

Idaho Chapter Newsletter August 1992

No. 18



OFFICERS ELECTED

BOISE -- After a period of inactivity, the Idaho Chapter met in Boise on April 25. At this meeting, new Idaho Chapter officers were elected by those in attendance:

President: Steve Lee, Boise
Vice President: Chuck Raddon, Orofino
Secretary/Treasurer: Ruthann Caylor, Boise
Board members:
Steve Evans, Lewiston
Barb Opdahl, Pierce
Dr. Richard Young, Salmon
Duane Annis, Orofino
Wilmer Rigby, Salmon
Judy Space, Orofino
Ken Swanson, Boise

Upon completion of the business meeting, a field trip to the Jordan Valley, Oregon area was conducted which included a visit to Jean Baptiste Charbonneau's grave and the site of Camp Lyon, a military post from 1865 to 1869.

THANK YOU!

A special thanks to all outgoing officers and board members: Duane Annis, President; Judy Space, Secretary/Treasurer; Harlan Opdahl, Paul Schneider, Jim Herndon, board members.

BOISE -- On December 10, 1991, Gov. Cecil D. Andrus signed Executive Order 91-16 extending the Governor's Lewis and Clark Committee for an

Governor's Committee

additional four years (E.O., by law, are in effect for four years.)

New appointments were made at this time due to the fact that Jim Fazio was no longer Chapter President; David Crowder left the Historical Society; and John Barnes had left the Parks and Recreation Department. Newly appointed members include Ken Swanson representing the IHS; Leo Hennessey representing IDPR; Duane Annis as Idaho Chapter President; and Steve Lee as a new member. Carryover members include State Treasurer Lydia Justice Edwards and Ruthann Caylor.

THANKS to Jim, John, and Dave for their service on this committee.

September 26 Salmon



The fall meeting of the Idaho Chapter will be held on Saturday, September 26th in Salmon. Mark your calendars. Details of the meeting will be sent out later. It has been a number of years since a meeting was held Salmon so it should be a great time to visit this area again. Wilmer Rigby and Dick Young are planning an informative and interesting program.

MEMBERS IN THE NEWS

Carol MacGregor, Boise, received the Joel Faris award for her book on the journals of Patrick Gass. This was recognized in the Idaho Statesman of October, 1991 and the January edition of We Proceeded On. Congratulations

on this award!

Chuck Raddon, Orofino, was honored by the Lewiston Tribune for "January's Best Letter (to the editor)". His letter was in response to another letter blasting the Forest Service for a reduction in operation and maintenance funds. Chuck pointed out that Congress cut the funds and the recreation/tourism interests did not challenge the cuts.

Dr. Merle Wells, Boise, received the Idaho Humanities Council's 1991 award for outstanding achievement in the humanities in recognition of his many contributions to the state of Idaho over his long career.

Judge Jim Herndon, Blackfoot, has applied for the vacant supreme court seat. Judicial Council interviews are scheduled for August 15th.

TRAIL INVENTORY

Chapter members Bernice and David Paige of Sun Valley are coordinating the inventory of the Lewis and Clark Trail in Idaho. This consists of identifying all sites and reporting on the conditions of such sites such as signage, ownership of site, condition of site and any other pertinent information. Bernice is also serving on the committee which is seeking to computerize this information. Helping the Paiges with this enormous task are Wilmer Rigby who is working on the trail sites in Lemhi County, Barbara Opdahl who is identifying the sites from the Montana border to Weippe, and Steve Lee who is coordinating the Weippe to the Snake River section. The project is scheduled for completion in the fall.

New Lolo Trail brochure available

A new brochure by the Clearwater and Lolo National Forests entitled "Lewis and Clark Across the

Lolo Trail" is now available. The brochure, complete with colored pictures, descriptions of camps and features, and a map, may be picked up at any Clearwater National Forest office or from the C.N.F. Forest Supervisor, 12730 Highway 12, Orofino 83544.

Annual Meeting at Vancouver

The annual meeting held August 1 - 4 was attended by many of the chapter members. Former chapter president Jim Fazio took the gavel as the new national president. Other members in attendance included: Bernice and David Paige, Chuck and Penny Raddon, Diane Coons, Ruthann Caylor, Carol MacGregor and Steve Lee. There were several other Idahoans in attendance which we hope to add to our membership roster.

