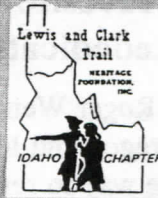


Idaho Chapter Newsletter

Lewis and Clark Trail Heritage Foundation, Inc.



April 2000

Specialized License Plate Legislation Passes for 2001

After overwhelming legislative approval, on April 5, 2000, Gov. Dirk Kempthorne signed into law the establishment of a Lewis and Clark commemorative special license plate program. The plates will be available for purchase by the public beginning in January 2001.

The specialized plates will feature a likeness of Sacagawea, a native Lemhi Shoshoni and Idahoan. A prisoner at the Orofino Department of Corrections, who is a graphic artist, designed the initial likeness for the plate based on input from subcommittee members assigned to the task. Details of the design and marketing of the plates will be worked out by the Lewis and Clark Trail Committee.

Special thanks to Rep. Shirley Ringo and Rep. Don Pischner for their consistent effort in getting the legislation passed and their continued support of our bicentennial efforts. We also appreciate Chapter members and members of the Lewis and Clark Trail Committee who encouraged legislative support.

Proceeds from the plates will go to the Lewis and Clark Trail Com-

mittee for other bicentennial projects. Commemorative plates will be available for purchase through the Idaho Chapter at the annual Foundation meeting in 2001.

Lewis & Clark Workshop Slated for June

Mark your calendars for the second annual Lewis and Clark Workshop and Rendezvous in Lewiston, June 22-24. The theme this year is "Two Centuries, Two Peoples: Rendezvous of the Histories at Weippe."

The workshop part will be held at Lewis-Clark State College and will speak to the intermingling of the Nez Perce Tribe and members of the Lewis and Clark expedition. It will investigate how history was made, viewed and recorded. The rendezvous part will culminate the affair with a bus tour of the Weippe Prairie on June 24.

To register for the event, contact Lewis-Clark State College Extended Programs at 1-800-879-0458 or 208-799-2282 or e-mail Patty Leonard at pleonard@lcsc.edu. You won't want to miss this opportunity to increase your historical knowledge of the meeting of these two cultures.

Upcoming Events

April 25-28 - National Lewis and Clark Bicentennial Council Planning Workshop, Kansas City, MO
Contact: www.lewisandclark.org.

May 19 - Reception and Open House, 7:00 pm; Center for the Arts, Lewiston. Contact: Keith Petersen, keithp@lcsc.edu.

May 20 - Governor's Lewis and Clark Trail Committee Meeting, Center for the Arts, Lewiston. Contact: Charles Knowles, cknowles@uidaho.edu.

June 2&3 - Clean-up workday at the Jean-Baptiste Charbonneau Gravesite, Jordan Valley, OR. If interested in volunteering, contact Roger Wendlick at wendlick@lclark.edu or 503-768-7266.

June 24 - Rededication of the Jean-Baptiste Charbonneau Gravesite, Jordan Valley. Will feature a wagon train and local Indian tribal dancing. Contact: Roger Wendlick, wendlick@lclark.edu or 503-768-7266.

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Upcoming Events

June 22-24 - Lewis Clark in the Land of the Nez Perce Workshop and Rendezvous. Contact: Patti Leonard at LCSC, 1-800-879-0458 or pleonard@lcsc.edu.

June 25 - Idaho Chapter Meeting, 11 am - 2:00 pm, Lewiston, Idaho in conjunction with the L&C Workshop. Contact: Anne Schorzman at SchorZA383@aol.com or 208-345-8371.

July 28&29 - Dug Out Canoe Event, Orofino to Lewiston. Contact: Chuck Rad-don, craddon@clearwater.net or 208-476-3123.

August 13 - Governor's Committee Meeting, 12:00 noon, Dillon MT Contact: Charles Knowles, at cknowles@uidaho.edu

August 13-16 - Annual Lewis & Clark Trail Heritage Foundation Meeting. Dillon MT Idaho Chapter Reception **August 16.**



Gravesite Renewal and Rededication Scheduled

Roger Wendlick, member of the Oregon and Idaho Chapters, leads the way to renew the burial site of Jean Baptiste Charbonneau, "Pomp" in Jordan Valley, Oregon. Clean-up work dates for members of the two Chapters are scheduled for **June 2 & 3** at the gravesite. "Pomp" is the only member of the Lewis and Clark expedition buried in Oregon.

