. Three workers, including a bulldozer operator, were hired from Potlatch Timber Industries to build a road into the crash site. The engines and guns were extracted from the wreckage, along with some other equipment, and transported out.[2c]

With the valuable equipment removed, the hired crew buried what was left of the craft. A D-8 bulldozer crushed the wreckage by repeatedly driving over it and folding one wing over the fuselage. The task was complicated by the bomber's less than stable location on the rocky ridge, but when the work was finally accomplished the debris was covered with earth.[2d]

It was in this manner that the Hoodoo Mountains became host to an unusual archaeological site. Initially created by the crash landing of a World War II aircraft, the site was further disturbed by road construction to the site and the removal of parts of the B-17. Then the remains of the bomber were mashed up, twisted around, buried, and left to be forgotten.

Typically, information about an archaeological site location is vague to protect the area and the artifacts. Not so for this "forgotten" site. Despite the efforts of the Army Air Force to bury the wreckage, it has received numerous visitors over the intervening years.

This paper and a presentation were originally part of the Alfred W. Bowers Laboratory's open house in May 2012.

When I posted on Facebook that I would be talking about a plane crash site, my friend and local author, Dain White, asked if it was the site of the B-17 crash by the White Pine Highway. Yes, it was.

White had discovered the site in 1990 while on a hiking and camping trip with friends. They found the site to be overgrown and it looked like the plane had sunk into the forest floor. The campers had the impression that they were the first ones to find the wreck. Even though White knew it was an older plane, the condition of the pieces they found looked like it had only crashed a few weeks before. They saw the fuselage on the downward slope, and it looked like something had tunneled under it. They thought it might be an animal den. They then camped a few hundred feet away.[6]

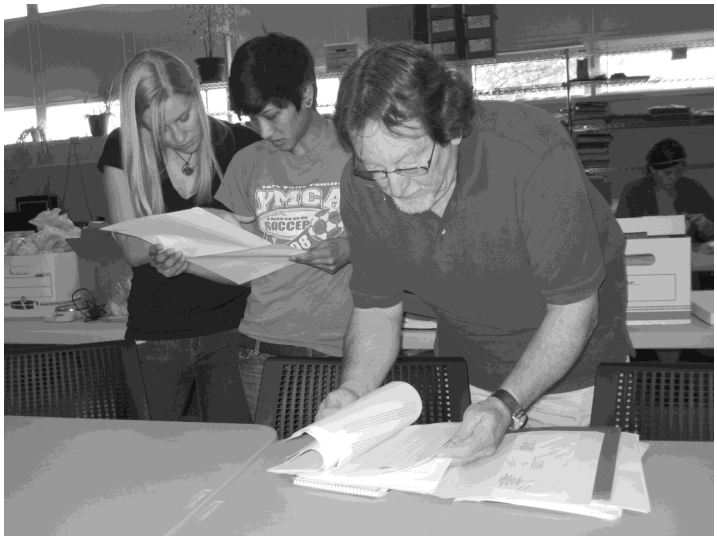
Far from being forgotten, more than a few other people have also visited the site, including scavengers and curio seekers, as well as a warplane restoration organization. Even the Boy Scouts have been there.

The Camp Grizzly Boy Scout Camp, founded in 1922 on property owned by the Potlatch Corporation, is several miles south of the B-17's location.[7] The facility is used for summer camps and the bomber has been a hiking destination for Scouts since at least the 1980s. University of Idaho anthropology graduate and longtime area resident, Dusty Fleener, remembered going on a hike with his Scout troop when he was 11 to see the B-17 wreck. He had imagined that it would be something that they could walk through. His fellow Scout, Joseph Behre, shared his expectation.[8]

From the stories Fleener has collected, many of the Scouts expected to see a fully functioning bomber, but when they arrived they found what looked like pieces of a smashed clothes washer scattered about. Fleener recalled being told that the site was to be respected. The Scout leaders were diligent about making sure that nothing was removed.[8]

In 1993 Tamara Fritze published an evaluation and an ethno-archaeological record of the site for the Forest Service. She wrote that the Clearwater National Forest's archaeologist, Robin Johnston, had read an article in an aviation magazine about a war plane crash site in Idaho. It described a scavenging trip made by a collector and restorer of military aircraft to a wreckage site north of Moscow, Idaho. Johnston went out and also found the site, did a survey of the area, and hung signage warning against the removal of artifacts.[2e]

