

## Eastern Washington to Portland, Oregon Travel Information

Traveling can be an adventure, and as Captain Lewis showed, preparation is the key. To help you prepare for “Gateway to The Pacific”, the 37<sup>th</sup> Annual meeting of the Lewis and Clark Trail Heritage Foundation, Inc. meeting August 6-10, 2005 in Portland, Oregon, we have compiled this travel guide to help make this portion of your trip as enjoyable and informative as possible.

There are several routes that allow you to follow The Corps of Discovery in Washington State. Those who have traveled the area can attest to the spectacular vistas, geographic variety, and unmatched beauty of the area you will see. We are pleased to have you visit and to share with you what we know.

Like our two Captains, you will want to acquire some helpful maps and guidebooks in advance of your journey. The 2004-2005 Official State Highway Map, Lewis and Clark Commemorative Edition is free from the Washington State Department of Transportation PO Box 47322, Olympia, Washington 98504-7322 phone 360-705-7000. This useful map shows campsites and dates in the state, and also the Snake River (*Lewis' River*)/Columbia River and Overland Trail routes taken by the Expedition.

An excellent pamphlet is “The Washington Experience of the Lewis & Clark Expedition”. It is very informative and extensively illustrated, but is a little short on the minor roads that may be needed to see some Snake River sites. It can be obtained from the Washington State Historical Society, 1911 Pacific Avenue, Tacoma, Washington 98402-3109 phone 253-272-3500

“Oregon-Washington Lewis and Clark Guide” is also very informative, and has information on campsite locations, and also parks and local cultural sites. It can be obtained from the Oregon Tourism Commission at [traveloregon.com](http://traveloregon.com). phone 800-547-7842. or Washington State Business and Tourism at [experiencewashington.com](http://experiencewashington.com) phone 360-725-5050

You may also want to get a copy of “...There was a Good Road” the pamphlet compiled by Gary Lentz for the Washington State Chapter’s September 20-21, 2003 field trip. The handbook describes in detail the April 27 – May 5, 1806 Overland Trail route from the Walla Walla River to Clarkston, and also has pertinent journal entries. It is available at the Chapter website at [wa-lcthf.org](http://wa-lcthf.org)

Other references and trail guides are listed at the end of this article.

Note that the intent of this guide is to provide information on the campsite locations so that the campsite can be visually located, but does not guarantee access as some sites or their approaches may be on private property. We ask that you respect private property, observe ‘no trespassing’ signs, tread lightly, respect tribal sites and cultural resources, and use care as needed.

Throughout the entire Snake and Columbia system there were regular meetings with the natives and constant trading. Those encounters will mentioned here sparingly, but it should be recognized that assistance from the natives in the forms of information, guiding, and procuring food and horses were essential to the success of the Expedition.

\*\*\*\*\*

Travelers coming from the Lolo Trail and Clearwater River area on Hwy 12 to Lewiston can pick up the directions in #3 below. The Spokane to Pasco route can be taken in three basic ways. Subsequent to that there are two routes to Portland, the Oregon side or the Washington side of the Columbia River, though most sites are on the Washington side.

Bridges to cross the Snake and Columbia are limited, so some planning may be helpful. The only ways to cross the Snake River between Lewiston and Pasco are Central Ferry (Hwy 127) and Lyons Ferry (Hwy 261). Note also that Chief Timothy Park and Lyons Ferry Park may be closed.

Those routes are the following:

- 1-Spokane to Pasco direct
- 2-South from Spokane to various October 1805 sites on the Snake River.
- 3- South from Spokane to Lewiston, Idaho/Clarkston, Washington where you can choose either the October 1805 Snake River route, or 1806 Overland Trail return route (in reverse).

Modern day explorers who are inclined could even combine both 1805 River and 1806 Overland trails, though you will need to allow some time to do so.

