

(May 1929)

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
LEWIS & CLARK NATIONAL PARK

FILE NO. 0-38

PART 1

LEWIS & CLARK

PROPOSED PARKWAY

LAST DATE ON TOP

IMPORTANT

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ARNO B. CAMMERER,
Director.



Mr. Demaray
George Colburn
Pen Thompson
file

5602 15th Ave., NE
Seattle, Washington
October 25, 1941

Mr. A. E. Demaray, Ass't Director
National Park Service
Washington, D. C.

Dear Mr. Demaray:

I was sorry to miss you when I was in Glacier Park for the convention of Montana Federation of Women's Clubs the early part of last month. I tried to get in touch with you by telephone but learned that you were out in the field.

Two subjects I had wanted to discuss with you are covered in enclosed letters: the one to Mr. Nash concerning the Black-foot Highway and the other to Mr. MacDonald on a Lewis and Clark National Parkway. If planning technicians of the Park Service could be made available to these other bureaus to help make plans for the public works shelf of the post-emergency period, I feel sure a great deal of good could be accomplished.

Re the Cascade Mountains Area

Secretary Ickes reiterated his preference for national recreation area status for this when he was in the Northwest this summer, and I am sure that no one in this organization would seriously oppose such a designation even though it would be a distinct disappointment.

The really important thing is that something be done before the present administration goes out of office. Grazing interests are struggling to have their grazing rights forever perpetuated by Congress--which would be a tragedy. Most competent observers agree that grazing is the most serious menace to the area of all. There appears to be little threat of timber-cutting at present, but the grazing goes merrily on--the devastation by "those woolly locusts," as Dr. Freeman calls them.

Today's "Merry-Go-Round" on the subject of Secretary Ickes and Jesse Jones relation to the power contract with the Aluminum

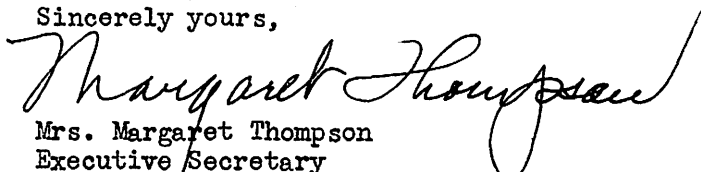
Company of America is a sample of the way selfish interests can take advantage of the government when they are treated in a gentlemanly way. Our experience with the Cascades has demonstrated that when one tries to meet such interests in a spirit of fair play, it may very well be the signal for trickery on their part. Strong tactics is the only way to get results.

Since vested interest is determined to prevent a plan of reorganization to permit grouping the Forest Service and the Park Service together, it follows that those sections of our mountain areas which should not be subjected to the utilitarian type of exploitation should then be separated from the commercial forest areas.

*I don't know
but that she
has an idea
to*

In short, why could not the wilderness areas be transferred to Park Service jurisdiction by executive order in the same way that the monuments were transferred in the early 1930's?

Sincerely yours,



Mrs. Margaret Thompson
Executive Secretary
Northwest Conservation League

5602 15th Ave., NE
Seattle, Washington
October 26, 1941

Mr. Thomas H. MacDonald, Director
U. S. Public Roads Administration
Washington, D. C.

Dear Sir:

Re a Lewis and Clark National Parkway

There is a good deal of agitation in the Northwest for completion of a highway across Idaho following the general route of the Lewis and Clark expedition, with which you are doubtless cognizant.

This organization has long been interested in this route, which we deem of sufficient historical importance to warrant designation as a national parkway, and we beg you to so consider it. It will be necessary to come to a decision in the matter before proceeding with the plan for such road, inasmuch as location and width of right-of-way to conform with national parkway standards is of basic importance. To be specific, it would be desirable to have the services of a professional landscape architect in such location and planning--which none of the state highway departments of the Northwest are fortunate enough to have.

May it not be possible for the Public Roads Administration to invite cooperation from the National Park Service in such planning? Inasmuch as this is being advocated as a project for the public works shelf to await the post-emergency period, it would probably be desirable to evolve a master plan sometime in the near future.

As you will note in my article in the January-February issue of NORTHWEST CONSERVATIONIST, we are hoping eventually to get adequate landscape service in the state highway departments of this region. Montana at present seems to be doing a better job on roadside landscaping than the other three states.

