

March 1999



WASHINGTON STATE CHAPTER
LEWIS AND CLARK TRAIL HERITAGE FOUNDATION

SPRING NEWSLETTER

On the Trail: Sternwheeler & Joint Meeting

On Sunday, April 25, Washington & Oregon Chapter members will embark on the sternwheeler "Columbia Gorge" for a two-hour champagne brunch cruise. Passengers will hear commentary about the Expedition's journey and geographical features on the lower Columbia River, courtesy of "Doc" Wesselius. (Thank you, Doc, for organizing this cruise!)

All persons who paid for reservations through the Washington Chapter will receive their tickets at the sternwheeler dock beginning at 10:45 am. The "Columbia Gorge" will depart at 11:30 am. Driving directions to Port of Longview: from north, take I-5 exit #36; follow Tennant Way (Hwy 432); turn

left on Oregon Way (Hwy 433). Near bridge approach, bear right to W. Port Way; go under bridge to E. Port Way and turn right to Port of Longview property and parking. From the south: Take I-5 exit #36 and turn right over I-5 onto Tennant Way; proceed as above. [We regret that the Washington Chapter can take no further reservations for this trip. Contact the Cascade Sternwheelers at 503-223-3928 directly to inquire about ticket availability.]

Joint Chapter Meeting

The two chapters will meet

immediately following the cruise at St. Rose Parish Center, 701 26th Avenue, Longview. [NOTE: The Center will be open at 1:00 pm for those who wish to attend the meeting but will not be on the sternwheeler.] A great program is planned—see related stories on pages 2 & 3! Driving directions to the Center from the Port of Longview: Follow E. Port Way to intersection with Tennant Way; turn left onto Nichols Blvd. The Center is on your left at the intersection of Nichols and 26th.

Our Heritage: A Message from Your President

I'm flattered the Chapter has accepted my leadership in 1999, and I'm humbled in knowing that so many of you are students-in-depth of the Lewis & Clark heritage. I plan to learn from you!

One remarkable heritage from the Lewis & Clark Expedition is the example of shared leadership in which each of the two captains exercised his particular talents. The synergy resulting from this shared leadership made the Expedition much more than the sum of its simple parts and, perhaps more than any other factor, explains its success.

I know there are many members in our chapter with great talents and detailed knowledge of the Lewis & Clark heritage. **I ask you to share leadership with me. Please give me your help and suggestions to make our 1999 program even better than last year's.**

Our chapter is entering its second full year of existence. In the first year, we organized, recruited new members, and presented a variety of programs. We tried to get you involved. Our "shotgun approach" has covered a wide target. I be-

lieve we should now refine our target and think about what we would like the chapter to become. We need a plan.

It is easy to get caught up in the enthusiasm of the moment—the bicentennial is only a few years off. This anniversary may provide support and funding for desirable projects to preserve and commemorate the heritage of the Expedition. We will support such efforts. But, beyond that, **I want our chapter to continue the heritage over time rather than focus on any specific year or event.** To me, the important dates are those in 1803-1806, and the foundation of the heritage are the words set down in the journals—the record. Where has this great adventure and those words taken us and where will it lead in the future?

This year, **I challenge you and the Board to define chapter objectives and to take action to achieve them.** I suspect this planning will

get us involved in actions: 1) to protect the sites, the "road" and the "country" of Lewis & Clark; 2) to provide good programs and field experiences to keep our membership interested and involved; and, most important of all, 3) to get involved in educational processes to pass the Lewis & Clark Heritage to the youth of our state and this great country.

We know the words from Clark's notebook of November 7: "*Ocean in view! O! the joy!*" We can get there, too.

Come on—send in those cards and letters! Call me! Or e-mail me!

I need your help!

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Meet Sacagawea Face To Face

Will the real Sacagawea please step forward? Barely more than a footnote in the original journals of Lewis and Clark, books have been written about her and statues dedicated to her (more than to any other woman in the United States). Yet scholars cannot even agree how to spell her name.

