

## *Gathering Our Voice*

Interview with Eliot Scull, Wilfred Woods, Cliff Bates, Mary Bates, Bob Parlette

Interviewer: Nancy Warner

Recording Studio Technician: Darren Reynolds

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Darren Reynolds: Okay so let's just, actually, maybe have you guys say your names. And we'll start here.

Eliot Scull: Okay, you want me to start on this end?

Darren Reynolds: Yep.

ES: Okay. My name is Elliot Scull. And I'm a citizen of Wenatchee and East Wenatchee since 1975.

DR: Oh, good.

Wilfred Woods: I'm Wilfred Woods and I'm a native of Wenatchee. Still here.

DR: Mm-hmm.

Cliff Bates: And I'm Cliff Bates. Moved here in '77.

DR: 'kay.

Mary Bates: And I'm Mary Bates, and Cliff's wife.

DR: Excellent.

Nancy Warner: And I'm Nancy Warner with IRIS. And I've been here since 2000.

DR: All right. Very good.

[sound of microphone shuffling]

DR: I'm good.

NW: So I've got it from here?

DR: Yeah.

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NW: 'kay. [momentary pause] So if anybody wants to stop at any time, if you need a drink of water or anything, we can. But let's get started and just kind of do a broad brush of the trail—some—kinda' the basic skeleton of the project from your individual standpoints; how you were involved. And then I would like to talk—as I said before we started the tape—I'd like to talk about how we might design a project to really gather a lot of oral histories from others and an in-depth one with each one of you, too. So tonight this is just kind of a warmup for each one of you. And then also just helping us think about how we might frame a project that would really capture this success story. It's a huge success story, and it will fuel other successes if we tell the story well. So, that's kinda' the game plan.

So I have been reading a little bit about the history and of course I've heard about it since I've lived here but I think it would be really useful if we just kind of had each one of you talk about how you got involved in trying to protect the riverfront and then develop access to it. And I'm not sure if we should start with you, Wilfred, or if we should start with—who we should start with. Whoever wants to jump in here.

WW: Well I could. Are we talking about the Loop Trail?

NW: Yeah. The Loop Trail.

WW: The Loop Trail had its instigation far, far beyond, earlier than, back when, I believe it started with a group of local committees. They brought in Senator Jackson early on, had an organization early on in, probably in the Sixties. Joan Vandivort was very active in that respect. As you probably recall, she put out a cookbook called, The Columbia River Cookbook. And she was in love with the history of old sternwheelers. Dedicated her cookbook to trying to get a sternwheeler on the river. Well, that never happened, but someday it might.

There were lots of committee members over the years. Bob Rowe was active early on; Rich Congdon. There were lot of early folks on, that were pushing for something to happen on the waterfront. And finally what broke it loose was the Exhibit R Program, the program of Recreation Development connected with the Rock Island Dam. When the PUD was preparing its application to the federal folks, Bob Parlette was involved early on, as well, in persuading the federal people to put in a requirement that something be done about recreation. And I think Magnus and Jackson were both involved in doing something about that early on. And so it really, all the early talkin' finally resulted in the Exhibit R including a requirement that we have recreation when they got the license for the expansion of Rock Island Dam.

[5:33]

ES: Was Bob—Wilfred—was Bob the attorney for the PUD at that point?

WW: Yeah.

ES: Oh yes.

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WW: His firm was.

ES: Right. And then was Kirby Billingsley before the—

WW: —Kirby Billingsley was, Kirby Billingsley was really the father of recreation for the PUD. He had a concept called, the Friends of the River, which was a wide range in concept of trying to get recreation at every dam on the whole Columbia River. He took it to the Basins Commission, the Columbia Basins Commission, which was active at that time. But of course, there was no funding mechanism to do anything, except on a local level. But it was really Kirby's dream that made, not only these trails possible, but it was his dream that made parks at Rocky Reach Dam and all of the developments at Rocky Reach Dam, as well.

NW: So, Wilfred, you were right in the middle of all this. Owning the paper, and.

WW: Oh yes.

NW: And so what are some of the early things that you remember personally being involved in? I know you're on the Parks Commission, too.

WW: Well, I was on the State Parks Board way back in—for ten years—from '66 to '76. That's kind of ancient history but [chuckle], but it was a happy time for Parks back in those days, because we were adding parks like crazy. A corp of engineers was giving us parks on the Columbia River, and the PUD's were giving us parks up in the mid-Columbia, and we had a state bond issue, which funded a whole bunch of stuff. We were—oh—we were happy as cats. [he laughs]

ES: I'm envious of you.

[Everyone laughs]

NW: Yeah.

[Laughter subsides]

NW: Well, Cliff, maybe you could talk a little bit about how you got involved early on? What were some of your early connections?

CB: Well, [clears throat] I moved over from the West side in '77 to work at Rock Island Dam for the PUD—Chelan PUD. And one the earliest things that I recall was I lived down on Wilshire Street, about 19th Street and Cascade. And I went down to the River and there was not one boat on the entire River. And then, from the West side, boating is big thing. You come over here, you have a major river right in front of you, and there isn't one boat on it. So I got to checking—I didn't have a boat but I thought it was a tremendous waste—and I got to checking around. And

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there was only one Sheriff's emergency boat ramp that was a corrugated metal slide that they they slid the Sheriff's boat down and winched it back up and that was between Rock Island and Rocky Reach Dam. But I used to walk along—being fairly close to the River—I used to walk the dog down at the River.

[9:18]

And in 1980—and this was all considered, for nine and a half miles, considered to be Washington Department of Transportation property that they were gonna put a highway on. And at that time, the local Department of Transportation office was going to, was threatening with closure by the legislature. And one of the ways that they thought they could save it is, just, they went ahead and built a highway along the River. And so I've never been in anything environmental before. I was extremely naive. I thought that if you went to the government and told them your story, somebody would listen. [Unidentified chuckle] And so we went to a meeting and there was about a hundred and fifty people there. A hundred and forty-three of them are in favor of the highway. And there were seven of that were lucky to make it out of the meeting alive. [Everyone laughs] And two days later, Kirby Billingsley called. And he called everybody—all seven of us, or six more—and said we should form a little group and stuff-like-this.

Well, skipping forward, we, about a year and a half later, we'd all formed up and a lot other things happened but that's a different section. We realized that to take on the DOT in a really threatening manner, that we had to come up with some alternatives for the use of the riverfront, other than a highway. And about that time, we heard about, Kirby mentioned this Yakima Greenway that was just being opened down in Yakima. So Mary and I went down and looked it over and it was quite, just fit our needs and Wenatchee's needs to a tee. And we started really investigating into it, and they worked with us very closely and showed us how we could form up and make a trail.

And one of the people on our committee was a draftsman, and he drew up his plan of how the trail should be done along the riverfront. And our attorney at the time said that we have to have a professional; if we're gonna this to court, it can't be what you would like to see; it has to be a professional organization. So he was connected with the University of Washington architectural class. And they came over and they spent six days—the entire class from the University—covering the riverfront. And they did a meticulous study on it—everything from flower to insects to wildlife and everything else. And they went back and they spent the semester working on this planning. And when they were done, they had a, about a thirty-five foot map of the entire nine and a half miles of riverfront. And they had only concentrated—because north of the Olds Station Bridge was considered farmland and south of the Bridge, they did, their study was focused on that. So, from there to the iron-irrigation bridge, they did a very elaborate map of it.