In 2010 and 2011, the Clearwater National Forest Service Passport In Time program conducted an excavation at the site under the direction of archaeologist Bruce Ellis. Passport in Time (PIT) is a historic preservation program that performs surveys, research, restoration, excavation, and occasionally curation. The B-17 site was also a Forest Service Heritage Stewardship Enhancement Project. The project objectives were to find the location of various sections of the craft in relation to each other and to gather more details about the airplane's identification, home base, and crew.[9a]



Laboratory technicians Michelle Sing and Amber Ziegler with Bruce Ellis (right). The collection arrives at the Alfred W. Bowers Laboratory of Anthropology. (University of Idaho Alfred W. Bowers Laboratory of Anthropology ACNO-1205)

The first season began with a general exploration and assessment of the site. Along with examining looters' trenches, the crew was able to determine the limits of the scar cut where the bulldozer had worked the area in 1943.[9b]

The second season the crew worked on the B-17's radio room (which was aft of the bomb bay) and the bomb bay itself. Some of the cockpit was recovered but the majority of the plane studied was from the mid-section of the craft. The group also worked on portions of a wing. Some of the items examined were too large for collection and were left *in situ*.[9c]

The artifacts from the PIT projects arrived at the Alfred W. Bowers Laboratory of Anthropology in 2012 for curation and long-term storage for future research. A total of 1165 artifacts were catalogued and entered into an electronic database. They occupy approximately 26 boxes with some material too large to be boxed.[10]

The future of the site is uncertain. No recommendations were made in the conclusion of the PIT 2012 report. In Fritze's 1993 paper, Johnston recommended monitoring the site, filling vandal pits, avoiding logging and road building in the area, and, finally, moving a nearby Forest Service trail away from the site. Beyond that, little more could be done.

Fritze believed the site would not qualify for National Register listing since the bomber's condition prevented it from meeting requirements.[2f] Further, in personal correspondence Steve Lucas, archaeologist and Heritage Program Manager for the Nez Perce and Clearwater National Forests, indicated that with Ellis' recent retirement there were no plans for future excavation on the site.[11]

Whether or not the site receives another excavation, there remains the question of what are the appropriate measures for preserving it, especially since it has already been vandalized and does receive visitors. Whether or not this site qualifies for the National Register, it is a place that serves as a touchstone for the past. What should or should not be done in terms of conservation and preservation? And how do we save, and interpret, the stories the site contains?

Navigator's chair on arrival at the Alfred W. Bowers Laboratory of Anthropology. (University of Idaho Alfred W. Bowers Laboratory of Anthropology ACNO-1205)

By visiting the Emida B-17 crash site and learning its story, people are in a tangible way connecting with the local history. In an article in the Annals of the Association of American Geographers, Tim Cresswell wrote that being in a particular space can evoke memories—even if the site's physicality changes over time.

The materiality of place has the most obvious connections to memory and memorialization. The material nature of buildings and roads and passageways means that they endure—not forever perhaps—but for considerable passages of time. Endurance provides an anchor for stories that circulate in and around a place. It reminds us of things.[12]

As a Boy Scout, Fleener remembered that he and his peers spent time thinking about the bomber and imagining what it was like to be a pilot.[8] From daydreaming about being a combat pilot, it is a short step to wondering about the Second World War. If educational information were in place at the site, visitors could learn not only that a bomber had come to reside there but also why.

This experience in turn could lead to an enhanced understanding of the region's war-time role. For example,

PIT crew at the Emida B-17 site. (University of Idaho Alfred W. Bowers Laboratory of Anthropology ACNO-1205)

plutonium for atomic bombs was manufactured in nearby Hanford, Washington. Further north, the B-17 base at Geiger Field in Spokane helped train pilots, and northern Idaho hosted the Farragut Naval Training Base. Idaho also had two internment camps, one at Kooskia and the other at Minidoka. This history needs to be discussed so that future generations may understand our role in the War, how it continues to affect our lives, and shape our modern identities.

