

Idaho Chapter Newsletter

July 1994



NATIONAL MEETING: MISSOULA

If you are planning to attend the meeting in Missoula starting July 31st, please plan to help the Chapter sell raffle tickets on the quilt. It will be raffled off on August 3 at the banquet. This will be our last chance to sell those tickets! If you are unable to attend and want to buy some chances, please contact Penny Raddon at 476-3123 or Steve Lee at 336-5066. Thanks for your help in this fundraiser, the proceeds from which will be used to place a Lewis and Clark video in each school district in Idaho.

NATIONAL TRAILS DAY, 1994

Salmon - The Chapter celebrated "National Trails Day" once again this year. For 1994, the Salmon District of B.L.M. organized a work day on the Lewis and Clark National Historic Trail in the Flume, Pattee, Sandy and Kenney Creek areas of Lemhi County.

In the foothills of the Bitterroot Range which were carpeted with Lewis Rediviva (bitterroot), volunteers including members of the Salmon Backcountry Horsemen removed the old style "Lewis and Clark Trail" signs and wooden posts which were placed there approximately 15 years ago. The reasons for removal were twofold: it has been determined the Expedition's route was mislocated in this area and a new method of signage, Carsonite posts, can be placed with less impact and easier maintenance requirements. The new post carry the official Lewis and Clark National Historic Trail logo.

J. Wilmer Rigby, Salmon pharmacist and Chapter member, determined that the actual route was several miles from the marked course in the foothills. Using the Journals for descriptions of the trail, he pointed out the probable route for B.L.M. officials who are in charge of much of the land in this area. B.L.M. has designated the trail as a Special Recreation Management Area and officials want to ensure that the correct area is within this designation. They are very much aware of the importance of trails and recreation to the people and were instrumental in the development of the Lewis and Clark Backcountry Byway as well as the signing of the Lewis and Clark Trail in this area.

This summer the B.L.M. will install an information kiosk on the Warm Springs Road (the first part of the Byway) to aid in the interpretation of the Lewis and Clark Trail. The Byway road intersects the trail twice but leaves most of the actual trail route in a natural state -- much like it was 189 years ago.

Another volunteer participating in the work day was Chapter member Bernice Paige of Sun Valley. She has served as the coordinator for all Idaho Trails Day events these past two years.

Trails Day 1994, while not attracting as large of a crowd as in 1993, still proved to be an enjoyable outing on a beautiful and sunny June day. Work was conducted which will improve the Lewis and Clark experience for all those who retrace the Lewis and Clark Trail in this part of Idaho.

CLEARWATER NATIONAL FOREST DISPLAYS AWARD-WINNING PROJECT

In 1992, the Lewis and Clark Trail Heritage Foundation, Inc. presented its "Youth Achievement Award" to Brian Horn and Ian Walsh for their History Day exhibit entitled "Lewis and Clark: Corps of Discovery". They were then eighth grade students in California and placed first in both the California and National Competitions. Their project is now on display at the Luna House Museum in Lewiston.

This past May in the annual State History Day competition in Sacramento, California, Brian and Ian once again placed first in the competition (this time in the senior division as students of Coast Union High School). Their group project was entitled "The Lolo Trail -- Land Bridge Across Time". The project details the importance this trail has played as a historic travel corridor across the rugged Bitterroot Range.

Clearwater National Forest officials in Orofino were a resource for Brian and Ian and, as a result of this, the exhibit will be displayed in the lobby of the Clearwater National Forest visitors' center on Highway 12.

Congratulations to Brian Horn and Ian Walsh for once again winning the California State competition. It is great to see young people excited about the study of history and excelling in their efforts.

All persons interested in Lewis and Clark will want to stop and visit this display if their travels take them near Orofino. The exhibit will be in place this summer.