Those routes in greater detail are as follows:

### **1-Spokane to Pasco Direct**

Leaving Spokane in a southwest direction, travel about 140 miles on I-90 and Hwy 395 that can be done in just over 2 hours. There are no Lewis and Clark sites until you reach Pasco, but you will see Mima mounds between Tyler and Ritzville, spectacular channeled scablands, basalt outcroppings and large Coulees that are remnants of the Ice Age Floods of 12,000-15,000 years ago. A good viewpoint of the channeled scablands is the Sprague Rest Area at I-90 mm 243. For more information see [iceagefloodsinstitute.org](http://iceagefloodsinstitute.org).

## **2-Spokane to Snake River**

This route leaves Spokane Valley on State Hwy 27 takes you through the famous Palouse Country. You can continue on through a variety of routes through the small towns in the loess hills, to either Pullman or Colfax. US Hwy 195 also leaves Spokane and is the most direct route to Colfax, and passes adjacent to Steptoe Butte. Take time to drive to the top and you will have a spectacular view of the rolling Palouse country, the wooded St Joe Mountains to the East, open dry land wheat country to the West, and Oregon's Blue Mountain Range to the South.

The October 10, 1805 campsite was the first campsite in Washington, and is very near the State Line on the north side the Snake River, and across from the main boat ramp at Clarkston's Granite Lake Park on 5<sup>th</sup> Street. It can be reached from the North side and is 1.7 miles east of the Red Wolf Bridge. The Expedition was quick to note the lack of firewood, and Clark lamented the diet of dog that was enjoyed by the rest of the Expedition. He also described in detail the dress of the Indians

The October 11, 1805 campsite can be reached from either Pullman or Colfax by heading south on State Hwy 194 to the Snake River and Boyer Park. The actual site is now underwater, but is just off shore near the grain elevators at the mouth of Almota Creek. Crossing the river on Lower Granite or other dams is not permitted, but the site can also been seen from the south side at the Illia Landing boat ramp. From Central Ferry, take Lower Deadman Road 12 miles to Gould City, keep to the left and then go 7 miles to the turnoff to the Lower Granite Dam at Kirby-Mayview Road, then go 12.5 miles to Illia Landing. You can see the bare hills that make the Snake River so bereft of timber. Illia Landing can also be reached from the May 3, 1806 campsite at Three Forks near Pomeroy. Take Kirby-Maview Road the 15.3 miles to the Lower Granite Dam turnoff mentioned above. Here the Expedition noted fishing scaffolds, and a sweat bath. Two Flathead chiefs remained with them as guides.

Traveling back up Hwy 194, continue West on Hwy 26, then turn South at Dusty on Hwy 127. This route goes to the Snake River and Central Ferry, not a Lewis and Clark campsite, but it is a scenic river crossing with park facilities. If desired, continuing South on Hwy 127 will take you to the 1806 Overland Trail areas.

The Oct 12, 1805 campsite at Riparia is on the North side of the river and on the east side of the mouth of Alkali Flat Creek. Texas Rapids is just below the campsite. It can be reached from Hwy 127 mile marker (mm) 19.5 by heading west 10.8 miles on Big Alkali Road to Hay, and then 14.5 miles on Little Goose Dam Road to the river. The campsite can also been seen from the south side of the river at Little Goose Dam Road MM 5.8 coming from Starbuck. Just above Lyons Ferry, Whitehouse noted the narrow one and a half mile long rapids ran faster than a horse could run.

Lyons Ferry is the next site, named 'Drewyers River' by Clark in honor of one of their interpreters, George Drouillard. It was an important location for the local Indians. To reach Lyons Ferry from Riparia, go back to Hwy 26 to Washtucna, head South on Hwy 260/261 for 6 miles to the large grain elevator (mm 33) and turn East to go 14 miles to Lyons Ferry on Hwy 261. Here the Palouse River enters the Snake, but not before dropping 200 feet (higher than Niagara Falls!) at Palouse Falls, 6 miles from the Snake. Palouse Falls is one of the most impressive and primal of all Ice Age Flood features, and though not visited by Lewis & Clark should not be missed if you are in the area. An Expedition Peace Medal was later excavated in the area.

From Lyons Ferry, a possible route is to cross the Snake River. Gas is available at the Lyons Ferry marina, and 24 hour gas is in Starbuck. From here you can either proceed inland to the Overland Trail area, or see more Snake River sites.