Acknowledgments

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* Palouse Anthropology is a group of researchers interested in preserving the micro-history of the Palouse through the collection and compilation of historical artifacts and oral histories for the benefit of researchers and future generations.

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Grove Marker, image by author, August 8, 2017

The Memorial Grove:

A World War I Reminder

by Alex Greig

The hill to the south of the University of Idaho Administration Building is steep and wooded. A maze of footpaths runs through the stately trees of the century-old Shattuck Arboretum. One narrow trail leads to a special place within this man-made forest. Three benches face a lone stone marker resting at the base of a tall oak tree. Someone has gently tucked the posts of three small American flags behind a plaque that states: "World War I Memorial Grove." Below the plaque is an engraved account describing the men the grove represents and how the memorial came into existence. It is the kind of monument one solemnly notes before continuing to walk on. Rather than just walking on, I decided to learn more about the Memorial Grove and its special meaning to the history of the University of Idaho, the city of Moscow, and Latah County.

The polished stone marker designating the grove was the result of research and the persistent efforts of university horticulturalist Paul Warnick. As early as 2002, his

LEFT: Grove Entrance, image by author, August 8, 2017. TOP RIGHT: Grove Path and Trees, image by author, August 8, 2017. BOTTOM RIGHT: Grove Trees and Marker, image by author, August 8, 2017.

predecessor Steve Nottolo had discovered that a memorial grove of ten red oaks and 22 spruce trees had been planted in the Shattuck Arboretum to honor University of Idaho (UI) students killed in the First World War.[1] Over the intervening years, Warnick had remained interested in learning more about the grove and its history. He dug into the archives and reviewed hundreds of landscape and aerial photographs of the campus from the past century. Ultimately, he used this information along with age-dating of trees to determine the precise location of the original grove. Laurel Hicke, the then 4th-grade daughter of UI geography professor Jeff Hicke, mapped the locations of the 32 trees for a school assignment and wider interest grew in the project. In late 2012, Warnick proposed the installation of a new marker to the Arboretum Associates, a volunteer group that works to support the university's arboretum. With the fundraising and assistance of that group, the new marker was put in place on July 23, 2013. The grove is now prominently featured on campus maps, tours, and in university informational materials.[2]

Still, it remains a mystery how the grove fell into obscurity for so many years. Memorial groves are a common feature of human culture. There is something spiritually soothing and reassuring about planting a tree in remembrance of a loved one and then seeing it grow and live on in the world. Most groves are planted in intentional geometric designs and with species that are hardy and long lasting. Trees are a real and physical presence that can be seen and enjoyed by the living for many years. The UI Memorial Grove has no distinct pattern, but the choice of trees, red oaks and spruce trees, seems significant. It is possible the original grove committee selected the ten red oaks to honor UI students who were believed to have died in combat, while the 22 spruce trees represented the other UI men who died during their military service in World War I. Careful thought must have gone into these decisions; both species are non-native to the area and would have been specially purchased and shipped to Moscow in a semi-mature state for successful planting. Despite these thoughtful considerations, as with all memorials, the power and meaning fade after the people who were closest to the deceased have also passed away. This is likely what happened in the case of the University Memorial Grove.

In the years immediately following the First World War, however, the pain of lost loved ones and friends was immediate and intense. The class of 1919 was particularly affected. At the time, the University of Idaho student population totaled just 502 young men and women. With 32 recent military-related deaths, fully 5% of the student body, occurring in just 18 months' time, it is likely nearly everyone on campus was grieving the death of someone they knew personally. The presiding president of the University, Ernest H. Lindley, made a special point of including all students who died during the war for recognition in the grove whether or not they perished in actual combat.[3] Since most male UI students belonged to the Students' Army Training Corps (SATC), this was an inclusive act designed to honor all who died during their service. On Memorial Day, May 30, 1919, students and faculty gathered on the mostly barren hilltop above the new Administration Building and held an elaborate memorial service of prayers, patriotic music, wreath-laying, a 21-gun salute, and a formal dedication of the grove. Later, the Class of 1921 commissioned the creation of a special bronze plaque that lists each student veteran's name. This plaque was