Here is your chance to meet history face-

to-face. At the joint Washington-Oregon chapter meeting in Longview, Joyce Badgley Hunsaker will present a living history program wherein Sacagawea speaks for herself about this pivotal period of our American past, using era accurate costuming & props, a variety of native words, sign language, and anecdotes taken directly from the journals. Ms. Hunsaker is an award-winning

historical interpreter who has achieved national acclaim for her unforgettable living history portrayals. What a great opportunity! Plan to join us on Sunday, April 25, at 2:00 pm at St. Rose Parish Center in Longview. Address and driving directions are given on page 1. (related stories on pages 1 and 3 and below)

Lewis and Clark on the Lower Columbia

Ever wonder why we don't use "The King's English" and say the "Pledge of Allegiance" instead of singing "God Save the Queen"?

A study of late 18th century & early 19th century Columbia River history helps in understanding the significance of the Lewis & Clark Expedition for Washington and Oregon citizens. A difference of five months could have resulted in a considerable change of the U.S. boundaries that exist today. The Lewis & Clark Expedition helped establish the 49th parallel as the present American-Canadian border in the Pacific Northwest.

To appreciate the present, one must study the past. A brief history of the Pacific Northwest pertaining to the Lewis & Clark Expedition is important in understanding why their exploration on the Lower Columbia River is significant for both Washington and Oregon.

In the late 18th century, the Pacific Northwest's coastline had been explored and charted to some extent, but the elusive Northwest Passage was yet to be discovered. Spanish, English, French, Russian and American merchants had capitalized on trading with Native American populations along the coast to facilitate their fur trading enterprises. The Euro-American merchants were also seeking the fabled "Passage to the Orient", not only to claim "right of discovery" for their nation but also to avoid sailing around Cape Horn to market their trade goods.

Captain Robert Gray discovered for the United States the supposed "Great River of the West" when he sailed into the bay behind Cape Disappointment and into

the Columbia River estuary in 1792. Five months later, Captain George Vancouver—aided by Gray's information—anchored off the mouth of the Columbia River and was determined to claim the Pacific Northwest for the British Empire. Lieutenant William Broughton was sent in a small boat to chart the river to establish national sovereignty for England. In Vancouver's opinion, Gray had only entered the river's estuary and Broughton's 100-mile exploration gave England the rights to claim the river's drainage for The Crown.

Thomas Jefferson, always the visionary, considered his young nation's destiny lay from sea to sea, a transcontinental desire encompassing territory that did not belong to the fledgling new alliance of Atlantic colonies. To establish United States territorial claims on the Columbia River drainage, the river needed to be explored by an American contingent. The Corps of Discovery, established before the Louisiana Purchase, was designed to explore the supposed Missouri-Columbia River connection. In some respects in 1805, once the Corps crossed the Rocky Mountains, the expedition was a "covert military operation" in disputed territory that did not belong to their nation.

Reaching the confluence of what is now known as the Snake River with the Columbia River, the Lewis & Clark expedition embarked on a 450-mile adventure that was influential in changing world history and establishing current-day Washington and Oregon as territory of the United States of America. Although Lewis &

Clark did not discover the source of the "Great River of the West" (that distinction would be left to Englishman David Thompson), their exploration helped in securing the United States' claim to the Pacific Northwest.

The Columbia River rises at Canal Flats in British Columbia and flows 1,264 miles to the Pacific Ocean. Its drainage is 259,000 square miles, more land mass than France and England combined. By the time the river reaches its mouth, its waters are mingled with waters originating as far south as Nevada, as far east as Wyoming, and as far north as Montana. The Columbia River is far more than the largest river in the Pacific Northwest: it is, and has been for centuries, the main water highway of the whole region.

The Columbia River, although not directly affected by river impoundment created by dams, has changed considerably since Lewis and Clark followed the river's flow to its destination—the Pacific Ocean. Today many geographical features signed and recorded by the American explorers can still be viewed from excursions on the Columbia River. "Just passing through" has been used to describe the Corps' passage, both downstream and upstream, on this stretch of the Lower Columbia River. However, even though the Corps didn't spend time exploring this region of

the Lower Columbia River, there is much history and Lewis and Clark information to learn about this stretch of the river and the role it played in making us part of the Union.

