

THE LEWIS AND CLARK TRAIL
FROM
FORT CLATSOP TO THE CLATSOP PLAINS
OREGON

By
John A. Hussey
Regional Historian

National Park Service
Region Four
San Francisco, California
August, 1958

August 8, 1958

Memorandum (AIR MAIL)

To: Director

From: Acting Regional Director, Region Four

Subject: Research Report on Lewis and Clark Trail, Fort Clatsop to Clatsop Plains, Oregon

Attached are three copies of a historical report on the location of the trail used by members of the Lewis and Clark party in going from Fort Clatsop to the coast. This report was prepared by Regional Historian Hussey in response to Mr. R. F. Lee's memorandum of June 17.

For reasons explained in the report, it was not considered practicable or desirable to attempt to trace the trail in detail southward and westward beyond the place where it crossed the Skipanon River, at the eastern edge of the Clatsop Plains.

The report contains Dr. Hussey's recommendations concerning those sections of the trail which it would be desirable to include, from a historical and interpretive standpoint, within the boundaries of the authorized Fort Clatsop Memorial. We concur in these recommendations.

In particular, we wish to state our firm conviction that the primary consideration in fixing the boundaries of the authorized Memorial should be to obtain adequate land for re-creating and protecting the original primitive scene insofar as practicable in the vicinity of the Fort Clatsop site. In our opinion, the addition of a short length of the trail--say 1/2 mile--and a few acres of hemlock forest, to the basic area necessary to assure this protection of the historic scene would not produce sufficient historical and interpretive values to compensate for the practical administrative problems (see pages 32-34 of the report) which would be generated.

On the other hand, we believe there is at the proposed Memorial an excellent, imaginative opportunity to make it possible for visitors to re-live the pioneering experiences of the Lewis and Clark party along the trail to the ocean. This further opportunity--beyond the primary Memorial boundary objective as discussed in the foregoing--lies in adding to the Memorial a really significant section of the trail

as proposed in the attached report. We realize, however, the difficulties which can be anticipated in the attempted acquisition of the approximately 575 acres of commercially valuable timber land which will be needed to accomplish this objective. But, if it is considered desirable to make the trail an important feature of the Memorial, we say let us do a real job of it, or let us leave it alone entirely.

(S) HERBERT MAIER

Herbert Maier
Acting Regional Director

Attachments (3)

In triplicate

Copy to: Columbia River Basin Recreation Survey w/c report

Chief Historian

August 28, 1958

Historian Appleman

Boundary Status Report - Fort Clatsop Memorial Project
(Region Four Office - August 13, 1958) and Lewis & Clark
Trail from Fort Clatsop to Clatsop Plains (John E. Hussey -
August 1958 - Region Four)

There are two reports involved in this comment as listed above. In view of the fact that the boundary status report was based in part on the Hussey "Lewis and Clark Trail Report," I will comment on the latter first.

1. Hussey's report seems to accomplish all that can be done in the time available in locating the probable course of the Lewis and Clark Trail from Fort Clatsop to the sea coast. I have some reservations about the analysis of the Trail location from the point a mile and one-half west of the Fort, but since our concern will be limited to that part of the Trail for the first mile west of the Fort, I will not go into this matter further. The location of the Trail as established by Hussey for the first mile or mile and one-half seems to stand up.

2. The maps accompanying the report are adequate and useful, although there is some correlation and adjustment necessary with respect to the County road as shown on the aerial photograph, Map No. 3, and the Plot Map No. 4.

3. This study was undertaken for the purpose of determining the feasibility of acquiring a narrow strip of land from the main Fort Clatsop area westward along the Lewis and Clark Trail to the virgin Hemlock forest and ending in a bulge there. According to this report, a dedicated County road follows very closely, if not on, the Lewis and Clark Trail for a distance of six-tenths of a mile west from the Fort site. This road is used primarily as a logging road by the Crown-Zellerbach Company. At a point six-tenths of a mile west of the Fort site, there is a fork in the road, that going to the right (north), ends only a few hundred feet away. The left-hand fork is the dedicated County road. This enters the Hemlock forest within a hundred feet or so from the forks just mentioned and bends southward and then westward in a loop. North of this loop there has been logging on a small section of land; south of it the forest appears to be virgin. The old Lewis and Clark Trail from the forks of the road, six-tenths of a mile west from the Fort site, apparently moves in a generally straight line westward, soon curving southward. From this road fork it did not follow the present County road but roughly paralleled it on the north at a distance of about 200 feet before entering the Hemlock forest at a

point approximately 7/10ths of a mile west of Fort Clatsop and then crossing the road.

This length of Trail with a small bulge of timberland at its western end is that which was discussed with Senator Neuberger and what we had suggested for inclusion in the National Memorial.

Since we do not need to be concerned with that part of the Trail that falls within the main recommended boundary for Fort Clatsop, we need here to concern ourselves only with that part which lies outside it. Considered from that point of view, the length of Trail to the Hemlock forest would be about 3,000 feet, or approximately 3/5ths of a mile. To include a small bulge of the forest would extend this distance perhaps to about 4,000 feet or approximately 4/5ths of a mile.

4. Hussey's report indicates that he advises including the Lewis and Clark Trail to the point where the main area recommended boundary crosses it. Such a recommendation is really irrelevant for our purpose because this part of the Trail would be within the National Memorial area anyway, so we are only concerned with his recommendations beyond that point.

He discusses this aspect of the question in several places but his recommendations, summarized on pages 30-37, indicate that he thinks no attempt should be made to include the Lewis and Clark Trail and a part of the Hemlock forest unless a long strip of about two miles, extending to the main Skipanon River is acquired. This is discussed in his second priority, No. 2, pages 34-36. This involves 575 acres, about 500 of which are owned by Crown-Zellerbach Company. Nearly all of this is very valuable timberland. To make such a recommendation is utterly fantastic and completely unrealistic. Furthermore, such an extensive tract of land is not needed to accomplish our purpose and was never contemplated in this office.

I cannot agree with Hussey's recommendations, and believe that he has failed completely to evaluate the problem correctly and in a realistic manner.

Boundary Status Report

Nor do I consider the Boundary Status Report realistic, and must recommend its rejection in part. With respect to its various recommendations I will indicate my reaction by considering them separately according to the numbers indicated on the map accompanying the report:

1. Change No. 1 - Add 7 acres, O.K.

Change No. 2 - Add 20 acres, O.K., except I must point out

that this addition does not provide as wide a by-pass as is desirable and I believe it does not allow a by-pass road to follow the best route provided by the topography and drainage pattern. A little wider addition here would allow such a by-pass. However, it may not be possible within the limit of 125 acres allowed in the law.

Change No. 3 - Delete 4 acres, O.K.

Change No. 4 - Add 5-6 acres, O.K.

Change No. 5 - Add 20 acres, approximately, on the east side of the Lewis and Clark River. I cannot agree with this. This land is in agricultural use in privately-owned farms. I see little point in acquiring land on the east side of the river. The 20 acres would not be sufficient to provide scenic control. No other use of this land is contemplated. Clatsop County controls the shore line on the east bank of the river and it should not be difficult to arrange with it for an easement prohibiting undesirable use of the water front.

2. For the larger and maximum acreage recommended and listed on the map as Change (a), 39 acres. Do not think it is needed.

Change (b) - Acreage not given, but I estimate it is about 60. Do not think it is needed, at least not most of it.

Change (c) - 172 acres east of the river. For reasons stated above, I see no need for this. Even this acreage would not give scenic control.

3. The Boundary Status Report repeats on pages 12-13 the recommendations of Hussey's Lewis and Clark Trail Report with respect to acquiring a section of the Trail and a small piece of the Hemlock forest. For the reasons that I have stated in the first part of this comment, I disagree with this part of the Boundary Status Report. My over-all reaction to the Boundary Status Report, as well as to the Hussey Report, is that it is unrealistic and cannot be adopted by this Office as a land acquisition program for the establishment of suitable boundaries for the Fort Clatsop National Memorial. Furthermore, the report does not make any clear recommendation but presents a number of alternatives.

Recommendations

For the present, we must base our recommendations upon keeping within the 125 acres authorized by the law. We can obtain a workable boundary by following Changes 1, 2, 3, and 4 of the Boundary Status Report, at least approximately, and by deleting the 20 acres recommended east of the Lewis and Clark River. These 20 acres should be added to the Memorial

area on the west side of the River. This acreage could be used to good advantage in connection with the by-pass road and/or the Lewis and Clark Trail and the Hemlock forest.

