

IDAHO CHAPTER NEWSLETTER – OCT. 1997

Lewis and Clark Trail Heritage Foundation, Inc.

LEWIS AND CLARK ON TV

Besides the upcoming PBS broadcast on Ken Burns' film about Lewis and Clark on November 4 and 5, Idaho Public Television's *Dialogue* will feature Ken Burns as well as Idahoans Jim Fazio of Moscow, Wilmer Rigby of Salmon and Carol MacGregor of Boise. This program runs on Thursday, Oct. 30 at 8 PM (MTN) and 7 PM (PAC). Joan Cartan-Hansen hosts Idaho's only statewide call-in show. Please call in your questions that evening, toll-free, at 1-800-943-6868. The show repeats early Sunday evening in case you miss Thursday's broadcast.

MORE VANDALISM

Last month this newsletter mentioned the vandalism that destroyed Montana's "Eye of the Needle" formation along the Missouri River and the damage done in Lewiston. Now it has been reported that the "flag unfurling" monument along the Lewis and Clark Back Country Byway in Lemhi County has been damaged with bullet holes. It is sad that these acts of vandalism occur and that they are happening on the more remote parts of the trail. Two of these events have occurred in areas that Steve Ambrose mentioned were the most pristine remaining parts of the trail. Enclosed with this newsletter is an article about and photo of the "eye of the needle" formation.

IDAHO CHAPTER GATHERS AT STEVENSON AND LEWISTON

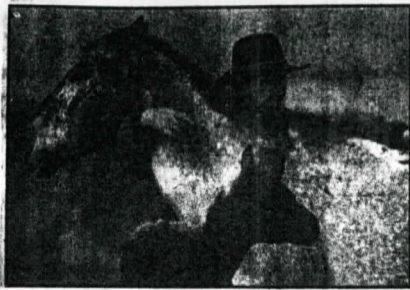
Last July during the annual meeting of the Lewis and Clark Trail Heritage Foundation, the Chapter met twice. During the first meeting, those in attendance discussed future projects including a possible trails project in the Clearwater National Forest and revamping the Lewis and Clark display at the Luna House Museum in Lewiston. The Chapter members also gathered prior to the awards banquet and were pleased to host a special guest – *Undaunted Courage* author Stephen Ambrose and his wife, Moira. The Chapter was also busy selling T-shirts featuring the 1930s-era road marker and provided some color by flying the 15 star and stripe flag on the sternwheeler cruise and unfurling it atop Beacon Rock. Chapter members in attendance included Ruthann Caylor, Dee Coons, Lydia Justice Edwards, Jim Fazio, Steve Guerber, Jon Hlavinka, Charlie Knowles, the Kubik family, Steve Lee, Carol MacGregor and Gayle Allan, Pat and Jack Markley, Don Riley, Chuck Raddon, Anne Schorzman, Pete Sozzi, Roy Toyama and Ludd Trozpek.

On September 18, the Chapter hosted a book signing at the home of Sue Hattois in Lewiston. Sue's husband is LCSC President Jim Hattois and the setting is the beautifully restored President's home across from the campus of LCSC. Carol MacGregor, editor of the Journals of Patrick Gass autographed copies of her book. Charlie Knowles also brought his video of last July's dugout canoe float down the Clearwater River. The video features great footage of the float which was a major part of the "Lewis and Clark Experience". Chapter members also started planning for events in 1998.

The Chapter would like to thank Sue for hosting this fine event and for becoming one of the newest members of the chapter.

COMING EVENTS

- Oct. 30 IPBN's *Dialogue* program, 8 PM (Mountain); 7 PM (Pacific); repeats on Sunday
- Nov. 4 & 5 PBS, Ken Burns' documentary on Lewis and Clark
- Nov. 6 Cottonwood – "The Mystery of Sacajawea" by Josephine Jones, 7 PM, Monastery of St. Gertrude
- Jan. 8 Lewiston – Clearwater-Snake Bicentennial Meeting/Idaho Governor's L & C Trail Comm. meeting



A breed with a future

Monday, September 29, 1997

LEWISTON MORNING TRIBUNE

— Northwest, Page 5A

— Tribune/Mike Venso

Rudy Shebala, director of the Nez Perce Tribe's Young Horseman Program, tries to coax a skittish young foal to come closer at the program's facility at Sweetwater. The tribe's horse breeding program has been breeding Appaloosas with Akhal-Tekes to create the latest version of the Nez Perce horse.