Sincerely yours,

Mrs. Margaret Thompson
Executive Secretary
Northwest Conservation League

cc Mr. A. E. Demaray
Ass't Director
National Park Service

5802 15th Ave., NE
Seattle, Washington
October 28, 1941

Mr. Roy Nash, Supt.
Blackfoot Indian Reservation
Browning, Montana

Dear Mr. Nash:

Ruth Hattersley, wife of Judge R. M. Hattersley of Conrad, is planning to call a meeting soon to consider organization of a chapter of the Northwest Conservation League to work on land-planning problems of North Central Montana. You will recall that I talked to you about this in Browning the early part of last month. Whatever assistance you can give her will be greatly appreciated.

A proposition in which I have been interested is that of protecting the landscape values adjacent to the Blackfoot Highway between Glacier Park and the Canadian line and that section of the Roosevelt Highway west from Glacier Park to the summit of the mountains. As you doubtless know, there has been some consideration of extending the national park boundaries to include the Blackfoot Highway. However, protection could be given without such acquisition if the zoning principle be employed to establish a highway protective district with adequate controls therein. The principle of the highway protective district has been advocated by the American Planning and Civic Association and to my mind is the most desirable form of roadside control. Within such district--which should extend a thousand feet on each side of the center of right-of-way--the zoning authority establishes commercial and non-commercial zones, sets up architectural standards for buildings and set-back lines in commercial zones, bans billboards, and makes regulations relative to preservation of trees, shrubs, etc. in the non-commercial zones. It seems to me that such a district might be established for those highways through cooperative activity on the part of the Indian Service, the Park Service, and local residents.

I am sending a copy of this letter to Mr. Libby and Mr. Demaray of the Park Service to ascertain if it might be possible to set up a cooperative project such as the one now under way between the Park Service and the Reclamation Service at Coulee Dam, whereby the Park Service has made available the services of a planning technician to draw up a master-plan for the future development of the area around the new reservoir. If such planning service could be made available to the Indian Service, perhaps a master plan could be worked out for your highways that would guide their future development.

It is obvious that such plan would help greatly to forestall blighted areas. As I approached the new museum this fall over the Glacier Park-Browning cut-off, I was struck with the desirability of taking steps to protect the roadsides there at the Y in front of it. If such steps are not taken they will be filled up with gas stations and what-not before you can say Jack Robinson. If the right-of-way is wide enough the situation can be controlled by applying limited access controls; otherwise it might be necessary to purchase more ground. With the planting of such native trees and shrubs as will thrive without water, that approach can be made a permanent asset to the museum.

Another reason for establishing controls is to stop the grazing adjacent to highways and so preserve the wildflowers which are so attractive in that area.

Sincerely yours,

Mrs. Margaret Thompson
Executive Secretary
Northwest Conservation League

cc Mr. Donald Libby, Supt.
Glacier Nation Park

Mr. A. E. Demaray, Ass't Director
National Park Service

Mr. John F. Lindhe
Glacier Park, Montana

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

*Lillian
Thompson*

ADDRESS ONLY
THE DIRECTOR, NATIONAL PARK SERVICE

November 15, 1941.

Mrs. Margaret Thompson,
Executive Secretary,
Northwest Conservation League,
5602 - 15th Avenue, N. W.,
Seattle, Washington.

*Lewis & Clark Hwy
0-38*

Dear Mrs. Thompson:

I appreciate your letter of October 25 with which you enclosed copies of your letters to Superintendent Nash of the Blackfeet Indian Reservation concerning the Blackfeet Highway and to Commissioner MacDonald of the Public Roads Administration regarding the proposed Lewis and Clark National Parkway.

I, too, am sorry that we were unable to meet last summer in Glacier National Park, but I hope that another opportunity will be presented to discuss these problems of mutual interest.

Sincerely yours,

(SDD) A. E. Demaray

A. E. Demaray,
Associate Director.

galson

RWL/BHT/HT:st

cc: BR&LP-Room 5211

The heart of the Pacific Northwest is the Columbia River system, to be planned for hydro-electric power, irrigation, navigation, fisheries, and flood control. Above the rivers lie the crop lands and grazing lands, to be planned in the light of scientific soil conservation practices. The mountain slopes bear vast forests directly in need of conservational management. Scenic and recreational areas call for landscape planning. The Northwest Conservation League is dedicated to the promotion of better land-planning practices through education and essential political action.