Highlights of the meeting included field trips to Fort Vancouver, Fort Clatsop, old Ft. Columbia, Lewis and Clark Park in Long Beach, WA and the interpretive center at Cape Disappointment. The three day session also included historical papers including one by Carole Simon-Smolinski of Clarkston. A lunch meeting also featured members of the Chinook Tribe. Next year's meeting is scheduled for Wood River, Illinois (near St. Louis).

MEMBERSHIP: If you have not paid your dues for this year, please send them to Ruthann Caylor, our new treasurer. A membership flier is included for this purpose. If you are already paid up, please pass the form along to another prospective member!

NEWSLETTER: If you have any suggestions or articles for the newsletter, please contact Steve Lee. Any help is most welcome!

NORTHWEST

LEWISTON MORNING TRIBUNE

ELDERS

JANUARY 26, 1992

Space set the pace

■ As a ranger, forest supervisor and firefighter, he logged many a mile

By Michael Haberman
of the Tribune

OROFINO — As Ralph S. Space threw on his pack and lit out from the Lochsa Ranger Station that summer's morning in 1924, he thought he was bound for the Pete King Ranger Station 31 miles away, not the realm of legend.

Those 31 miles between the Lochsa station and Pete King, near where the Selway and Lochsa rivers merge to form the Clearwater, were tough miles, up and down over the mountains.

So it's not surprising no one believed Space when he showed up at 2:30 that afternoon saying he'd left the Lochsa at 7:15 that morning.

The unbelievers called the Lochsa station for confirmation.

Space retells the conversation. "What time did Space leave?" They said about 8 o'clock. Well, that cut another hour off of it."

And the story of a hiker with legendary speed spread like wild-fire through the woods.

Space is 90 now, and it's been 28 years since he retired as supervisor of the Clearwater National Forest. Emphysema from the smoke of years of forest fires has slowed him and oxygen helps him breathe. He lives with his daughter, Judy, in a house not far from the Clearwater National Forest supervisor's office in Orofino.

It's a house filled with many things, like two cats and their accoutrements, including a two-story cat cage, and many books. The books tell another side of Ralph Space. He was a hiker, but even at his legendary pace he found time to look around.

The books he wrote on the Lolo Trail and the history of the Clearwater National Forest are a testament to that.

But history and hiking aren't the first thing he tells about his life in the woods, nor the thing that brings the most animated reaction, a sort of oh-ho, chuckle and nod of the head.

His favorite activity, despite lungs wracked by smoke of past decades, was firefighting.

"It's just like a football game or anything else," he says. "It's a contest. A contest with nature."

In the early years of firefight-



Ralph Space

Tribune/Butch Ireland

ing — before helicopters and planes dropped loads of fire retardant and ferried fire crews around — it was a contest depending on grunt labor, a cool head and experience.

Over his 39 years in the U.S. Forest Service, most of them involved with fighting fire, Space was never on a fire that killed a man.

Space was born in Kansas, but soon came with his parents to their homestead between Pierce and Weippe. He developed his hiking prowess early, walking a mile to school.

He considered a career in teaching, but that changed after a summer job with the Clearwater Timber Protective Association.

Space was small for his age, and had to prove himself.

He was greeted with a skeptical sneer, handed an ax and assigned to cut brush and fallen trees on a trail. Soon after that he was ordered to assist in sawing.

"They were testing me out," Space says. "I passed, I guess. They kept me on."

Space graduated from the University of Idaho with a forestry degree in 1925, and took a job as a ranger with the Forest Service in Montana. His main duty was fighting fires.

The smoke and heat were the hardest thing about fighting fires. But even though he "cried all day sometimes almost from

the smoke," Space says no one worried about the long-term effects in those days.

Space's interest in history began in Weippe, where he grew up just a few miles from the trail of Lewis and Clark. He'd also worked along the Lolo Trail in 1924, but his interest didn't really take off until he became supervisor of the Clearwater forest in 1954.

"I could see then that someday there were going to be a lot of people interested in it, so I thought I'd better get acquainted with it," he says.

"Acquainted" meant more than a little casual reading. Space copied portions of the journals of Lewis and Clark, then followed the route with the journals as a guide. He found the mileage estimates to be remarkable.

"They said they'd go six miles and come to a creek or something, and there it was, every time," Space says. He speculates the party paced distances.

However, one puzzle nearly eluded him. It was the story of a tree that had been carved by Lewis and Clark. Space dismissed the story as unlikely the first time he heard it, but his curiosity rose as he heard about it from different people.