I suggest that this 20 acres be used for the Lewis and Clark Trail. We would need only a relatively narrow passageway, on the order of a parkway right-of-way, along the Lewis and Clark Trail west of the main area. This might be something like 150 feet or 200 feet wide on either side of the present County road to the point where it forks, and from there it should swing into a sort of bulge for a few hundred feet which will include 10 or 15 acres of the forest. According to Map #4 of Hussey's report all this land is owned by Crown-Zellerbach Company with the exception of the dedicated right-of-way of the County road and a very few acres owned by Clatsop County.

Presumably, Clatsop County would donate the few acres involved.

The dedicated County road apparently is used only by Crown-Zellerbach Company for logging purposes. The Company might be willing to relocate its logging road outside our proposed boundary, and the County then might take action to transfer this part of the County road to the Federal Government for inclusion in the National Memorial. If it does not, I think some arrangement could be worked out satisfactory to the Service concerning this part of the County road.

The situation is not unfavorable. Except as noted above, only the Crown-Zellerbach Company is involved in acquiring land for the Lewis and Clark Trail and a small plot of the Hemlock forest. Harold Zellerbach has already told Senator Neuberger that he thinks his Company would consider favorably donating a small section of the Hemlock forest. Since we would need only about 10 to 20 acres of the forest, I presume Mr. Zellerbach would consider this as falling within what he called "a small piece." I have made a rough calculation that the acreage involved in acquiring a 300-foot wide strip along the Trail westward, 3,000 feet from the main area boundary, would amount to 21 acres. This, together with the forest bulge at its western end, would give a total of 30 to 40 acres. Except for the use of the logging road, the land eastward from the Hemlock forest is of little value presently to this Company since it has been cut over. I anticipate that the Crown-Zellerbach Company might be induced to consider favorably a strip of land along the Lewis and Clark Trail from the timberland back to the Fort. In short, it seems to me that we can be moderate in our request to Crown-Zellerbach for timberland donation.

My suggestion is that we recommend to Senator Neuberger the donation of a plot of approximately 20 acres at the point where the County road enters the Hemlock forest for addition to Fort Clatsop National Memorial. For the present, this would have to be considered as a detached area. We can then undertake surveys necessary to determine precisely the acreage involved in acquiring a strip along the Lewis and Clark Trail back to Fort Clatsop

which I have estimated to be about 21 acres. Simultaneously, we can carry on negotiations through Senator Neuberger with Crown-Zellerbach for donation of the strip of land along the Trail and with the County for ceding right-of-way of the County road at this point. Senator Neuberger undoubtedly will be willing to sponsor legislation authorizing the addition of what will be a relatively small acreage to the National Memorial, especially if it is to be donated land. The Crown-Zellerbach Company could turn the donation of lands for the National Memorial into a good public relations publicity program.

A very brief note on one or two comments in Hussey's report. He said a few stumps were found in what is called "the virgin forest," indicating a little selected cutting. These stumps were first found, it appears, at a point 1 2/10ths miles west of the Fort. This would be beyond the area that I recommend for acquisition and it would not impair our statement that the added forest land is primitive and unchanged since the time of Lewis and Clark.

The addition of the Lewis and Clark Trail and this piece of virgin forest would add a great deal to the value of the National Memorial. It would provide an excellent opportunity for a good trail which would give visitors something to do; otherwise, their visit will be confined to a very small area and they will have little to do except visit the Fort site and go through a visitor center. From the viewpoint of recreation as well as of history, the Lewis and Clark Trail area with the bulge at its end in the forest will have incalculable value.

I am attaching a rough sketch overlay based on the Map #4 of Hussey's report. It illustrates very roughly my recommendation for the area to be included from the Lewis and Clark Trail and the Hemlock forest for the National Memorial.

ROY E. APPLEMAN

Staff Historian

Attachments

REAppleman:gr

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THE LEWIS AND CLARK TRAIL
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Authority for and purpose of this study

By memorandum dated June 17, 1958, Mr. R. F. Lee, Chief, Division of Interpretation, requested the Regional Director, Region Four, to have a historical study made of the trail opened by members of the Lewis and Clark expedition from Fort Clatsop westward to the Pacific Ocean. The purpose of this study was to be the determination, in so far as possible, of the exact location of the original trail. This determination was necessary before a recommendation could be made as to how much of the trail site it would be desirable to include within the boundaries of the authorized Fort Clatsop National Memorial.

This request was amplified by a memorandum of July 16, 1958, from Mr. Ben H. Thompson, Chief, Division of Recreation Resource Planning. Mr. Thompson requested the Regional Director, Region Four, to make a boundary status report for the authorized Memorial which would include "a firm and adequate boundary recommendation." This report was, further, to include the definition of a small tract of "virgin forest" on or near the trail site, which would be an appropriate subject for discussion between Senator Richard L. Neuberger and the

Crown Zellerback Corporation with a view to a possible donation of land by the Corporation.

By a decision of the Regional Director, reached at a meeting with interested members of the Regional Office Staff on July 31, 1958, it was determined that the basic recommendations concerning this small section of forest land and concerning what portion of the trail would be desirable for inclusion in the Memorial should be made in the historical report on the trail location. The boundary status report would only summarize the conclusions of the historical report in these regards and would refer readers to it for details.

Therefore, the present historical report has the following purposes:

1. To summarize all known facts concerning the opening and use of the trail by the Lewis and Clark party.
2. To locate the trail upon present-day maps as closely as the evidence permits.
3. To summarize the history of the trail from March 23, 1806, when Lewis and Clark abandoned Fort Clatsop, until the present time.
4. To assess the historical significance of the trail as it relates to the story to be commemorated by the authorized Fort Clatsop National Memorial.
5. To recommend what portion of the trail should be included within the proposed Memorial boundaries in order that the purposes of the memorial may be achieved.

6. To define and justify the boundaries, with related land ownership data, of such lands as might be recommended for addition to the Memorial in order to preserve the route of the trail.

Limitation of the scope of this study

The legislation authorizing the establishment of Fort Clatsop National Memorial, and the memoranda authorizing the present historical study, refer to the Lewis and Clark trail which "led from Fort Clatsop to the coast." In the preliminary stages of the present investigation, however, it was quickly found that there would be little point in making a detailed study of the trail beyond the point where it crossed the main course of the present Skipanon River for the following reasons:

1. Beyond the Skipanon, and from there to the coastline, the trail entered the region known to early settlers as the Clatsop Plains, a country of swamps, open fields, sluggish streams, and sand ridges. The topography of this region does not permit the exact pinpointing of the trail location.

2. The general appearance of the region beyond the Skipanon has been so altered from its appearance of 1806 by artificially induced changes in the drainage pattern, by agricultural and residential development, and by highway and railroad construction that there appears little hope that the scene of 1806 could be reconstructed.

3. The high state of development of much of the land along the general route of the trail west of the Skipanon would make land acquisition so difficult and expensive that its addition to the Memorial would be prohibitive, particularly, in view of the very doubtful value of such lands for furthering the purposes of the Memorial.

Therefore, the present study is largely confined to that section of the trail from the Fort Clatsop site westward to the Clatsop Plains.

Documentary account of the route

On December 7, 1805, the main body of the Lewis and Clark company went into camp at a spot chosen several days earlier by Captain Meriwether Lewis as a suitable location for winter quarters. The almost certain identity of this place with the spot presently known as the "Fort Clatsop Site," on the west bank of the Lewis and Clark River, has already been discussed in detail.¹

The next day Captain William Clark took five men and set out for the seacoast, which at this point lies 3.6 miles directly west. His purpose was to find a place to make salt and to blaze a trail which could be used by hunters from the camp and which could be easily found by them should they become lost while hunting in that direction.

¹John A. Hussey, Suggested Historical Area Report, Fort Clatsop Site, Oregon (Mimeographed, National Park Service, Region Four, San Francisco, April 10, 1957), 3-22.