Monumental Rock was originally noted on Expedition maps as 'Ship Rock'. It is easily accessible, but certainly not on anyone's beaten track. To view this impressive rock formation, from the Lyons Ferry bridge take Lyons Ferry Road 17.0 miles to Clyde, then turn West on Babcock Road, then .5 miles to Lower Monumental Dam Road, and go 7.4 miles to Magallon Road. From there it is 7.6 miles down to Magallon siding which is adjacent to Monumental Rock. Walk east on the railroad bed past the rock and you will see why they had that impression, as from that angle it does look like the port side of a ship. Given the time frame, it is possible that they were thinking of the USS Constitution. Clyde is 9 miles North of Hwy 124 and the Overland Trail.

The Oct 13, 1805 campsite is 3 miles upriver from Monumental Rock on the North side of the river, across from Cow Bar Canyon and the navigation light, It can only be reached by boat but can be seen from the south shore by walking along the railroad tracks. The campsite also can be seen by heading downriver from Ayer Boat Basin but is again a 3 mile hike. Ayer can be reached from Lyons Ferry by heading up Lyons Ferry Road 9 miles to Ayer Road and then 8 miles to Ayer. Casey Road, near Ayer goes for 14 miles to meet with Lower Monumental Road if desired. It is 5.5 miles between Casey Road and Magallon Road. It was noted that Sacajawea continues to be a valuable member of the Expedition, her presence showing that their intentions were peaceful.

The Oct 14, 1805 campsite is on the South (East) side of the Snake but can again only be reached by boat or seen from the North(West) side. It is a mile south of the old Scott Station elevator, downriver a 1/2 mile and across the river from Burr Canyon. Another measurement is 1/4 mile downriver from the navigation marker and across from the large flat plateau at the rivers edge. Burr Canyon and Windust Park are on the North (West) side of the river, and can be best reached from the town of Kahlotus traveling down Devils Canyon Road (Hwy 263), a spectacular Ice Age Flood channel. This is the area where the Expedition lost items from a nearly capsized canoe, and also used wood from fishing scaffolds for a fire. Lewis also climbed the hills and saw Mt Adams in the distance. Caves used by the Indians were nearby.

Oct 15, 1805 campsite was at the head of 3 mile long rapids , is directly WNW from the navigation light at Fishhook Park in what is now the middle of the river. Clark walked around the rapids here, and the Expedition noted that they have been passing many bad rapids lately. The turnoff for Fishhook Park is at Hwy 124 mm16. From that campsite it is a scenic 25 minute drive through orchards, vineyards and irrigation circles to the confluence with The Great River of West and the October 16-17 campsite at Sacajawea State Park in Pasco. Also nearby is Charbonneau Park, the only park named for Toussaint Charbonneau.

### **3-Spokane to Lewiston/Clarkson.**

For this route follow your chosen path to Pullman as above. From Pullman you can stay on the main road Hwy 195, and you will be in the Lewiston/Clarkston area in about 30 minutes.

For the more adventurous, take Highway 195 that detours around Pullman and connects with the Lewiston highway. At approximately 1 mile turn south of the Pullman turnoff go Right on Wawawai-Pullman Road (Rd No. 9010) and travel south 9.5 miles to the Wawawai Road (Rd. No. 9000). Turn west on Wawawai Road (Rd. No. 9000) and travel 5.5 miles down the canyon to Wawawai County Park on the Snake. The Wawawai area is about 3 miles behind Lower Granite Dam, but the road does not connect to the dam nor the Oct 11, 1805 campsite at Almota. From there it is a scenic and impressive 27 mile run along the river to Lewiston/Clarkston, and provides you with a sense of closeness to the river that you will not see in any other area. You will also pass the May 4, 1806 campsite at mm 36, or 3.3 miles west of the Red Wolf bridge.

The October 10, 1805 campsite is on the North side of the river as mentioned above, with the May 4, 1806 campsite just 5 miles away.

