

# **Idaho Chapter**

*Lewis & Clark Trail Heritage  
Foundation*

## **MARCH 1999**

### **FOREST SERVICE PROPOSED LOLO TRAIL STRATEGY**

The Clearwater National Forest has proposed a strategy to deal with the Lewis and Clark bicentennial observance and its possible impact on the Lolo Trail section in the Clearwater National Forest. This is necessary as thousands of people are expected to visit the area and retrace a part of the trail which cannot handle large crowds. CNF is accepting comments on their strategy and would like to hear from the public and Lewis and Clark enthusiasts. A four page fact sheet is available which outlines the resources that must be protected, the goals for managing the trail and a proposed permit system.

For a copy of this information or to make comments on this plan, contact:

Linda Fee, Bicentennial Coordinator  
Kooskia Ranger Station  
Rt. 1, Box 398, Kooskia, ID 83539  
(208) 926-4274 or e-mail:  
[lfee/r1\\_clearwater@fs.fed.us](mailto:lfee/r1_clearwater@fs.fed.us)

Please send comments by June of 1999.

### **CONGRATULATIONS TO LYDIA**

In January, Lydia Justice Edwards, Idaho State Treasurer, ended her elective public service career after 12 years as treasurer as well as service as a legislator. Lydia has also served on the Idaho Lewis and Clark Trail Committee and is a chapter member. Other contributions include being instrumental in the selection process of placing a likeness of Sacagawea on the new



dollar coin. Lydia was quoted as saying, "We want the coin to feature a young, native American woman." Additionally she stated that, "Cultural authenticity will be my benchmark in evaluating the designs."

In February, Lydia assisted at the McCall Winter Carnival in crafting an ice sculpture of Sacagawea. Thanks to Lydia, Sacagawea was uniquely commemorated in yet another way at this popular Idaho event.

Congratulations to Lydia for her fine public career and to her continuing efforts on behalf of the Lewis and Clark commemoration!

### **KOOSKIA'S NEW MURAL**

Last October, artist Robert Thomas and several students added yet another interpretation to the Lewis and Clark trail. It came in the form of a large mural painted on the side of Pankey's Grocery Store on the main street of Kooskia. The beautiful mural shows members of the Lewis and Clark Expedition on a hill in the Clearwater River valley below Nez Perce Indian longhouses. If you are traveling Highway 12, it is well worth the time to stop to visit Kooskia and see this site.

### **1998 - A GREAT YEAR FOR LEWIS & CLARK**

Last year was a great year for all Lewis and Clark enthusiasts. For Idaho Chapter members, there were several successful events including the joint chapter meeting with the Washington chapter in Lewiston

last May. Three interesting speakers and a field trip to area sites were on the agenda. In June, a large turnout of Idaho folks gathered together in Great Falls for the annual foundation meeting. Thanks to Lydia Justice Edwards and Charles Knowles for hosting the chapter event that was very well attended. This gathering, along with all the events associated with the annual meeting and the opening of the beautiful interpretive center along the banks of the Missouri River will long be remembered. On a beautiful summer weekend, Idaho Chapter members and members of the Idaho Lewis and Clark Trail Committee met at Carol MacGregor's ranch on the shores of Cascade Lake for a bicentennial planning meeting and a celebration of William Clark's birthday. Chapter member Ludd Trozpek gave a great talk on the writings of William Clark and everyone in attendance enjoyed birthday cake and great conversation with fellow Lewis and Clark enthusiasts. And, last Labor Day, the Opdahls hosted chapter members at a most enjoyable campout along the Lolo Trail. For those who missed this great three day adventure in the heart of the Lolo Trail, you won't want to miss this year's campout next Labor Day weekend.