Captain Clark's description of this day's route, as given in the rough first draft of his journal is as follows:

"I took 5 men and set out to the See to find the nearest place & make a way to prevent our men getting lost and find a place to make salt, steered S. 62^o W. at 2 miles passed the head of a Brook runing to the right, the lands good roleing much falling timber, lofty Pine of the Spruce kind, & some fur, passed over a high hill & to a creek which we kept down 1 $\frac{1}{2}$ miles and left it to our right, saw fish in this creek & Elk Bear tracks on it, passed over a ridge to a low marshey bottom which we crossed thro water & thick brush for $\frac{1}{2}$ a mile to the commencement of a Prarie which wavers, covered with grass & Sackay commis, at $\frac{1}{2}$ crossed a marsh 200 yds wide, boggey and arrived at a creek which runs to the right. Saw a gange of Elk on the opposit side below, rafted the creek, with much difficulty & followed the Elk thro emence bogs, & over 4 small knobs in the bogs about 4 miles to the South & killed an Elk, and formed a camp, covered our selves with the Elk skins, the left of us Bogs & a lake or pond those bogs shake, much cramberry growing amongst the moss. Some rain this evening we made a harty supper of the Elk & hung up the bal^c"²

The revised version of this account, as it appears in Clark's finished journal, differs in several important respects:

"We haveing fixed on this Situation as the one best Calculated for our Winter quarters I deturmin'd to go as direct a Course as I could to the Sea Coast which we could here roar and appeared to be at no great distance from us, my principal object is to look out a place to make Salt, blaze the road orout that

²Reuben Gold Thwaites (ed.), Original Journals of the Lewis and Clark Expedition, 1804-1806 (7 vols. and atlas, New York, 1904-1905), III, 270-271.

they men out hunting might find the direction to the fort if they Should get lost in cloudy weather--and See the probibility of game in that direction, for the Support of the Men, we Shall Send to make Salt, I took with me five men and Set out on a Course S 60 W proceeded on a dividing ridge through lofty piney land much falling timber. passed the heads of 2 brooks one of them had wide bottoms which was over flown & we waded to our knees crossed 2 Slashes (Swamps) and arrived at a Creek in a open ridgely prarie covered with Sackacomma (Sac de Commis) this Creek we were obliged to raft, which is about 60 yards over and runs in a direction to Point adams, we discovered a large gange of Elk in the open lands, and we prosued them through verry bad Slashes and Small ponds about 3 miles, Killed one and camped on a spot Scercely large enough to lie Clear of the Water. it is almost incredeable to assurt the bogs which those animals can pass through, I prosue'd this gang of Elk through bogs which the wate of a man would Shake for $\frac{1}{2}$ an Acre, and maney places I Sunk into the Mud and water up to my hips without finding any bottom on the trale of those Elk. Those bogs are covered with a kind of Moss among¹ which I observe an ebundance of Cramberries. in those Slashes Small Knobs are promisquisly scattered about which are Steep and thickly Covered with pine Common to the Countrey & Lorel. we made a camp of the Elk skin to keep off the rain which continued to fall, the Small Knob on which we camped did not afford a Sufficiency of dry wood for our fire, we collected what dry wood we could and what Sticks we could Cut down with the Tomahawks, which made us a tolerable fire."³

³Thwaites, op. cit., III, 271-272.

The next day, December 9, Captain Clark sent two men to pursue the elk and, taking the other three men with him, set out to continue his route to the ocean. Finding his way westward blocked by swamps and streams, he went back to the creek he had crossed by raft on the previous day. Recrossing, he went down it (north) one or two miles and met three Indians. The natives agreed to take him to their village on the coast. Clark's description of this trip, from the rough journal, is as follows:

"I determin^d to accompany them to their vil^l & we set out crossed the stream, and 2 of the Indians took the canoe over the waver- ing open rich plains for $\frac{1}{2}$ a mile and we crossed the same stream which run to the left, we then left the canoe and proceeded to the same stream which runs to the right and empties its self into the see here I found their vil^l 4 Lodges on the west bank of this little river which is here 70 yards wide."⁴

His description of the journey from the "smooth" journal differs in some important details:

"those indians made Signs that they had a town on the Seacoast at no great distance, and envited me to go to their town which invitation I axcepted and accompan^d them, they had a Canoe hid in the Creek which I had just before rafted which I had not observed, we crossed in this little Canoe just large enough to carry 3 men an \sqrt{d} their loads after Crossing 2 of the Indians took the Canoe on theire Sholders and Carried it across to the other Creek about $\frac{1}{4}$ of a mile, we Crossed the 2^d Creek and proceeded on to the mouth of the creek which makes a great bend above the mouth of this Creek or to the S. is 3

⁴Thwaites, op. cit., III, 272.

houses and about 12 families of the Clatsop Nation, we crossed to those houses, which were built on the S. exposur of the hill,"⁵

On December 10, Clark returned to the Fort Clatsop site "by the same road I had went out."⁶

These excerpts contain, essentially, all the information to be found in the Lewis and Clark journals concerning the location of the trail between Fort Clatsop and the coast. However, a little additional description is found in the journal kept by Patrick Gass. Under the date of December 10, Gass noted the return of Captain Clark and three of his men from their journey to the sea. Gass states:

"They found the ocean to be about 7 miles from our camp; for 4 miles the land high and closely timbered: the remainder prairie cut with some streams of water."⁷

Evidently this information supplied by Gass, supplemented by other accounts, was used by Nicholas Biddle, the editor of the first published version of the Lewis and Clark journals, to fill out the description of the trail as found in the original manuscript journals. In the entry of the Lewis and Clark journals as published in History of the Expedition under the Command of Captains Lewis and Clark . . . appear the following words apropos

⁵Thwaites, op. cit., III, 273-274.

⁶Ibid., 275.

⁷Patrick Gass, Gass's Journal of the Lewis and Clark Expedition (Chicago, 1904), 134.

of the departure of 5 men on December 28 with kettles for the seacoast to begin the manufacture of salt:

"The route to the seacoast is about seven miles in length, in a direction nearly west. Five miles of the distance is through thick woods varied with hills, ravines and swamps, though the land in general possesses a rich black mold. The remaining two miles is formed of open waving prairies of sand[-dunes] with ridges running parallel to the river and covered with green grass."⁸

Clark's route correlated with present-day maps

When one begins to apply Captain Clark's description of the trail to the present-day map, one immediately runs into difficulty. In the first place, to leave Fort Clatsop on a true course of West S 60° W or S 62° W would take Clark down off the small ridge on which Fort Clatsop is located, a most unlikely eventuality since the logical route from the Fort to the seacoast leads up the ridge immediately west or slightly to the north of west, from the fort. Also, Clark's estimated distance of approximately 7 miles to the coast does not correspond even remotely to the distance of 3.6 miles as measured by the best available present-day maps.

Fortunately, Clark drew a map of his route to the coast (see Map 1) which, although it does not correspond to modern maps in all respects, permits one to trace the route with a fair degree of accuracy. The Clark path undoubtedly went a little

⁸ Elliot Coues (ed), History of the Expedition under the Command of Captains Lewis and Clark . . . (4 vols., New York 1893), II, 739-740.

north of west for nearly $\frac{1}{2}$ mile from the fort, then turned south-
westwardly paralleling the upper drainage of the small creek which
forms the first tributary of the present Lewis and Clark River to
the north of the Fort Clatsop site.⁹ After about $\frac{1}{2}$ mile the
trail, continuing southwest, crossed the headwaters of this creek,
after which it turned more sharply southward across the ridge to
the upper course of the unnamed easternmost branch of the Skipanon
River. Clark and his men followed down the north bank of this
stream for about $\frac{1}{2}$ mile to just below its juncture with an
unnamed creek flowing from the west. Crossing the eastern branch
of the north-flowing Skipanon River just below this junction,
Clark continued west over a low ridge to the main branch of the
Skipanon River, which evidently was his "low marshey bottom
which we crossed thro water & thick brush."¹⁰

After leaving the Skipanon River Clark continued west-
ward across a prairie for about $\frac{1}{2}$ mile to the present Neacoxie
Creek, which at the point Clark encountered it runs north. This
was the stream which Clark found to be about 60 yards wide and
which he was forced to raft. On the next day he returned to this
point from his elk hunt, recrossed the stream, and proceeded
northward along the east bank until he met some Indians. From

⁹Clark's compass bearing of S. 60° W. would correspond to a
true bearing of about S. 82° W., which course roughly corresponds
with that of the natural route running up the ridge west of the
fort.

¹⁰Thwaites, op. cit., III, 271.

them, evidently, he learned that the stream he was on made a hairpin turn a short distance to the northward and reversed its direction. The Indians carried their canoe from the north-flowing section of the stream across to the south-flowing section. From there they made their way westward to the ocean near a mouth of the Neacoxie Creek which has now been closed by sand.¹¹ As nearly as it can be traced at the present time, Clark's outward route is shown by the solid line on Map 2 of this report.

Although Clark does not mention it in his journal, his return course from the ocean to the fort evidently was not exactly the same as his outward route. On his map (see Map 1) the dotted line representing his trail is split at two different places. The western stretches of double track, covering the area of the crossing of the main Skipanon River, is not of particular interest for the purpose of this study, since the separation of the two courses is not great, since there is no clue as to which was the outward and which the returning course, and since the topography of this vicinity does not permit a precise location of either course in any case.

¹¹Neacoxie Creek now flows southward past this old mouth for a number of miles and empties into Neawanna Creek, near the present town of Gearhart. In Lewis and Clark's day, Neacoxie Creek was the outlet for the present Cullaby Lake. Years later settlers in the region diverted the drainage from the lake into the Skipanon River.