And that kind of became the standard as we worked our way through the court system and all the hearings and stuff like that where we'd present this thing. But nobody would take it seriously, because the DOT owned the property. And the State Parks department said, we went to them,

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and they said, "You know, we have studied this river, too. And this area, because it's been encapsulated and protected, we don't have the railroad tracks, we don't have the dumping of the cement, we didn't have the fruit warehouses. Because it's been taken back in time, this area is considered, by the State Parks department, to be the top five percent in the state for recreational development. But we are not going to get in a fight with the DOT over—an inner agency fight over the DOT—on this piece of property."

[14:59]

So it was left for us then to look for an alternative. And we went to The Nature Conservancy, and they were very supportive, and again, got us started. They suggested right off the bat that the Riverfront Committee, as we were known, not be involved in the design of the trail or any of that because they didn't want to upset the Department of Transportation, because we were kind of a thorn in their side. So we made some recommendations of who should be on the—who we thought would make a good foundation to start out the land trust. And then they were pretty much on their own after that.

NW: Okay. I got a number of things that I wanna follow up with you on, about that. But let's hear from Elliot. You came in 1977.

ES: Right.

NW: Because you got a job with PUD? Is that--

ES: Right.

NW: --what brought you? So when did you and Tina come again and..?

ES: Okay. Well we came in the, in January of 1975. And, similar to Cliff, I came—I lived in Vancouver BC, I did my residency there—but I came originally from the East Coast. And I know I looked at the River and thought, what an amazing resource. And, sort of, I mean it's just a charismatic river by its size and its flow and its importance in this very dry, arid climate to have that much water flowing right by your front door. Tina and I would go down and walk along the River on the Wenatchee side primarily. And I remember being fairly appalled at, you know, the big chunks of cement and the fact that it had been the town garbage dump. I mean I understand that in terms of the history, but nevertheless I was—we were—somewhat appalled that the River was basically, totally neglected and that the town had turned its back on the River.

And at the same time that this effort, that Wilfred mentioned, was starting—in the sense of Kirby Billingsley and Bob Parlette and other people—so I forget exactly how we got involved with Save the Riverfront. I mean maybe Cliff remembers. But I remember, I [don't] know whether I was asked to go the meeting or whether I went to the meeting, 'cause I'd heard about what they were trying to do in terms of saving the East side of the River. And we'd also walked along the

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East side. And you know, basically past [name?]. But I was amazed how undeveloped and untouched the East side of the River was compared to the Wenatchee side.

So we—I started attending the Save the Riverfront Committee meetings. And I don't honestly remember what year it was, but it was, Save the Riverfront was still pretty embryonic at that point. And one thing that Cliff didn't mention that I'd like to emphasize is how much courage it took for Cliff and Mary and the other people in the Save the Riverfront, because they were basically up against the whole community. My recollection is that the vast majority of people wanted that highway.

WW: That's right.

ES: Yeah. And it was--

CB: That's right.

ES: And you know, we're still living with the consequences of that, because this Valley's very difficult to develop transportation corridors, and the River was considered a natural corridor. But I think those of us that were—and I was peripheral to it—but the people in the Save the Riverfront Committee could see beyond that as to how precious this resource was. So I got involved as sort of a member of the Save the Riverfront Committee but not one of the original members. I was kind of, got into it with that.

And it's interesting, because as Cliff said, that the, when it became apparent that—because of the Shoreline Management Act and all the other details that I don't remember—that the highway was not gonna get built, then the issue was: Well, what do we do with this land? You know, and we need an alternative. And that really was the moment at which the Land Trust—Chelan-Douglas Land Trust—idea was kind of born, because we, I'd also talked to—it was Mark Smiley, wasn't it, Cliff? In the Yakima Greenway? Is that right, Mary?

MB: Yeah.

MB, CB [in unison]: That's right.

CB: It was a long time ago.

[19:51]

ES: Mark Smiley had come up and talked to us, to the Save the Riverfront Committee. And the Yakima Greenway was really just getting started. And that was the Land Trust. And Marc talked about the importance of us forming a land trust here. So you know, Mark Shipman and myself and Don Fager, let's see—I mean, sometime in the future we can get all these names straight—but there were a group of us that basically said, you know, "We need a land trust in order to be sort of the, a group of people who can push for the development of recreational corridor and

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preserving that land that is now hopefully not going to be a highway." So that's sort of how I first got involved with it.

NW: So Craig Lee was with Trust for Public Lands.

ES: Yes.

NW: Was—you mentioned The Nature Conservancy. I wondered if you meant Trust for Public Lands in the early days?

CB: I was a.....

MB: It was Trust for Public Lands, not The Nature Conservancy.

CB: Yes. I'm sorry.

NW: Okay, that's okay. And Craig Lee, and we'll get an interview with him, too, about this. So it *was* courageous to be one of six or seven people in this public meeting where everybody was like "pro highway." [Everyone begins laughing] So let's talk about that!

CB: Yeah!

NW: That is, let's talk about what that felt like! And-- [Laughter continuing]

CB: Well! It was an eye-awakening experience, [Laughter subsides] because I [he laughs] had never been to such violent meeting recently. [Everyone begins laughing] If I knew what a wait it'd be, I wouldn't have gone at all! [Laughing continues for a few seconds, and stops] Oh, but the, I believe it was the Wenatchee Physicmantsman[?]\*\* Association was really trying to support saving the Washington Department of Transportation's local office, and they had-had a writing campaign and everything to get this project resurrected and, because they'd tried it twice before and it had failed for lack of funding. So the—just to skip back a bit—the property was purchased on the East side. The nine and half miles was purchased, I believe, in 1958 by the federal government for what was going to be the I-90 corridor.

NW: Really?

CB: And it didn't happen so it went over by Ellensburg, and they sold the property to the Washington Department of Transportation for 1.8 million dollars and they wanted to, for a highway. And when they built the Olds Station Bridge—you notice as you go from the East side to the West side—there's an underpass built into the Bridge. And that was built in 1974 for the highway to pass under it—the Riverfront Highway, as it was known—to pass under that point. And I remember [chuckle] in the environmental impact statement, it said at the opening cover-sheet, it said that: If we do build this highway, it'd be 750,000 dollars wasted, because they built this overpass and it was not going to go anyplace or be used. But I was not, I was the chairman

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of the Save the Riverfront Committee because number one: I worked for the PUD, and I was protected by the union, and I couldn't be fired. Or they tried but the union told them, No. Second one: I lived not on the River, so I didn't have a personal interest in it, but I lived close enough to the River to be considered involved. And the third reason was: I was too dumb [He laughs, and is joined by soft laughter].

NW: [Softly laughing] No [Everyone's laughter escalates, then subsides].