NORTHWEST CONSERVATION LEAGUE

Publishers of THE NORTHWEST CONSERVATIONIST

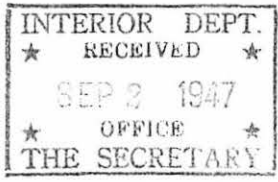
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Bingen, Washington

J. P. SIMPSON, 1st Vice-Pres.
GRANT COUNTY JOURNAL
Ephrata, Washington

WILLIS B. MERRIAM, 2nd Vice-Pres.
STATE COLLEGE OF WASHINGTON
Pullman, Washington

LOIS CAIN, Treasurer
S. 1204 Cook Street

MARGARET THOMPSON, Executive Sec'y
P. O. Box 1146
Richland, Washington



August 16, 1947

Interior Dept. Non. J. A. Krug
Secretary of the Interior
Washington, D. C.
SEP - 2 1947

TO NATIONAL PARK SERVICE
Dear Mr. Secretary:

INTERIOR DEPT.
SECRETARY'S
MAIL CENTER
P - 2 1947
PLEASE DRAFT
IF REPLY.

We regret that it was not possible to have you with us this summer in our very interesting trek from Seaside, Oregon, along the historic Lewis and Clark trail to Missoula, Montana, and at our regional conference at the Montana State University. However, because we are sure you were with us in spirit we are sending you the badge that you would have worn had you been actually present. Also we are sending you as a souvenir of the occasion the label from the jug of Pacific Ocean water which we carried through, bearing the signatures of the various persons who served as carriers from point to point as we progressed. In each community a bit of the water was poured upon the trail as it was handed to a representative of the next stopping place. From Pasco, Washington, we were "guided" by a little "Spirit of Sacajawea" of the Campfire Girls organization, accompanied by three Indian princesses, who at Lolo Pass handed their bundle of fagots to a "Spirit of Sacajawea" sent by the Missoula Campfire Girls to meet them and assume guidance of the party for the remainder of the trek.

At the meeting in Missoula plans were laid to repeat the program next year, reversing the direction of the caravan tour so as to have it start at the confluence of the Yellowstone with the Missouri and travel to Seaside, Oregon, and thence north to Seattle and arrive in time for our regional conference which is scheduled to be held at the University of Washington. May we look forward to having you speak at that meeting? It will be necessary for the University summer session to make up their calendar before we can know the exact dates, and as soon as this is done we will write you again in more detail concerning the program.

One of the resolutions passed at Missoula seeks the cooperation of eastern conservation organizations in a movement to have 1948 dedicated as "Conservation Year." We believe that the concentrated emphasis which this would provide is necessary to reverse the present anti-conservation trend before it achieves a set-back of serious magnitude. It became the custom to refer to 1946 as "Reconversion Year" and to 1947 as "Stabilization Year." It would seem wholly fitting then to make 1948 "Conservation Year;" and we believe there is adequate precedent to justify the President of the United States in issuing a New Year's proclamation so dedicating the year of 1948.

With this in mind we will do our part by putting over a fine regional conservation conference at the University of Washington preceded by a trek from the eastern boundary of Montana to the Pacific Coast, which will constitute in itself a traveling conservation meeting.

RESOLUTION RE LEWIS AND CLARK NATIONAL TOURWAY

WHEREAS, the path of the Lewis and Clark Expedition, because of its central location, its splendid scenery, and its superlative historical value to this nation, makes it a natural choice as a trunk tourist route into the Pacific Northwest; and

WHEREAS, the tourway type of road--since its aims to make accessible the best scenery in the country it traverses--would insure the highest development of those natural values and encourage inclusion of the most interesting spots associated with the Lewis and Clark Expedition;

BE IT RESOLVED: that the Northwest Conservation League urge public roads officials to make plans for a Lewis and Clark National Tourway to begin at St. Louis, Missouri, and follow the general course of the Lewis and Clark Expedition to Lolo Pass; thence across Idaho via the Lochsa and Clearwater rivers to Lewiston; thence via U. S. Highway 410 to the mouth of the Yakima river, the farthest point upstream in the Columbia to which the Expedition ascended; and thence westward on the north bank of the Columbia along the trail taken by the Expedition on its return journey in 1806, terminating at Seaside, Oregon, where a salt camp was maintained during the winter which the Expedition spent on the Pacific Coast.