On the other hand, the eastern section of double track, stretching from the junction of the two forks of the eastern branch of the Skipanon River eastward to the slope of the ridge leading down to Fort Clatsop, is important to this study. Clark's description of his outward route makes it possible to state definitely that the southern course shown on his map was the one used during the first trip to the sea. Therefore, the northern course must have been followed on the return journey, or must have been laid out on a later occasion.

It seems logical to assume that this new route was used on the homeward trip, since anyone who forced his way through the rough country on the north bank of the unnamed easternmost branch of the Skipanon River would not be likely to return by the same course if an alternative presented itself. Evidently Clark, upon crossing the eastern branch of the Skipanon below the junction of its two branches, decided to ascend the point of the ridge to the northeast and to follow the top of the ridge eastward until he reached the headwaters of the stream which flows into the Lewis and Clark River north of Fort Clatsop. Descending into the canyon of this stream, he crossed it farther down than on the outward trip, climbed up the other side, and rejoined his outward trail probably about .6 mile west of the fort. The approximate course of this homeward route is shown by the dotted red line on Map 2 of this report.

Use of trail by Lewis and Clark party

On December 28, 1805, Captains Lewis and Clark sent three men "to proceed to the Ocean at some conveneint place to form a Camp and Commence makeing Salt with 5 of the largest Kittles."¹² Two other men were sent with them to help carry the kettles. The route followed to the coast undoubtedly was one of the tracks opened by Clark earlier in the month.¹³ The men selected a site for the salt works within the limits of the present town of Seaside, on the coast about nine miles south of the place where Captain Clark's trail touched the ocean.¹⁴

Starting with the entry for January 3, 1806, upon which day Sergeant Gass and a companion were sent out to the salt works, and continuing through the entry for February 21, when the salt makers returned to Fort Clatsop with their "salt and utensils," the Lewis and Clark journals contain a number of references to men passing back and forth between the fort and the coast.

Although the journals contain little information on the exact routes followed by these men, it is clear that the trail

¹²Thwaites, op. cit., III, 293.

¹³See description of the route followed on this occasion, already quoted on page 9 above, from the Biddle edition of the journals.

¹⁴The exact identification of the salt works site is not part of the present study. For our purposes it is sufficient to place the works in the Seaside vicinity, an identification clearly made by Clark's maps. For example, see Map 5 of Hussey, Suggested Area Report, Fort Clatsop Site. See also Thwaite, op. cit., III, 312-314.

blazed by Clark continued to be used by some of these travelers. There is also evidence that the route was not considered entirely satisfactory. On January 28, for instance, two men, Howard and Werner, returned from the salt works after having been absent from the fort since the morning of the 23rd. They attributed their delay to the "badness of the weather and the difficulty of the road."¹⁵ On February 21, Sergeant John Ordway complained bitterly in his journal of the unpleasantness of traveling this route in stormy weather, saying he was "much fatigued and . . . verry Sick, and wet to my Skins waiding the Slashes and marshes."¹⁶

Indeed, the present-day reader gains the impression that the route opened by Captain Clark was so difficult that the men attempted to avoid using it whenever possible. For example, on January 3 Sergeant Cass and George Shannon were sent out to find the salt makers, whose exact location on the coast was then unknown at the fort. Cass states: "We proceeded along a dividing ridge, expecting to pass the heads of some creeks which intervene."¹⁷ Quite clearly Cass was attempting to avoid the swamps and streams which made the western end of the blazed trail so troublesome to traverse.

¹⁵ Thwaites, op. cit., IV, 18-19.

¹⁶ Milo M. Quaife (ed.), The Journals of Captains Meriwether Lewis and Sergeant John Ordway (Publications of the State Historical Society of Wisconsin, Collections, XXII, Madison, 1916), 326.

¹⁷ Cass, op. cit., 190.

On January 6 Captain Clark set out with a small party to see a whale which had been reported washed up on the shore near the present Tillamook Head. Instead of taking the trail westward, he employed canoes and opened a water route by way of Youngs Bay and the Skipanon River to the general vicinity of the point where his old route crossed the present Neacoxie Creek.¹⁸ When, On February 18, Sergeant Ordway was sent out to help the salt makers bring their salt and equipment to the fort, he also started by canoe. However, high waves on Youngs Bay forced him to return; and the next day he and his companions renewed their journey by the land route.¹⁹

Later history of the trail

The history of the trail after Lewis and Clark abandoned Fort Clatsop on March 23, 1806, is somewhat obscure. It is reliably reported that Chief Coboway and other Clatsop Indians continued to occupy Fort Clatsop during the hunting season for 10 or 15 years after the expedition's departure.²⁰ It can be assumed that these Indians at least occasionally used the old trail opened by Lewis and Clark when coming and going between the abandoned fort and their villages on the coast.

¹⁸ Thwaites, op. cit., III, 316-317.

¹⁹ Quaife, op. cit., 325.

²⁰ Deposition of Silas B. Smith [grandson of Coboway], June 15, 1900, in Proceedings of the Oregon Historical Society . . . 1900 (Salem, 1901), 20. This use by Indians is somewhat corroborated by Alexander Henry, who recorded in his journal for December 14, 1813, that the remains of Fort Clatsop were "in total ruins, the wood having been cut down and destroyed by the Indians." Elliott Coues (ed.), New Light on the Early History of the Greater Northwest . . . (3 vols., New York, 1897), III, 771-772.

At any rate, the trail apparently was still open in 1842. An American missionary who visited the Fort Clatsop site in that year and who was familiar with the Clatsop Plains vicinity, soon afterwards stated: "The Indians have often pointed out to me the trail by which a gang of their [Lewis and Clark's] men went daily from their hut to the coast."²¹

Settlement of the Fort Clatsop vicinity began about the middle of the century. In 1850 Carlos W. Shane located a donation land claim which included the site of the winter encampment. During the next year he built a house near the ruins of what were pointed out to him as the "Lewis and Clark cabins."²² In 1852 Richard M. Moore came to the neighborhood with the intention of building a large steam sawmill, and shortly thereafter the mill was in operation on the site of the old Lewis and Clark landing place. The vicinity of Fort Clatsop soon became quite a lively settlement, "with 35 or 40 people, all busy clearing land, cutting sawlogs, sawing lumber, etc."²³

Early in 1852 the County Commissioners of Clatsop County, in which the Fort Clatsop area was located, appointed three commissioners to "View out and Locate a Road from some

²¹D. Lee and J. H. Frost, Ten Years in Oregon (New York, 1844), 15.

²²Deposition of Carlos W. Shane, June 15, 1900, in Proceedings of the Oregon Historical Society . . . 1900, 20-21.

²³Oregon Historical Society, Scrapbook 21, p. 42.

point on the Lewis & Clark's River to Clatsop plains." Believing it necessary to "open a means of communication" between these two areas of settlement, the appointees selected a route for a road leading from Carlos W. Shane's house westward over the ridge, across the marsh of the Skipanon River, and out to the Clatsop Prairie, a distance of "3 miles and 2 chains." They caused this route to be surveyed, and on May 13, 1852, they recommended to the County Commissioners that it be "Established and Opened" as a public road "according to Law."²⁴

This recommendation was adopted on September 7, 1852. The County Commissioners ordered the road to be established and named it "the Lewis and Clark Road."²⁵ As far as is known, the road so established has never been vacated or abandoned by Clatsop County.²⁶

There apparently is no evidence to show that the old Lewis and Clark trail was used or taken into consideration by the commissioners in laying out their road. The notes for the survey of this road are still in existence, but when the courses and distances are plotted on a present-day map the resulting route

²⁴Return and Survey of Road from Lewis & Clark's to Clatsop Plains, May 13, 1852, MS, in Office of County Engineer, Clatsop County, Astoria, Oregon. For calling his attention to this document, the writer is indebted to Mr. R. B. Shefler, County Engineer.

²⁵Clatsop County, Commissioners Journal No. 2, p. 23, MS, in office of County Clerk, Clatsop County.

²⁶Interview with Mr. R. B. Shefler, County Engineer, at Astoria, July 23, 1958.

does not seem to coincide with either of the main Lewis and Clark trails or, for that matter, with the present logging road which runs westward from the fort site to Clatsop Plains. However, all of these routes were governed by the same terrain factors, and they must virtually have coincided at certain points.