The Oregon and Idaho Chapters are working together on the acquisition of materials for the site renewal and marketing the site rededication on **June 24**. Local townspeople are sponsoring the rededication; a wagon train will be pulled onto the site and a local Native American tribe will perform. Unfortunately for the Idaho Chapter members, this date conflicts with the Lewis and Clark in the land of the Nez Perce Workshop and Rendezvous in Lewiston.

Roger noted other accomplishments for site renewal. The Oregon Department of Transportation (ODOT) and the Oregon Parks and Recreation are working on signs to identify and direct visitors to the site. ODOT is considering building a rest stop on Highway 95 close to the site in the year 2002. The Boyles, owners of the property where the site is located, are working with the County in a land transfer deal. The County will provide a crew to clear the brush and smooth up the parking area.

Thanks for your great work in organizing this project, Roger. All of us from Idaho commend your dedi-

cation and enthusiasm in making this project a reality. For more information or to volunteer for the work days contact Roger at wendlick@lclark.edu.

Chapter Meeting Held Highlights Noted

Idaho Chapter members met on January 23, in Boise to discuss old business, upcoming events and a plan of action for the future.

Steve Lee was presented a plaque for the ten years he served as Chapter President. In addition, he received the "Idaho Trails Achievement Award" from the Idaho Trails Council. Thanks Steve, for all your inspiration in keeping the Chapter alive. We look forward to your continued involvement.

One new goal discussed and agreed upon was the need to have trail scholars such as Steadman, Raddon and Knowles record their knowledge of the Lewis and Clark trail before it is lost. Tony Johnson stated the Nez Perce Tribe might be interested in telling their story of the Nez Perce encounter with Lewis and Clark. The discussion came about because of the viewing of the Wilmer Rigby videotape and the decision not to edit and sell the tape as a Chapter project.

Other items discussed were: amending the by-laws to establish lifetime and family memberships; writing a grant to purchase LCTHF's Curriculum Guides for Idaho schools; checking on the cost of a Chapter web site; work-

ing on enticements for Chapter memberships; using Lewis & Clark pictures on voter's guides, highway maps and the state's Blue Book over the next 4-6 years and deciding on items to sell at the vendor's table in Dillon. The next Chapter meeting will be held in the day after the Lewis and Clark Workshop and Rendezvous on **June 25** at the home of Sue Hottois in Lewiston. For more information or directions contact Sue at hottois@home.com.

Miscellaneous Chapter Notes

* New appointees to the Governor's Lewis and Clark Trail Committee are Alan Pinkham and Beryl DeBoard. They will represent the Clearwater/Snake LCB Committee and the Lemhi County LCB Committee, respectively. Congratulations on your appointments and welcome.

* Mike Venso and Carol MacGregor, two Idaho Chapter members, have been spreading the word about the Lewis and Clark expedition via lectures and slide show presentations. Both are part of the "Scholars in the Schools" program sponsored by the Idaho Humanities Council. The Chapter acknowledges and appreciates their contributions in this educational effort.

* Don Popejoy, an Idaho and Washington Chapter member, invites you to visit his web site: The Columbia River Connection at www.rutnut.com/crc.

Chapter Projects: A Great Time to Get Involved

A warm welcome is extended to new Chapter members and a hearty thanks is given to those who have renewed their dues for the upcoming year. In the next two weeks, the President will have everyone on-line who sent in an e-mail address and for others, use the phone numbers listed if you are interested in participating in a Chapter project. Please renewed your dues if you have not already done so, by filling out the application on the cover of the newsletter and mailing to the address listed.

The Idaho, Oregon and Washington Chapters are collaborating on a tri-state web site of historical Lewis and Clark points of interest in each state. Each point of interest noted on the web site would include a narrative, map and photo. The Idaho Chapter desperately needs some volunteers for this project. Anne Schorzman has a list of the Idaho Lewis and Clark campsites and a form for putting the information together. If interested, contact Anne at SchorZA383@aol.com or 208-345-8371.

A grant application is being written to purchase the Foundation's Lewis and Clark Curriculum Guides for school districts in Idaho. The initial plan is to have a workshop in three areas of the state, getting manuals to a certain number of teachers and having them share the information in their respective areas.

A new goal of the Chapter is to record oral history from trail scholars before it is too late. If you would like to participate in this contact Steve Lee at sglee@mail.wsu.edu or 509-229-3870.

Get involved, we need your help!

Legislative Reception Successful

Members of the Idaho Chapter welcomed legislators at an afternoon reception held in late January. The reception's purpose was to educate legislators about the Lewis and Clark experience, to inform them of the upcoming bicentennial and to have fun.