—submitted by Al "Doc" Wesselius

"In some respects in 1805, once the Corps crossed the Rocky Mountains, the expedition was a 'covert military operation' . . ."

More Program Information for April 25 Meeting

In Longview on April 25, members will hear from Ron Laycock, LCTHF Chapter Liaison Representative. Ron will be traveling from his home in Minnesota to ride the sternwheeler and get to know our members.

Wendy Kosloski, coordinator of the Sacajawea Sculpture Project will tell us about plans for a statue to be in-

stalled on the banks of Longview's Lake Sacajawea.

A short lecture, "Lewis and Clark on the Lower Columbia," will be presented by Al "Doc" Weselius, Washington Chapter Board member. Doc has spent numerous hours walking (and wading!) the shores of the

mighty Columbia to more closely understand the journey of the Corps along the Washington and Oregon shores of the river.

Plan to join us for an enjoyable and educational afternoon. The St. Rose Parish Center will be open at 1:00; the meeting will begin at 2:00 pm.

Time to Start Making Your Plans – Lewis and Clark Meetings Scheduled Through Y2K

Here's an outline of various chapter and Foundation meetings. More detailed information will be furnished in upcoming months.

April 25, 1999: Joint meeting with Oregon Chapter at St. Rose Parish Center, 701 26th Avenue, Longview (lecture, living history program)

July 17, 1999: Chapter meeting, Columbia Gorge Interpretive Center (more info in next newsletter). Also, an appearance by Dr. Gary Moulton speaking about the Expedition's botanical specimens.

August 1-4, 1999: Annual LCTHF Meeting, Bismarck, North Dakota

September 18, 1999: Joint meeting with Idaho Chapter, Lewis & Clark Trail State Park, Waitsburg/Dayton (lecture, tour and potluck lunch)

February 2000: Chapter meeting, Washington State Historical Museum, Tacoma.

May 2000: Chapter meeting, Horseshief Lake State Park

July/August 2000: Annual LCTHF Meeting, Dillon, Montana

September 2000: Joint meeting with Oregon Chapter, Bonneville Dam

Summer 2001: Annual LCTHF Meeting, Pierre, South Dakota

Summer 2002: Annual LCTHF Meeting, Louisville, Kentucky

Summer 2003: Annual LCTHF Meeting, Philadelphia, Pennsylvania

Summer 2004: Annual LCTHF Meeting, Bismarck, North Dakota

Summer 2005: Annual LCTHF Meeting, Fort Clatsop, Oregon

Summer 2006: Annual LCTHF Meeting, St. Charles, Missouri

Summer 2007: Annual LCTHF Meeting, Charlottesville, Virginia

Lewis & Clark Event at Bonneville Dam

One hundred ninety-three years ago, Lewis & Clark's Corps of Discovery camped on Bradford Island, where Bonneville Lock and Dam stand today, on their way back to St. Louis from the Pacific Ocean. On April 9, 1999, in commemoration of this event, Bonneville Lock and Dam will present a free showing of Ken Burns' four-hour special production on Lewis and Clark (originally broadcast on PBS in November 1997). The showing will take place at the Visitor Center (exit 40 off I-84) from 11 am to 3:30 pm with short intermissions each hour. There are no eating facilities so bring a sack lunch. Available seating on a first-come first-served basis. For more information, call 541-374-8820.

KOOSKIA MURAL

A large mural showing members of the Expedition on a hill in the Clearwater River is painted on the side of Pankey's Grocery Store on Kooskia's main street. If you are traveling Highway 12, it's well worth the time to stop and see this site.

February 27 Chapter Meeting: Adventure, History, & the Future

Mike Venso, photojournalist from the *Lewiston Morning Tribune*, relived his trip along the Lewis & Clark trail during the summer of 1999. The adventuring spirit of each member was fired by his photographic images and narrative. Mike is enthusiastically presenting the Lewis and Clark adventure to children throughout Idaho in a project supported by the Idaho Humanities Council.

Ralph Rudeen, former chief of Interpretive Services with Washington State Parks, shared stories of the beginnings of the LCTHF and the mission of the Washington Governor's Lewis & Clark Committee, which has operated continuously since 1965.