CB: And [WW chuckling], so I've, I was not the brainchild behind ninety percent of what happened. It was, we had Kirby Billingsley, Bill Millett, John Shore[?], Don—or Dan—Feil, Jack Feil, and across the street, John Shore[?], was our committee. And we invited, legislature? I can't--

[25:02]

MB: Clyde Ballard.

CB: Clyde Ballard. He had just been elected. And we had invited him to a meeting at my place. And we asked what we could do. And he said, "Trust or form a group." And I think he ate that several times [Everyone laughs]. But that's what we did! And I was a target. And the way we laid it out, I would do all the public speaking and stuff like that and everybody else would be laid down doing their thing and they're a very effective group. There was no grandstanding, our backs were to the wall so we had to go a hundred percent all the time for three years.

And so I became the figurehead and everyone's attention was directed at Cliff. Well, people worked in the background. They formed up. When we finally ended three years later, we had a mailing list of eight-hundred and fifty people. We had expanded from seven. Doctor Scull and Mark Shipman and Fager and Gene Fairchild and all these other people that were in the background helping in various ways and promoting at work, anybody that listened to 'em. They never got any, much credit for what went on and that's always kinda hurt me that there would be no Trail if there was no Save the Riverfront Committee.

WW: [softly] Yeah.

NW: Well, we will try to get those stories. Some people are gone. But--

CB: I'm sorry, I--

NW: --Some, some of the people are gone, but we'll try to get the stories of the people who are still here, like Gene Fairchild and, so Mary? What were you doing while this was, were you one of the seven? One of the infamous seven? [MB and NW laugh]

MB: Yeah. I was Cliff's support. It actually took two people. It was a full-time job.

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CB: She literally held me on [He laughs]. Sometimes, you know, you just get burnt out on whatever and she would step in and pick up. So I got back up and--

MB: And then we'd trade places.

NW: In terms of public speaking and organizing?

MB: I'm not much of a public speaker but I did organize and tried to, I mean like we were inundated with phone calls and things like that sometimes were horrible. And so I would try to take all that off Cliff so that he could do other things and I would take the things that I could handle.

NW: Wow.

CB: She had a whistle

MB: Yeah. I had a whistle.

CB: Police whistle. [WW laughs] And we'd get the threatening phone calls or something like that and I'd be in the other room or someone would hear this whistle blowin' and [Everyone laughs], she was blowin' it in the phone! [Laughter continues]

ES: That's great!

CB: She's only five feet tall, but she's mean!

ES: Oh, I never knew that; that's great!

NW: Oh, that's great! [Laughter subsides] I wanna get one of those whistles.

MB: Yeah! You need one.

NW: Oh. Hey, Bob!

ES: Hey, Bob!

[Sound of door opening]

NW: Good deal!

ES: Welcome.

[Sound of door closing]

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Bob Parlette: Not an easy place to find.

ES: No. [Laughter]

NW: Yeah.

ES: Took me a while!

NW: That's okay!

BP: [inaudible]

NW: We thought that you might find us down here and we have gotten started, but we'll fold you in. We've just been gettin' everyone's stories about how they first got involved with the Trail. And so Mary was just talking about how when she got really nasty phone calls, she had a police whistle that she would blow into their ear on the phone! And that made 'em hang up.

MB: That's right! It did.

NW: Very effective. So the seven people that were the initial group you mentioned earlier—are—how many of them are still with us?

CB: Well, they're all alive.

NW: Okay. Good.

MB: Well, no. Kirby's gone and--

CB: Oh. Kirby's gone.

MB: Josephine Marl's gone.

CB: Yeah. But on the committee itself, other than Kirby, everybody's still alive.

NW: Okay. Good, good. Well, let's go to you, Bob. And if you would just tell us how you first got involved. I was reading your background piece before I came this afternoon so I know it's kind of, somewhat similar to Cliff and Mary's story and Elliot and Tina's in that you were new to the area and you discovered the river. But if you elaborate on that, how you got politically active [BP laughs] trying to get this Trail going.

[30:04]

BP: Well, I don't know if I ever got politically active but I initially was interested the riverfront when I first came to town in 1972. And I had the good fortune of working for the Davis & Lemaine? lawfirm that represented Chelan PUD. And Kirby was a commissioner in the PUD.

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And my partner, Harvey Davis, called me to a commission meeting and wanted to introduce to the commissioners of the Chelan PUD. I was brand new in town and I met them all.

And while I was waiting, a lady by the name of Joan Vandivort was making a presentation to the commissioners about the riverfront and how she was hoping that they would develop parks down there and so forth and when I, when they left the meeting and tracked her down. And I said, you know, "I'd be real interested in working on that." I was always a good friend of the environment and I was horrified when I came to Wenatchee that you literally could not get to the waterfront on the West side. There was fences there. There was a garbage dump. Carbodies. It was definitely a place you were not welcome. And as a consequence of that meeting—why I joined Joanie's group called CREST, the Columbia River Environmental Study Team, which had been in existence at that time, probably three or four years. And there were some interesting people—couple of architects on the committee and so forth.

Then, doing legal work for the PUD in the lawfirm, Kirby saw me as a person that was friendly to his ideas and so I got to know him pretty well. And he asked me to go get involved with the Exhibit R., which was one of the exhibits that a utility district had to present to—then, it was called the F., Federal Power Commission—and you had to present an exhibit and how you're going to deal with recreation mitigation. And as it turns out, I later learned Kirby was instrumental in getting those Exhibit R. regulations through Congress by basically talking to his good friends, Scoop Jackson and Warren Magnuson.

And so I had the good fortune of going around the Pacific Northwest at Kirby's request on behalf of the PUD promoting recreation and the use of dams for interpretive centers and so forth, and gradually that involved into, at the time, they were building Rock Island Powerhouse 2 with the expansion of Rock Island Dam. And that was gonna be the first—if I'm not mistaken—the first federally licensed project that was going to require Exhibit R. mitigation.

And so I got involved in the planning process of that in seventy, probably '74, '75. I worked with Marvin Durning. I worked with architects the PUD had selected. And I could see in those plans that a trail was called for along the river. And I thought, Well, that's good. That's a really good idea. And I remember Kirby's words oh so well—and Joanie and I laughed about this. And I think Joanie, even on her deathbed, she said to me, "You know that Kirby, why he would say, 'Now listen. You people need to come down to the PUD and demand this stuff. [chuckling ensues in the background while BP continues speaking] If you don't demand it, all you'll get is a puny little trail down there instead of all these parks.'" [More chuckling] So that was the way he worked his magic. Kirby would stir the pot in the community behind the scenes. And then he'd get these people come to address his other fellow two commissioners and say, "We want this; we demand this." And that's how Kirby got things done.

NW: Huhh. So--

BP: I see Wilfred over there smiling. He knows exactly how Kirby worked! [Laughter]

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NW: Yeah.

WW: Yeah.

NW: You wanna comment on that--

WW: Well I--

NW: --from your standpoint?

WW: I'm, we're getting to the trail situation. What was the, what was the legal situation that really stopped the highway? There, was it the, it was more than the committee. There had--

[35:06]

MB: It was the law. It was the Shorelines Management Act.

WW: Was Shorelines Management? Okay, okay.

