

# Memorandum

TO : The Files

File No. 2210 (2800)

FROM : Charles R. Ames, Range Staffman

Date: June 30, 1965

SUBJECT: Surveys and Plans - Deer Creek Allotment

Your reference;

On June 15th Cecil Sims and I rode from Deer Creek into Powers Garden on a mission to reclaim the old forest service pickup and to check on a reported miner in the corridor area.

March 19, 1961 was my last inspection of the Deer Creek allotment and we were concerned at that time over the condition of the range, both the grass resource and the browse situation on the Deer Creek allotment. As a result of that inspection and subsequent negotiations with permittee, 50 head of cattle were removed from the permit. Since that time Mr. Prude has intensified his management and it appears to have had an effect. Only the area along the trail going into Powers Garden was observed on this particular trip and the area up Rattlesnake, both of which are key areas. From observations here, and comparisons as to the way it looked in 1961, there appears to be considerable improvement at this time. The browse is not nearly so hedged in appearance and the grass is in better volume than I have seen it since 1958. This improved condition may largely be due to the good summer experienced in 1964. However, we feel that it is partially due to the reduction of 50 head of cattle with the intensified management practiced by Mr. Prude.

The grazing situation along Rattlesnake canyon has improved since my last look at this area. Mr. Prude has cross fences in whereby he can control livestock up and down this canyon. The Apache plume showed less browsing than it has in the past. This area has never been much of a grass producing area because of the dense timber and brush cover along Rattlesnake creek. There were remnants of old grass that did not appear to be over-used.

We rode from Powers Garden up Rattlesnake creek past the Powers mine and almost to the Long Tom mine, otherwise known as the old Knolle mine. We found the prospector, Mr. Carl Roberts, and his brother camped about one-half mile past the Powers mine. Mr. Roberts has a new Case tractor K-310 which is a small cat, that he has been doing some road work with in an attempt to reach the Long Tom workings. We checked the road work Mr. Roberts had done with this machine on the Powers Hill and from Powers Garden on up to the end of his working. I was impressed by the manner in which this work had been done. Instead of the usual blading and scraping and soil disturbance done in most cases where prospectors are doing assessment work with

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bulldozers, this was a happy reprieve. He had only done work where it was absolutely necessary and there had been hardly any brush pushed and only a minimum of work on the existing old road had been accomplished.

As the road makes switchbacks going up the divide over to the Powers Mine was the only area that appeared to need more intensive drainage work to prevent erosion. This was discussed with Mr. Roberts and he said he realized this and intended to do it prior to the summer rains. His request was to extend the existing road approximately one-half mile so that they could reach the Long Tom line. This is well within the corridor area and does not violate the wilderness area boundary. With the exception of one or two detours out of the canyon bottom to go around rocks and waterfall areas, the road will remain in the bottom all the way. By staying in the bottom, a minimum of disturbance will be made. Due to the nature of this road extension going up the bottom with the exception of a few places described the erosion hazard is practically non-existent.

It is my recommendation that Mr. Roberts be issued a permit for the road but not require the strict standards for road construction. If our road standards were incorporated into the permit, this would require nearly solid blasting for a proper road grade as this area is extremely rocky. Costwise this would preclude Mr. Roberts from building the road. I doubt if we are in a position to require him to go to this expense. I would recommend that the road be placed under permit from the standpoint of control and to let Mr. Roberts know that we do check on these things. Also we can control the construction to the extent that it will be a simple matter to put this road to bed when he abandons the project. In addition we could include a maintenance clause for the remainder of the existing road and require proper drainage to be provided for on the switchbacks where necessary.

Mr. Roberts seemed quite cooperative and apparently would be in agreement to do anything within reason that would meet our requirements.

CRAmes:mn  
cc: Willcox

*Charles R. Ames*