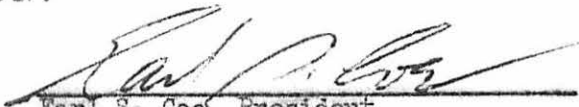
Be it further Resolved: that copies of this resolution be sent to Hon. J. A. Krug, Secretary of the Interior; Thomas H. MacDonald, Commissioner of Public Roads; Dr. L. I. Hewes, Chief of Western Headquarters, Public Roads Administration; Newton B. Drury, Director of National Parks; and to the respective Directors of the State Highway Departments of Montana, Idaho, Washington, and Oregon.

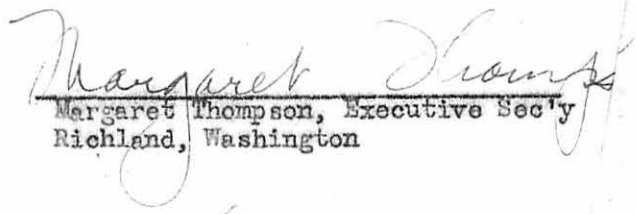
Submitted by
The Lewis and Clark Chapter
NORTHWEST CONSERVATION LEAGUE

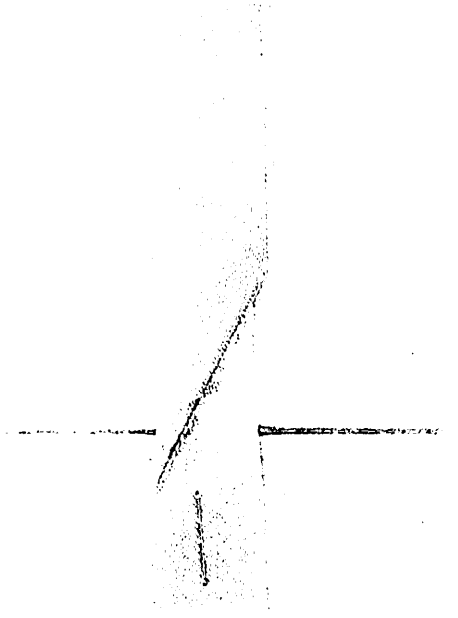
/s/ Hill Williams, President
Pasco, Washington

/s/ Margaret Howard, Secretary
Richland, Washington

Adopted by THE NORTHWEST CONSERVATION LEAGUE in regional conference at Missoual, Montana, on August 12, 1947.


Earl S. Coe, President
Bingen, Washington


Margaret Thompson, Executive Sec'y
Richland, Washington



Hon. J. A. Krug
Secretary of the Interior

**Northwest Conservation
League**

CARAVAN TOUR

Over the return route of
Lewis and Clark.

from

Seaside, Oregon

to

Missoula, Montana

and

Regional Conservation
Conference

Montana State University

August 6 to 12, 1947

This bottle of sea water, dipped on the Pacific Ocean at Seaside, Oregon, near the old salt cairn used by Lewis and Clark, is a symbol of the return route of that historic expedition to blaze it anew as a road for 20th century travelers. Auspices Lewis and Clark Chapter, NORTHWEST CONSERVATION LEAGUE

Each signatory below upon affixing his name has relayed the symbol to the person whose signature follows. August 6-10, 1947.

Mayn W. B. Hollenbeck Seaside Oregon

Paul K. Schurman

George C. Houston

Municipal Administration
Richland, Wash.

Frank Keller
Cape of Missoula

Margaret Johnson
Executive Seaside

Raymond C. Pratt - Mayor
Itzehem, Wash.

Bill Williams
Paseo Charaboc
of Corvallis

B. Anderson
Mayor Vancouver
Wash.

Blair H. ...
Daryn ...
H. West

George D. Masher - White Salmon
Wash.

Forest Mayor, Walla Walla
Walla Walla

Ray H. ...
Lester ...

Dallas ...
Clay ...
O.S. Warden
Great Falls,
Montana

The heart of the Pacific Northwest is the Columbia River system, to be planned for hydro-electric power, irrigation, navigation, fisheries, and flood control. Above the rivers lie the crop lands and grazing lands, to be planned in the light of scientific soil conservation practices. The mountain slopes bear vast forests greatly in need of conservational management. Scenic and recreational areas call for landscape planning. The Northwest Conservation League is dedicated to the promotion of better land-planning practices through education and essential political action.