After an unsuccessful search, someone told him about an old-timer who knew where the tree was. The oldtimer was a Forest Service veteran Space remembered from his youth.

Space wrote him a letter, but instead of a written response he received a personal visit.

A sheepish visit at that. The old-timer admitted to having carved the tree himself many years ago.

"Someday someone will find it and start another bunch of questions about it," Space says.

Space was also actively involved in the establishment of the Nez Perce National Historical Park, headquartered at Spalding. A plaque there testifies to that.

And it was at his suggestion that a grove of trees near a camp of William Clark in the Musselshell area near Pierce and Weippe was spared. It is now preserved as Lewis and Clark Grove, one of the sites of the historical park.

Despite all his accomplishments, Space is unsure if he would want to be a forest supervisor in today's Forest Service.

"When I was supervisor you pretty much had a free hand. The public wasn't interested in what you did, and you couldn't get them interested. ... Nowadays they're all interested in everything you do, mostly in a negative way."

And today's supervisors are apt to spend more time in administration and less time on the ground, hiking the trails, sometimes at a legendary pace.

"I've made 25 miles in a day in snowshoes," Space says. "Believe me, that would kill some people."

FORESTS

Lewis-Clark timber sale has foes upset

■ Logging planned along Fish Creek near route of historic expedition

By Bill Loftus
of the Tribune

A timber sale planned near one of the last remaining roadless segments of the Lewis and Clark Expedition's trail has roused the opposition of the leading group that protects its past.

The Mex Mountain timber sale is proposed by the U.S. Forest Service's Lochsa Ranger District along Fish

Creek east of Lowell.

The Lewis-Clark Expedition faced some of its greatest difficulties when traveling through the Bitterroot and Clearwater mountains in the area.

The expedition passed through Hungery Creek, a tributary of Fish Creek, in 1805 and 1806, naming it for the members' difficulties in finding food.

A hunger for timber has sparked the latest debate. The Lewis and

Clark Trail Heritage Foundation has asked the Forest Service to reconsider its logging plans in the Mex Mountain timber sale, which laps into Fish Creek.

The foundation's members would probably prefer that nothing be done in the 60,000-acre roadless area at all, said James R. Fazio, the group's first vice president at Lincoln, Neb.

The group supports wilderness status for the area, he added in a letter to

the agency about its draft environmental impact statement for the plan.

"It really is one of the finest remaining sections of the entire 3,000 miles that Lewis and Clark traveled," Fazio said.

The foundation also understands that logging has a place. "In the right places and under the right conditions, timber production is clearly the best use of public land," Fazio added.

"I think it's a matter of fine tun-

See **Timber**, Page 9A

ing," he said. "I think they're well aware of the significance of the trail."

The logging plan selected by the agency, however, shows little consideration for recreation or historical values.

The chosen option seems, Fazio said, "like 'business as usual,' once again sacrificing the best interests of recreationists on behalf of over-developed roads and maximized timber output."

The foundation also strongly objects to the agency's plan to

use the Lolo Motorway as a timber hauling road. The historic dirt road parallels much of the expedition's route across the mountain.

"It is unconscionable to consider modernizing this road and use it for timber trucks to enter otherwise roadless, uncut forest stands, even for four miles of its length," Fazio added.

"Alternative B is like using a corner of the original Constitution for a doodle pad," he added.

Lochsa District Ranger Jon B. Bledsoe at Kooskia argued the

changes to the road will be minor. The plan calls for realigning five curves along the lower mile and a half of the motorway.

The realignment would allow long-log trucks to negotiate the route but would not increase the road's current 5 mph design speed, he said.

"Very minor changes in alignment that will improve the safety for people traveling along it. We plan to keep the road at the same standard to preserve its primitive character," Bledsoe added.

The agency's plan calls for closing the road to the public from mid-June to mid-August weekdays to allow timber hauling. The logging and the road closure is likely to be three years away, he added.

The agency also plans to haul logs over the Lolo Motorway from the Upper Eldorado timber sale late this decade.

The agency's plans for the Mex Mountain area would yield

some 8.3 million board feet of timber. A total of 392 acres of the 13,560 acres studied would be logged. Most of the 20 areas logged would be clearcuts, ranging in size from eight to 34 acres.

The chosen plan also includes minor reconstruction of 4.5 miles of road and building an additional fifth of a mile of road.