In the limited time available for this study, the present writer was unable to uncover any evidence in the county records that the new road was actually constructed. Evidently the vicinity of the Lewis and Clark trail had not been much disturbed by the spring of 1853 when George Gibbs, a well-known Pacific Northwest pioneer and a keen observer, visited the Fort Clatsop site. In a letter to his mother, dated April 13, 1853, he described the site of the Lewis and Clark camp and then stated: "Their old trail to the coast is just visible being much overgrown with brush."²⁷

During October, 1853, another well-known pioneer of the Fort Clatsop vicinity, Preston W. Gillette, visited the old encampment site. He later stated in a sworn deposition: "When I first knew this spot the trail cut by Lewis and Clark through the timber to the ocean was plainly visible, it having been kept open by the Indians and elk, and it continued as a traveled

²⁷Vernon Carstensen (ed.), "Pacific Northwest Letters of George Gibbs," in Oregon Historical Quarterly, LIV (September, 1953), 230.

passage for some fifteen years after my arrival in the country
[in 1852]."²⁸

Perhaps the county road was not actually opened at this time, since a drop in the price of lumber in 1854 caused the closing of Moore's mill, and it was reported that by 1856 there was "only one inhabitant in the entire precinct."²⁹ Carlos W. Shane had sold his donation claim to his brother, Franklin W. Shane, evidently in late 1852; but Franklin moved away from the property about 1856 or 1857.³⁰ Seemingly the immediate site of Fort Clatsop was largely deserted from that time until 1872.

Meanwhile, there apparently was some use of the old Lewis and Clark landing and of the route westward from there to Clatsop Plains. During the 1850's residents of Portland and other inland settlements began to seek relief from the summer heat by spending vacations along the fine sea beaches south of the mouth of the Columbia. Generally, these visitors traveled by small boat up the Skipanon River to a place known as Lexington, Upper Landing, or Skipanon, situated near the southern limits of the present Warrenton. From this point a road of sorts led southward over the sandy Clatsop Plains to the resorts.³¹

²⁸Proceedings of the Oregon Historical Society . . . 1900, 18-19.

²⁹Oregon Historical Society, Scrapbook 21, p. 42.

³⁰Transcription of a tape recording of an interview with Mr. Harlan C. Smith, July 6, 1957, typewritten copy in Region Four Office, National Park Service, San Francisco, pp. 2-4.

³¹Lewis A. McArthur, Oregon Geographic Names (3rd ed., Portland, 1952), 540, 557.

It was found, however, that a more convenient and attractive route was to go by boat to the Fort Clatsop landing and then by hired horse or, perhaps, by carriage over the hills to the Clatsop Plains road. One student of early transportation in Oregon states that in July, 1862, the Oregon Steam Navigation Company inaugurated a regular summer service by the steamer Jennie Clark directly from Portland to Fort Clatsop Landing.³²

Such a service would presuppose the existence of a fairly good road between the landing and the Clatsop Plains. On the other hand, any regular carrying of passengers on this route before 1875 has been directly denied by Mr. Harlan C. Smith, who lived in the vicinity as a small boy in 1872.³³

At any rate, the summer visitation to the beaches increased considerably after 1873, when Benjamin Holladay opened his famous Seaside House. Meanwhile, in May, 1872, the daughter of Franklin Shane and her husband, William Hampton Smith, had moved onto the family claim and had built a new house on the Fort Clatsop site. Smith reasoned that a good road from the old Lewis and Clark landing place on his property over the ridge to the Clatsop Plains would prove more attractive for the summer visitors

³²Randall V. Mills, Stern-Wheelers up the Columbia (Palo Alto, California, 1947), 157-159.

³³Transcription of a tape recording of an interview with Mr. Harlan C. Smith, p. 12.

than the sandy road to Skipanon.³⁴ As early as June, 1873, he proposed to the Oregon Steam Navigation Company that he build such a road.³⁵ Negotiations with the firm dragged on for nearly two years, but finally, on May 6, 1875, Smith and his wife sold five acres of land along the west bank of the Lewis and Clark River to the company for wharf and transfer facilities. As part of the transaction, the Navigation Company agreed to subscribe \$500 to be used by Smith to open his proposed road.³⁶

Work on the road evidently began during the latter part of June, 1875. According to his son, William Smith "spied out" the route; and the heavy labor was performed by Chinese hired in Portland.³⁷ The task seemingly was completed before the end of 1875, and certainly the new road was ready for use before the next tourist season.³⁸

Mr. Harlan C. Smith, who as a small boy watched his father construct the road, stated on July 6, 1957, that the new

³⁴Transcription of a tape recording of an interview with Mr. Harlan C. Smith, pp. 4, 10.

³⁵J. C. Ainsworth (President, O.S.N. Co.) to W. H. Smith, Portland, Oregon, June 19, 1873, original MS in possession of Mr. Harlan C. Smith, of Santa Cruz, California.

³⁶Ainsworth to Smith, April 21, 1875, MS.

³⁷Transcription . . . of an interview with Mr. Harlan C. Smith, p. 32.

³⁸S. G. Reed to W. H. Smith, Portland, Oregon, June 15, 1875, original MS in possession of Mr. Harlan C. Smith; Ore. Steam Nav. Co. advertisement dated July 17, 1876, in unidentified newspaper clipping in possession of Mr. Smith.

route "probably" followed "the old Indian trail and the elk trail [Lewis and Clark trail], in the main." However, he did not remember having discussed this particular point with his father. Mr. Smith recalled that this road was maintained for a number of years after its completion. He and his family moved from the Fort Clatsop area in 1880, but he occasionally returned to the vicinity. He remembered that as late as "sometime after 1900, but not very long after," the road was still passable. It was his recollection that the road was maintained by county funds.³⁹

Little is known concerning the history of this road after 1900. It is still considered a county road, but scant attention is given to its maintenance. In places it is choked with alders and brush, and it is passable by an ordinary passenger automobile only during the dry season. The road has been extensively used as a logging access road, and no one now seems to know if this logging road of 1958 still follows the exact location of Smith's road of 1875. Because of the dictates of the terrain, it is fairly certain that the present road lies directly on, or very close to, certain sections of the Lewis and Clark trail (see Map 3).

Present-day description of the Lewis and Clark trail

On the morning of July 24, 1958, a field party of National Park Service employees traversed the road from Fort

³⁹Transcription . . . of an interview with Mr. Harlan C. Smith, pp. 9-13.

Clatsop to the Clatsop Plains by automobile. Frequent stops were made to permit an examination of the terrain. Later that day two members of the party retraced the greater part of the road on foot. As far as time and the dense undergrowth permitted, side trips were made from the road to identify topographical features shown on Clark's map (Map 1 of this report) and to attempt to trace sections of the original trail. In particular, a descent was made to the bottom of the canyon of the unnamed easternmost branch of the Skipanon River, along the north bank of which Clark traveled for about $\frac{1}{2}$ mile. As a result of these observations, it is possible to present a fairly complete picture of the country traversed by the Lewis and Clark trail as it exists today.

For about .6 mile west of the Fort Clatsop site the present road ascends along the top of the rather broad spur ridge on which the fort is situated. For this distance the road must nearly coincide with the Lewis and Clark trail location. The land traversed by this section of the road has been logged off quite cleanly, except for a few snags and some fairly large hemlock trees which are scattered about. For the most part, however, the road goes through dense thickets of young alders, hemlocks, and shrubs (largely blackberry and salal). The Crown Zellerback Corporation, which owns most of this property, has also planted young forest trees, largely Douglas Fir, through the cut-over tract (see Photos 1-3). At the present time this section of the road is not particularly attractive from a scenic

standpoint, but the dense conifer forest which once covered the area will eventually reassert itself.

At about .6 mile from the fort the present road swings rather sharply to the southward off the top of the spur ridge and ascends along the southeast slope of the spur for a short distance before turning west again and recrossing the spur and ascending the north slope to the summit of the main ridge separating Fort Clatsop from the sea. This section of the road, about .6 mile in length, is through a dense forest of hemlock, interspersed with a few rather large Sitka spruce trees (See Photos 4 and 7). Although this forest at first appears to be virgin growth, a close inspection off the road reveals the presence, in spots, of large stumps showing unmistakable signs of the saw (see Photos 5 and 6). These stumps are found largely on the north slope of the spur.

On the area traversed by this section of the present road, both the outgoing and returning Lewis and Clark trails somewhat sharply diverged from the road location. The outgoing trail apparently continued up the crest of the spur for a short distance beyond the .6-mile point on the road. Then it dropped down into the head of the north-flowing stream, climbed southward out of it, crossed the main ridge, and dropped down to the easternmost branch of the Skipanon River. For perhaps 500 feet beyond the .6-mile point this route traversed an area now very cleanly denuded of timber. Then the route plunged into an area

today covered by dense forest, in which it remained all the way down the east Skipanon River and on to the main Skipanon.