Also in 1998, chapter member Mike Venso retraced the trail and gave weekly reports and photographs via the *Lewiston Morning Tribune* and his website ([lmtribune.com/discover](http://lmtribune.com/discover)). Mike recently published a history and commentary of his trip along with his great photographs in a special insert in the Tribune. This report is being distributed to schools throughout the region, too. Mike will also be giving lectures throughout the area and his photos will be on display in several Idaho cities. (See calendar for dates and places)

Other Lewis and Clark events in Idaho last year included the state taking ownership of the Glade Creek campsite and the Lewis-Clark valley's first annual "Lewis and Clark Days" last October.

## CALENDAR

**Mar. 4-6** – Lewiston, Passages '99 Symposium

**Mar. 8** - Moscow, Mike Venso lecture at UI's Borah Theatre (exhibit through 4/2)

**Apr. 5** – Grangeville, Venso lecture at museum, 305 N. College St. (exhibit through 4/30)

**May 3** – Boise, Venso lecture at Id. St. Historical Museum (exhibit through 5/28)

**Jun 10-12** – Lewiston, Summer Conference "L & C in the Land of the Nez Perce" at LCSC

**Aug. 1-4** – Bismarck, ND, LCTHF Annual meeting

**Aug. 4** – Idaho Chapter get-together in Bismarck

**Aug. 12** – Lewiston, Venso lecture at LC Center for Arts & History (exhibit through 9/11)

**Sep 4-6** – Idaho Chapter's Lolo Trail Campout

**Sep 18** – Joint ID-WA Chapter meeting, Lewis & Clark Trail State Park, Dayton, WA

TBA – Chapter meeting and event in Salmon

*proceeding on through a beautiful country*

# Congested trails ahead

## U.S. Forest Service pushes for permit system to protect Lewis and Clark trails

By Andrea Vogt  
Staff writer

SPokesman-  
REVIEW  
1-5-99

MOSCOW, Idaho — The U.S. Forest Service is proposing restrictions to protect forest lands and tribal sites from an expected flood of tourists following Lewis and Clark's footsteps across the Northwest.

Under a proposed Clearwater National Forest plan, a lottery permit system would restrict access into the popular system of

historic trails in the Lolo Trail Corridor during the 200th anniversary of the Lewis and Clark expedition.

"We are hoping people will understand," said Linda Fee, Clearwater National Forest Lewis and Clark Bicentennial coordinator. "The predictions are there's going to be quite a few people. We have to do something to prepare for it."

The 200th anniversary is expected to bring millions of people to the Northwest between 2003 and 2006.

The journey's grueling 160-mile leg through the Bitterroot Mountains crossed through the present-day Clearwater National Forest.

Most of that route is accessible via a one-lane dirt road, the Lolo Motorway. That road, the Lewis Clark Trail, the Nez Perce (Nee-Mee-Poo) Trail and several others make up the Lolo

## From the Front Page

## Lewis and Clark: Idea just part of bicentennial plan

Continued from A1

Trail Corridor being considered for the permit system.

The public has until June to comment on the plan, which is being mailed out to hundreds of recreation, environmental and special interest groups this week.

The plan may seem like a "cumbersome burden for local people used to visiting the area whenever they desire," Forest Service officials note in the proposal.

"But the reason we are doing that is so that when the bicentennial is over it will be equally as nice as it is now," Fee said.

The permit system would go into effect only if safety, congestion or natural resource damage become a problem, Fee said.

The plan is just one piece of massive local, state and national

Lewis and Clark Bicentennial planning under way.

"There's the actual trail route itself, and from a tourism standpoint, the states are looking at it as the cultural tourism Olympic event of the millennium," said Margaret Gorski, the Missoula-based U.S. Forest Service Bicentennial Coordinator.

New road signs, visitor centers and tourist facilities are being proposed by the tiny towns along U.S. Highway 12 (the Lewis and Clark Scenic Byway), federal agencies managing the

trail, and the Nez Perce Tribe, whose connection to the land predates Lewis and Clark by centuries.

"From the federal perspective, our first priority is to protect the trail and to host all these people who want to come visit," Gorski said.