The plan the Lewis-Clark backers favor would yield 3.7 million board feet and would not involve reconstruction or log hauling on the Lolo Motorway.

There has been plenty of interest in the plan, in part because of its proximity to the Lewis-Clark Trail, Bledsoe said.

A field trip that included a broad cross-section of those interested was held in 1989 to preview the plan. It generated little opposition, Bledsoe added. Comments on the environmental impact statement are due today.

"I know we've had some response (so far) and we've just had lots of interest in this from the beginning," Bledsoe added.

USA AT PLAY

Historic trip planned with present-day purpose

By Mary Alice Yakutchik
Special for USA TODAY

When Tom Warren and John Hilton leave Monday to track the Lewis and Clark Trail, they will be retracing history — and making it.

No one has completed the 4,000-mile route from St. Louis to the Pacific in the 188 years since Lewis and Clark's expedition. And no one, certainly not Meriwether Lewis and William Clark, who did it with keelboat and canoe and on foot and horseback, has done it quite the way Warren and Hilton will.

Outfitted with a jet boat, mountain bikes, cellular phone and state-of-the-art global positioning system used in the Persian Gulf War, the modern-day adventurers are decidedly high-tech.

"We have different constraints," explains Hilton, a college instructor from southeastern Missouri. "Theirs was the unknown. Ours is time." They hope to complete in 2½ months what took Lewis and Clark 2½ years.

Although they will be hunting ready-made provisions from their packs rather than hunting buffalo (in Lewis' words: "to eswage the pangs of a keen appetite"), they emphasize their intent to be true to Lewis and Clark's vision, if not the experience. "We are attempting to see in our mind's eye how the land used to be and compare it to what it has become," Warren says.

To accurately retrace the route and establish camps in the same spots — and, they hope, find lost equipment — they will depend on Lewis and Clark's journals and research by scholars.

Warren, 39, a chiropractor, has logged 20-40 hours a week for two years planning the trip. In addition, he and Hilton have been working out daily to prepare for what Lewis described as "Herculean labors."

They hope to alert people to the deteriorating condition of the nation's rivers and persuade them to take action to protect what remains. "We're going to share this trip with as many people as possible," he promises.

The explorers intend to meet with conservationists, historians, government officials and those who live along the route. They also have arranged to deliver a day-by-day account of the trip via telephone at 1-800-1-GO-WEST, which costs \$1.90 a minute. Ten percent of the proceeds go to the conservation group American Rivers and the rest to offset expedition expenses.

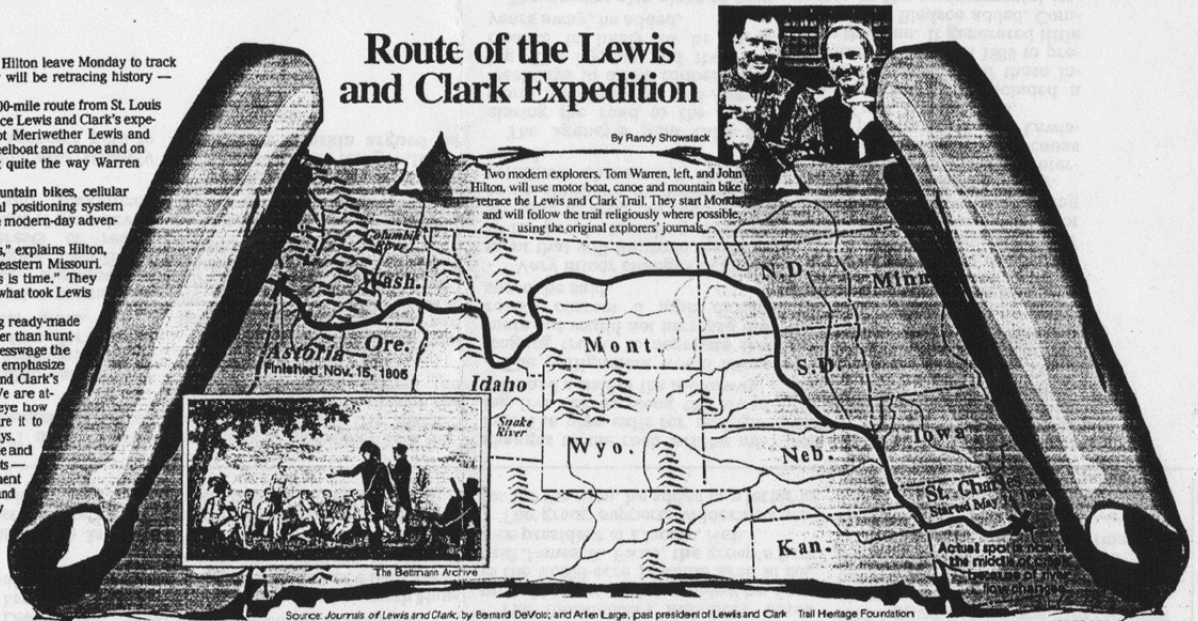
Callers won't hear hair-raising accounts of Indian and grizzly attacks. But at least part of the grandeur Lewis and Clark witnessed remains. "There's something very romantic about this trip," Warren says, "about going back to the original source and reading what (they) saw and comparing it to what you're seeing."