The Chapter featured three speakers. First was trail guide author Julie Fanselow. She spoke about how Idaho was progressing in bicentennial preparation compared to other trail states. One legislator was heard commenting, "I can't believe we're behind Montana!" Anthony Johnson of the Nez Perce tribe talked to the group about the Native American perspective. Tony was articulate and he was very well received by the audience. The final speaker, Mike Venso gave a slide show presentation of his personal experiences while traveling the trail.

Attendees felt the legislators were receptive to the information and in retrospect, the event had a positive impact on passage of the license plate legislation. Approximately 45 attended the reception

proceeding on through a

beautiful country



New Lewis and Clark Trail Guide Highlights Natural History

by Scott Faber
Staff Writer

A new guide to the Lewis and Clark trail by noted ecologist Daniel Botkin is now available through American Rivers.

Passage of Discovery: The American Rivers Guide to the Missouri River of Lewis and Clark features the natural and human history of 42 locations along the Missouri River, ranging from the Cahokia Indian mounds near Saint Louis to Three Forks in Montana. The book also highlights 82 additional sites along the Missouri.

Botkin is a scientist and professor who has also written *Our Natural History: The Lessons of Lewis and Clark*.

By retracing the steps of Lewis and Clark, Botkin's trail guide helps the reader envision the Missouri Lewis and Clark saw. But, the book also describes the fate of the Missouri since their famous "Voyage of Discovery," and highlights efforts to restore the Big Muddy.

"Ultimately, Botkin's book teaches us how rivers work - a remarkable achievement - and captures the struggle to bal-

ance our needs with the needs of our natural resources," wrote Stephen Ambrose, the author of *Undaunted Courage*, a history of the Lewis and Clark expedition, in the book's forward. "From Saint Louis to three Forks, we see the Missouri River - past, present and future - through the eyes of a trained historian and naturalist. For those who know the Missouri, you will never see the river the same way again. And for those who are now discovering the Missouri, Botkin's guide is the perfect blend of ecology, history and seasoned reflection on our two-hundred year relationship with the nation's longest river."

Botkin's trail guide includes sections on historic sites, refuge lands, riverside towns, and habitat restoration projects. Cities and towns featured in the book include Saint Louis, Saint Charles, Wetson, Kansas City, Atchison, Omaha, Sioux City, Vermillion, Fort Benton, and Great Falls. Other special relocations include Gates of the Mountains, the confluence with the Marias, Niobrara, Platte and Judith Rivers, Fort Peck Dam, Knife River Indian Village, Ponca State Park, Desoto Bend, Hamberg Bend,

Benedictine Bottoms, Fontenelle Forest, Arrow Rock State Park, and the Big Muddy National Fish and Wildlife Refuge.

According to Ambrose, Botkin's book expertly weaves together the human history and natural history of the Missouri, and considers the bargain we struck when we dammed and channelized the river and converted its floodplain forest and prairie into farm fields and city streets.

"The picture painted does indeed have strokes of bleakness," wrote Robert Redford in the book's afterword. "But there is also hope in its broad canvas. While certain remnants of the Missouri River of Lewis and Clark can never be brought back to their original natural wonder ... there's still an opportunity to bring significant portions back to their original glory. It's not too late to restore some of what Lewis and Clark witnessed and explored for our children, and theirs."

To order a copy of *Passage of Discovery: The American Rivers Guide to the Missouri River of Lewis and Clark*, please call 1-888-820-1050. Each copy costs \$15.95 plus shipping and handling costs. ☛



Dedication recognizes historical markers

By JODI WALKER
OF THE TRIBUNE

LMT 4-7-00

COTTONWOOD — The Clearwater River may be the most obvious route followed the Lewis and Clark Corps of Discovery, but other geographical spots also were significant to the explorers while they were in Nez Perce country.

Two historical markers at such spots recently were erected between Cottonwood and Craigmont and will be featured in a dedication at 10 a.m. Saturday. Lt. Gov. Butch Otter will take part in the ceremony at the historical marker two miles south of Cottonwood on U.S. Highway 95. The other sign is at Lawyer Creek on U.S. 95.

A reenactment of the Ordway Expedition will be part of Saturday's ceremony. A luncheon is planned at noon at Craigmont Community Hall and a tour of the Wolf Education and Research Center at Winchester will follow the luncheon. Cost is \$5.

The new signs tell of the journey of three of

the Corps' members, Sgt. John Ordway, Pvt. Robert Frazer and Pvt. Peter M. Weiser.