No one really knows how many tourists will arrive over the four-year period, but officials are predicting anywhere from 1 million to 4 million.

The estimates are loosely based on sales of Stephen Ambrose's book "Undaunted

Courage," increased popularity of other Lewis and Clark sites, and calls from national and international tour

## The details

The Clearwater National Forest's proposed plan for the Lolo Trail recommends a permit system to restrict visitors July 15 through Sept. 30 in 2003-2006, the 200th anniversary of the Lewis and Clark expedition.

The public has until this June to comment on the plan. Here are some highlights:

■ Permits would be \$25 and granted through a lottery system. Availability of permits would be announced in December of each year.

■ Up to 10 "launches" per day would be allowed, with a maximum of

10 people per launch. Each group could spend a maximum of eight days in the corridor.

■ Specific campsites would be assigned at the launch area.

■ There would be limits of two full-sized vehicles per party, not more than 10 horses per party and not more than four motorcycles and ATV's per party.

■ Vehicles would be limited to 26-feet long and 10-feet high.

■ Once a group has entered the motorway, the general flow of traffic would be east to west. Visitors would need to exit west at Pete Forks Junction.

Send comments to Kooskia Ranger Station, Rt. 1, Box 398, Kooskia, Idaho, 83539 or via e-mail at lfee/r1-clearwater@fs.fed.us

operators.

Many of the region's small towns don't have the infrastructure for that many visitors, said Lorraine Roach, president of the Clearwater-Snake Lewis and Clark Bicentennial Committee.

"We're dealing with issues like where are we going to park 40 tour buses a day in Kamiyah and where are they going to go to the bathroom," Roach said.

Yet most of the region's struggling natural resource-based communities view the bicentennial as a welcome economic opportunity, Roach said.

"The bicentennial could help some of those small businesses keep their

doors open with revenue they've lost from those other sources," she said.

Communities are compiling lists of infrastructure needs and proposed events for a "big picture" regional plan encompassing five Idaho counties and Asotin County in Eastern Washington, Roach said.

The plan, to be funded through a mix of public and private sources, will be unveiled at the four-state bicentennial convention scheduled for March in Lewiston. With sessions like "How Not to Build a Tacky Tourist Trap," the Passages '99 symposium is intended to help communities and businesses prepare, Roach said.

The U.S. Forest Service, National Park Service and Nez Perce Tribe, meanwhile, are focusing on protecting parts of Lewis and Clark's route that are off today's beaten path.

While some sections of the trail are easily accessible, there's concern that many tourists will want to travel into the more ecologically sensitive high country, making it vulnerable to damage.

"We strongly want to encourage people to stay on U.S. Highway 12 and use that corridor as a primary way of commemorating the bicentennial," said Larry McLaud with the Idaho Conservation League.

There also are sites sacred to the Nez Perce Tribe across the corridor, said Nez Perce Tribal Executive Committee member Carla HighEagle.

"There is a misperception that Lewis and Clark blazed a trail to the coast when they were really going on well-established Native American trails," said HighEagle, who also serves on the Idaho Governor's bicentennial committee. The Nez Perce used trails to the coast for trading, and routes to the east to hunt bison, HighEagle said.

"Our other concern is that the story of the Nez Perce observance of Lewis and Clark be from the Nez Perce perspective, more as a way of educating rather than celebrating."

■ Andrea Vogt can be reached at (509) 332-3674 or by e-mail at [andreav@spokesman.com](mailto:andreav@spokesman.com).