Plaque in UI Memorial Gym Foyer, image by author, August 8, 2017

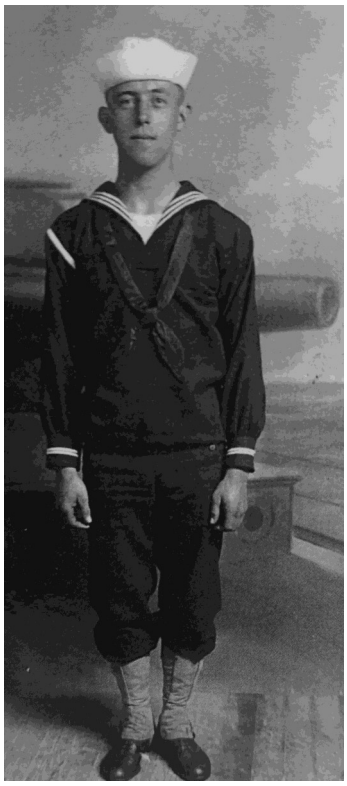
placed in the entryway to the Memorial Gym where it remains today.

The 32 veterans memorialized by the grove shared many common characteristics. Not surprisingly for the time, all were men. Most were white, single, under 25 years old, and Idaho natives. Seven veterans were commissioned Army officers while all others served as enlisted men. All but four students served in the SATC as cadets or as soldiers in the regular Army. The exceptions were one Navy sailor and three pilots in the Army's newly founded "Air Service." Another exception was not even a University of Idaho student at all. After teaching for several years at the university, Professor of Law Charles Henry Wilber resigned his position and enlisted in the Army alongside his former students. Surviving friends and family of the veterans universally describe the Idaho men as patriotic and idealistic. Nearly everyone was a volunteer in the war to make the world "safe for democracy."

Although all the grove veterans died in 1918, their war experiences and causes of death varied widely. Only 11 of the 32 men died overseas. Nine of these deaths occurred as a result of combat.

In the skies over France, Captain William Henry Phelps Collins distinguished himself through his skill as a fighter pilot. After serving as a volunteer ambulance driver for the French army, he joined the "Lafayette Escadrille" in August 1917. This unit was a French aircraft squadron whose pilots were mostly American volunteers. In January 1918 he transferred to the American Air Service and continued to fight above the Western Front. After flying two to three combat missions per day for nearly seven months and earning seven aerial victories, on March 12, 1918, Collins was killed in an "aerial battle with Hun planes."[4] He was the first American pilot to die in the war as a member of an American unit. Newspapers around the country reported his death and he remains a noteworthy figure in US Air Force history.[5]

Similar stories of heroism were told about Idaho veterans on the ground. One of the most compelling and tragic involves Army Captain Oscar Fred Carlson. Carlson was a tough-looking Swedish immigrant who had participated in the SATC and graduated in 1914. He enlisted in the infantry during the first week of the war. The few, short lines of his obituary speak volumes about the violence and terror he must have experienced in the trenches: "over the top five times;



CLOCKWISE FROM TOP LEFT: Private Archie Hawley, 166th Depot Brigade. "Archie" top row, second from right. Image presumably taken while at Fort Lewis before shipping out to Europe WWI. Added by: Jane Knoper 8/08/2016, from Findagrave.com; Captain Phelps Collins, courtesy of US Air Force; First Lieutenant Dudley Loomis, courtesy of American Legion Post 6, Moscow, ID; Radioman Electrician Second Class Conrad Ostroot, from Daniel E. Lee, *Letters from a Sailor*.

wounded the third time…wounded fifth time and gassed while unconscious."[4] After miraculously surviving these ordeals, Captain Carlson was killed in a railroad accident in France on December 5, 1918, nearly one month after the fighting in Europe had ended.

There is less known about the deaths of other former Idaho students, likely due to the chaos and physical destruction of the war. Infantry officer Captain Homer Smith Youngs, class of 1917, died in a French hospital from the lingering effects of poison gas and from being "incapacitated by shell-shock."[4] Three other men died within a few days and miles of each other during the terrible Battle of the Argonne Forest – the final offensive that helped achieve the surrender of Germany at the cost of over 26,000 American lives. The remains of most of these men lie buried in French military cemeteries to this day.