BP: The--

WW: Okay.

BP: The technical answer, Wilfred, is when they got down to the narrow part of their ownership down here by the footbridge, or the--

WW: Yeah.

BP: --Reclamation Bridge,--

WW: Yeah.

BP: --they were within the two-hundred foot zone.

WW: Okay.

BP: That would require any substantial development to have a permit.

WW: Right.

BP: And they couldn't get that permit.

WW: Oh.

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BP: Thanks to Mr. Bates and company and those that opposed--

WW: Right.

BP: --this, they couldn't secure that permit. I think the voting was 3-2 at--

MB: Yes.

BP--at the Shorelines hearing board.

WW: Okay.

BP: And early on, 'cause here I was—conflicted out—I was an, one of the attorneys for the PUD, [CB chuckles] and Kirby of course had always been against the highway.

WW: Yeah.

BP: He was getting, it was another attorney's wife that was, he was trying to work her to oppose the highway. And people on the River—say, the Riverfront Committee—asked me if I would represent them. I said I couldn't possibly do that because if, my own estimation, if youda' taken a vote in this town in 1978 [WW chuckles], the vote would have been ninety-five percent pro-highway and five percent against the highway.

NW: Hmm.

BP: And I knew in my heart that if a trail ever got built, a highway would never get built. I just knew that people would love that waterfront so much—and the peace and solitude of a trail—that they would resist, subsequently, a highway.

WW: It was the Shorelines Management Act that really did it.

CB: Right.

MB: That's right.

BP: That did the--

CB: So, that was, that was the lever?

WW: That was, yeah.

CB: What--

WW: Okay.

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CB: What, and the Department of Transportation is well aware of what Shorelines Management Act, I think was passed in 1980. And they were well aware that they couldn't do that—build a highway along the river. And shortly after we got formed up, I went down to the local DOT office, and there was an engineer in there by name of Larry Becker. And he was a very well-qualified engineer. He was totally DOT.

But I went in and I said—and the law with me, the Shorelines Management Act and everything—I said, "You cannot build this highway because of this. How come you're doing it?" And he looked at me, I remember, paused for about three or four seconds and said, "No objection made, no law broken." And what they were trying to do is grandfather the idea that before the Shorelines Management Act, they were going to build this highway and that the Shorelines Management Act did not apply. So when we went into the Shorelines hearings, that was the crust of the whole--

BP: Yeah.

CB: --battle was over that. Larry Becker had, I had a great deal of respect for him. I coulda' beat his head against the wall with no problem [he chuckles], but I had a lotta' respect for him. He had cancer for two years and I didn't even know it. He never complained about it. But I think he was against the project, and that was his way of motivating me, 'cause sometimes I felt like just giving it up and that kept ringing in the back of my mind: No la—no objection, no law broken.

BP: Essentially what he was saying to you is that, "We're gonna build this without a permit, and if no one calls us on it,--

CB: Yeah.

BP: "--it's gonna get built."

ES, MB [in unison]: Exactly.

WW: It's the law.

MB: That's exactly right.

CB: Yeah. That's very well put.

NW: Hmm.

MB: And that's where--

WW: Okay.

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MB: That's--

WW: Okay.

MB: --what kept us goin'.

ES: Mm-hmm.

NW: What--

MB: Only those few words

ES: And I can remember that in the Save the Riverfront Committee meetings--

WW: Yeah.

ES: --that I attended. I remember that came up, which really--

WW: Yeah.

ES: --I think--

WW: Yeah.

ES: --Cliff, you did a good job sort of energizing your committee through that kind of see-mean-injustice and illegality. Wasn't Mickey Gendler the attorney for--

CB: Mm-hmm.

ES--the center of--

CB: He was the second attorney. We had another attorney who was—how do we say?—he requested to withdraw because his business was goina' [CB and MB laugh].

MB: He and a local, a local fellow. He withdrew.

CB: Yeah.

MB: So then we decided to go to Seattle--

[40:00]

CB: Yep.

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MB: --and find an environmental attorney.

CB: Well, we went to, I made a presentation before, you know, what was that, Wilderness—not Sierra Club, but the Wilderness--

NW: Wilderness Society? [Momentary pause] Wilderness Society?

CB: Nnnn, not the--

MB: Can't remember.

CB: It's a prominent, not Sierra Club but another one. And Mickey Gendler was on the board.

MB: Washington Environmental Counsel.

CB: Yeah.

ES, BP [in unison]: Oh yeah.

WW: Yeah.

ES: Which was brand new then?

CB, WW, BP [in unison]: Yeah.

MB: Mm-hmm.

WW: Yeah.

BP: But--

WW: I was writing editorials for the highway at that time.

BP: Sure, sure.

WW: Yeah.

BP: You know it's—I think I'm correct in this—they could have gotten the permit. There are exceptions in the law that would allow this. And that board could've vote—I mean there were two people on the board that voted to give 'em the permit. But they would have to have shown that there was no reasonable alternative.

MB: Exactly.

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BP: And they couldn't do it—or didn't do it to the satisfaction of the board. And then, didn't that case come back to Charlie Cone?

MB: Yes.

CB: Yes.

BP: And then he upheld the Shorelines Board, and they appealed that to the Court of Appeals. And in the process of that appeal, all of a sudden they made the decision to drop the appeal. And that's when I really got energized. I can remember this as clear as day. I was driving across George Sellar Bridge, headed westbound, and Don Senn was on the radio being interviewed. And they said, "Well, what are you going to do now that you've dropped the appeal?" And he said, "Well, one of the things we're considering is surplusizing the riverfront." And it went through my body like a bolt of lightning. I said, "Oh my God. We can't let that happen. I mean, you can't acquire riverfront, or waterfront, in this state these days without huge expense."

And I'd been roughly associated with the Land Trust for years. And Mark Shipman tried to get me more involved in the early days and I declined. But I then was motivated to go to a meeting where Elliot was the president. And I didn't know Gordon Congdon at the time—Doctor Gordon Congdon—but he was seated next to me at this meeting. It was down at Cascade Natural Gas. And Elliot was talking about their order of merit. You know, what their next project was gonna be. It was gonna be the mill pond and Peshastin Pinnacles and he was talking about, they had just received a declination from the DOT to lease the property to the Land Trust. I think somebody at the Land Trust had asked him if they couldn't lease that property from him.

And I raised my hand at that point. I couldn't keep my mouth shut any longer. I said, "Elliot, you guys, they'll *never* lease it to you. They wouldn't sell it to you. You're environmentalists. You're the enemy. These guys are engineers. They wanted to build a highway, and you're the enviro-freaks that tried to stop it. You were one of 'em." The guy sittin' next to me, Gordon Congdon had written letters against the highway. I'd kept out of the fray. And for the same reasons you had trouble gettin' an attorney here, I mean it was, they played hardball.

CB: Yeah, they did.

BP: And so I raised my hand at that meeting and I suggested, "I think what you oughtta do, is forget trying to lease that property and focus on building a trail." And Gordon Congdon jumped up, or raised his hand, he said, "I agree. I think that oughtta be your next focus. Forget the mill pond. Forget these other things. Let's focus on building a trail." And Elliot's a very bright young man. He looked at me and he says, "Okay, you two are now the committee." [Everyone laughs]

ES: Right!