The returning branch of the trail, running eastward from the summit of the main ridge, descends into the densely timbered (with hemlock) canyon of the north-flowing tributary of the Lewis and Clark River for a short distance, then climbs out to rejoin the outward route at about the .6-mile point on the road. The easternmost 500 or 600 feet of this route is through land now cleanly cut (see Map 3).

From the summit of the main ridge, at an elevation of about 260 feet, the road continues westward just south of the top of a spur ridge which projects toward the ocean. From the south edge of the road down into the canyon of the easternmost branch of the Skipanon River, the steep slope is covered by a magnificent hemlock forest with a dense undergrowth of fern, huckleberry, salal, and other shrubs. In fact, the entire canyon of this branch of the Skipanon River, apparently looks much the same now as it did when it was traversed by Clark and his companions in December of 1805. The person who scrambles through the fallen trees and brush along the course of this stream can easily realize why Clark believed he had traveled seven miles in reaching the ocean instead of an actual 3.6 airline miles. The northern edge of the road as it travels along the summit of the spur ridge is fringed by a narrow strip of hemlock trees and brush which screens fairly effectively a large area of logged-over land lying directly to the north.

After about .4 mile westward from the summit of the main ridge, the road swings around to the western face of the spur ridge, which descends sharply to the valley of the Skipanon River. As the road reaches the face of the spur it leaves the hemlock forest and enters an extensive tract of cut-over land which extends westward to the farm land in the valley of the Skipanon and northward for several miles. The road descends through this cut-over land, now covered by a dense growth of young alders, hemlocks, and brush, down the face of the spur to cross the east fork of the Skipanon River and to connect with a county road leading west to U. S. Highway 101.

About $\frac{1}{4}$ mile south of this section of the road the Lewis and Clark Trail continues west over a low wooded ridge from the eastern fork of the Skipanon River to the main course of the same stream. Although some timbering has been conducted along this section of the trail, it traverses country which remains essentially primitive in appearance until it crosses the main Skipanon River, when it enters an area of small homes and farms.

Historical significance of the Lewis and Clark Trail in relation to the purposes of the authorized Fort Clatsop National Memorial

The historical significance of the Fort Clatsop site has been discussed at length in the Fort Clatsop Suggested Historical Area Report. However, some recapitulation appears necessary as a background for understanding the relationship of the significance of the trail to that of the fort site proper.

The Fort Clatsop site undoubtedly possess national significance because (a) it was associated importantly with the lives of two great Americans, Meriwether Lewis and William Clark; (b) it was associated with the Lewis and Clark expedition, which was a dramatic and important incident in American history, leading to the strengthening of American claims and interest in the Pacific Northwest; and (c) it possesses strong merit as a point from which the broad aspects of the Lewis and Clark story can well be presented to the American people.

On the other hand, it cannot be said that the Fort Clatsop site was associated with any decisive or "climactic" point in the Lewis and Clark journey. The objectives of the expedition had been reached prior to the time the party began looking for a place to spend the winter months of 1805 and 1806, and the selection of the Fort Clatsop site was largely the result of there being abundant game in the vicinity at the time. The desire of the leaders of the expedition to obtain salt for the first part of the return journey was also a factor in the selection of the Fort Clatsop location, but apparently the obtaining of this commodity was not considered vital to the continued progress of the expedition.⁴⁰

⁴⁰ In his journal for January 5, 1806, Lewis stated that the first salt produced by the expedition's salt works at the present Seaside was "a great treat to myself and most of the party . . . I say most of the party, for my friend Cap^t. Clark. declares it to be a near matter of indifference with him whether he uses it or not." Thwaites, op. cit., III, 313.

This lack of vital connection with the main events of the expedition provides problems when it comes to determining what shall be the statement of significance, or the interpretive theme, of the authorized Fort Clatsop National Memorial. The bill authorizing the establishing of this area states that the area is being set aside "for the purpose of commemorating the culmination, and the winter encampment, of the Lewis and Clark Expedition." This purpose, of course, will be made clear in the development and in the interpretive program at the Memorial. Yet, in the opinion of the present writer, the lack of association between the site and the climactic events of the expedition makes desirable a shift of emphasis. In his opinion, the Lewis and Clark expedition should be commemorated at the Memorial largely as being symbolic of the bravery and determination of the men and women who won the west for the United States. The Lewis and Clark expedition was, in the words of Theodore Roosevelt, "all that an exploration should be," an example of patience, fortitude, skillful leadership, and devotion to duty under conditions of extreme privation and hardship. This, in the opinion of the present writer, is the aspect of the expedition that should be stressed at Fort Clatsop and which is the essence of the true significance of the area.

In order to make this aspect of the expedition story meaningful to the American people, the present writer believes that the principal objective of all development and interpretation at the Fort Clatsop Memorial should be to re-create for

the visitor the isolated and forbidding aspect of the Fort Clatsop vicinity as it was during the four months the expedition camped on the site. The re-creation of this scene requires an adequate tract of land which can be permitted to revert over a period of time to its primitive state of dense coniferous forest and adjoining marsh. In his opinion, the acquisition of such land should be the primary consideration in determining desirable boundaries for the area.

As has been seen in the preceding narrative, the trail used by the expedition between Fort Clatsop and the Pacific Coast was not vital to any major objective of the expedition. Its use was merely to facilitate the obtaining of a convenience, salt, and to provide access to a hunting area. Evidently, however, the trail was largely used for these purposes only when more convenient routes, later discovered, were not passable. Therefore, one must reach the conclusion that the Lewis and Clark trail to the coast was really of minor importance even for the story of the stay of the expedition at Fort Clatsop. Therefore, the acquisition and preservation of any large portion of this trail certainly can be only a secondary consideration in the planning to carry out the main theme of monument development and interpretation.

However, this much having been said, it must be recognized that the trail would have certain positive advantages as a means of furthering the primary purpose of the area. If the

route of the trail were preserved, and if visitors were able to follow it through woods which appear today much as they did to Lewis and Clark, people would gain the most vivid impression of the type of hardships and the terrain which had to be overcome by members of the expedition. Therefore, the total impact of the area upon the visitor, and the ability of the area to transmit its message, would be increased. Certainly, the experience of following a portion of the original trail would be of high visitor interest. Such a feature would be a desirable and imaginative addition to the area facilities.

Therefore, the preservation of a significant section of the Lewis and Clark trail must be considered as desirable, providing the necessary land acquisition does not adversely affect the acquisition of all of the lands in the immediate fort vicinity which are considered essential for the preservation of the historic scene.

Definition of portions of the trail recommended for inclusion in the Fort Clatsop National Memorial

In view of the above discussion of the historical significance of the trail, it seems clear that it is possible to assign priorities to certain sections of the trail which can be recommended for inclusion within the boundaries of the authorized Memorial. These priorities are as follows:

1st priority. The short section of the trail leading westward from the restored Fort Clatsop along the top of the

ridge for a distance of approximately 1250 feet to the location of the proposed bypass which would take the present paved county road away from the immediate fort area, as proposed in the boundary status report now being prepared by the Region Four office, should be acquired at once. In the present thinking for the development and interpretation of the Memorial, the immediate vicinity of the fort, including the top and south slope of the ridge on which it sets as far west as the proposed bypass road, would be permitted to revert to natural coniferous forest. The present logging road which ascends the lower part of the ridge on the approximate route of the Lewis and Clark trail would be vacated by the county as far as the proposed bypass, and its route would be utilized for a re-creation of the Lewis and Clark trail. The trail would be screened by several hundred feet of dense woods from the planned parking area, Visitor Center, and other developments; and thus it would be possible for visitors to have the experience of walking on the original Lewis and Clark trail for at least a short distance within the boundaries presently recommended.

This section of the trail all falls within the boundaries recommended to achieve the purposes of the Memorial within the existing 125-acre area limitation. Therefore, no further definition of the lands necessary for its acquisition will be undertaken in this report.

2nd priority. If the visitor is to be given an opportunity to experience travel on any extensive portion of the Lewis and Clark trail, it is the opinion of the writer that the desired effect cannot be achieved by the acquisition of any lesser section than that stretch from Fort Clatsop westward to the main Skipanon River. As has already been explained, there would appear to be no point to attempting to reconstruct the trail in the farming and residential area which lies beyond the main Skipanon River. Therefore, it is suggested that the section of the trail shown in red on Map 3 and lying west of the recommended Memorial boundaries, be considered for addition to the monument after provision has been made for the acquisition of the more urgently needed lands in the immediate vicinity of the fort as recommended in the boundary status report presently being prepared.