Breeding a link to the past

Nez Perce Tribe's quest to renew their equestrian heritage becomes closer with breed registry proposal

By DAVID JOHNSON
OF THE TRIBUNE

LAPWAI — Members of the Nez Perce Tribe have trotted out a proposal to establish a registry for a unique breed of horse and thereby revive their equestrian heritage.

"This is our first shot to set up a registry that would be sanctioned by the tribe," said Rudy R. Shebala, coordinator of a 3-year-old tribal breeding program geared not just to producing horses, but also dollars.

"By next year, there will be approximately 86 hors-

es qualified for the registry."

Shebala made his prediction at a recent public meeting here to review proposed registry guidelines.

"The Nez Perce Tribe is committed to adhere to the highly selective breeding standard practices and will continue to re-establish the breeding of Nez Perce horses as noted by famous explorers, Lewis & Clark," reads a draft of a proposed registry handbook.

Meriwether Lewis wrote in his journal in 1805 that Nez Perce horses "appear to be of an excellent race; they are lofty, elegantly formed, active and durable." He went on to describe the horses as being "pied with large spots of white, irregularly scattered and intermixed with the black, brown bay or some other dark colour."

The original line of Nez Perce horses described by Lewis, Shebala said, is most likely extinct. The challenge, therefore, will be to resurrect the qualities of the original horses.

applying and paying a fee, according to the proposal.

At the heart of the breeding program, around which the registry will revolve, are four stallions of the rare Akhal-Teke breed. The tribe owns the four stallions, which are kept at Sweetwater and have been bred to selected Appaloosa mares, resulting in a number of foals already on the ground.

According to the proposed Nez Perce Horse Registry handbook, the tribe hopes to "encourage the development of a performing horse of beauty and harmony, great endurance, mental and

physical balance, and possessing an excellent character."

Akhal-Tekes originated in Turkmenistan in central Asia adjacent to the Caspian Sea. Said to be a predecessor of the English thoroughbred, the horses were bred by the Teke tribe at the Akhal Oasis.

The tribe's four Akhal-Tekes, named Peiter, Melechan, Pazyryck and Mangus, were donated by the brother of a breeder in Minnesota. Experts estimate that there are about 2,000 Akhal-Tekes in the world.

Only foals "resulting and de-

scending from the exclusive breeding of the Nez Perce Tribe's four Akhal-Teke stallions or other Akhal-Teke stallions" acquired by the tribe may be registered, according to the proposed registry guidelines.

Mike Penney, tribal executive director, said the real test is ahead. Once the registry is created and adopted by the Nez Perce Tribal Executive Committee, the breeding program eventually must become self-sustaining.

Profits will hinge on the sale of horses, membership fees to join the registry and other fees

Shebala said the proposed Nez Perce Horse Registry will encourage, but not necessarily require, horses of color. While Nez Percés are credited with breeding spotted horses that are today known as Appaloosas, tribal members sought characteristics beyond color, said Shebala.

Jon Yearout of Sweetwater, a recognized breeder of Appaloosas, attended the meeting and endorsed the creation of a tribal horse registry.

"I really think we have a quality product," Yearout said. "I think the registry really has a chance to mushroom out." A second meeting on the proposal is tentatively scheduled for late October.

Membership in the registry will be open to "any recorded owner of a registered Nez Perce horse," according to the proposal. Individuals who don't own a registered horse may become associate members by

charged for registering horses. Finding a niche within the highly competitive horse industry worldwide, Penney and Shebala agreed, is going to be a challenge for the tribe.

The Nez Perce Horse Registry, as proposed, would recognize breeding to horses registered with the Appaloosa Horse Club headquartered at Moscow and the Appaloosa Horse Club of Canada.

Shebala encourages all tribal members and others interested in establishing a Nez Perce Horse Registry to review the proposed guidelines, attend the next public meeting and offer input.