When in the Lewiston/Clarkston area, there are many Lewis and Clark and American Indian sites to see. After you have seen the pertinent sites in the area, you can decide about pursuing the 1805 Snake River route, 1806 Overland Trail, or a combination of both.

\*\*\*\*\*

### **Pasco Area**

The October 16-17, 1805 Campsite is located in Sacajawea State Park in Pasco, at the confluence of the Snake River and Columbia River, and reaching this point was an understated milestone. At this location, called Oosispah, they were greeted by over 200 Indians who were singing and dancing. Clark and two men also ventured up the Columbia to near what was then the mouth of the Yakima River. This was also the first exposure to the custom of compressing the foreheads of infants in a cradle board. From Pasco you can also travel 41 miles up the Pasco-Kahlotus Road to Kahlotus to view the Oct 12, 1805 campsite.

The April 27-28, 1806 campsite is at Yellepit siding.. Here Chief Yellept gave Clark a white horse in exchange for Clarks Sword and some shot and powder and trinkets. Also the explorers engaged in one of their multi-stage translation process, using all the languages available to them. The evening was entertainment by both sides consisting of fiddling and dancing, with 350 Indians in attendance. Yellepit can be reached from Kennewick by taking Hwy 397 east through the Finley area to its end. Go Right on Piert Road, then 1.2 miles and go Left at Meals Road. Then go 4.3 miles to Ayer Road (a different Ayer road than the 10/13/05 campsite!) and 1.7 miles down the hill to Yellepit. The area of the campsite is down to the right. From there you can see the red buoy that marks the original mouth of the Walla Walla River and Old Fort Walla Walla.

### **1806 Overland Trail**

For the 1806 Overland Trail return, go east from Pasco on Hwy 12 to mm 305.6 and the Old Fort Walla Walla turnout just past the pulp mill at Wallula. The trail went through the turnout and the Wallula townsite. The original river channel then was much further out, about 1 ½ miles, and you can get a breathtaking view of Wallula Gap. Imagine the cliffs overflowing with more than 900 feet of Ice Age Flood waters on their way down the Columbia. The Gap is not nearly as impressive or distinct from the Oregon side, so enjoy this view. Yellepit can be seen from Wallula across the river and just to the left of the navigation light and sand dune.

The April 29, 1806 campsite is about 3/4 mile west of Madame Dorian Park (1.5 miles ahead) which has a marker about this remarkable woman. The Expedition camped near a fish weir that was in the river, and Lewis traded one of his personal pistols for 2 horses. There was no dancing due to the inclement weather.

The April 30, 1806 campsite is the next destination, and at this point you will want your copy of "... There was Good Road" by Gary Lentz. The first days travel of the Overland Trail does not follow modern paths, and so can only be intercepted at certain points. An alternative is to go east on Hwy 12 for 12 miles to Touchet, and turn North at the gas station on Touchet North Road. Go 13.6 miles to the April 30, 1806 campsite along the Touchet River.

At the lunch stop the next day is where there was a disagreement between the Indian guides on the route that should be taken. That is located where Winnett Creek meets the Touchet River, near Hwy 124 mm 25. From Hwy 124 mm 22.5 take Lamar Road for 2.9 miles until you see the large railroad embankment, with the large tunnel underneath. The lunch stop is on the other side of the tunnel. Note the bluish colored basalt and also the spots where a lightening strike has melted the basalt in several places. From there the trail continues on the North Side of the Touchet River.

May 1, 1806 campsite is east of Prescott near Hwy 124 mm 41 and Bolles Junction and where Hwy 124 crosses the Touchet River. At this location the Indians returned a trap to the Expedition that had been left behind at the previous camp, and prompted Capt. Lewis to praise their honesty.

The next day, the Expedition passed the northern edge of Waitsburg, and also what is now Lewis & Clark Trail State Park. They re-crossed the river south of Dayton, and then the trail left the river valley for higher ground.