Lewis and Clark's trip involved 45 men for 2½ years and cost \$38,000 plus \$11,000 in bonuses — considered exorbitant by a Congress that didn't share President Thomas Jefferson's enthusiasm for exploration. Unlike Army captains Lewis and Clark, who were single, Warren and Hilton will leave families and businesses. As difficult as that is, it'll be worth it, they agree, when they are deep in the Montana wilderness, canoeing up the Beaverhead River, reliving one of the epic journeys in the history of exploration.

Route of the Lewis and Clark Expedition

By Randy Showstack

Two modern explorers, Tom Warren, left, and John Hilton, will use motor boat, canoe and mountain bike to retrace the Lewis and Clark Trail. They start Monday and will follow the trail religiously where possible, using the original explorers' journals.



Source: Journals of Lewis and Clark, by Bernard DeVoto; and Arlen Large, past president of Lewis and Clark Trail Heritage Foundation

By Julie Stacey, USA TODAY

Modern-day adventurers will see vastly different vista

Meriwether Lewis and William Clark headed west 188 years ago to see what they could find. Tom Warren and John Hilton are retracing their steps to see what's left.

The mighty Missouri is still there, of course, but it's profoundly changed. The "Great Muddy" in Lewis and Clark's time was unruly. It twisted and meandered, often jumping its own banks and eroding them, sending whole trees (called sawyers in their journals) catapulting down rapids.

That wild river has essentially been put in a straitjacket, ac-

ording to Kevin Coyle, president of American Rivers, non-profit sponsor of the modern-day expedition.

Because its primary use today is for navigation, great stretches have been dredged and straightened.

Another major reason the river doesn't act like it did before are a series of massive reservoirs, the largest of which are in Montana. The snowy Rocky Mountains and fierce Teton Sioux there a tried to block Lewis and Clark's passage. But the 25 major dams that will interrupt Warren and

Hilton's journey are new obstacles on the trek to the Pacific.

The adventurers will have traveled about 2,000 miles and be about halfway into the trip before they come upon the only stretch of the Missouri that looks like it did in the early 1800s, says Coyle.

Even the rugged wilds of Montana and Idaho look different. Warren and Hilton are likely to see development, cattle grazing, timber harvesting and evidence of mining.

The old footpaths have become major roads. In fact, the famed Lolo Trail is now the

Lewis and Clark Highway. Warren and Hilton will cross it on mountain bikes.

One of the most exciting journal entries involves Lewis' encounter with a "grizzly" bear — a term he coined after seeing the animal plunge over a 20-foot embankment into a river in pursuit of men who shot it eight times before it died.

"We definitely won't find any grizzly, and likely no elk, either," says Warren. "We don't expect to see bison, certainly not in the numbers William Clark reported on June 30, 1805." That number

of buffalo in every direction, I think about 10,000 may be seen in view."

But Lewis and Clark were most impressed — and surprised — Coyle says, by the Rocky Mountains.

It's not likely any earthshaking surprises will be in store for Warren and Hilton, but Coyle thinks they will discover some environmental issues.

"There has been tremendous damage to the environment through development, but there are tremendous opportunities to preserve what remains," he says.

RETRACING THE FOOTSTEPS OF LEWIS AND CLARK



Associated Press

Tom Warren, right, points out the view to fellow explorer John Hilton on the Columbia River in Portland.

Explorers: Nation's river system is 'sick'

■ During 4,000-mile journey from St. Louis to Portland, duo find rivers worse than expected

By Jeff Barnard
of The Associated Press

PORTLAND, Ore. — Two men who traced the western route of Lewis and Clark said Thursday they found the nation's river system in far worse shape than they expected when they set out on the 4,000-mile journey.