WEST OF LEWISTON

Pomeroy, WA - The Community Development Action Team is seeking a grant with the City to renovate a city park in Pomeroy. Included in the park grant are funds to erect a sign commemorating a meeting between Meriwether Lewis, William Clark and Chief Bighorn on their return trip in 1806. (LMT, 6/3/94)

1994 dates

July 31-Aug.3 - National Meeting, Missoula, MT
Aug 4-5 - Post Conv. trips: Salmon area; Lolo Trail
Oct. 8-9 - Orofino-Kamiah area field trip
TBA - Lewiston, Fall meeting, LCSC statue dedication

OUTDOORS

LINE ON FISHING

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ENVIRONMENT



LEFT, a mud bog created by off-road vehicles greets recent visitors to Weitas Meadow. The grassy area has historic value because the Lewis and Clark Expedition traversed through the region. The tire ruts, **BELOW**, are relatively shallow and the meadow will likely heal, say Forest Service officials. But the damage has been done for regular visitors to the area.

Forest
Service
photos

WHEELIN' TAKES A TOLL

By Bill Loftus
of the Tribune

Tire ruts across Weitas Meadows where the Lewis and Clark Expedition once traveled tear at the fabric of north central Idaho's history.

On Craig Mountain south of Lewiston, man-made bogs bloom from the thoughtlessness of strangers.

The image of those and other transgressions by drivers piloting four-wheel drive or off-road vehicles have become a scar on both the landscape and the reputations of those who use such vehicles to explore the backcountry legitimately.

The scars on Weitas Meadow are relatively minor scratches and should heal quickly, said Douglas Gober, Pierce district ranger at Kamiah. The four-wheelers that did the damage dug shallow ruts into the grass, Gober said. The incident was a rare one for his district, in part because meadows themselves are few.

"So I guess right now I'm hoping it's an isolated incident by someone who was thoughtless," he added.

Otherwise, the Forest Service's options would be to limit access to the meadow when it's still wet from winter snowmelt or rains, or to upgrade the road into the meadow by adding gravel to it.



"The fact that it happened is disturbing," Gober said.

The Moscow Mudclutchers, a group of four-wheel drive enthusiasts on the Palouse, exists to give its members opportunities to enjoy the outdoors, said member Janice Peterson of Moscow.

The group takes monthly outings on backcountry roads that might include a picnic, mushroom hunt or fishing trip along the way. Last month the group

sponsored a race for its members.

The club also conducts cleanups and raises money for people who have been injured in cleanups. The club is part of the Idaho Transportation Department's highway cleanup program, focusing its members efforts on a stretch of U.S. Highway 95 between Lewiston and Moscow.

"We do enjoy the outdoors but we do like things structured," she added. What the Mudclutchers don't do is tear up the terrain or endorse doing so, Peterson said.

"We do not allow any of our club members to go out and tear things up or throw things out the window that aren't biodegradable," she added.

At the Potlatch Ranger Station, Jack Coyner of the Forest Service said the Panhandle Off Road Vehicle Association has worked with both his agency and Potlatch Corp. to restore areas damaged by vehicles in the

past.

The group is also instrumental in keeping trails open on the Palouse Ranger District that would otherwise go without maintenance, said Coyner, the district's resource assistant.

"The dilemma for us and maybe the organized

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TOLL

From 1E

groups, too, is they emphasize to their members the ethics of treading lightly on the land but there are a lot of people who don't belong to the groups," added Gober at Kamiah.

D.B. (Dunc) Branom, a former baseball coach of legendary stature in Lewiston, had a run in with a group of a different sort on his land on Craig Mountain this spring.

Treading lightly was not on their map.

A neighbor called the sheriff's department to report five four-wheel-drive vehicles tearing up Branom's property on the mountain. Two of the rigs were still stuck when the deputy arrived.

Although ticketed, Branom said, the group's members escaped prosecution because the prosecutor did not think the property was properly posted against trespassing.

For landowners, the damage caused by the four-wheelers means the areas will be barren through the summer, unable to grow a blade of grass or trees.