← ↖ ↑ ↗ → Labor Day Excursion to the Lolo Trail ← ↙ ↓ ↘ →

by Murray Hayes

Over the past several years, the Idaho Chapter has scheduled Lewis and Clark Labor Day explorations focused on the Lolo Trail. 1998's exploration was a visit to the heart of the Lolo Trail basing the group out of Harlan and Barb Opdahl's Triple O Outfitters base camp. Getting there was half the challenge: I'm afraid of heights—cliffhanging roads scare me spitless! Following Steve Lee and Sue Hattois up Forest Service Road 107 from Highway 12 along the Lochsa River, we climbed nearly 3000 feet in about five miles. Reaching the top of Saddle Camp Road, we traveled on about four miles to our base camp. A cliffhanging trip by anyone's definition—but by focusing on the bumper of the Jeep ahead, I arrived with my nerves intact.

After Barb Opdahl welcomed us to camp and assigned us to our tents, we shared a picnic supper of fruit, cheese and wine that would be the last meal we would prepare for ourselves during the outing. Barb and her crew would feed us in the tradition of the loggers, hunters and explorers that have used this camp over the years; the food was great! That evening, we enjoyed the campfire, met the other "Clarkis" as they arrived and talked of the adventure ahead. That evening's camaraderie would have made the Campfire Girls or Boy Scouts jealous, with a humorous punctuation when Sue Hattois pulled out the Hershey bars for the S'Mores and found that we would need straws to use the melted chocolate!

Over the next two days, we traveled about 25 miles of the 500 Road that parallels and—in part—overlays the central part of the Lolo Trail. The 500 Road, named the Lolo Motorway Adventure Road by the USFS, is a primitive single lane road with turnouts and is rocky and steep in places. We chose to car pool to stimulate discussion among passengers and to reduce congestion on the road and at the limited parking areas. Our guides were Charles Raddon, who spent the last ten years of his Forest Service career as a recreational specialist on the Lolo Trail, and Charles Knowles, a university professor who mapped geology of the Clearwater Mountains. The friendly arguments and repartee of these two *bona fide* experts on the routes of the Corps of Discovery over the Lolo Trail gave life to the words from the journals.

On Saturday, we traveled west along the Motorway to Sherman Peak. We took the short hike to the summit where we raised our 17-star flag, enjoyed the views and had lunch. Here Clark recorded a "*view of an emense Plain and leavel Countrey to the S.W. & West.*" In the afternoon, we returned toward camp stopping at a number of sites including Dry Camp, Green Sward Camp, and Bald Mountain. We hiked up and along the rounded ridge of Bald Mountain where we experienced the braided nature of the "Indian road"; many paths were possible here. In contrast, other parts of the "road" are confined to narrow ridges that define the route. And in places where the "road" hangs on the side hill, it is easy to picture the numerous times the journalists used such expressions as "*road excessively bad.*" Returning to camp, we enjoyed dinner and another campfire discussion with a sing-along; it helps to have a few people who know the words! Reflecting on the day with its hot, dry and dusty weather, it is hard to believe that the Corps of Discovery traveled this route only a little more than a calendar week later in the season through deep snow and winter conditions. "*I have been wet and as cold in every part as I ever was in my life.*" wrote Clark on September 16, 1805.

On Sunday, we traveled east to Indian Post Office—a site named for one interpretation of possible use of the rock cairns found here. These cairns and the "post office" interpretation are not mentioned by any of the Corps of Discovery journalists. Here we hiked to the bottom of the valley to the north and followed several other trails and surveys that have traversed the area both before and after Lewis and Clark. Leaving Indian Post Office on our return trip, we viewed the Moccasin Peak and Horseshoe Creek alternates for the route of the Corps—which way did they go? After some speculation, we proceeded on . . . We stopped again at The Devil's Chair, in interesting rock formation near the L&C trail but not noted in the journals. Nearby we looked toward Howard Camp where the General stopped in his pursuit of Chief Joseph and the Nez Perce in 1877. And here also we saw the hazards of the 500 Road when we stopped to help some hapless Louisiana tourists stalled with a broken tire on their rented mini-van. After an early dinner, our party traveled by horseback or van/pickup to the trail that visits the Sinque Hole, Indian Graves Meadow (the probable L&C campsite instead of the Sinque Hole) and then on up to the Smoking Place, arriving just at sunset. For sheer beauty, this was the highlight of the trip. There had been many forest fires round about the area, and their smoke in the atmosphere caused the sun to set as a luminous red disk through the haze that lent red-orange light to the entire magnificent panoramic view. We watched, enjoyed and felt reverence and peace at this place; it is easy to understand the sacred position it holds in Nez Perce culture. It was dark by the time we stumbled down the trail and reached

the parked cars. And then back to camp for an evening snack and campfire. I actually tried to sing "The Wreck of the old '97"!