The 67 members in attendance unanimously approved the slate of officers pro-

posed by the nominating committee. [See new officer and board member listing on page 8] The board presented a Lewis & Clark Experience shirt to retiring president Don Payne in recognition of his leadership on the steering committee which organized the chapter and for his willingness to serve as president during the Chapter's first year.

The Great River of the West: Last Leg of the Outward Journey, October – November 1805 Journal

It took seventeen months for the Corps of Discovery to reach the dangerous waters of the Great River of the West. The 33 remaining voyagers entered the Columbia from the Snake River on October 16, 1805. They were 3,714 miles from Camp Wood.

They had managed to get past the fractious Sioux who had no interest in giving up their control of trade, hunting and movement along the Missouri River.

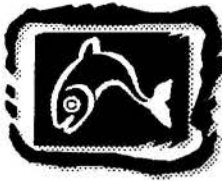
They had experienced an ethnologically exciting and bitterly cold winter among the largest cluster of Indians in North America while at Fort Mandan, in the midst of the buffalo economy.

They had struggled to the limits of their endurance during the month-long portage around the Great Falls of the Missouri.

Then their endurance was tested again by hunger and despair during an uncertain crossing of the Continental Divide of the Rockies.

Now the current was with them as they entered the salmon economy of the river Indians who understood the white man's trading practices. And the river's rapids, narrows and falls were less forgiving of error.

"I saw a few pieces of Drift wood after we had our camp fixed and fires made, a Chief came from this camp which was about 1/4 of a mile up the Columbia river at the head of about 200 men singing and beating on their drums Stick and keeping time to the muik they formed a half circle around us and sung for Some time, we gave them all Smoke, and Spoke



*... thus preserved those fish
may be kept Sound and sweet
Several years ...*

to their Chief as well as we could by signs informing them of our friendly disposition to all nations, and our joy in Seeing those of our Children around us." (Captain William Clark, October 16th, Wednesday, 1805)

"... saw a mountain bearing S.W. conocal form Covered with snow." [probably Mount Hood] (Captain William Clark, October 16th, Wednesday, 1805)

"These people recived us with great kindness, and examined us with much attention, their employments customs, Dress and appearance Similar to those above, Speak the Same language, here we Saw two scarlet and a blue cloth blankets, also a Salors Jacket." (Captain William Clark, October 21st, Monday, 1805)

"... baskets of from 90 to 100 lbs. each form a Stack, thus preserved those fish may be kept Sound and sweet Several years, as those people inform me, Great quantities as they inform us are sold to the whites people who visit the mouth of this river as well as to the natives below." (Captain William Clark, October 22nd, Tuesday, 1805)

"I observed on the beach near the Indian Lodges two butifull canoes of different Shape & Size to what we had Seen above wide in the middle and tapering to each end, on the bow curious figures were cut in the wood." (Captain William Clark, October 23rd, Wednesday, 1805)

"We had a fine morning and proceeded on early; found the water very rapid below the falls; and having gone 4 miles below the narrows, came to other narrows still more confined and the rocks higher. At the head of these narrows we halted above 2 o'clock at a great Indian village [Wishram], and remained there all night. ... This vil- lage has better lodges than any on the river one story of which is sunk under ground and lined with flags mats; The upper part about 4 feet above ground is covered over with cedar bark, and they are tolerably comfortable houses." (Sergeant Patrick Gass, Thursday, October 24th, 1805)

"The natives of this village received me very kindly, one of whome envited me into his house, which I found to be large and comodious, and the first wooden houses in which Indians have lived Since we left those in the vacinity of the Illionois. (Captain William Clark, October 24th, Thursday, 1805)

"... I could see the difficulties we had to pass for Several miles at this place the water of this great river is compressed into a chanel between two rocks not exceeding forty five yards wide and continues 1/4 of a mile when it again widens to 200 yards and continues this width for about 2 miles when it is again intersepted by rocks." [The Short Narrows or The Dalles proper] (Captain William Clark, October 24, Thursday 1805)