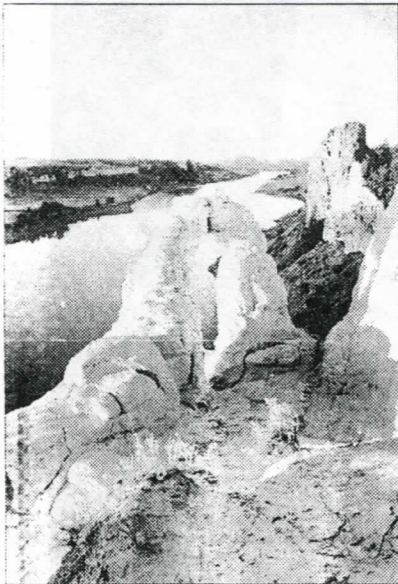
Replica of arch promised

**BLM chooses Fort Benton, not original site,
for re-creation of vandalized Eye of the Needle**

By Susan Gallagher
Associated Press

HELENA — A replica of the Eye of the Needle, the natural arch of sandstone that awed Missouri River rafters and was vandalized last spring, will be built in Fort Benton.

The Bureau of Land Management announced the decision Friday after rejecting a proposal to rebuild the arch at its original site 56 miles downstream from the community.



File/Associated Press

The landmark as it appeared before it was vandalized.

for the BLM.

"A replica will complement the river, be more visible and move toward healing from this tragic event," Otto said. "Once the replica is complete and the public has a chance to look at it, the replica will be assessed."

If it is maintenance-free and is the same as the original, the BLM may again consider reconstructing the Eye of the Needle, Otto said. The arch was one of Montana's best-known landmarks and was pictured on the cover of

The decision from the BLM's area manager in Lewistown came nearly four months after vandals destroyed the top of the arch that graced the scenic White Cliffs area of the Missouri River.

There was considerable public interest in rebuilding the arch there. Reconstruction might be appropriate at some point, but not now, said Chuck Otto, area manager

the state's official highway map.

The president of the Committee to Restore the Eye of the Needle, a citizens' group, said the BLM's decision was disappointing. Bob Lund, of Great Falls, said the group wanted the arch to be rebuilt at its original location.

"This might be a monkey wrench in the gears, but if we have to go along with it, we can do that," Lund said. "Sometimes, you have to take the roundabout way to accomplish something."

River guide Bonnie Cook, who was taking some Texans on a trip down the Missouri when the party discovered the vandalism in late May, opposed rebuilding at the original site. She said she is satisfied with plans for a replica.

"The job Mother Nature did is so fantastic," Cook said. "A newcomer coming down the river would see it (a reconstructed arch) and say, 'What a marvelous formation.'" But she said the Eye of the Needle "just cannot be replaced, even though we have the technology and the skills."

Having the arch in Fort Benton will be good for tourism, said Dave Parchen, a teacher and river guide active in the town's tourism promotion and historic preservation efforts. Fort Benton already has a variety of tourist attractions, including the Museum of the Upper Missouri, an agricultural museum and an old-fashioned riverboat.

There have been no arrests in connection with the vandalism that occurred sometime between May 25 and May 27, when someone knocked the top off the sandstone arch, leaving two pillars. A reward fund of about \$11,000 has been established.

Damage to the Eye of the Needle drew national attention to the issue of vandalism of public resources. Otto said he has never worked on a public-land issue that brought such a quick public reaction.

The decision to build a replica and leave the original site alone was made by Otto, with the concurrence of the BLM director in Washington, D.C.

Otto said he hopes most of the money for the replica will come from private sources. The cost is uncertain, and a starting date for construction has not been set.

The estimated cost of building with artificial materials was \$44,000, but the BLM wants the replica to be made of native sandstone, which would increase the expense. Sandstone can be obtained from a quarry about 15 miles south of Fort Benton.

The bureau's preferred site for the replica in town is along the levee of the Missouri River. Sen. Max Baucus, D-Mont., who viewed damage from the vandalism, said he hopes the new arch will remind people of a treasure that was lost, and of the need for vigilance in protecting natural resources.

Otto said his office received hundreds of telephone calls and letters about possible action following the vandalism.

