

LEWIS AND CLARK NATIONAL HISTORIC TRAIL

COMPREHENSIVE PLAN
FOR
MANAGEMENT AND USE

National Park Service
United States Department of the Interior
January 1982

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1 LEWIS AND CLARK NATIONAL HISTORIC TRAIL

2
3 COMPREHENSIVE MANAGEMENT PLAN

4
5
6 I. INTRODUCTION

7
8 A. Background

9
10 In past years, a series of efforts by many interested individuals and agen-
11 cies have suggested a system of scenic and historic routes across the conti-
12 nent to recognize and commemorate the Lewis and Clark Expedition. In 1948
13 the National Park Service recommended a "Lewis and Clark Tourway" to follow
14 the Missouri River from St. Louis, Missouri, to Three Forks, Montana. The
15 idea was later expanded to include the entire cross-country trail, primarily
16 through the efforts of the noted editorial cartoonist J. N. "Ding" Darling in
17 his proposed "Recreation Ribbon." A foundation was established in Mr.
18 Darling's name to advance this proposal. In 1962 the Secretary of the
19 Interior directed the former Bureau of Outdoor Recreation to analyze this
20 proposal and formulate a plan of development.

21
22 The Bureau of Outdoor Recreation issued a report in September 1965 entitled
23 "Lewis and Clark Trail - A Proposal for Development" which was the culmina-
24 tion of a Federal, State, and local interagency study of the route. The
25 concept of a proposed Lewis and Clark National Scenic Trail was also pre-
26 sented in the Bureau of Outdoor Recreation's publication "Trails for America:
27 Report on Nationwide Trails Study" in December 1966.

28
29 The 1964 Congress, through Public Law 88-630, established the Lewis and Clark
30 Trail Commission. Its mission was to stimulate Federal, State, and local
31 agencies and individuals to identify, mark, and preserve for public
32 inspiration and enjoyment the routes traveled by the Lewis and Clark Expedi-
33 tion. The Commission, during its 5-year tenure, was instrumental in the
34 development of a uniform marking system for recreation and historic areas
35 along the Expedition routes. A major accomplishment of the Commission was
36 the designation and marking of the Lewis and Clark Trail Highway. An out-
37 growth of the Commission's work has been the publication by various Federal,
38 State, and local agencies of brochures and reports related to the Trail. The
39 Commission fulfilled its task in 1969 and published the "Lewis and Clark
40 Trail, Final Report of the Lewis and Clark Trail Commission." Today, the
41 Lewis and Clark Trail Heritage Foundation, Inc. carries out much of the work
42 started by the Commission. Also, State Lewis and Clark committees in Oregon,
43 Washington, and North Dakota continue to promote Lewis and Clark
44 commemoration.

45
46 B. Legislative History

47
48 Section 5(c) of the National Trails System Act of October 2, 1968, Public Law
49 90-543, listed the Lewis and Clark Trail from Wood River, Illinois, to the
50 Pacific Ocean in Oregon, following both the outbound and inbound routes of
51 the Lewis and Clark Expedition, for study for possible designation as a

1 National Scenic Trail. The study completed by the former Bureau of Outdoor
2 Recreation in 1977 identified a 3,700-mile route, which includes the 1804-5
3 outbound route of the Expedition to the Pacific and the 1806 routes of the
4 Expedition in Idaho and Montana on the inbound trip. The Bureau of Outdoor
5 Recreation's report recommended inclusion of the Lewis and Clark Trail in the
6 National Trails System under a new category to be called National Historic
7 Trails.

8
9 The National Parks and Recreation Act of 1978, Public Law 95-625, amended the
10 National Trails System Act to include the new category of National Historic
11 Trails and designated the Lewis and Clark Trail as one of four National
12 Historic Trails. National Historic Trails have as their purpose the
13 identification and protection of historic routes and their remnants and
14 artifacts for public use and enjoyment.