The problem has been an annual headache since he bought

the property 41 years ago.

"I've caught them red-handed on this thing but they get out of it one way or another. It's exasperating. They just keep making a mud spot, they just keep going, car after car, in there."

About the only way to stop the damage would be to post a full time caretaker on the property.

Or to close the areas. The Nature Conservancy, another Craig Mountain property owner, has closed off all of its Garden Creek Preserve to motor vehicles.

Other major landowners ranging from the Idaho Fish and Game Department to the Forest Service and Potlatch Corp. close roads largely to prevent erosion caused by damage inflicted during the wet season.

The Weitas Meadow incident typifies the most senseless cases, Gober said.

"A few thoughtless minutes in a wet meadow like this leaves something that is going to be there for years," he added.



NASA spaceships to be smaller, cheaper

Gannett News Service 6/9

CAPE CANAVERAL, Fla. - NASA launched a revolutionary change in the way it does business yesterday, awarding key contracts for small, inexpensive spacecraft that will leap off drawing boards and into orbit in just two years.

"I think we're taking a major step in doing things smaller, faster and cheaper today," NASA Administrator Daniel Goldin said.

The contracts - to TRW Inc. of Redondo Beach, Calif., and CTA of Rockville, Md., - signal a marked reversal in NASA's tradition of building giant, half-billion-dollar sat-

ellites during decade-long programs.

Dubbed "Lewis" and "Clark" after the 19th-century explorers, the satellites will be built by industry with little government interference.

Lewis, the TRW craft, will gather environmental data on farmland, forests, rivers and oceans. The cost to design, build, launch and operate the spacecraft: \$59 million.

Clark, the CTA satellite, will use advanced optics to help urban planners track population growth and city expansion while also providing disaster management services during floods, tornadoes, hurricanes and earthquakes. Its cost: \$49 million.

■ COMMENTARY

EXPEDITIONS OF THE HUMAN SPIRIT

From Lewis and Clark to the Apollo project, says Daniel J. Boorstin, America has never let itself be fenced in by failing to explore the cosmos

More than a triumph of technology, the American moon landing of July 20, 1969, was a replay of the zest for the quest that has built our nation. The Lewis and Clark Expedition of 1804-06, only three decades after the Declaration of Independence, shows that the spirit is as old as our country. Like the Apollo mission, it is a reminder, too, that great ventures are less often the product of pure idealism than of mixed motives and visionary leadership.

"Together let us explore the stars," President John F. Kennedy spoke to the Soviets in his inaugural address in 1961. Ten days later, in his State of the Union message, he invited the Soviet Union to join the United States in developing a weather prediction and communications satellite program and in preparing for missions someday to Mars and Venus. But Kennedy also knew that space would be a vast arena of competition where 20th-century Americans would have to show their mettle to the world.

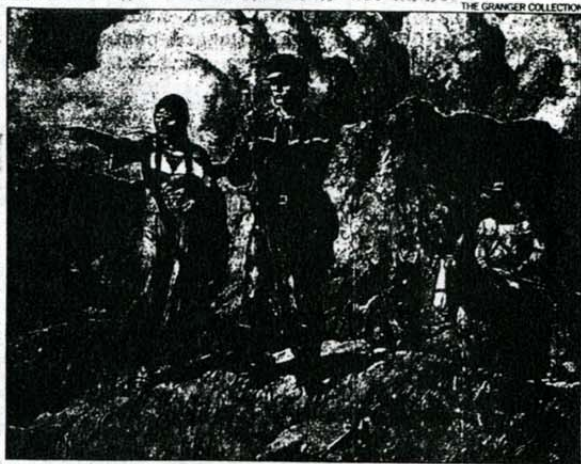
A century and a half earlier, the heart of North America was the grand arena for international competitive spirit. It was, there, that President Thomas Jefferson launched an expedition from which momentous events would follow.