"We came into this with our eyes open, but we did not know the scope," Tom Warren said at a news conference.

"The rivers remind me of an epitaph on a tombstone," said John Hil-

ton. "It said, 'I told you I was sick.'" The men said they found rivers drowned by dams, dried up by irrigation and fouled by agricultural and industrial pollution.

After the news conference, the men boarded a jetboat for a six-hour trip to Astoria. There they got in canoes and poled up the Lewis and Clark River. Fort Clatsop National Memorial, a recreation of the place where the explorers spent the winter of 1805 before turning east.

"It's one thing when you read the journals and another when you see

See **River**, Page 6

it," Warren said. "We've gotten to feel it."

Fort Clatsop National Memorial superintendent Cynthia Orlando presented Warren and Hilton with bronze medals commemorating their trip and praised them for bringing so much public attention to the state of the environment.

A fiddle player played "The Rose Tree," an 18th century reel as Warren and Hilton beached their fiberglass canoes on the muddy landing at Fort Clatsop. In the bows of the canoes were two park employees dressed in buckskins, coonskin caps and red life jackets.

Warren, 39, is a chiropractor from a Tulsa, Okla., and Hilton, 47, is a college administrator from Flat River, Mo.

They set out from St. Louis on June 1 to follow the journey Capt. Meriwether Lewis and Lt. William Clark took 187 years ago. The expedition helped open the West to commerce and settlement.

Lewis and Clark left St. Louis on May 14, 1804 with 45 men, a 55-foot keelboat and two large canoes to trace the Missouri River to its headwaters for the first time.

According to the theories of the day, they expected to make an easy half-day's hike across gentle ground to the headwaters of the Columbia River, and fol-

low that to the Pacific.

President Thomas Jefferson commissioned the expedition to find a Northwest Passage that would wrest the fur trade from the British and create an alternative to the perilous sailing route around Cape Horn to China.

It took the Lewis and Clark a year and a half to reach the mouth of the Columbia. Warren and Hilton took three months. Where Lewis and Clark poled, rowed, sailed and towed their boats up the Missouri, Warren and Hilton roared in their jetboat.

On the eastern slope of the Continental Divide in southwestern Montana, Warren and Hilton left behind their jetboat and poled canoes 100 miles up the Beaverhead River.

"It's like climbing a mountain on water," Warren said.

They rode horses and bicycles to trace the explorers' 350-mile route across the Bitterroot Mountains, then got back into canoes to go down the Clearwater River.

Arriving at Lewiston, they returned to the jetboat to descend

the Snake River to the Columbia.

They crossed 40 dams ascending the Missouri River system and eight going down the Snake and Columbia rivers. The first 800 miles of the Missouri was a "muddy ditch" filled with barges, Warren said. The Beaverhead in Montana suffered from water withdrawals for irrigation.

Where Lewis and Clark saw timber on the banks of the Columbia, Warren and Hilton stood in a meeting room of a big hotel after stopping in Portland.

Ted Strong, director of the Columbia River Inter-Tribal Fish Commission, welcomed Warren and Hilton on behalf of native Americans, and said he hoped their trip would help restore the health of rivers hurt by development.

"When Lewis and Clark guided their canoes and rafts on

the Columbia River, they did not realize that while on the surface they encountered Indian nations, there were other nations that lived underneath the water," he said. "Those nations are the nations of aquatic life, primarily the salmon."

Kevin Coyle, president of American Rivers, a conservation group that helped sponsor the trip, presented Warren and Hilton with medals.

He said the decline of Pacific salmon on the Columbia system from 30 million in Lewis and Clark's time to 300,000 now illustrates the crisis state of rivers.

"The rivers are sending us a message," he said. "They are leading the decline."

MEMBERSHIP LEVELS

- Individual \$5.00 per year Name _____
- Organization \$5.00 per year Street _____
- Family \$7.50 per year City _____
- Honorary State _____ Zip _____

NATIONAL MEMBERSHIP (By-laws state that Idaho Chapter members must be current members in good standing in the National Foundation.)

- General: \$20.00 per year
- 3 Year Rate: \$55.00

Mail to: Idaho Chapter, LCTHF
c/o Ruthann Caylor, Treasurer
317 Hulbe Road
Boise, ID 83705

Idaho Chapter, LCTHF, Inc.
c/o P.O. Box 96
Boise, ID 83701