BP: So I then met with Gordon at lunch. And I said, "Gordon, we can't be part of the Land Trust.

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I mean, we just can't do this. The Land Trust is the enemy, and they're seen that way. And we have to form a new organization." Now here's where it gets real interesting.  
[44:39]

Years before—you asked when I really got involved with the trail—years before. 1974. Ed Lloyd Hammer tipped me off that they were building the Odabashian without a walkway on it. And I was brand new out of law school. It was probably seventy, probably 1974. And I had taken Environmental Policy Act Studies and so forth, the requirement for E.I.S., so I was horrified to see this. And I must've at this time seen the plans for a trail someplace. And I said, "My God. Here's the possibility of a loop trail, and we're gonna build a bridge without a walkway?" So I handcrafted a letter to Scoop Jackson—Senator Jackson. He never answered the letter per se, but I was, I just said, "Hey, there's a national environmental policy act and here we're building a bridge and no walkway, no bicycle path, nothing for pedestrians. This is unheard of, to spend all this money and not provide for people on foot."

And he may have answered, just acknowledged my letter. I'm not sure, but I don't remember there was any [inaudible word] answer, but instead what he did, is he forwarded my letter to the state DOT, and, 'cause it was Federal funds that was building that bridge by and large. And then I got a call from Mr. Swanson. I don't remember his first name but he was head of the DOT. Begrudgingly, he called me up, says, "Well, I got your letter here. I suppose we could hang a walkway on that bridge. You know, we could probably do that." And then, they put in their plans. It wasn't a hanging-on-a-walkway, it was a jersey-barrier creating kind of a half-bay[?] trail six feet wide. It was always kind of filthy but at least we got it done. And that was a very critical step in the Loop Trail.

And the other step that occurred that I didn't have anything to do with, wasn't even really aware of how it happened, was the curlicue on the Reclamation Bridge, and I think the downtown Rotary Club got that done. They went to the Reclamation District, pitched in some money, and they built a pedestrian walkway when they were gonna relocate the pipeline up on the bridge. And so that made the other part of the loop possible, crossing the river. And--

NW: So what year was that, that Rotary was starting to raise funds for this to--

BP: Oh, that had to be late Seventies. '78, '79? And that was, it wasn't in connection with the Loop Trail. It was just something that somebody had an idea. And originally, that old Reclamation Bridge used to connect with Bridge Street and went across the railroad track. But it was too low for the new trains that were coming through—the double-stack container trains. So they had to take that part of the bridge off. But that was a critical link, that old bridge. And there's another. There's two people who are really unsung heroes in the Trail. In an odd, perverted sense.

One of 'em is Clyde Ballard. Clyde Ballard came to me in the late Seventies. I think he was new in the legislature. I didn't know him, but I knew who he was. And he came to my law office. And he said, "You know, you're kind of known as being an environmentalist in town and I'm trying to

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get this highway built and I wanna know: What'll it take to make the opponents happy? Maybe we could do something that could blunt the opposition." And I said, "Clyde, I tell ya what will do it, at least as far as I'm concerned and many others. Put some money in that budget, to build that highway, for a trail. I'm thinkin', you know, a loop trail." And he jumped up from his chair and he said, "I'll get 'er done." And he had a big smile on his face. And he went back to the legislature and he put in, I suppose, a line[?] item in the budget: a million dollars to build that trail.

The reason that's so critical is when say the Riverfront Committee won the lawsuit, we had out-strategized 'em. We were a step ahead of 'em, because then I could say to the Land Trust, you know, "You environmentalists aren't gonna get this done. We need to form a new committee." And what Gordon and I, at our first lunch meeting we decided, basically I said, "Gordon, you gotta keep your mouth shut about the highway. Don't oppose that highway. What we'll say, the tact we'll take is, 'Look. You had a million dollars in your budget for a trail—you know a trail is a wonderful thing. We'll save you that million dollars. We'll go raise that money ourselves. Just let us build the trail. We don't oppose your highway. And when you're ready to build your highway, why, the trail part will already be done.'" How could they say 'no' to this? —because they already had the trail in their plans.

[49:56]

And the other person who is an unsung hero is Dick Odabashian, because when we formed the Complete the Loop Coalition, Gordon knew him quite well. His son-in-law, Terry McCauley, played tennis with Dick and knew him. And Dick was on the Transportation Commission at the State. And Gordon asked Dick if we could get a audience before the Transportation Commission. I'll never forget this meeting. I think Dalton Thomas at olliana[?] volunteered his airplane—we flew over there. Were you there Elliot? The Transpor--

ES: No.

BP: Well, Gordon and I made a presentation at this, at the Transportaion Commission about: Let us raise the money to build a trail. And there was [He laughs] some guy on that commission, from Bremerton, who was angrier than hops. He said, "You people in Wenatchee, we've had this money in our budget," I think he said, "Fifteen years for your highway. And then you went and killed the project. We oughtta take the money away from you." And I went, "Whoa, wait a minute. We didn't kill your project. We're happy to see you build a highway. Just get it done. If you got the brash to go ahead and go through and get a shorline develo--You can build that highway. We're gonna try and save you a million dollars, so that you could build more highways." And so [BP, ES laugh], so the guy couldn't say anything else! We had him in a trap! And so, with that--

ES: This is where Bob's legal trade really comes into play.

BP We [Laughter subsiding] blunted the DOT's opposition. We knew they opposed at every step

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of the way. We knew that the local office filled with these engineers down here—and by God—they were gonna build a highway, and they were dreaming highways for all these years. And here Kirby, back in the 1950s—this is another thing Wilfred, I'm sure, remembers—Kirby got a law passed in this state that would dedicate that highway right away to Washington State Parks. He wanted that to be a state park. And the bill passed; it was all set to happen. And Attorney Lowell Sperline, here in town, had property on the riverfront.

ES: Oh, yeah.

BP: And he had written in his--

CB: I actually had forgotten about that one.

BP: --deed, he was the only one--

MB: Right

CB: Yeah.

BP: He had in his deed: If you don't build a highway, you gotta sell the property back to me. And so everybody was tippy-toein' around Lowell Sperline. Now, what are we gonna with Lowell? He said if you don't build a highway, he'd get the property back. And that was gonna be the thing that blocked us. I said, "I know Lowell. I'll go talk to him." So I went over and talked to Lowell, and Lowell, [He laughs] Lowell had a big grin on his face: "I don't oppose the trail. I just want somebody to talk to me! Nobody was ever talkin' to me. The DOT, they just ignored me. They gonna go do this and I had it in my deed." And so when we got Lowell on board, that was, that paved the way to, all we had do then is raise the money.

WW: Plus the Reclamation Board had to OK that trail. Bob Vallice[?] was a big pusher for it.

BP: Across the bridge.

WW: Across the bridge.

BP: Mm-hmm.

WW: They coulda' stopped that whole thing if they hadn't agreed to share the bridge with the Trail.

BP: Mm-hmm.