In January 1803, he asked Congress for \$2,500 for an expedition through the trans-Mississippi west "for the purpose of extending the foreign commerce of the United States." Like Kennedy's, his motives were mixed. He doubted that the Constitution had authorized Congress to appropriate funds for a purely "literary expedition." Besides promoting the fur trade and trade with the Indians, increasing geographic and scientific knowledge and strengthening national defense, there was a real hope of promoting territorial claims (for example, in Oregon).

Northwest Passage. Jefferson showed his personal commitment to the expedition by appointing to head it his private secretary, Capt. Meriwether Lewis. He had known Lewis since childhood and admired him for "boldness, enterprise, and discretion." All that Lewis lacked was scientific knowledge, which Jefferson tried to remedy by sending him to Philadelphia to study with Jefferson's fellow scientists of the American Philosophical Society. To share the command, Lewis chose his old friend William Clark of Louisville, Ky.

Despite the rudimentary nature of its instruments—an octant, a chronometer and a level—the Lewis and Clark Expedition was a triumph for science and natural history. Lewis's and

Clark's journals, their specimens and personal accounts enriched the world with knowledge (and new legends) of the heart of the American continent—notes of Indian life and customs, of flora and fauna, of rivers and mountains. Among the myths they dispelled was the nearly indestructible legend of an easy water-crossing of the continent (the "Northwest Passage"). Their saga opened the American West spiritually, just as the Louisiana Purchase had opened it politically.



POINTING THE WAY. Without Jefferson's patronage, Lewis and Clark wouldn't have met guide Sacajawea and made their trek.

In our time, the lunar expedition would spark similar enthusiasms for exploring the outer universe. And, as President Kennedy foresaw, it stirred a grand new search for cosmic clues to the beginning and ends of our universe. Now, when scientists ask, "Where next?" they do not mean someplace beyond the Mississippi but an outpost on the moon or a voyage to Mars. Neither Jefferson nor his explorers would ever have imagined how public the experience of discovery would become after man walked on the moon. Public access to the Lewis and Clark saga was not provided until 1814, when materials left by Lewis and lent by Clark were printed. A full account did not appear until a century later, when the original journals were published in eight volumes. In contrast, when Neil Armstrong set foot on the moon, my wife and children and I were right there with him in our living room. The whole world was watching.

In our age of public discovery, both the motives and the consequences of grand national ventures are more mixed and unpredictable than ever. There is a new competition for instant celebrity. The billions demanded for new technologies have given legislatures a new veto power over pioneering ventures of science, exploration and discovery. The high cost of 20th-century explorations has bred an obsessive concern with "cost-effectiveness," a phrase that did not enter our language until about 1964.

Still, the similarities of our two boldest expeditions of discovery remain. Both offer us lessons in national idealism and political realism. Both gave competition and cold war the benign aura of scientific hopes. Could either have occurred without the relentless thrust of presidential leadership—of a Thomas Jefferson or a John F. Kennedy? ■

Daniel J. Boorstin, the Librarian of Congress Emeritus, is the author of The Americans, The Discoverers and The Creators.

Author traces route of Lewis and Clark

By Steve Crump
Times-News writer

TWIN FALLS — Fresh from tracking the pioneers, Twin Falls author Julie Fanselow took a road less traveled.

The result is "The Traveler's Guide to the Lewis & Clark Trail," a newly published guidebook to the 7,500-mile trail blazed by Meriwether Lewis and William Clark when they explored the vast Louisiana Territory between 1804 and 1806.

"It was similar in some ways to doing the research on the Oregon Trail, but different too," said Fanselow, whose "Traveler's Guide to the Oregon Trail" was published in 1993. "The sites along the Oregon Trail were visited by hundreds of thousands of pioneers over a period of many years; what happened along the Lewis and Clark Trail happened just once, often on a single day."