The BLM held a series of public meetings to gather additional comment, and then prepared an environmental assessment that evaluated three alternatives. One called for reconstruction at the original site, another for construction of a replica in Fort Benton and the third for no construction at any location.

The Region



File/Associated Press

The Eye of the Needle landmark, located on the Missouri River 56 miles east of Fort Benton, Mont., was damaged by vandals during the 1997 Memorial Day weekend. BLM officials say they'll leave the landmark untouched for now.

“Everyone who has ever paddled a canoe on the Missouri, or the Columbia, does so in the wake of the Lewis and Clark Expedition. Everyone who crosses the Lolo Trail walks in their footsteps.”

FROM “UNDAUNTED COURAGE” BY STEPHEN E. AMBROSE



Meriwether Lewis and Capt. William Clark at Three Forks in Montana from a painting by E.S. Paxton.

History's greatest hit

Author turns Lewis and Clark saga into a best seller

By Marianne Flagg
The Idaho Statesman

Meriwether Lewis climbed to the top of Lemhi Pass on Aug. 12, 1805, and became the first American to see Idaho.

The awesome expanse of snow-dusted mountains confirmed to the soldier and explorer that his mission of reaching the Pacific Ocean wouldn't be as easy as a canoe ride across a continuous waterway.

Historian Stephen Ambrose returns to that spot on the cusp of Idaho and Montana nearly every year to camp and hike.

Affection for the trail and admiration for its explorers led Ambrose to write a history of the

Inside

► Learn more about the Lewis and Clark expedition. **Page 4D**

Corps of Discovery that has become a surprise best seller.



Courtesy Idaho State Historical Society

Little has changed in some areas along the Lolo Trail since the expedition of Lewis and Clark.

“Undaunted Courage: Meriwether Lewis, Thomas Jefferson and the Opening of the American West” has thrust the

respected but previously modest-selling historian into the rapids of celebrity.

“I've been enamored with the

trail for 25 years. It's our national poem, our great epic story," Ambrose said.

He will speak in Boise on Wednesday at a benefit for the Idaho Humanities Council.

Ambrose's book and the coming bicentennial of the expedition in 2005 are spurring interest in the trail and Western history. Towns in Montana and Idaho — where the meat of the adventure occurred — are bracing for hordes of hikers who want to lay their boots and packs on a piece of history.

Would-be tourists already are calling the Lewiston Chamber of Commerce for information on what to see along the Lewis and Clark Trail.

A Boise historian, Carol Lynn MacGregor, just released an edition she edited of "The Journals of Patrick Gass," a member of the expedition.

And in November, PBS will air a two-part documentary, "Lewis & Clark: The Journey of the Corps of Discovery," by documentary filmmaker Ken Burns.

Historic trek

Lewis, who was President Thomas Jefferson's personal secretary, led a two-year expedition on May 14, 1804, from St. Louis, Mo., to the Pacific Ocean. His orders from Jefferson were to investigate potential fur trade and to explore and record details about the area — geography, flora, fauna and the way of life and languages of the Indian tribes.

Ambrose's book is a history, but it reads like the flesh and blood adventure story it was.

Readers feel the hunger pangs of explorers who run out of pork and have to cook flour. They share Ambrose's amazement at the group's good luck. Shoshone and Nez Perce Indians who could have killed them gave food and directions to the white Americans, the first wave of a race that would eventually wipe out the Indians' way of life.

Although Ambrose respects the explorers' wits and courage, he doesn't gloss over their indifference to slavery or their chauvinism.

"They were not politically correct. They were slave holders, they drank way too much," Ambrose said.

Despite their flaws, they made numerous scientific discoveries and cleared the path for westward expansion. Lewis discovered a couple dozen species of birds. He also made the first recorded descriptions of prairie dogs, coyotes, grizzly bears and other animals.

"I just find it a rich story, full of complexity," said Ambrose, who spends summers in Helena, Mont., and the rest of the year in Bay St. Louis, Miss. "They're heroes, and they give a sense of national unity."

Traveler's journals

A native Idahoan, MacGregor has been intrigued with the story of Lewis and Clark since fourth grade, when she first studied Idaho history.

Like Ambrose, she spent several years working on her book, which includes a never-before published account book Gass kept in later life.