WW: And that was not an easy one either for the Reclamation folks, 'cause not all of them wanted that trail.

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BP: Yeah, I didn't know that's interes--, he was always friendly to the recreational interest in town 'cause he had a son that was involved in skiing and so forth,

WW: Yeah.

BP: And his wife was a wonderful environmentalist.

WW: Yeah.

BP: And it's interesting you mention it, because one of the other first things I did when I was in town, I went to Dick Whitmore, who was a prosecutor, and I said, "Dick, why is it we don't use the irrigation canals here? And you got these 'No Trespassing' signs up there and there's a law in the State of Washington that says: The owner of any property who allows recreational use without a charge on his property is absolved of any liability." I said, "The Reclamation just speaks to exactly the wrong thing. They're putting up a 'No Trespassing' sign. And they're not enforcing 'em. And so they don't get the benefit of the statute that absolves them of liability," and I said, "Dick, we oughtta be using those things." No, he didn't wanna fight the battle, and I went to the Reclam., I talked to Bob Valace. He knew, what you're tellin' us, he knew these other board members didn't [He laughs] want anybody using--

WW: Oh yeah.

BP: --the trail. But the were gonna look. They were gonna look and turn their head the other way.

WW: Yeah, yeah.

BP: So that was, that's interesting--

WW: Yeah, yeah.

BP: that Bob spoke up for the Reclamation Bridge.

WW: Yeah [He chuckles].

NW: So that would be a part of the story to flesh out a little bit--

WW: Yeah.

NW: --in this larger project, how people built that kind of support from the Reclamation District to get the access to the bridge.

[55:04]

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ES: We've lost Bob Valace.

WW: Yeah, he's, dead.

NW: So who would tell that part of the story? The Reclamation District part.

BP: Well--

WW: Maybe Val would remember it. His wife.

NW: Oh.

BP: Is his wife still?

WW: Oh yes, oh yes, oh yes.

BP: She'd know it.

WW: She's up here on Cherry Street.

NW: Okay.

WW: In fact, I met her up there.

ES: Cherry Street? Okay.

NW: Columbia Heights?

WW: Dave Son[?] would know it. He's the attorney for the Reclamation District. If he sat in on those meetings where they discussed the--

NW: Ohhh. Okay, okay.

ES: It's interesting though to me that that's still an ongoing issue. In other words--

WW: Yeah.

ES: I remember back in the, it musta' been the late seventies or early eighties. One of the other things that we were involved with, was trying to get the irrigation canals open for legal pedestrian access. And, you know, we couldn't get very far [BP chuckles] for all those reasons that Bob's talking about.

WW: Yeah.

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ES: We even had a—can't remember her name—a gal who actually drew up a whole trail plan for the irrigation canals. And it's interesting how far back trails go because--

BP--Well,--

ES: We also were talking about trails in the Foothills--

BP: Yeah.

ES--you know, then look what's happened now.

NW: In the Eighties?

ES: Back when Tom Greene was a county commissioner. We all were walking across the home water company up there, the PUD property, talking about a trail on the Foothills. And just one more thing I'd add is: It's interesting that when we came to town—and we haven't mentioned this, yet—both the East side of the river and the Foothills were motorized recreation areas. In other words, there were a lot of jeeps; there were a lot of dirt bikes; there were ORVs and all. As they existed then, they were far more torn up then, than they are now. I mean, the increased emphasis on recreation--

BP: Mm-hmm.

ES: --and, sort of, the organization of the recreation, as a result, having in far-better condition of both on Foothills and the East side of the river.

CB: Yeah, that's something that hasn't been mentioned. When federal government bought the property and then sold it to the State of Washington, they bought, they moved the homes off the riverfront—moved them back. Then the state got a hold of it, and they bought more property and widened it. So they moved them back again.

ES: Hmm.

CB: Some of the homes had been moved three times.

NW: Physically?

CB: Yes. Physically picked up and moved back.

BP: Really?

NW: Wow!

BP: No kidding?

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NW That's interesting.

CB: Yeah.

WW: I didn't know that.

CB: That's where a lot of our [He laughs] members came from! [Everyone laughs].

NW [through her own laughter]: A lot of your what? [laughter stops]

MB: Our members! [She laughs]

CB: Members were--

NW: Ohhhhhhhhh.

CB: --some of them. Actually—it's kinda funny in way, it wasn't at the time, I could sympathize with 'em—but about half of the people, that were from right on the riverfront, were for the highway, because they wanted all that trauma to mean something.

BP: Yeah.

CB: And not putting a highway in there, meant it had all been wasted. And then the other half, they wanted to get even. But--

NW: Hmm.

CB: --one of the other things that—we had the law on our side—and the DOT kept the Shorelines problem undercover. They didn't want people to know about it. And we were all waving the sign and everything like that. But they weren't upfront with the people in Wenatchee.

BP: Where we got, when you--

CB: Let me set a different stage here. In the 1950s, East Wenatchee was looked upon as a dump because, [WW chuckling] because air conditioning hadn't been developed in. And in summertime, Wenatchee was covered in the shadow of the mountains and it was cool and there are only about—if I remember right—about twenty-five hundred people lived on the East side.

[59:19]

So everything was taken over to Wenatchee and dumped off. And then the river was filled with cement, asphalt—especially on Wenatchee' side—sidewalks and stuff that had been torn up and just taken down there and dumped off. And when people would—on the Wenatchee side—when

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the kids would jump in the river or something like that, to swim, if they weren't careful, they would hit these cement blocks down underneath. Or they'd get pushed underneath the cement blocks. And so the river was considered very, very dangerous. In some aspects, it was. And the DOT encouraged—not blatantly, publicly—but they didn't enforce any of the off-road vehicle use down there. If you wanted to cut wood for your wood stove, you'd go down to the river and cut the trees along the river. And they'd call 'em up and they'd say, "Sure. Go ahead. We're gonna put a highway down there." So, there was no—like Elliot said—there was no consideration for recreation in Wenatchee. Only Mission Ridge was it, and the skiing opportunity.

And what we were trying to do in getting support for something other than a highway down along the riverfront, was something for the summertime. You got the potential here. You got: Exhibit R.'s going in on that side. But the DOT would not allow anything to be done on the East side, because they owned that nine and a half miles down to the irrigation bridge. And I think somebody got Hydro Park put in on the East side. And that was the only development that was allowed, because that was beyond their—I remember [He chuckles] I was talking to Senn—who was the head of the--

NW: Don Senn?

CB: Senn--who was the head of the local Wenatchee Department of Transportation—one day and he would just fit to be tied. He says, "My project is ended." And I said, "How's that?" And this is almost ten years after the Shorelines fight. And [He chuckles] he said, "Fred Meyers went and bought that property down there." [Everyone laughs] They threw out that wall and he went, "That's the end of the highway." Until then, they were going to build down there. And if it'd been reasonable to put that highway down there along the riverfront, I wouldn'ta' got involved. But when you looked at it, people were not told what that highway was. First off—and it created a lot of our support once we got the word out, how this highway's gonna change you—so we had two groups. We had the people: the environmentalists who wanted to save the riverfront for some other purpose. And then we had the group of what it was gonna do to the East Wenatchee. And now this was a state-thru route, limited access, fenced.