3rd priority. It has been proposed to add to the authorized Memorial a small section of the "original" hemlock forest on the ridge about .6 mile west of the fort site. The thought behind this proposal is to permit visitors to see a section of the forest as it must have appeared when traversed by Lewis and Clark. However, the present writer believes that the acquisition of such a small tract would not permit the achievement of the desired objective and would present many practical administrative difficulties. Some of the objections which can be raised to such an acquisition are as follows:

a. The nearest suitable stand of hemlock which could be used for interpretive purposes is approximately .6 mile west of the fort site and separated from it by a tract of cut-over land which at the present time is not particularly attractive in appearance. Further logging which would surely be conducted on the private land surrounding the sample tract, would further serve to detract from the impression intended to be created.

b. Access to this tract, if the site of the old trail were followed, would necessarily have to be along the present logging road running from Fort Clatsop to the Clatsop Plains. Since this road is a dedicated county road and since it is the principal means of access for logging trucks to the extensive forest still remaining on the ridge, there would be a constant conflict of use between interpretive and logging interests. As long as the bulk of the property along this road over to the Clatsop Plains remains privately owned, there would be little chance of inducing the county to vacate the section of the road between the monument proper and the sample hemlock forest.

c. Although the hemlock forest at the present time is quite impressive when compared with the second-growth timber of the immediate vicinity of the fort, it can be anticipated that as years pass and as the fort area becomes reforested, the contrast between the two types of forest will become less conspicuous. In perhaps fifty years the dense forest which will surround the fort site will probably satisfy the visitor's desire to see an example

of the type of forest encountered by Lewis and Clark; therefore, there would be less incentive to visit the hemlock stand.

d. As mentioned in the above narrative, there are some indications that the hemlock forest on the ridge back of the fort has been subject to at least selective cutting and, therefore, may not represent virgin forest.

Boundaries considered necessary to preserve a significant portion of the Lewis and Clark trail

After an examination of the terrain and a study of the landownerships in the Fort Clatsop vicinity, it appears that the minimum area required to properly preserve the section of the Lewis and Clark trail lying between the recommended monument boundary and the main branch of the Skipanon River, is that shown on Maps 3 and 4 of the present report.

These boundaries are necessary to achieve the following objectives:

1. To make certain that the area traversed by the trail will be preserved in its natural state and that the visitor traveling it will receive the impression of passing through an undisturbed wilderness. For this reason there must be ample land on each side of the trail to shut out the view of logged-over lands which now lie, and which will lie in the future, along the trail route.

2. To acquire sufficient lands on both sides of the present logging road (an established county road) to close it off

to access by logging trucks. If the usefulness of the road for logging purposes can be removed, there is a good chance that the county can be persuaded to vacate the road. Unless this road is vacated, there is very little possibility that a satisfactory pioneer experience can be achieved by the visitor attempting to travel the old Lewis and Clark route.

Most of the suggested boundary lines for the proposed trail addition to the Memorial run along established property lines or upon such easily identifiable lines as donation land claim boundaries, township lines, and section lines. The easternmost boundary has been established along a road right-of-way which is only a short distance west of the main Skipanon River. It will be necessary to obtain the small lots along the east side of this road in order that the primitive appearance of this stream, so important to the interpretive program, may be preserved.

The area within the proposed boundaries is approximately 575 acres. All of this land, except for 12 small tracts, is owned by the Crown Zellerback Corporation. The tracts not owned by Crown Zellerback total about 100.64 acres. Two of these tracts, with a total area of about 15.02 acres, are owned by Clatsop County; and it might be expected that they could be obtained by donation. The remaining 10 tracts are owned by different individuals.

No attempt has been made in the present study to estimate the probable cost of acquiring the lands within the suggested boundaries. Since most of this land contains standing timber of commercial value, it would be pointless to estimate its value until the value of the timber has been determined. Also, there appears to be no way to estimate how much of the land might be expected to be received through donation.

Conclusions and recommendations

1. In considering which sections of the Lewis and Clark trail might be desirable for addition for the Fort Clatsop Memorial Project, first priority should be given to acquiring that section of the trail which is situated within the recommended boundaries for the Fort Clatsop Memorial Project as outlined in the boundary status report now under preparation. This section of the trail is urgently required for interpretive purposes.

2. No further consideration should be given to the proposal to acquire a small tract of hemlock forest west of the Memorial proper. If it is considered desirable to request the Crown Zellerbach Corporation to donate land for the Memorial Project, it is suggested that the company's attention be first directed to the tracts of Crown Zellerbach land within the recommended monument boundary lines, particularly to the tract lying along the west bank of the Lewis and Clark River which contains the old Lewis and Clark landing site.

3. After adequate legislative provision has been made for permitting the acquisition of all the lands within the recommended boundaries of the Fort Clatsop Memorial Project, consideration should be given to the possibility of adding to the Memorial a section of the Lewis and Clark trail to the west of the recommended boundaries. The area to be considered for such an addition should not be less than that shown on Maps 3 and 4 of the present report.

Acknowledgments

Many persons have assisted in the preparation of the present report. Special thanks are due to the Hon. Guy Boyington, County Judge of Clatsop County, and to Mr. Emil Berg, County Assessor, who provided copies of needed maps and records without charge. Mr. Robert B. Shefler, County Engineer, provided much valuable information and assisted in the obtaining of copies of records. The photographs illustrating the report were taken by Mr. Victor T. Ecklund of the Columbia River Basin Recreation Survey Office. Mr. Richard W. Russell and Mr. Leland Abel, of the Region Four Office, gave special assistance in preparing the maps.

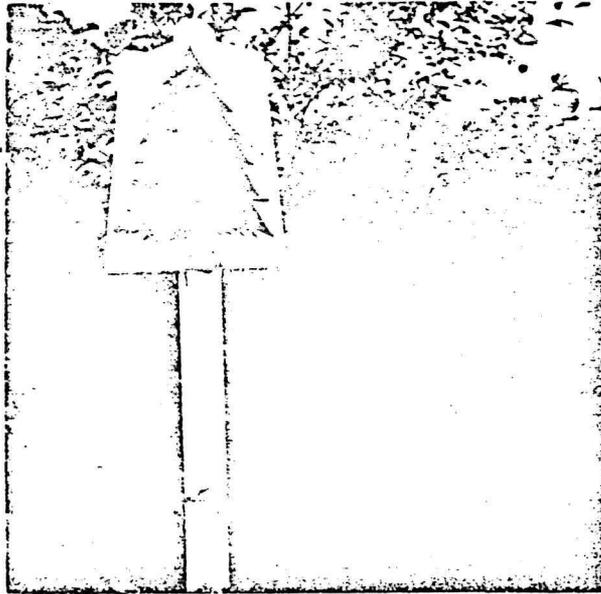


Photo 1. Typical vegetation on cut-over area along logging road for .6 mile west of fort site.

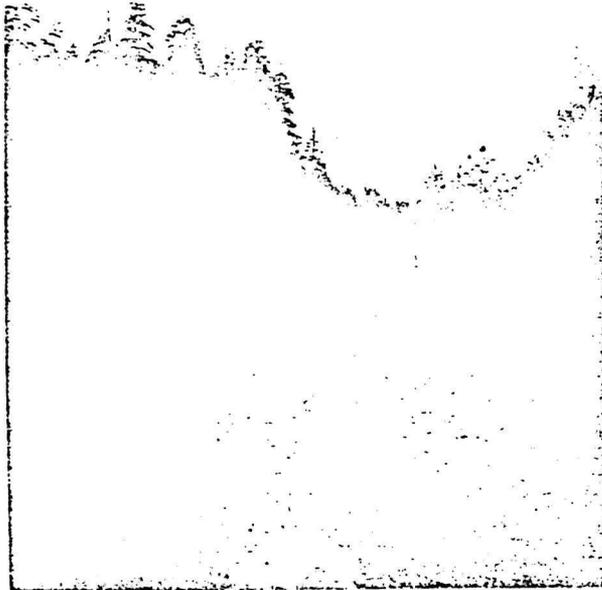


Photo 2. Logging road at .6 mile west of fort site. Outward Lewis and Clark trail evidently continued up ridge in rear center and then cut through hemlocks in far distance. Return trail rejoined outward trail at about this point.



Photo 3. View from logging road southeast over logged area to the hemlock forest, from a point about .6 mile west of fort site.



Photo 4. Logging road enters hemlock forest about .7 mile west of fort site.