On Monday morning (Labor Day), I awakened to my acrophobia of driving down that steep, cliff-hanging road and tried to think of some way to get someone else to drive me down—I even considered asking Barb Opdahl to have one of her crew take my car down! In the end, I decided to leave early and drive slowly. I did so—fearing the worst—but I reached Highway 12 without finding it! So much for acrophobia.

This was a great excursion full of Lewis and Clark history as interpreted by outstanding guides at the actual sites of their travel. Thank you, Charles Knowles and Charles Raddon! The members of the Idaho Chapter provided good company and their planning for the expedition was outstanding. Barb and Harlan Opdahl, Lewis and Clark historians as well as our hosts at Triple O Outfitters, provided fantastic food and a great ambiance in which to enjoy our tour of history. To my colleagues in the Washington Chapter: try it—you'll like it!

# Explorers' camp is the public's now

Lewiston Morning Tribune

Wednesday, September 23, 1998

By ERIC BARKER  
OF THE TRIBUNE

**G**LADE CREEK — Lewis and Clark camped in this lush meadow speckled with tall trees nearly 200 years ago.

On Tuesday, dignitaries, school children and reporters dotted the historic site just off U.S. Highway 12 near Lolo Pass to mark its formal transfer from private to public ownership.

Gov. Phil Batt, "Undaunted Courage" author Stephen E. Ambrose and Nez Perce Tribal Executive Committee Chairman Samuel N. Penney were on hand to recognize the transfer of the 160-acre parcel from the Plum Creek Timber Co. to the Idaho Heritage Trust.

Idaho Heritage Trust raised \$255,000 for the site that eventually will be given to the

Idaho Department of Parks and Recreation.

Batt, wearing a cowboy hat and flannel shirt, said the site is important to Idaho's and America's heritage.

However, he also said a dose of temperance should accompany celebrations surrounding the accomplishments of the Lewis and Clark expedition, for the terrible price Indians ultimately paid following the opening of the West.

Batt also praised Plum Creek for leaving the site in much the same condition as it must have appeared 200 years ago.

"I am pleased today it does indeed belong to all of us," he said.

Ambrose, clad in a buckskin shirt, also credited the Nez Perce people, saying they easily could have killed the white men and

taken their large arsenal and cache of supplies.

Instead, "The Nez Perce nursed them back to life and sent them on their way with good wishes," he said.

Ambrose recalled a trip he and his family made to the spot more than 30 years ago as he read from the explorers' journals.

He hoped his son Hugh, who stood in the crowd, could one day share the spot with his grandchildren.

"We're all doing God's work here," said the historian and author.

As he read, Ambrose noted the explorers described the small stream cutting through the meadow as clear and sandy.

"Look at that water," he said. "It's still clear and sandy."

"It's a great thing you've done here."

Now that the land is protected from timber harvest Penney said the new challenge will be to shelter Glade Creek and other important cultural resources from the thousands of visitors who are likely to flock to the area as the Corps of Discovery bicentennial approaches.

Few plans for the site were made available but many favored minimal development.

"If parks could make a viewing area like you'd have for wildlife viewing that would have the least impact, I think," said Charles Knowles, a University of Idaho geology professor and member of the governor's Lewis and Clark Committee.