The May 2, 1806 campsite is reached from the eastern edge of Dayton by going 2.6 miles on Patit Creek Road. There you will see a marker, and perhaps the planned static display depicting the camp. The trail continues up Ronan Road, and then traverses the higher ground. A good viewpoint is reached by going 1.7 miles to Johnson Hollow Road, 4.1 miles to Nichols Road, 1.5 miles to Turner Road, turn left for .2 miles to Gwinn Road, and then 2.6 miles to the view area on the trail at the crest of the hill. Continue and make a left at Turner Road, and then go down to the Tucannon River and Marengo at mm 11. About 1.2 miles north of Marengo is a marker showing where the Expedition crossed the open valley and the Tucannon River. You can see the original trail as it comes around the corner near the crest of the hill and heads down. From this lunch stop, go back to Marengo, and go left up Marengo grade and then go 1.7 miles and stop at the viewpoint. It is possible get a good view of the original trail on both sides of the valley. Continue on and descend the rather steep hill to meet Hwy 12 at Pataha Creek and continue to Pomeroy.

The May 3, 1806 campsite is at mm 409.4, about 5 miles east of Pomeroy at Three Forks, and is well marked. They dealt with hail, snow and wind all day, and in this area met the Chopinnish Chief Apash Wyakaikt or "Bighorn Chief". Portions of the original trail are also visible at this location. The trail then goes up Mayview Road and stays North of Hwy 12 until they meet again at mm 420 at Howell Grade Road on Stember Creek. From there the trail follows Hwy 12 down Alpowa Creek and then along the Snake River.

May 4, 1806 campsite where the Corps crossed the river, and is on the North side of the river at mm 36 and 3.3 miles west of Red Wolf Bridge, or can be seen from the south side at Hwy 12 mm 429.

\*\*\*\*\*

## **To Portland**

From here the proximity of roads on either side of the Columbia River make for a scenic trip packed with Lewis and Clark sites. Your best guides are "The Washington Experience" and Plamondon's Volume III.

As you leave Wallula Junction on Hwy 730, look out to the river near mm 5 and you will see the red marker buoy. That is where the Walla Walla River originally met the Columbia. Imagine that a British flag used to fly at the fur trading post there, after Lewis and Clark had traversed the area.

The October 18, 1805 campsite is just north of the Oregon/Washington state line at Hwy 730 mm .3 and has a new pullout and marker. It is felt that Clark did not climb the top of the hills here to see Mt. Adams, (thinking he was seeing Mount St. Helens or Mt. Hood) but rather did so near on the hill at the marker near McNary Dam and Musselshell Rapids. Here Chief Yellepit asked the Expedition to stay a few days, but they were unable, and promised an extended stay on their return.

Most of the remaining sites from here are on the Washington side, and with the exception of Irrigon and The Dalles areas, there are no Oregon sites until you go below Bonneville Dam. The Washington side also offers you the advantage of scenic views of Mount Hood that are not seen from the Oregon side.

Reference to the brochure "Lewis and Clark on the Columbia River" may be helpful since it lists a wealth of parks and museums to explore. We would encourage you to visit Tamastlikt Cultural Institute near Pendleton. The combined Washington and Oregon area near the great Columbia River is rich in several other significant cultural sites and geographical wonders, and if time permits we would also encourage you to explore these areas.

### Kennewick -Portland Chart

Where the camp site can be observed from the opposite side of the river, mile markers on both sides of the river are provided.

Lewis and Clark evening Camp	Location description	Comment on the days events	Oregon I-84 mile marker	Washington Hwy 14 mile marker
	Umatilla/Plymouth area			
April 26, 1806	WA-Plymouth	Clark observed a boy use a bone fishhook to catch several chub.	Hwy 730 mm 180	177 From Plymouth 2 miles west on Christie Road and South of the 2 large storage tanks
October 19, 1805	OR-Irrigon	Sacajawea was again a valuable symbol of peace to distressed natives. Cruzett and Gibson played their fiddles here also. The next morning the Corps was greeted by about 100 Indians.	Marine Park is the possible site. An alternative site is Hwy 730- 3 miles from I-84 exit 168 take Patterson Ferry Road to the Game Preserve lot G, and walk 1.5 miles west of the grain elevator. Camp may have been was one mile west on what is now Long Walk Island	The alternative location is across from Paterson and Hwy 221.
April 25, 1806	WA-Alder Creek	Clark admired the quality of the native's horses, and the ability of both men and women riders. The fiddle was used the entertainment of all.	153	149
October 20, 1805	WA-North Roosevelt	An Indian was wearing a sailors jacket, a sign of	139.8	134 at the east edge of