"... I entered one of the houses in which I saw a British musket, cutlash and Several brass Tea of which they appeared verry fond." (Captain William Clark, October 28, Monday, 1805)

—submitted by Chuck Blair

Navigation Challenges: 1805 Trek – Clearwater to Pasco

On October 10, 1805, the Corps of Discovery crossed into what is now the state of Washington. They marveled at the spectacular vistas that, if we keep one eye closed, looks much the same as when Lewis and Clark traveled through this area. I have studied Lewis and Clark's route through Washington for several years now and have become aware of the lack of attention to their journeys from the confluence of the Clearwater and Snake rivers at Clarkston, Washington, to Sacajawea State Park just east of Pasco, Washington. There are books and articles by the thousands on just about every mile of their adventure, but very little is written on their trek across Washington—first by water in 1805 (westbound) and by land in 1806 (eastbound). After talking and working with the Washington State Dept. of Tourism this past summer, I have decided to do a history on the expedition through Washington. The following article is condensed from a future book entitled The Columbia River Connection: Lewis and Clark and the Oregon Trail.

October 10, 1805 - The Corps Enters Washington

"a fine morning loaded and set out at 7 o'clock...arrived at a large Southerly fork This South fork or Lewis's River..." This fork was called Tsceminicom (sign-MIN-ikum) by the Nez Perce, who wintered at this warm and sheltered canyon. Tsceminicom is where the Clearwater and Snake rivers meet: the Clearwater flows into the Snake from the east as the Snake makes its way from the south, heading for the mighty Columbia. The captains chose for their first campsite a location just north of the confluence, which is now near a copse of trees and a large stack of lumber. The scenery changed drastically from the rugged mountains and Ponderosa pines to a treeless expanse of velvety canyons and short grassy hills. Their arrival here soon attracted the curiosity of the Indians who came from all directions to see these strangers. "Along the Snake Country the water

about the forks is an open Plain on either Side I can observe at a distance...a high ridge of Thinly timbered Country the water of the South fork is a greenish blue, the North as clear as cristal" This night is spent with their new Indian friends and discussing the river that lay before them. Little did they know that the next 120 miles would be the most difficult to navigate since their portage around the Great Falls of the Missouri! They traveled 60 miles this day.

October 11, 1805

"a cloudy morning We set out early and proceeded on" The first point of interest came about eight miles west of their October 10th campsite. This was a village site of the Alpaweyma band of Nez Perce at the mouth of Alpawai Creek. Here Clark says, "we came too at Some Indian lodges and took breakfast . . ." which consisted of, no not ham and eggs with a large orange juice, but rather dried salmon and DOG! Years later emigrants traveling along the Oregon Trail would write in their diaries of having to eat the pet dog, and you will recall Marcus Whitman eating his daughter Clarissa's dog on his midwinter journey back east to save his mission at Walla Walla. Sorry, Rover! This was the first experience the Corps had with dog meat, and it would prove to be a staple of their diet until their trip east in 1806 back through the Bitterroots. After "brakfast," Lewis and Clark hired three Palouse Indians to guide them through the rapid and swift running water of the Snake River. "The Country on either Side is an open plain level and fertile after assending a Steep assent of about 200 feet not a tree of any kind to be Seen on the river . . . the day worm." That night they camped near two Indian lodges at the mouth of Almota Creek, a favorite fishing site of the Almotipu band of Nez Perce. This is near the present town of Almota, where Henry H. Spalding, the son of

Henry and Eliza Spalding, owned a hotel for several years. Henry was the first male born to American citizens in the Pacific Northwest. He is buried at the Spalding Cemetery with his wife and two of their children, both of whom died in their infancy. This day the Corps traveled 30 miles.