"He was a sergeant and a carpenter. His journal is not as rich in ethnographic information," MacGregor said. "He's a working member of the corps. He wrote about what they ate and what they did."

Ambrose's enthusiasm for the story almost wasn't enough to get his project rolling.

"My publisher said, 'You don't want to do Lewis and Clark. They're dead white males,'" Ambrose said in a gruff voice reminiscent of actor Jason Robards'.

Another historian told him, "Nothing happened on that expedition."

"Because there was no real Indian fight," Ambrose explained.

But his storytelling skills and liberal quoting of the captains' journals touched Americans.

His editor, Alice Mayhew, told him that about 40,000 copies would be printed.

The book has sold about 750,000, rare for a history book.

PBS adventure

Ambrose serves as an on-air expert in Burns' television series, and he joined Burns in Idaho at the end of July for a re-enactment of the dug-out canoe trip from Orofino to Clarkston, Wash., on the Clearwater River.

The seven-person, 37-foot dugouts were an adventure in themselves. "It's much harder to navigate, but they are far more stable than they look. They look so damn tippy," Ambrose said.

The re-enactment was filmed by a crew from "CBS Sunday Morning" and covered by several print reporters.

The Lewis & Clark Experience, as the re-enactment was called, "really set in motion our organizational needs and requirements for the bicentennial celebration," said Todd Klabenes, president of Lewiston Chamber of Commerce. "We anticipate (a lot of people). This early on, it's difficult to speculate how many."

The media attention reflects the historian's sudden celebrity, which was really 60 years in the making.

"I'm glad I was 60 when it happened," said Ambrose, now 61. He previously had published books about D-Day and the lives of Crazy Horse and Custer. "I was a respected author, and my books made money and paid my research costs. I'm not sure I couldn't have handled this kind of attention when I was younger."

The money is nice, too. But it's not the sole happiness for a scholar who spends his free time tramping in the woods.

"The best payoff of all, by far, is the number of people who write to me or call me or talk to me when I see them who are camping at sites along the trail because they read my book."

Trampling tourists?

But Ambrose mourns the loss of his anonymity. He has turned his old haunts into tourist spots.

He is concerned that the still-pristine areas of the trail in Montana and Idaho could be trampled by well-meaning tourists.

"I used to go every Fourth of July to Lemhi Pass. I put it in the book. Last year I drove up and took one look — there were a hundred people."

He turned around and went home, later finding out that some of the people came there hoping to see him.

"Now I'm on television quite a lot about Lewis and Clark. I do get recognized," he said. "That's a new thing to me in life. It's kind of flattering — and it's kind of a pain."

Lewis & Clark in the media

To learn more about the Lewis and Clark expedition, check out these sources.

In print:

► "Undaunted Courage: Meriwether Lewis, Thomas Jefferson and the Opening of the American West," by Stephen Ambrose (Touchstone, \$16 trade paperback). Ambrose's best seller traces the Lewis and Clark expedition and puts it in human and historical context, quoting heavily from the leaders' journals.

► "The Journals of Patrick Gass," edited and annotated by Carol Lynn MacGregor (Mountain Press, \$20 trade paperback). A Boise historian, MacGregor revisits the 1807 journal of one of the soldiers on the expedition. She uncovers and publishes for the first time an account log he kept later in his

life. Gass' was the first expedition journal published.

On TV:

► "Lewis & Clark: The Journey of the Corps of Discovery," 7 to 9 p.m. Nov. 4-5 on KAIT-TV, Channel 4, Idaho Public Television. Filmmaker Ken Burns turns lively techniques he used on the Civil War and American West miniseries to the journey that first opened up the West. Ambrose is one of the experts interviewed.

On the road:

► If you plan a trip to see sites along the Lewis and Clark National Historic Trail, you can get materials and information from the National Park Service.

Write 700 Rayovac Drive, Suite 100, Madison, Wis. 53711, or call 608-264-5610.

Or, check the Web site: <http://www.nps.gov/lecl>

LOLO PASS Development Plan



POWELL RANGER DISTRICT -- Clearwater National Forest

October 1997

MANY KNOW LOLO PASS as a perfect place for winter recreation, as a historic treasure and a serene spot for rest and rejuvenation. Existing and anticipated uses, however, challenge the capacity of the site, raising issues and concerns among its users. Some changes could accommodate the various needs of Lolo Pass visitors.