		trading with ships. They also examined a large burial vault.		the grain elevator
April 24, 1806	WA-Roosevelt –just west of the navigation light in the middle of the river, across from Arlington	They sold the last canoes. Lewis noted a ‘Moonax” or marmot, and the party treated sore feet as the road was sand and rough rock	138.2	133.5 take Roosevelt Ferry Road to the corner near the river.
April 23, 1806	WA-Rock Creek	More lost horses. They walked along the rocky bottom near the river. Fiddling and dancing in the evening.	125	121.1
April 22, 1806	WA-one mile behind John Day Dam	Several horses again strayed overnight, delaying their departure. Buying of horses nearly complete, total is 13. Clark hikes to the top of a high hill, Haystack Butte	113.5	108.8
October 21, 1805	WA-One Mile below John Day Dam, at the hazard buoy and island	J Collins presents the beer that was made with ingredients from the Clearwater River area.	110.8	106.5
April 21, 1806	WA-near RR tunnel east of Wishram	Upon morning departure, a leftover canoe/paddles etc were burned. Camp is start of Overland Trail	97	95
Oct 22-23. 1805	WA-half way between Wishram and the RR	Portage around south side of Celilo Falls, and	96.2	92.6

	bridge at Celilo Falls	they also observed the pounding of dried salmon into bales, and were impressed by the quality of native canoes.		
Oct 24, 1805	WA-One mile east of Columbia Hills (old Horsethief Lake) State Park at Island	Had shot the rapids at the Short Narrows, to the astonishment of the Indians, and Cruzette' s fiddle again entertained. Clark noted the first wooden house since they had left Illinois	91.2	87.0
April 19-20, 1806	WA-1.5 miles west of Columbia Hills (old Horsethief Lake) S.P. and one mile behind The Dalles Dam	Bottom of Long Narrows, this area has many petroglyphs. Indians are jubilant as the spring salmon run has started.	88.8	84.5
April 18, 1806	OR-The Dalles	2 pirogues were cut up for fuel, as the water was too high to get them over the Long Narrows. Lewis shot his airgun for the natives. Buying of horses continues.	¼ mile below Hwy 197 Bridge	NA
Oct 25-27, 1805 and April 15-17, 1806,	OR-Fort Rock in The Dalles,	Repairs were made to the canoes. A native canoe held 17 men. York and the men danced, and they were bothered by fleas or lice. Clark said the fried steelhead was the most delicious fish he	84.5 Follow signs from Exit 84 to Port area	NA

		had ever tasted. On the Return, made several attempts before succeeding in purchasing horses		
Oct 28, 1805	OR-Gooseberry Spring	Heavy winds caused them to camp quickly	81	NA
April 14, 1806	WA-Major Creek	Lewis' Branding Iron recovered at Memaloose Island in 1892, now in the Oregon History Museum.	72 Across from western edge of Memaloose State Park and rest area	72.5
Oct 29, 1805	WA-Drano Lake	Observed a sword, and clothing items that had been traded. Also a bag of enemy fingers. More fiddle diplomacy.	58	57.5
April 13, 1806	WA-Collins Point	Lewis purchased 2 replacement canoes	53	52.5
Oct 30-31, 1805 and April 12, 1806	WA-Across from Cascade Locks Marine Park	They noticed many dead trees standing upright in the water near Home Valley, flooded from the great landslide. Saw a condor. On the Return, a pirogue was lost in the rapids.	44 Island near smoke stack	42.5
Nov 1, 1805 and April 10-11, 1806	WA-downstream from Bridge of the Gods	Great Shute, the last of the rapids. On the Return, the water was 20 feet higher than it was the prior Fall, and Seaman was recovered after a two mile search.	44	41.2