October 12, 1805

"a fair Cool morning we Set out at 7 o'Clock and proceeded on" Where Deadman Creek meets the Snake River, Clark notes, "here the country assends with a gentle assent to the high plains and the River is 400 yards wide" After bouncing through long and dangerous rapids, the Indians told them that there were more to come: "verry bad about two miles in length and

"verry bad about two miles in length and maney turns necessary to Stear Clare of the rocks"

maney turns necessary to Stear Clare of the rocks" As it was now getting late, they decided to set up camp below the mouth of Alkali Flat Creek which is near the town of Riparia, just west of Little Goose Dam. Their campsite was at the head of Texas Rapids which is now below the backwater of Lower Monumental Dam. Clark writes, "Counrty as yesterday open plains no timber of any kind . . . The hills or asscents from the water is faced with a dark ruged Stone" These open plains were about 200 feet above the river on each side, and the lack of timber was a result of their now being in the arid Great Columbia Plain. The dark rugged stone is basalt (molten lava) which extends for hundreds of miles and is several hundred feet thick. The men were tired and soaked to the skin. The Texas Rapids could wait until tomorrow! Again, 30 miles were navigated this day through this swirling, boiling river.

October 13, 1805

The Corps awakens to "a windey dark raney morning The rain commenced before day and Continued moderately" Before departing, Captain Lewis scouted the entire (continued on next page)

Navigation Challenges: 1805 Trek – Clearwater to Pasco (contd.)

length of the rapids. With the Indian pilots guiding the canoes (dugouts) through two miles of rapids, they made it again without incident. Are these guys good or what! They proceeded on for another two miles or so before they encountered another series of whitewater rapids, which would bring them to the mouth of the Tucannon River. When looking at this part of the Snake River today, it is impossible to visualize the mile after mile of rapids the Corps of Discovery had to negotiate; and as William Clark noted, *"We should make more portages if the Season was not so far advanced and the time perilous with us . . ."* Throughout, the country remained much the same, all high, dry prairie and rolling, wrinkled hills. After passing the Tucannon River, on their larboard side (left) the Snake becomes crowded with rough black basalt rocks which created another rapid of four miles length and here the river was compressed into a narrow channel about 20 yards wide! After shooting these rapids, they came to the mouth of a very large river on their starboard side (right) which they named Drewyer's River in honor of George Drouillard, a civilian member of the Expedition. We now know this river as the Palouse and at the mouth is Lyon's Ferry State Park, at that time the site of a large Palouse village. In 1964, when the railroad built the bridge over the river, a Jefferson Peace Medal was found in a cemetery, which had been given to Chief Kepownkon by Lewis and Clark. This medal can be seen at WSU in Pullman, Washington. About one mile up the Palouse River from the Lyon's Ferry bridge is Marmes Rock Shelter where deposits of human bone were found which date back 10,000 years! Artifacts such as weapon points, bone needles and alivella shells were also found. Lewis and Clark saw no Indians here so proceeded down the Snake, when suddenly two Palouse appeared on horseback. The Indians followed the Corps to their next campsite which is near Ayer, Washington on the south side of the Snake. Another physically exhaust-

ing day had ended with the Corps traveling only 23 miles.

October 14, 1805

"A verry cold morning wind from the West and Cool . . ." At this point you begin to wonder if the men, upon awakening, felt the same passion and sense of adventure that had marked each of their previous mornings, knowing that more rapids and the cold, numbing dampness was once again waiting for them! After two and half miles, they came upon one of the few landmarks that impressed them enough in this area to name it. Now Monumental Rock just northeast of Magallon, Washington, Lewis writes, *" . . . a remarkable rock very large and resembling the hull (hull) of a ship."* Lower Monumental Dam takes its name from this landmark which is on the south side of the Snake. After a distance of twelve miles, the head of a rapid appears, larger and more dangerous than ANY of the prior rapids they had encountered! It just doesn't seem to be getting any easier for the expedition! This newest challenge was at least three miles in length, and it is here that the odds finally caught up with the Corps. Three of the dugouts got stuck and the fourth hit a rock. Disaster struck at Pine Rapids where the river was parted by a rock island. The dugout that Drewyer (Drouillard) was steering struck a large rock and sank; the men scrambled onto the rocky isle but lost some of their equipment. Another canoe was sent to rescue both the men and whatever supplies could be salvaged. Patrick Gass says, *"all wet and some articles were lost. We halted on an island to dry the baggage having come 14 miles."* This island was at the Pine Tree Rapids, just downstream from Burr Canyon and now inundated by Lake Sacajawea. Thus ended the most exciting day they had since leaving their camp at Tecminicum.