The Glade Creek campsite (above) of the Lewis and Clark expedition remains virtually the same as it did 193 years ago when the Corps of Discovery spent the night of Sept. 13th, 1805, here. Tuesday, the site was transferred from Plum Creek Timber Company to the Idaho Heritage Trust at a ceremony attended by dozens of people near Lolo Pass in the Clearwater National Forest. "Undaunted Courage" author Stephen E. Ambrose (right) studies a passage from the journals of Lewis and Clark prior to the ceremony.

Tribune/Mike Venso



# Almost time to hit the trail

## Edwards leaves office with a goal: Never be bored

By Tim Woodward  
The Idaho Statesman

The state treasurer who challenged governors and squared off with pantyhose manufacturers answers her door in tears.

"I'm sorry," she says, dabbing her eyes with a tissue. "I thought we had this all over with in March at my birthday and retirement party."

It's Lydia Justice Edwards' last day of 12 years as Idaho's state treasurer, and a toast from co-workers has uncharacteristically moved her. Three terms have cemented Edwards' reputation for being outspoken, tough, independent. Tears weren't part of her agenda.

"Look at this," she says, shifting attention to a stack of hand-scrawled ledgers on an ancient rolltop desk left by her predecessor. "... They were bringing money in in shoeboxes when I came to work here. I automated everything. If I saw paper, I got rid of it."

Edwards has revolutionized the way Idaho manages its money, and in the process more than tripled the state's annual interest earnings. She has criticized state agencies, opposed popular initiatives, achieved national notice by crusading for longer-wearing pantyhose. Idaho loved it, repeatedly giving her more votes than any other candidate for state office.

The rebel in the Statehouse raised eyeshades by making Idaho the first state in the nation to collect major tax payments electronically. She incensed retailers by proposing more frequent collection of sales taxes and stood alone among state officials in championing causes of American Indians in Idaho.

A Chinese proverb taped to her computer monitor was a daily reminder to temper independence with prudence:

"Before going out to seek revenge, dig two graves."

She describes herself as "a workhorse, not a show horse."

"... I'm conservative and strict. The state treasurer has no political agenda. This office is where the truth lies. It's the last bastion of integrity in state government. Taking unpopular stands has never bothered me. I'm more interested in responsibility than relationships."

Add charm to the mix — her blue eyes twinkle, and her honey-accented voice soothes even as it cuts — and the combination is hard to beat. As treasurer, state legislator and veteran campaign worker, Edwards, 61, never lost an election.

"She's charming, a talented money manager and a good campaigner," former Gov. Robert Smylie said. "And she usually has the establishment against her, which is always a good thing in a campaign."

A Republican who campaigned for Ronald Reagan and Bob Dole, Edwards does the unthinkable by consorting with Democrats. She says she learned her politics "at the feet of the masters — Bob Smylie, John Evans and Cecil Andrus." She's a board member for the Frank Church Conference on Public Affairs and counts Bethine Church among her friends.

"If she believes in something, she'll fight anybody for it — even her own party," Church said. "She's a very gutsy lady and one I admire very much."

### Political beginnings

Edwards' first political job was as a Democrat.

"I was 17. I was a poll watcher in Kentucky and got \$20 a day from the Democratic Party. I was unsettled in my politics then."

The seventh child in a family of 12, she grew up on a 25-acre tobacco farm in Kentucky.

"We had land, but we never had any money. The land made us a little better off than some. It was a poor area. We were lower middle-class," Edwards says.

Her mother and Franklin Roosevelt made her a Republican.

"She said he lied to her on the radio. He said he'd never send Americans to foreign soil, and then drafted two of her sons. She was helpless to do anything about it, but she said I didn't have to be helpless. It was an indelible lesson. She was the strongest motivator I had to achieve success."

Success came gradually. A teenage marriage brought a son and a quick divorce. She went to San Francisco, where one of her six sisters was living, and worked hard at being a single mother. She went to school nights and weekends and worked two jobs — investment clerk and nanny.

She was in San Francisco when she met Frank Edwards, a rancher and real estate developer from Donnelly.