In the spring of 1993, the Powell Ranger District initiated a public discussion concerning these issues. We continue to build on that effort and have established a list of desired conditions for the pass that will help us meet current and future needs of recreationists, highway travelers and history "buffs." With the approach of the Lewis and Clark bicentennial celebration, our planning effort has accelerated.

Use

Since 1993, we've noticed several changes in how people use the pass area. Summer and winter use have increased substantially. Interest in the Lewis and Clark adventure has increased by leaps and bounds over the past two years and is expected to continue that way through the bicentennial years of 2004-2006. In fact, several hundred years of human use of the pass provide a treasure trove of history from which to glean stories that will highlight and interpret our collective heritage.

Also, for a number of years, both the Montana and Idaho Transportation Departments have been interested in a rest area at Lolo Pass for the safety and comfort of both commercial and private travelers.

Objectives

Because of increasing needs and demands for the pass area, we've come up with a list of objectives we'd like to meet as we carry out our duty to manage it.

- Provide safe and reasonable access to and through the Lolo Pass area for a variety of recreation and commercial uses.

- Provide adequate sanitation, water and waste facilities.
- Provide travel information.
- Provide educational and interpretive information.
- Retain the natural beauty and "charm" of the area.
- Celebrate the rich history of Lolo Pass.
- Provide recreation facilities for optimum use, appreciation and enjoyment of this unique area.

We know from past conversations with many of you that the meadows along Pack Creek are the aesthetic heart of the Lolo Pass area. We know you want minimal change there. When you look over the development proposals, you'll see that most lie in the area between the Pack Creek Road intersection and the highway. Even in this area, you've told us that we should maintain the natural appearance and "...not turn the area into a Disneyland."

Management

Several problems associated with the pass area increase in severity as years go by. The Powell District proposes solutions to these problems.

- Construct a new residence for a pass caretaker.
- Construct a new visitor center to accommodate the growing numbers of visitors and their requests for interpretive materials and displays.
- Improve access from Highway 12.
- Add more parking—for commercial vehicles, winter recreationists and summer visitors.
- Add more restrooms.
- Provide potable water and public telephones.

- Add a second warming hut.
- Improve cross-country ski, snowmobile, hiking and equestrian trails.
- Move the current visitor center (the old Mud Creek Ranger Station building) 800 feet to the southeast to serve as an improved trail head facility along with the additional warming hut and restrooms.

Design Criteria

As a result of your previous input, we've developed design controls for any work we do at the pass.

- Protect or enhance the wet meadow adjacent to the parking lot and keep it a major design site feature.
- Maintain the forested hillsides that frame the current parking and visitor center site. The old veteran western larch belong to this landscape.
- Restore the natural pathway of the small stream—a major site feature—that reaches the wet meadow through a system of ditches and culverts.
- Minimize disturbed ground.
- Make sure that facilities blend with the site.
- Use natural materials and craftsman skills to construct facilities.
- Use local plants to revegetate disturbed areas.

Changes should only minimally affect the site's natural attributes; we plan to maintain the natural state of the pass.

Plans

Here's what we're planning. We think we'll be able to meet the needs of our visitors—those who just need a place to stop as they pass through, those who go to the area for recreation and those who like to learn about the area and its rich history.

1. Maintain or Enhance Recreation Features.
 - Ensure safe and convenient winter parking for 60 passenger vehicles and 20 vehicles-plus-trailers.
 - Provide flush toilets and potable water for visitors.
 - Provide picnic facilities for summer visitors.
 - Provide a multi-season shelter that serves as a place to picnic in "bad"

weather, warm up in the winter, view interpretive programs any time of year.

2. Provide a Rest Area for Travelers.

- Provide a convenient, safe, and pleasant rest area for commercial truck drivers—requiring parking space for six semi-trucks—and other travelers.

- Construct a new visitor information facility to provide travelers the information they need.

3. Provide information and interpretation.

- Improve and expand the interpretive displays currently in the visitor information center.
- Install interpretive displays and signs outdoors to enhance and complement the inside displays.
- Work with Indian tribes for interpretation of their heritage.