NW: Oh really?

CB: People didn't know this. There were to be two--one of the things we hit 'em with was Freedom of Information Act. And they'd never been, DOT had never been hit with that before. And we came in [He chuckles], and they had three pallets that were about eight feet long, stacked about four feet high with every document on the deal. We had one day to go through it [WW laughing], and we had six people [Everyone is laughing]. And we came out with the really juicy stuff that they ate on for three years! But anyway, the tow lanes was just the start. And they wanted to go four lanes--

ES: Right.

CB: --down there.

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BP: Yeah.

WW: Yeah.

CB: And so, it was gonna be fenced off. There was only gonna be two access points: Thirty-second and Nineteenth Street was the only you could get down there. So the river was lost. You couldn't go fishing or anything. It was just lost. And the other thing was that, when the project was completed, then people didn't realize that this thing came off the river at Seventeenth Street and went right in front of the Douglas County PUD. It took over Sunset.

WW: Mm-hmm.

CB: Sunset became the highway

BP: Right.

CB: From that point on to the bridge. Everybody else had to go up through the four lane—or, four-way—at Ninth Street--

NW: Wow.

CB: --to go. And then if you wanted to get on the bridge, you'd then have to go across. There was no direct access in East Wenatchee to the bridge. [NW gasps]

BP: Cliff, when you went through those records, where did they have the trail located?

CB: As I recall, they had, it was alongside the highway—literally.

[1:05:03]

BP: Mm-hmm.

CB: Alongside the highway. And one of the things that came out in the Shorelines Hearings Board was there was no crosswalk to get across the highway down at Olds Station Bridge. And one of the our attorney asked was how the people get across the highway. And the guy, the engineer—I forgot who he was—said, "Well, they just pick up the bike and run across the-- [Everyone laughing]

BP: Oh you gotta!

CB [While laughter continues]: And what about the traffic? And you can see that really, the board just went like, "Whoa!" And that was a big pause. [Laughter stops] And he realized what he said, and he says, "Well, we'll put a crosswalk." [Everyone laughs]

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BP: But not a cross-bridge, not a bridge on--

CB, MB [in unison]: No.

WW [Through his own chuckling]: 'Build a crosswalk.' [He laughs]

BP: Yeah.

CB: They did not want access down there because, if you had the access, then they couldn't build the other four lanes that they were--

BP: Yeah.

CB: --looking on building.

ES: It's interesting to compare. I mean when you look at the plans that we have all been briefed on, on the increasing the traffic flow on the Sellar Bridge, how far we've all come, in terms of all the--it may still not be far enough. But I mean there's a lot of talk about pedestrian walkways and connections here and there with that new bridge design. So it's a different world than it was thirty years ago.

BP: Well,--

NW: So--

BP: And then the DOT—what's the lady's name that's head of the DOT now?—when she came over here last fall and was interviewed by The Wenatchee World Editorial Board, she basically committed that the trail would be part of the highway system, which I think would be beautiful because then you'd have the DOT maintaining it.

ES: Right.

BP: And it would be a permanent part of the system. And then they would consider surplusing everything upland of that, which would be, you know, a wonderful--

WW: Yeah.

BP: --you know, solution to it. If part of that system and if the Land Trust and others couldn't pick up the upland portion, maybe you'd get the City of East Wenatchee or Douglas County to come in and build some parks and maybe some nice developments in there. But it's still all up in the air [WW chuckling].

CB: Unfortunately I think, it will be up in the air until I die.

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WW: Yeah.

CB: Congdon called me up--

NW: Rich? Rich Congdon? Or Gordon?

CB: Gordon Congdon--

NW: Oh.

CB: --called me up after he got the mission[?] on the trail and he says, "I have a message for you." And he says, "Moses will not enter the promised land." So that was the DOT's stipulation to him if he could all kinds of stuff. But as long as Cliff was around, I don't think you're gonna see anything happen on the riverfront.

NW: Why?

CB: Because—and it's a shame—because I don't, I no longer live in East Wenatchee and, but it's the idea of the thing to them: That this was the first time they had lost a battle since 1928.

BP: Hmm.

CB: The mascot for the Department of Transportation is a hippopotamus [BP chuckling]

MB: Yeah, it's true.

CB: And it's big, it's powerful, can hold its breath for a long time and stay out of sight. The only thing that it has that works against it is sunlight. [BP chuckles] And that's exactly what we put on it, was a spotlight. [BP chuckles] Sun burned it.

ES: One thing I think is worth bringing up is the role of the newspaper, Wilfred, in this because you mentioned earlier that you were writing editorials--

WW: Oh yes.

ES: --in favor of the highway and I--

WW: That's right.

ES: --I remember that.

WW: Yep.

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ES: I can remember going to your house. You and Kathy were there. And I remember you telling me—and it was an absolutely rational response 'cause I took the drawings that we had of the trail--

WW: Yep.

ES: And I said, "Wilfred, do you--how feasible do you think this is?" And you said—very sensibly—, "I think it's almost impossible that-that will ever be built. It's too-big-a-project, and there's too much opposition to this. There's too much people in favor of the highway." And I remember Kathy saying, "No! That trail can go." [WW chuckles] Do you remember that?

WW: I don't. [Everyone laughs]

[1:09:57]

ES: Maybe she said that to me later. But she, I remember Ka--I got the impression that Kathy felt it was a feasible thing. I thought, "Okay, if Kathy is there talking to Wilfred, this could turn around." [Wilfred laughs]

BP: Wilfred, we always that—that Kathy was in support. [Everyone laughs]

WW: It's the place to go!

ES: Right! [Laughter subsides] And the other interesting part of this is—I was very impressed, and some of it, I think, was Bob's connections at *The World* and in the community—but when Bob and Gordon were spearheading in the Complete the Loop Coalition and progress they were making, it got incredible coverage in *The World*. I mean, it was all, sometimes it was a front page story, other times it was, you know, there was very good coverage of the work of the Complete the Loop--

BP: Well,--

ES: --Coalition.

BP: --the person who really gave us a kick-start was Jeanette Marantos.

WW: Oh yes.

BP: And--

WW: Yeah.

BP: --when Gordon and called the initial meeting,—I think it was at the Christian Scientist Church, there by the courthouse,--

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WW: Yeah.

BP: --I believe that was the place of the meeting—Jeanette, I think right before that, ran a story front page. And she took a picture of Gordon and I down at the Odabashian Bridge looking South down over the waterfront and said, "These guys envision a trail down the East side. If you're interested, come to this meeting" And we filled that room—whatever room it was. I betcha' there were a hundred people there, and people signing up and saying, "Yeah, I'd like to help and so forth." And I [He's chuckling] remember afterwards, Jane Hensel came up to me—and she must have been at the meeting—she said, "You know, you really shoulda' been a preacher. [Everyone is laughing]

ES: 'Yeah, it's true. You're right!' [Laughing continues]

BP: "You were really selling that idea of building a trail there.

DR: We're gonna have to—unfortunately cut short here.