"He was looking for a pretty girl," she says. "We were married in 1968."

Since divorced from Edwards, she's lived in Donnelly ever since. Valley County sent her to the Legislature twice before she was elected treasurer in 1986.

She was instrumental in getting a new highway built on the Horseshoe Bend hill. But it was a bill requiring child safety seats that she recalls as her political baptism by fire.

"It was my bill at a time when it was thought to be a form of communism. It was my hardest battle. I was a freshman fighting a seasoned chairman. I didn't even leave to go to the bathroom or it would have been amended or killed. It made me meaner or tougher than I'd ever imagined, but we got it through."

As treasurer, her hottest issue had little to do with state government. In 1993, she joined consumer advocate Ralph Nader in lobbying for pantyhose that didn't run in a single wearing. The pantyhose war landed her on "Donahue," "The Maury Povich Show" and other television programs. The fight isn't over.

"I was on a program in Minneapolis just last month," she says. "Every time I'm on TV, there's a surge of commercials by the pantyhose people. I think I've made their lives miserable."

"Now it's a health issue. They make these things out of recycled garbage and carpeting, and it causes rashes and infections. I'm interviewed about it all the time. As a state treasurer, I have some credibility," she says.

### Advocate for natives

As state treasurer, she lent her name and credibility to American Indian causes.

Edwards was the notable exception when state officials tried to block gambling on Idaho's Indian reservations.

She has championed Sacajawea, a Lemhi Shoshoni, as the image to be used on a \$1 coin that the federal government has decided to mint.

And she is the only state official to support the Lemhi tribe's effort to return to its ancestral home near Tendoy. On her last day at the office, Lemhi leader Rod Ariwite gave her an Indian blanket as a symbol of the tribe's appreciation.

"There are four people the Lemhi put on a pedestal," Ariwite said: "William Clark, Ulysses S. Grant,

George Shoup and Lydia Justice Edwards."

Clark and Meriwether Lewis were co-captains of the famous overland search for a water route to the Pacific Ocean commissioned by President Thomas Jefferson. Grant and Shoup worked to create a reservation for the Lemhi at the tribe's ancestral homelands near Tendoy.

Edwards is part of a group working on the design of the Sacajawea coin.

"I got involved because I think she's a heroine who deserves the honor. And I wanted cultural authenticity. I didn't want her to look like Christie Brinkley in a headdress."

### Taking a hike

She says she'll miss the treasurer's office, but not very much.

"It's been wonderful, but it's time to be somewhere else. I'm not a desk person. I'm a farm person. I want to hear the whippoorwills sing," Edwards says.

She declined to run for a virtually certain fourth term for an unexpected reason — to everyone but her. She wants to hike the Appalachian Trail.

"It's the primary reason I'm leaving. It's something I've wanted to do all my life. I'm 61. I don't want to be 81 and sorry I never tried it," Edwards says.

With her office cleared out, her goodbyes said, Edwards left Boise last week for Donnelly. The woman who handled hundreds of millions of the state's dollars now is working as slush maker for an ice sculpture in the McCall Winter Carnival.

The sculpture is of Sacajawea.

In the spring, alone except for her dog Rocky, she'll brave 2,200 miles of Appalachian Trail.

"I'm a good hiker, but I've never camped out alone," she admits.

She seems unfazed by the dangers which include hypothermia, violent storms, bears and human predators.

"I'm not afraid of being old or ugly or poor," she says. "I'm only afraid of being bored. I don't ever want to be idle."

When her hike ends, Edwards will settle down on the Kentucky farm where she was raised. She owns it now. Another campaign, possibly for Congress, is a possibility.

"My life isn't over," she says with a smile. "And the women of Kentucky need help."

The Idaho Statesman

Sunday, January 3, 1999

AUGUST 12, 1998

# Wake-up call

## Lost hikers bring attention to problems along historic route

□ By David Rauzi  
Editor, Idaho County Free Press

Looking for that true Lewis and Clark experience? If you attempt to trace their route through Idaho County you may get more than you bargained for.