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S. 1204 Cook Street

MARGARET THOMPSON, Executive Sec'y
P. O. Box 1146
Richland, Washington

- 2 -

The specific objective of the latter phase is the promotion of a Lewis and Clark National Tourway, as outlined in the accompanying resolution. We know it is not necessary to emphasize the importance of doing a planning job on this project now before further damage is done to the landscape values adjacent to it. As sections of the road are completed the usual "development" sprouts up too fast to cope with successfully--the billboards, hot dog stands, gasoline stations, etc. We would urge, therefore, that under inter-bureau agreements protective standards be made to apply to this route as early as possible and that the use of federal funds be conditioned on the meeting of these standards. Where there are existing highways they would of course be used, with the understanding that their standards be raised as fast as possible.

In the case of the unfinished link across Idaho we would urge that a special appropriation be budgeted by the Department of the Interior. Inasmuch as it is not a through road the link from Lewiston eastward is still largely unspoiled. It is a drive of remarkable beauty, and we feel that definite protective measures should be taken in the very near future to keep it so.

From Missouri to Montana there are doubtless sites worthy of being set aside as national historic parks, and we suggest that the National Park Service study the route with a view to determining such sites.

The Bureau of Reclamation and Corps of Army Engineers should be able to make a contribution to the Tourway through their planning of the shoreline of the reservoirs above the Fort Peck dam on the Missouri and the McNary dam of the Columbia, both of which come within the Lewis and Clark route.

Another unfinished piece of road is that along the north bank of the Columbia from Kennewick to Maryhill. The road on the south side has been elaborately marked as the Oregon Trail, and it would be confusing to make it also a Lewis and Clark Tourway. Since the Lewis and Clark Expedition when they came to the rapids of the Columbia gorge on their return left the river and followed the north bank, there is historical justification for so locating the Lewis and Clark road. This road will soon become a practical necessity in connection with the McNary dam, and surveys are under way at the present time by the Washington State Highway Department. May we urge that the Public Roads Administration check this link carefully and see that the plans call for the highest possible standards with respect to location and to conservation of the roadside landscape.

Where the Lewis and Clark National Tourway should cross to the Oregon side will have to be worked out in conferences of interested groups, so that the Oregon Trail and Lewis and Clark Tourway will supplement each other.

Respectfully yours,

NORTHWEST CONSERVATION LEAGUE

Margaret Thompson
Margaret Thompson, Executive Secretary

THE SECRETARY OF THE INTERIOR
WASHINGTON

OCT - 3 1947

PRS 1351
Dear Miss Thompson:

Your letter of August 16, telling me about Northwest Conservation League's trek from Seaside, Oregon, over the Lewis and Clark trail to Missoula, Montana, the meeting at Montana State University and the League's plans for next year's program, has been considered carefully by agencies of this Department most directly concerned with the subjects on which you commented.

Your efforts in behalf of conservation are indeed commendable. The project called for in the Resolution Re Lewis and Clark National Tourway is a large undertaking, and it is well to have this Resolution before the various State and National agencies involved so that possibility of the realization of the Tourway can be studied in connection with other development projects. While our present burden of work and limited funds make it impossible for this Department to take an active part, at the present time, in the proposed Tourway, we are vitally interested in its progress.

Most of the unfinished road in Idaho, to which you refer, crosses national forest lands under the jurisdiction of the U. S. Forest Service.

Your inviting me to speak to the Northwest Conservation League next summer is appreciated. While I cannot make a commitment so far in advance, I hope it will be possible for me to attend the meeting or to have a member of my staff represent the Department.

The National Park Service of this Department, in cooperation with the Bureau of Reclamation, is making a study of historic sites in the Missouri River Basin.

I like your suggestion that 1948 be dedicated as "Conservation Year." I feel sure that if you submit it to the President, it will receive careful consideration.

Thank you very much for the mementos of the League's conference.

Sincerely yours,

Walter A. Krug

Secretary of the Interior.

Miss Margaret Thompson,
Executive Secretary,
Northwest Conservation League,
P.O. Box 1146, Richland, Washington.

cc: Regional Director, Region Two (2) (each with copies of
Regional Director, Region Four (2) (Miss Thompson's letter
Bureau of Reclamation, Attention 700 (of August 16 and Resolution
(Pacific Northwest Coordination Committee - of Aug. 12.)
- (A. J. Newell, Chairman - " - Boise, Idaho
(Roy Bessey, Executive Director, " - Portland, Oregon