April 9, 1806	OR-at Bonneville Dam Fish Hatchery	Colter recovered a tomahawk that was missing since Nov 4	40	38.5
	WA-Beacon Rock	Rapids are no longer a problem, as they first notice the tidal affect	37	35
April 7-8, 1806	OR-Ainsworth State Park	Violent winds prevented river travel, so Lewis ventured 3 miles downriver and describes the salmonberry. Drying of meat continues and Shields repairs some guns.	35	32
April 6, 1806	OR-Dalton Point	Lewis noted the river is 12 feet higher than when they passed last fall.	29	26.5
	WA-Cape Horn-Scenic View	Don't miss it.	28	25
Nov 2, 1805	OR-Crown Point	Noticed seals (phoca) in the river, and passed the Quicksand or Sandy River	24.5 under Crown Point	21.5
March 31-April 5, 1806	WA-Cottonwood Beach	Provision Camp, from which they stocked food and made trips up the Sandy River (Sgt Pryor and 2 men for 6 miles) and Willamette River (Clark & party to St. Johns Bridge). Clark camped at T-4 on April 2, 1806, across the river	21.0	17.0 take 32 <sup>nd</sup> street to Captain William Clark Park, then park at 27 <sup>th</sup> and Index.

		from Linnton. Collins found 3 bear cubs.		
Nov 3, 1805	WA-midway on North side of Government Island.	Were delayed by fog, and noted large quantities of birds, Used a canoe to hunt for birds at night on Jewit Lake .	2 miles East of I-205 bridge	8 across from 164 <sup>th</sup> Ave. spur that goes to the river at Fisher.
March, 30, 1806	WA-east of Mathews Point.	Noted frequent use by natives of hot, cold and vapor baths	NA	2.0 miles West of I-5 bridge, just East of large power lines.
	Portland/Vancouver area			

Bridges to cross the Columbia River are at Umatilla (I-82/Hwy 395) , Biggs Jct (Hwy 97), The Dalles (Hwy 197), Hood River(Hwy 141/Hwy 35) and Cascade Locks (Bridge of the Gods) plus the Portland area.

Enjoy your journey

Robert Heacock  
Washington Chapter  
Lewis and Clark Trail Heritage Foundation, Inc.

May 1, 2005

References and other sources of information:

The Journals of the Lewis & Clark Expedition

Volume 1 Atlas of the Lewis and Clark Expedition

Volume 5 July 28 – November 1, 1805

Volume 6 November 2, 1805 – March 22, 1806

Volume 7 March 23, 1806 – June 9, 1806

Edited by Gary Moulton, University of Nebraska Press 1991

Lewis & Clark Trail Maps, A Cartographic Reconstruction

Volume II Fort Mandan to Columbia River and 1806 Return Route

Volume III Columbia River to Pacific Ocean and 1806 Return Route including The Overland Trail

by Martin Plamondon II, Washington State University Press 2001

“New Discoveries on the Columbia River” by Roger Wendlick, Oregon Chapter, Lewis and Clark Trail Heritage Foundation, Inc. 2004

“Oregon-Washington Lewis and Clark Guide” Oregon Tourism Commission or Washington State Business and Tourism Development. 2002

“The Lewis & Clark Columbia River Water Trail” by Keith Hay, Timber Press 2004

“The Washington Experience of the Lewis & Clark Expedition”, map and journal excerpts.. Available from Washington State Historical Society 2001

“..There was a Good Road” Overland Trail field trip handbook by Gary Lentz 2003  
Available from the Washington Chapter website at [wa-lctfh.org](http://wa-lctfh.org)

“The Forgotten Trail” from the Walla Walla Valley Chamber of Commerce 877-998-4748

“Lewis & Clark in Walla Walla County” available from the Fort Walla Walla Museum at 509-525-7703

Special Thanks to those members of the Washington and Oregon Chapters who contributed to this guide: Gary Lentz, Glenn Kirkpatrick, Roger Wendlick, Barb Kubik and Elizabeth Rose Jackson.