Site Plan and Area Proposal

We've done some feasibility planning, including coming up with a conceptual site plan, to see if the existing site can accommodate increased use and more facilities.

When you study the maps, you'll note that the parking area appears larger than the present one. The increase is small—18%. The larger paved area allows us a 40% increase in parking. A plus: restoration of much of the original wetland and return of the natural stream channel behind the existing buildings.

The new visitor center will present part of the region-wide interpretation of the Lewis and Clark and Nez Perce National Historic Trail systems—thereby fulfilling its part in the national program to provide visitors with information about two important components of our heritage.

Your Part in the Proposal

We know you care about this area. We'd like to know in what ways. Please give us your suggestions and comments.

Be specific so we understand exactly what you're telling us. We'll use your ideas to alter the conceptual design, create new alternatives or fine tune our design criteria.

Contact District Ranger Margaret Gorski or Project Coordinator Dennis Elliott at Powell Ranger Station—Lolo, MT 59847—208-942-3113.

We need your comments and suggestions by November 4, 1997. Thanks.

An olive branch from Plum Creek

■ Timber firm extends assurances to group wanting to preserve historic Lewis and Clark trail in Bitterroot Mts.

By **BILL LOFTUS**
OF THE TRIBUNE

LOLO PASS — Advocates for preserving the Lewis and Clark Expedition's historic trail across the Bitterroot Mountains walked away reassured after a meeting with Plum Creek Timber Co. representatives Monday.

They also left with a commitment from Plum Creek's top regional official that logging crews will bypass the area for several months at least to pursue a campaign to buy the 80-acre parcel that

includes part of the trail.

Members of the Idaho Governor's Committee on the Lewis and Clark Trail traveled to the pass along the Idaho-Montana border Monday to see a Plum Creek logging project along Glade Creek.

The Lewis and Clark Expedition camped along the stream Sept. 13, 1805, as it undertook its arduous crossing of the Bitterroot Mountains.

Committee members learned of the logging shortly after it began in early September. The project raised concerns that the trail's setting might change dra-

matically.

"Everyone wanted to see what was going on up here," said Lydia Justice Edwards, co-chairwoman of the committee and Idaho state treasurer. "I had been assured that the trail was being taken into consideration and that's exactly what we found."

The committee members and company officials spent nearly two hours along the tiny stream meandering through a tawny meadow, its grass burnished by early frosts. After the visit, Edwards said she was relieved.

"They already have some protections in place. They were doing everything they could to preserve it while logging," she said.

The company has a commitment to its shareholders, however. The committee's intent would be to bring the area into public ownership where it could be preserved, Edwards said.

Denny Sigars of Missoula, Plum Creek's Clearwater Unit manager, met with four members of the Idaho committee to explain the company's plans for the area.

The company planned to selectively cut the mature lodgepole pines, spruce and subalpine fir that surround the parcel.

But because of the trail and the probable location of the expedition's Glade Creek campsite, a no-logging buffer

along the stream was expanded beyond that required by state law, said Kris Backes, Plum Creek's Rocky Mountain Region corporate affairs director.

The concern about the trail isn't limited to the governor's committee, she said. "We've had had pretty extensive internal discussion."

Sigars estimated the logging would remove 80 to 90 percent of the volume of timber from the area surrounding the stream, mainly the large trees. A larger proportion of younger, smaller trees would be left to regenerate the forest.

"I of course knew of the historical significance and the interest in this site," Sigars said, "so we as an organization weren't going to do anything to detract from the site."

He had met with members of the governor's trail committee at

least a couple of times in the past to talk about the trail on the company's lands. The company's holdings in the area are intermingled with national forest lands in a checkerboard pattern.

Plum Creek, which sprang from Burlington Northern Railroad holdings, began logging its holdings on the Idaho side of the Bitterroots in 1954 about a mile from the Glade Creek campsite.

After panel members asked for a chance to try to acquire the land before the logging proceeds, Sigars agreed to a delay in plans to log the area closest to the stream. That logging was planned this winter.

In the meantime, Sigars said he would order an appraisal of the 80-acre parcel's value to give committee members a target for their efforts.