October 15, 1805

This morning was *"fair . . . after a Cold night. Some Frost and ice."* Hunters were sent out and the bag-

gage continued to dry, while at the same time Captain Lewis scoured the plains and saw at a distance of about 60 miles a mountain range we know as the Blue Mountains. Within a period of less than forty years, the great migrations to the "West" would bring the pioneers by the tens of thousands across these same mountains along the Oregon Trail. The hunters came back with no food and, with Captain Lewis pointing the way, the Corps of Discovery set out once again. After traveling several miles they were again approached by the Palouse Indians near a basin where the water was quiet and resembled a lake. Here again they warn the Corps of the dangerous rapids ahead! Would these rapids never come to an end? Will they accompany us all the way to the ocean? These must have been some of their thoughts as they listened to the Palouse! This was to be a short day, as they hadn't left their prior camp until 2pm and daylight was nearly gone. It was decided to make camp at Rattlesnake Flats which is at the head of the perilous Fish-Hook rapids on the starboard side (right) of the great Snake River. Captain Lewis would later enter this comment into his journal: *"we only made 20 miles today owing to the detention in passing rapids &c."* It took the Corps of Discovery five days to travel, with the current, a distance of less than 120 miles; whereas on the 10th of October they literally flew 60 miles down the Clearwater River! I suppose this stretch of the Snake River is considered insignificant to most writers and readers as it appears that not much happened during this part of the adventure. However, the Corps of Discovery definitely would state otherwise!

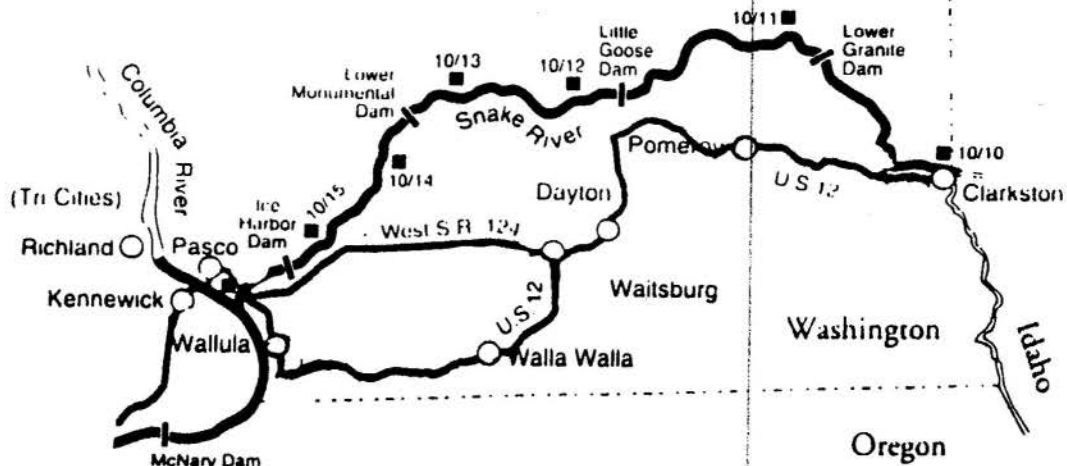
Next time, we'll follow the Corps to the mouth of the Walla Walla River.

submitted by Don Popejoy
dpocalc1@aol.com

Note: See map of area covered by this article on next page.

Navigation Challenges: The 1805 Trek

Follow campsites for Lewis and Clark River Route
October 10-15, 1805



(map taken from "Lewis and Clark in Washington State" brochure, 2/98)

Reading List

Beginning with this issue, we'll offer reading suggestions submitted by Chapter Members. These don't necessarily have to be Lewis & Clark-related. We welcome suggestions re historical places, trails or stories; explorers; the Northwest; the West—whatever you'd like to recommend to your fellow members. Send suggestions to: L&C Reading List, 2374 Crestline Blvd NW, Olympia, WA 98502.