On May 27, 1806, the three were sent out from the Corps' camp at Kamiah, across the Camas Prairie and to a village on the Salmon River to trade for salmon with the Nez Perce people. The route to the Salmon went due west through what is now the town of Nezperce before dipping south to the Salmon River. The return trip was further south, through Keuterville and Cottonwood.

They returned with 17 salmon and some roots. Most of the fish had spoiled when the expected 1½-day trip took seven days. Three young Nez Perce men led the excursion.

Ordway was a valued member of the Corps of Discovery. Being one of the few well-educated members of the expedition, he had many responsibilities. Possibly most importantly, he was left in charge of the group when Lewis and Clark were away. He, like Lewis and Clark, was instructed to keep a journal of the trip. It was later purchased by Lewis and Clark and incorporated into the book they wrote

about the trip.

Frazer and Weiser were lesser-known members of the expedition. Frazer was part of the support party to begin with and after a member deserted the permanent party, he was promoted. Ironically, he has since been accused of mutiny, although most records of the event downplay that.

Frazer is responsible for one of the most analyzed trades on the expedition. On the return from the Salmon River excursion, he traded an old razor with an Indian woman for two Spanish dollars. Scholars use the trade to show the differing cultural values of the Corps and the Indian people. The sharp razor was of great use to the Indian woman, while the coins were of great value to Frazer and the group.

Even less is known about Weiser. He was one of the U.S. Army men recruited for the Corps. He remained in the West after the expedition and was active in the fur trade.

The sign dedication is being sponsored by the Idaho County Historic Preservation Commission and the Ilo-Vollmer Historical Society.

Blackfoot will get Sacagawea coins first

Associated Press

LMT 1-26-90

BLACKFOOT, Idaho — The Federal Reserve Bank has declared the city the official Sacagawea Dollar Coin City, meaning the town will be the first nationwide to distribute the coins.

"Blackfoot seemed natural since Sacagawea was from near here and the coin's model (Randy'L Teton) was from Fort Hall," said Blackfoot Mayor R. Scott Reese.

Reese said the Pasty Hays, the director of Blackfoot's Chamber of Commerce, contacted the mint.

"They sent us a sample proclamation and said we could flavor it however we wanted," Reese said. "We read it, signed it, sent it back and here we are."

Zion's Bank will distribute the first 2000 coins. "We're not sure exactly when they will arrive," said Kay Ritchie, the bank's customer service manager. "We only know it will be sometime soon."

The first shipment of 2,000

Sacagawea coins already has been spoken for.

"As soon as people found out this morning about them coming here, they were all reserved by about noon," Ritchie said. "We have about 200 more people on the waiting list. I think we will get regular shipments of that coin just like we do other currency after it is released. I think people just want to have the first ones."

The Federal Reserve Bank is set to start shipping the coins this week. At least 4.5 million are expected to be in circulation by March 1.

Sacagawea was a 17-year-old Lemhi-Shoshone girl who helped guide the Lewis and Clark Expedition to the Pacific Ocean between 1804 and 1806. She had been kidnapped by another tribe and taken from her home in what is now Salmon. After guiding the explorers west, she was allowed to stay with her people there. Several of her ancestors live in this area.

Transportation grant will help create scenic routes

Associated Press

LMT 12-26-99

BOISE — The state will receive \$3.1 million in federal transportation grants to fund six scenic byways and public lands projects.

The money comes as part of the 1998 Transportation Equity Act for the 21st Century, a six-year federal transportation funding bill.

"These grants will help us advertise and enhance the scenic beauty of Idaho, especially since company is coming with the 2002 Winter Olympics in Utah and the bicentennial of the Lewis and Clark expedition," said Gov. Dirk Kempthorne.

The grants cover the following projects:

Design and construction of bicycle and pedestrian paths along the Teton Pass Trail between Victor, Idaho and Wilson, Wyo. — \$1,300,000;

Reconstruction of U.S. 89 to improve access to the Caribou

Idaho — \$1,742,000;

Wildlife Canyon Scenic Byway Corridor Management Plan for Highway 17 from Banks to Lowman — \$48,000;

Reprinting 80,000 copies of the "Taking the Scenic Route: A Guide to Idaho's Scenic Byways" brochure — \$38,848;

Developing a brochure and web page for the Pioneer Historic Byway in southeast Idaho — \$14,000;

Developing a nature guide to the Lewis and Clark Trail from Spalding Junction to Lolo Pass along U.S. 12 — \$21,870.