The Lewis and Clark Trail, which traces a crooked line from St. Louis to the Oregon coast via the Missouri and Columbia river basins, is well marked but not visited as often as the Oregon Trail, which runs parallel to Interstates 80 and 84 for much of its length and is easily accessible.

"There are parts of the Lewis and Clark Trail where it's a big attraction, like Great Falls (Mont.), where they're building a big interpretive center that will open in time for the bicentennial (in 2004)," Fanselow said. "But there are areas where you almost need a guide."

The trail snakes back on itself for much of its middle section, where the explorers struggled to find a way through the mountains that straddle the Idaho-Montana border. It's one of those false leads that brought European-Americans to Idaho for the first time. "Lemhi Pass (35 miles southeast of present-day Salmon and 7,300 feet up in the Beaverhead Mountains) is one of my favorite parts of the trip," Fanselow said. "There's a beautiful view."

Lemhi Pass, 13 miles up a rugged road off Idaho Highway 28, was the place where Lewis crossed in what is now Idaho, in search of horses. It didn't take long for the explorers to figure out the Salmon River — "the River of No Return" — wasn't the best way to the Pacific Ocean.

So they doubled back into present-day Montana, traversed the Lolo Pass 150 miles farther north and crossed the Idaho Panhandle on the Lolo Trail that followed the Clearwater River to its confluence with the Snake.

"There are parts of the Lolo Trail that are still accessible, even for passenger cars," Fanselow said. "It's an interesting part of the trip."

It's possible to follow sections of the Lewis and Clark Trail for days or weeks, she said, and there are interesting sites to visit.

"Montana, Idaho, Oregon and Washington are really the best areas

if you're interested in Lewis and Clark because there are so many landmarks that were important to them," Fanselow said. "The trail is marked east of the Dakotas, but through that stretch Lewis and Clark were crossing land that had already been explored."

Fanselow particularly recommends visiting Lemhi Pass (it's more easily accessible from the east, through Dillon, Mont., and that's the direction Lewis came from); the Upper Missouri; the Missouri River Breaks east of Great Falls, and the end-of-the-trail sites along the Lower

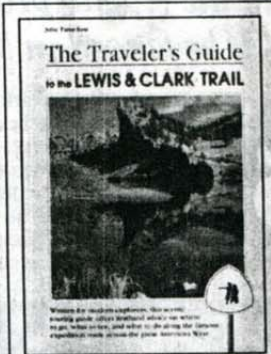
Columbia, such as Fort Clatsop National Monument near Astoria, Ore., and Beacon Rock, east of Vancouver, Wash., on the Columbia River. "You can really get a sense of what an undertaking this trip was," she said. "It's remarkable how well it went. They were gone two years and four months and they only lost one man."

Also significant, she said, is how well the Lewis and Clark party got along with the Indians they met along the way.

"Clark became superintendent of Indian affairs," she said. "He was considered a great friend of Native Americans. So was (President) Jefferson (who dispatched the Lewis-Clark expedition). Their relations with Native-Americans really set a standard that lasted for years."

The trip also produced Idaho's — and America's — first Indian hero, the Shoshoni woman named Sacajewea. "Her importance to their success has probably been exaggerated," Fanselow said. "But she did make an important contribution in guiding the expedition through her home country, western Montana and Idaho. She was also a herbalist; she knew the native plants, and that was important to them. And her mere presence — with her baby — showed the tribes they met that Lewis and Clark were on a peaceful expedition."

Fanselow, a former Times-News reporter who now edits a Twin Falls-based features magazine, The Monthly, is working on her third book, "Idaho Off the Beaten Path." It will be published next year by Globe Pequot Press.



Book-signing set Saturday

Twin Falls author Julie Fanselow will sign copies of "The Traveler's Guide to the Lewis & Clark Trail" from 2 to 4 p.m. Saturday, June 4, at Waldenbooks in the Magic Valley Mall.

Her book, published by Falcon Press, sells for \$11.95 and is available at Waldenbooks.

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