Forgotten Trails by Ron Anglin
(history of eastern Washington's Big Bend county)

The Meriwether Murder by Malcom Schuman (a fictional work loosely based on the mystery of Lewis' death)

Fort Nisqually: A Documented History of Indian and British Interaction by Cecelia Svinth Carpenter

Great Plains by Ian Frazier (a modern-day journey up, down and across the Great Plains)

New Members: Up to 129 Now!

The following Lewis and Clark enthusiasts recently joined the Washington chapter—we welcome you!

Ludd Trozpek, Claremont, CA
Richard & Lethene Parks,
Hunters, WA
Bill Lauman, Seattle, WA
Muff Donohue, Dayton, WA
Roy Toyama, Liberty Lake, WA
Betty M. Thiot, Spokane, WA
Naomi Haney, Tacoma, WA
Virginia Nelson, Sequim, WA
Sue & Jim Hottois, Lewiston, ID
Tom Laidlaw, Vancouver, WA
Carol Ann Buss, Vancouver, WA
David A. Linehan, Seattle, WA
Jeff & Shelly Rudeen, Olympia, WA
Richard F. Klein, Bremerton, WA
Charles & Clarice Hudson, Seattle, WA
Yvonne S. Renz, Seattle, WA
Doug Dale, Federal Way, WA
Chuck & Suzanne Hornbuckle,
Olympia, WA

1999 Chapter Officers and Board Members

Please feel free to contact any of us
with your questions and
suggestions.

President: Murray Hayes
360-428-1848
Vice President: Cheryl Essary
509-488-9074
Secretary: Pam Andersen
360-943-3979
Treasurer: Dee Coons
509-738-9850
Board: Lee Edli
360-577-0485
Rennie Kubik
360-546-5989
Lyle Soule
360-394-1755
"Doc" Wesselius
360-736-6106
Membership: Don Popejoy
509-328-9368
Past President: Don Payne
253-838-5906

the river. No one wants to create a feud or diminish the importance of Fort Clatsop, but the state of Washington needs to do a much better job telling its story on this side of the river." Rex Ziak, cinematographer/photographer by trade, dogged amateur historian & native of Naselle [who spoke to our Chapter in Ilwaco in Feb 1998] made copies of the journals and, over the course of six wet winters, took them to the banks of the

There, cities like Louisville, Monticello, Pittsburg and Washington, D.C. all vie for status as The Beginning of the trail. Wherever the west coast argument does or does not end, the actual historic site is buried under pavement on Highway 101, just west of the Astoria Bridge. As a result of Ziak's work, a plan for a 30-mile interpretive trail that traces the explorers' forgotten footsteps in westernmost Washington is included in the state's official tour-

Karsmizki found the first physical evidence of a Lewis & Clark campsite, a result of 12 years of archeological digging at the Lower Portage Camp site. (excerpt from *The Oregonian*, 9/16/98)

The 1999 Membership Roster will be distributed with the next edition of the newsletter. There is still time to join or renew your membership for 1999!

**Corner of Discovery:
Profiles of Our
Members**

Sorry—due to illness, we weren't able to write this column for this issue. Look for more member profiles in the coming issues.

Pending L & C Legislation in Olympia

Senate Bill 5275 and House Bill 1221: Lewis & Clark Bicentennial Advisory Committee (establishes committee & an account under the State Historical Society for funds/activities of the committee)

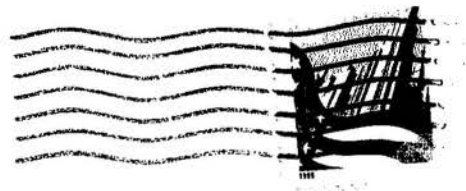
Also, several state agencies (WSDOT, State Parks, Interagency Committee for Outdoor

Recreation) have submitted requests for funds for operating budgets & capital building projects in connection with Lewis & Clark.

*Consider contacting your state
Senators & Representatives
to urge their support
of these bills!*

Your legislators can be contacted through the toll-free Legislative Hotline (1-800-562-6000).

WASHINGTON STATE CHAPTER
Lewis and Clark Trail Heritage Foundation
2703 8th Avenue
Clarkston, WA 99403-1602



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You should be in politics!