Lewis and Clark trail gets high-tech review

By Dan Gallagher
The Associated Press

For 15 summers, Iowa State University engineering professor Steve Russell has scrambled along the same forest deadfall and rocky hillsides that Meriwether Lewis and William Clark's Corps of Discovery encountered in Idaho's mountains two centuries ago.

But instead of a flintlock rifle and trade beads, Russell carries state-of-

the-art mapping equipment to pinpoint within several feet the actual ground the expedition crossed as it went west over the treacherous Bitterroot Mountains in 1805 to reach the Lewiston area and the Nez Perce Tribe who acted as Samaritans to the starved and weary explorers.

"The Lolo Trail spans a land of history, exploration, courage and danger," Russell said. "It is regrettable that we will never be able to fully learn about its early history, but

we must learn all we can through our research as well as our firsthand experience while traveling the trail."

While other researchers are combing other segments of the trek, Russell is concentrating on the 130 miles from Dillon, Mont., to the flatland northeast of Lewiston, where the expedition's dugout canoe trip down the Clearwater River began.

TRAIL

From IA

The route is largely untouched from the time it served as a Nez Perce and Salish Flathead thoroughfare between the salmon runs in the Idaho headwaters and the bison in Montana.

It is the route that the Nez Perce under Chief Joseph used to flee the U.S. Cavalry in 1877.

"I think it's easier to find the expedition's route in the mountains than the river. The river course has changed so much. The mountainscape doesn't change," Russell said. He has found much of the eroded trail system now hidden by brush and dead trees.

Researching the trail

As Idaho prepares to celebrate the bicentennial, the Lewis and Clark story is still enticing in its lack of some details.

The expedition crested Lolo Pass in September 1805, then descended along the dividing ridge between the North and Middle Forks of the Clearwater River until reaching the Weippe Prairie northeast of Lewiston.

The party underwent a dozen days of misery, struggling through a September blizzard and watching their horses tumble off cliffs. They would even resort to eating colts to survive.

"They weren't used to mountains like this," agreed Larry Jones, the Idaho state historian who recalls being hit with snow at Lolo Pass shortly after the Labor Day weekend one year.

Russell wanted to produce an accurate map for the Montana centennial. But finding the trail and its campsites captured his interest. The Lewiston native is writing a book, "Lewis and Clark — Between the Rivers," and is holding summer workshops in Idaho.

He combines journals and crude maps, modern topographical charts and Global Positioning System technology. The electrical engineering professor was a pioneer with GPS in the 1970s, working with the initial design team on ground equipment to interpret satellite information.

But Clark's expedition journal is his foundation.

It notes the time of day the party set out each day, stopped at mid-day and camped for the evening. The steeper and more tangled the day's hike was, the less territory they crossed. Even the estimated speed of their horses is factored into Russell's equations.

"I put the expedition in an ordered time sequence, produced candidate routes, then did field studies," he said. "It was surprising how many times I was right."

Russell said Clark's maps "are really quite good for the technology and the time he had to do them. But they contain a lot of distortion. When going through good traveling terrain in the Bitterroot Valley, it is quite accurate. When he gets into the mountains and lots of brush, he's overreporting the distance quite a bit."

Some locations had been favored tribal camping spots for centuries, offering grazing and water for the expedition's horses. One important resting place was the present-day community of Kamiah, although a lumber yard occupies the trail today.

"I call them anchor points, they're so well-defined," Russell said. "You can use them as reference points along the way."

"I've found no artifacts. There's not the usual beer cans left by modern campers," he said. "My opinion is there's no difference between how Lewis and Clark might camp and how the Nez Perce camped. The majority of the clues are just finding charcoal from their campfires and other things you can't use to distinguish between the two."

Reliving the journey

In 1998, Russell made a solo journey of the Idaho leg.

"I hiked in all kinds of weather, walked in rain and snow. I wanted to add to my perception of what they accomplished."

Some people have even suggested he ride a horse to get a feel for the corps' progress when they had mounts — before eating them.

"It's just too dangerous for horses. The trail in its present state is only good for those with expert horsemanship and a horse with a lot of bush-whacking experience. I just think it's too difficult."

Russell wants to preserve the worn path as a reminder not only of the American adventurers but also of the ancient land bridge used by tribes and later miners seeking their fortunes.

"It's replete with history," he said. "People I talk to say it is the biggest national treasure for trails. It far exceeded the California Trail, the Natchez Trace, the Mormon Trail. We have it virtually intact."