In some ways, not knowing the fate of a beloved soldier was worst of all. This was the case for 25-year-old newlywed Mary Cope Hawley. Mary and Ira Archie Hawley were married on August 15, 1917, in Lewiston. Seven weeks later Archie enlisted in the Army. He completed his training and departed for France in December. In early June 1918 Mary received the terrible news that her husband was "missing in action in the Battle of Cantigny."[6] Private Hawley was a Moscow native with deep family roots in the area and many locals grieved for him and his young wife. After sixteen anxious months, in September 1919 his death was finally confirmed; his remains were located and shipped home to Moscow where he was buried in Moscow Cemetery.[6] Later, the local

Veterans of Foreign Wars (VFW) organization honored his memory by naming Moscow Post 2905 for Private Hawley and another Moscow war casualty Private Frank Jameson. The Hawley-Jameson VFW Post remains active today.

The remainder of military-related UI deaths occurred within the United States. Two student veterans were killed in pilot training. On February 7, 1918, First Lieutenant Dudley Loomis was killed in a plane crash at Fort Sill in Oklahoma.[7] He was the first Idaho serviceman to die in the war and was another beloved son of Moscow. His funeral drew around 1500 attendees.[8] In 1920 the American Legion named its local Post 6 and its Howard Street cabin in Loomis's memory. Just one month after Loomis's death, Class of 1916 UI graduate and Army Air Service cadet Howard Holaday perished in an airplane crash in Texas on March 14, 1918 – just one day before he was scheduled to graduate and be commissioned as an officer. The early days of flight proved nearly as deadly in training as in combat for American military aviators.

Twenty University of Idaho veterans died of "disease" during the war. Among these victims was Navy Radioman Electrician Second Class Conrad Ostroot. A remarkable amount of information is available about Ostroot and his short military career as the result of a series of over 80 letters he wrote that his family retained over the years. In 2011 author and researcher Daniel E. Lee assembled and published these letters along with contextual commentary in a book titled *Letters from a Sailor: America at War 1917-1918*. The book provides a unique and very personal insight into the life of a young serviceman of the time. Ostroot had moved to Moscow in 1903 when he was 6 years old and attended the University of Idaho upon graduation from Moscow High School. He enlisted in the Navy on December 11, 1917. Due to his college education he was selected for specialized radio operator training in San Francisco and later at another Navy school established at Harvard University. He studied the newly developing technology of radio and how Navy warships and aircraft could communicate and tactically cooperate with each other to counter German submarine attacks against Allied merchant shipping. Petty Officer Ostroot succumbed to flu on October 10, 1918, while onboard a transport ship enroute to France. His youthful enthusiasm to have "a chance at Fritz" characterized the attitude of so many of his generation.[9]

Although not specified in death records, most disease-related deaths that occurred around the same time as Ostroot's can likely be attributed to the infamous "Spanish Flu" pandemic of 1918-1919. This outbreak killed between 20 and 40 million people worldwide, including an estimated 675,000 Americans – ten times as many as perished in the war. The 20 Idaho student veteran deaths were just a tiny portion of the estimated 43,000 soldiers who died from disease rather than combat in the war. Furthermore, the pandemic was especially deadly to young people. According to a Stanford University study of the disease, "death rates for 15 to 34-year-olds of influenza and pneumonia were 20 times higher in 1918 than in previous years."[10] In less than two weeks' time, beginning on October 28, 1918, eight student veterans died on the Moscow campus. Another died on Armistice Day, November 11, 1918, and three more followed before the end of the year. Clearly, this was a time of deep mourning for the University and the country as a whole. The fact that these students had willingly answered their country's call superseded the time, location, and manner of their deaths when it came time to honor their passing.

A number of questions remain concerning the World War I Memorial Grove on the University of Idaho campus. Who exactly selected and planted the trees? When and how did the grove fall so far out of awareness that it nearly disappeared from sight within the untamed growth of the Shattuck Arboretum? Who were these student veterans really, and what were their lives like before the war? Who did they leave behind? More research could possibly yield some answers, but it is meaningful that almost 100 years later the grove has been restored – restored by people who appreciate the need to remember our past and to honor our dead.

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