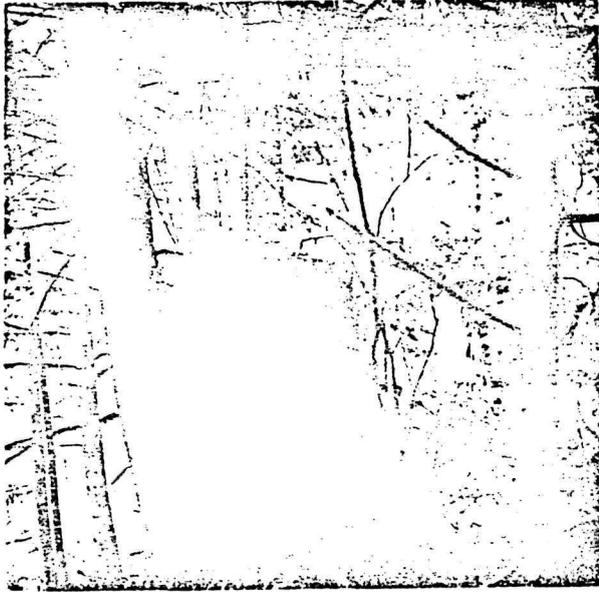


Photo 5. Stump, apparently hemlock, along logging road, about 1.2 miles west of fort site.

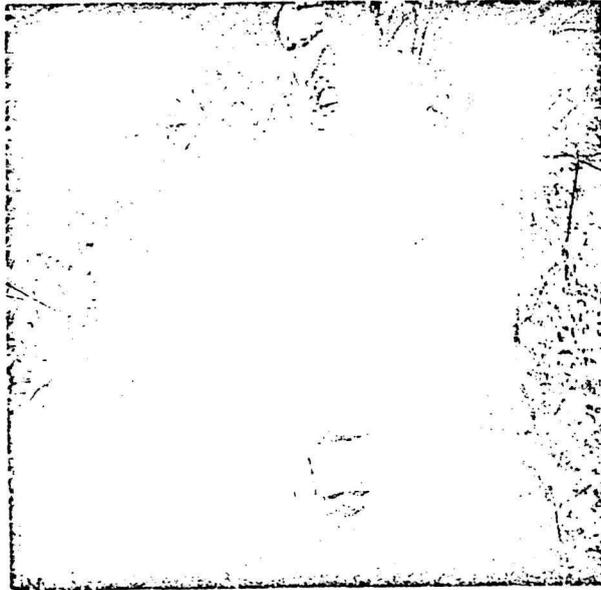


Photo 6. Stump (dia. 5 ft.) on north side of logging road, about 1.2 mile west of fort site.

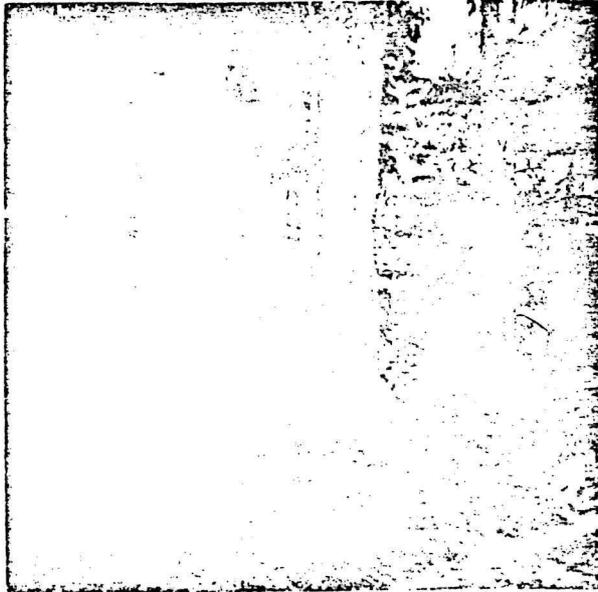


Photo 7. Typical forest along logging road. Large tree in center is a spruce (dia. 3'-4').

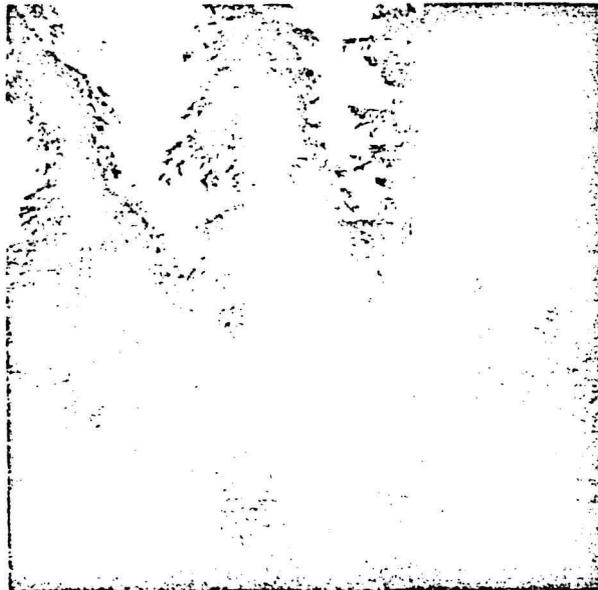
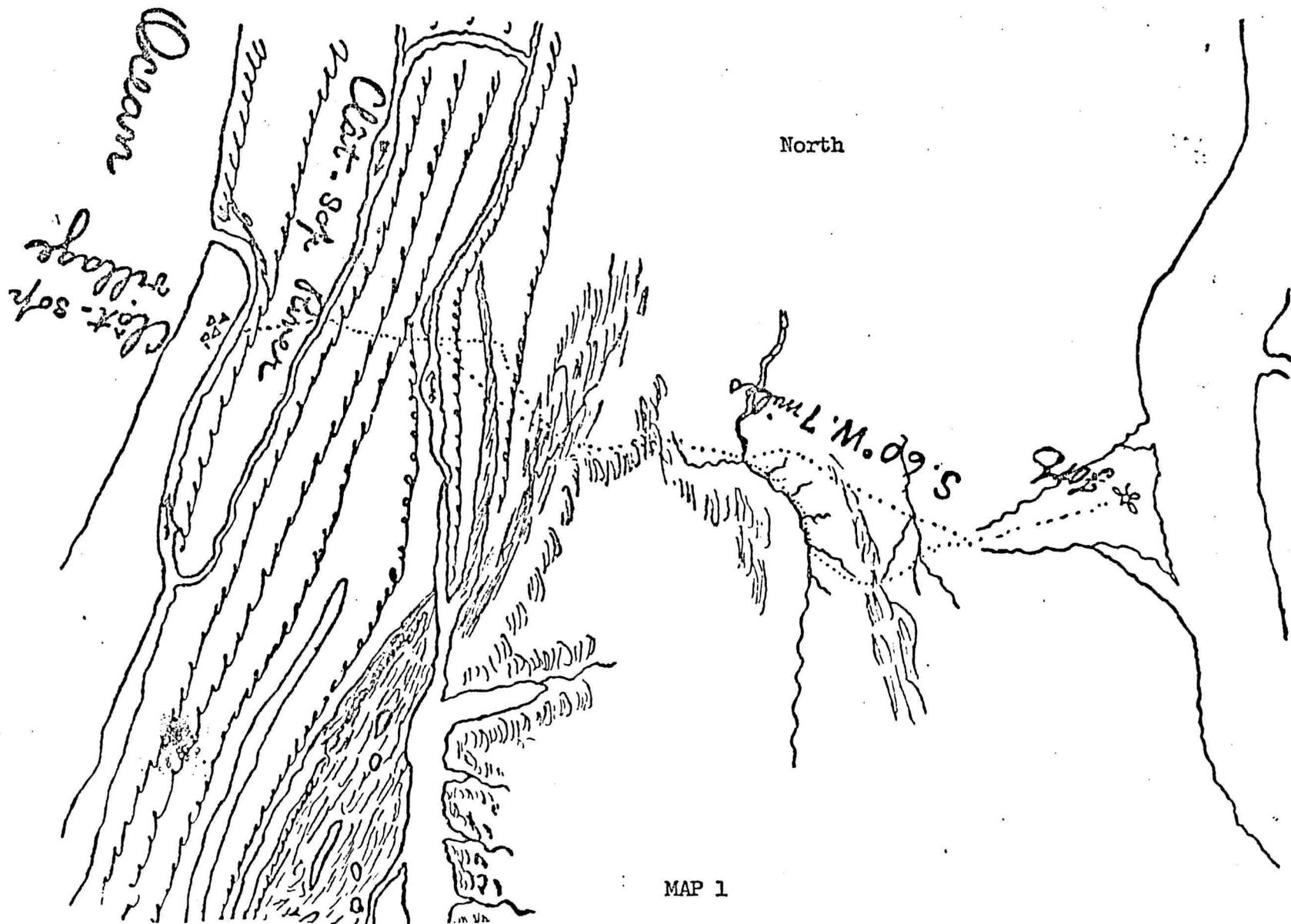


Photo 8. Typical forest along logging road. Large hemlock in center has a dia. of 3'-4'.



MAP 1

Clark's Map Showing Location of Fort Clatsop, and Trail to the Indian Village
(From Thwaites, Original Journals, III, [282-283])