Say, for example, personal attention from county search and rescue teams.

Recent incidents with lost individuals earlier this month have awakened Forest Service officials to the fact that public interest in the historic expedition has surfaced earlier than they expected and caught them unprepared.

"This was a wake-up call for us and hopefully for other people," said Deanna Riebe, public affairs officer for the Clearwater National Forest.

"Here it is 1998 and we already

have people up there for this Lewis and Clark bicentennial," she added. "They're a little ahead of us. We're not ready for them."

The problem lies with the forest recreation map which lists Forest Service trails — roughly paralleling the historic Lewis-Clark route — that really aren't there.

"It is pretty misleading on our current map," Riebe said. In reality, this is a Forest Service way trail which is not maintained and in some cases came into being by people bushwacking through the wilderness.

Approximately 100 miles of the 1803-1806 journey meander through the Clearwater National Forest from Lolo Pass to the western forest boundary. Prior to this, it was used for hundreds of years by the Nez Perce for travel to

See Trail, Page 2A

## Trail: "People need to take some responsibility"

Continued from Page 1A  
Montana to hunt buffalo and later when they fled from federal troops during the Nez Perce War of 1877.

This same route was what Colorado man Robert Allison, Jr., a Lewis and Clark aficionado, hoped to retrace this month. However, below Cache Mountain the high brush became too much for him to manage, according to Idaho County Undersheriff Jon Stroop, and he dumped his pack and made his way for what he saw on the map was FS trail 237 which led to Hungry Saddle and a rendezvous with his father.

Four days of wandering later he came out at Rocky Ridge Campground, but not before his father went searching and was also lost for four days until he was found by search teams Aug. 1.

That same Saturday, fifteen Boy Scouts from New Mexico set out to mountain bike eastward along the expedition route and started down the Windy Ridge trail. They were reached by radio, continued Stroop, before they also ran into trouble.

No one was seriously injured in these instances, but the potential for danger has officials concerned.

"The locals know about this area," said Stroop, "but to some-

one from New Mexico looking at a map this looks like no problem. People have no mental picture of what they're getting themselves into."

In anticipation for the upcoming bicentennial, the Clearwater National Forest has been preparing publications for enhancing the Lolo Pass Visitors Center, developing more interpretive turnoffs along U.S. 12, and cooperating with communities on bicentennial events.

Problems with recreational maps of the area are hoped to be corrected for the next map printing set for mid-1999.

"We hope to have that clearer about the different types of trails," Riebe said. Three kinds dealt with by the Forest Service are mainline (annual maintenance), secondary (infrequent maintenance), and way trails (no maintenance). She added that they don't plan to list that trail on new maps.

Although ideas have been proposed, no plans exist to develop a trail along the expedition route. One reason, said Riebe, concerns its pristine nature: It is the only portion of the expedition path which hasn't been developed and looks just as how Lewis and Clark saw it almost 200 years ago.

Secondly, "It's simply too steep

and too dangerous," she said.

Riebe said they have no predictions on the amount of visitors expected through during the 2003-2006 commemoration, but already they have been seeing a traffic increase on the Lolo Motorway. Most people are expected to remain on U.S. 12 and one section of the trail is proposed to be developed for those wanting their personal experience of the historic trip.

Safety is their major concern, said Riebe, and while corrections and signage can help, she said "people need to take some responsibility before they take off."

The Clearwater National Forest offers a free trail guide which describes trails throughout their region. Concerning FS trail 237 the guides states, "The trail was constructed to a low standard and never maintained. It is difficult to find and follow. It is not recommended for recreational hiking, stock or bike use."

"We can't stop people from bushwacking," Riebe said. "But we wish people would consult the trail guide or a topography map so at least they'd know what they're getting into."

"We don't want there to have to be any more search parties," she added.