CB: Oh yeah.

DR: One thing I thought I would say, just, I've been here for three years—a little over three years now. And we get a lot of people coming into our coffeehouse—people for out of town and people contemplating moving town or who have just moved to town. But pretty much every single time, the conversation's about the assets of Wenatchee, the Wenatchee area. The Trail is always mentioned. So--

WW: Oh yes.

DR: --I think it's, something to maybe talk about is just how it's contributed to the growth of the area.

ES: Mm-hmm.

DR: Depending--regardless of your--

WW: Oh yeah.

DR: --stance of growth here in Wenatchee—if you love it or hate it or what now?—but I think it's made quite an impact.

NW: So that's the reason that we wanna do this project while we still can. So I really thank you this setting. This is so fun, and we're just kinda' gettin' started on the conversation because this, before you came in I explained that we're gonna form a team and hopefully, since you're all good organizers, you could help suggest some people to help with this. And each one of you, we

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wanna do an oral with—and maybe Kathy, and many of the other people that have already been mentioned here. But we wanted to start with this conversation as the first part of the oral history. And so, we got now a really nice recording of it.

And the purpose for *Gathering Our Voice*, which I think a lot of you already know and it's fairly new to you, is: We're simply trying to do is, just what Darren said, we're bringing stories from the past that have been really successful—when you talked about tactics, and how you kinda' kept your spirits up, and how you had great strategy, and all. You worked as a community to pull this stuff off. We wanna carry those stories forward so they energize the younger people in the community. And so, I ideally would love to have someone your age [Everyone laughs] who serves as a team lead for this particular project of *Gathering Our Voice*. And so maybe you can help me find somebody. Or you guys could think about it

And the other thing that, if you could think about—and we'll get a copy of this recording to you—the other thing you could think about are photos. Start kinda' lookin' through your own. And Elliot, I know you have a lot of files, but if you have photos—course, we know there'll be some at The Wenatchee World—we could start kinda' pullin' together some of the photos that you've talked about.

[1:14:39]

And then what I'd like, I want your ideas on how to structure the project. And I wanted to bring one suggestion, and that—free to sleep on so we don't keep you here all night, and we could get back to it later, but—as we've been doing these *Gathering Our Voice* projects—and we're only in our second year of this, the ski area project being our first one—I think we're finding that, up on the Okanagan, we did what we called a "story drive," where we went up and we trained a group of people that were gonna do the interviews in two hours. And then we had the interviews scheduled, and we went out the door. And in two days we got half a dozen interviews. And so what I'm picturing for this topic in Wenatchee—because it's so visible and there are so many people that love the Trail—that if we scheduled a story drive sometime late in the summer and we had interviews scheduled, we could even do interviews at Caffe Mela. I mean, we could pick a number of venues and people could come and we could do interviews. Or in some cases we'd go to people's homes if they didn't, you know.

So I guess I'd just like you to think about that as the great community organizers that you are. Our strategy here is to honor those voices that haven't been heard at all, like you were talking about. We want to shine a light on those. We wanna honor *your* voices as part of this. And we wanna energize people with the story. And so, you know, how to stage the gathering of oral histories in a way that does that, is kinda' the thing I'd love to have your input on.

BP: You know, Nancy, there's a ghost among us here who is really the one that's the common thread and that's Kirby.

NW: Yeah.

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BP: Kirby had this vision way back in the Fifties.

WW: Yup, yeah.

NW: Yeah.

BP: And the fact that he got legislation passed--

NW: Yeah.

BP: --securing the highway right away toward state parks. I mean he knew what he wanted to see in this community.

WW: Yeah.

BP: And of course, he got Joanie Vandivort energized, he got Cliff energized, he got some of the other people at the PUD, and Earl Foster's wife. I mean, he would pick people that he thought could be spokesmen and keep this idea of: Hey, let's make this community somethin' we're really proud of. And the river is the key to it all. It's--

ES: Bob--

BP: --it's the lifeblood. And the fact that Wilfred and I helped suggest to the PUD, last year, that they rename Hydro Park for Kirby. I think that's--

WW: Yeah.

BP: --only fitting 'cause he was--

NW: Ohhhh.

BP: --such a prime mover.

WW: Yeah.

NW: Ooh.

ES: Do we have any, are there any recordings of Kirby's speeches on this?

BP: The PUD's got some. The PUD. Jeff Smith has got films they've made of Kirby, interviewing him.

ES: See that? There's some great teams.

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NW: Mm-hmm.

BP: He's done a nice job.

WW: David Boyer. David Boyer did a great job.

BP: Yeah and--

WW: From the *National Geographic* books--

BP: Right and--

WW: --on Kirby.

ES: And a--

BP: And a *Museum's* piece that David Boyer wrote on Kirby's, well he was in the retirement home at the end. He wrote a very nice piece in *The Confluence* that I have a copy of and Bill Layman has.

NW: Hmm, so we could sorta have—for the piece, and there can be more than one piece on this, but if we did a piece, there could kinda' be a tribute to Kirby?

WW: Yeah.

MB: Hmm.

WW: Yeah, yeah, yeah.

NW: And as a tribute to many, many others, but it could be kind of a--

CB: He was, yeah, I mean, the way I look at it, he was the father. And everybody else is the sons and daughters

WW: Oh yeah.

NW: Huh, wow.

CB: I thought that was, it was like a garden he was sowin'.

NW: Wow.

CB: And you, you know, you break down over time, and you think of me, and him, and him, and

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him, and him who did this and in reality it--

BP: Well,--

CB: --all goes back to Kirby's

WW: Yeah.

BP: You know, and--

CB: If he hadn't called me on the phone, nothing woulda' happened.

WW: Yeah.

BP: On Joanie Vandivort's deathbed, she said to me, I was lamenting the fact that certain things weren't getting done, and she said, Wilfred's aunt Eva Anderson said, had a wonderful saying, and it was from a poem that was written by Robert Louis Stevenson, I think, and it was: "Way down the river / A hundred miles or more / Other children playing / Will bring your boat to shore." And in other words, here you're playing in the stream, and you put this little boat in the stream and it goes down beyond your reach, and you don't know who's gonna get that message. And you die and you're gone, but somebody else down the stream will pick it up someday and--

WW: Yeah.

NW: That's perfect.

BP: --and carry it on. And that's what Kirby really did. He got it started and passed it on to Joanie, who passed it on to me and, hopefully, we'll get people in your generation fired up to protect the Foothills and Douglas Creek and some of the other things that we wanna--

CB: That's what's missing.

BP: That's right.

WW: Maybe we'll get a trail up the river someday.

NW: So that's--

ES: Oh yeah.

CB: It's comin'.

ES: Yeah. It is.

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WW: Slowly.

NW: So, I just wanna thank you because this is great. This was a really good conversation, and we got a really good recording of it.

DR: Yeah. Got it all.

NW: And

DR: So--

ES: Darren, you're great to do this.

DR: Yeah and if you wanna do groups again, I mean, you can always--

NW: Okay.

WW: Thanks for the party.

NW: Okay. [MB laughs]

[1:19:53]

ES: Yeah, right.

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