15
16 The National Trails System Act assigns administrative responsibility for the
17 Lewis and Clark National Historic Trail to the Secretary of the Interior.
18 Responsibility for long-term administration and preparation of the Compre-
19 hensive Management Plan called for in the Act has been delegated to the Mid-
20 west Regional Office of the National Park Service. The Comprehensive
21 Management Plan called for in Section 5(f) of the National Trails System Act
22 guides development and use of the Trail and provides a basis for coordinated
23 and consistent implementation by many agencies and private interests.

1 II. SUMMARY

2
3 The Lewis and Clark Expedition of 1804-6 was brilliant in its conception,
4 Herculean in its achievement, and profoundly significant in its impact on the
5 future of the nation and the world. Under the harmonious and unerring
6 leadership of its two young Captains, Meriwether Lewis and William Clark, the
7 Expedition spent 2 1/2 years penetrating thousands of miles of wilderness and
8 exploring the previously unknown lands between the mouth of the Yellowstone
9 and the lower cascades of the Columbia. They endured harsh elements,
10 counceled with savage tribes, traversed difficult geography, suffered
11 privation and starvation, and through it all, helped cement the national
12 claim to a large area of the Missouri and Columbia Rivers drainages. Equally
13 as important, the meticulously compiled journals of the two Captains and
14 other Expedition members provided an abundant scientific and geographic
15 knowledge to the 19th century world and an incredible historic record for the
16 generations to follow. The Expedition opened the eyes of the fledgling
17 United States to the breadth of the continent and opened the country to
18 commercial exploitation and eventual settlement.

19
20 In designating the Lewis and Clark National Historic Trail in 1978, the Con-
21 gress provided an opportunity for complete commemoration of this epic adven-
22 ture. This Comprehensive Plan for Management and Use of the Lewis and Clark
23 National Historic Trail recommends the development of opportunities for
24 retracement of nearly all portions of the historic Expedition route, either
25 as a water trail, a land trail, or a motor route. Hundreds of existing and
26 proposed recreational and historical sites would become an integral part of
27 the Trail and facilitate interpretation and appreciation of the Expedition,
28 as well as provide for public recreational use and enjoyment.

29
30 The authorities and responsibilities contained in the National Trails System
31 Act, as amended, provide the framework for management and development of the
32 Lewis and Clark National Historic Trail. This Comprehensive Management Plan
33 expands on the framework and adapts it to the resources, institutions, and
34 interests along the route of the Lewis and Clark Expedition.

35
36 Implementation of the Plan will require the involvement and cooperation of
37 many public and private interests. Federal agencies can develop and manage
38 those sites and segments, which lie within the exterior boundaries of Federal
39 areas. Responsibility for other sites and segments will have to be assumed
40 by State, local, and private interests if ever the Trail is to become fully
41 operational.

42
43 As overall administrator of the Trail, on behalf of the Secretary of the
44 Interior, it will be the responsibility of the National Park Service to
45 coordinate the efforts of the many public and private interests. The Lewis
46 and Clark National Historic Trail will be administered as a component of the
47 National Park System.

48
49 The primary purpose of the National Historic Trail is commemoration of the
50 historic events that form the Trail's central theme. The identification and
51 preservation of the historic and cultural resources related to the events are

1 one aspect of commemoration. The other aspect of commemoration is public
2 use, which should take the form of interpretation of the historic events and
3 approximate retracement of the historic route.
4

5 Many of the historic and cultural resources related to Lewis and Clark have
6 been either altered or obliterated in the 175 years since the Expedition.
7 The Lewis and Clark Expedition left almost no visible trace of its passing.
8 In a very real sense, many of the historic resources are the landmarks,
9 vistas, flora, and fauna that make up the Trail's natural resources. It is
10 virtually impossible to find either historic or natural resources along the
11 Expedition route, which have not been altered in some way by man or nature.
12

13 Many of the natural resources have undergone alteration by man since the time
14 of the Expedition. Major rivers have been channelized, stabilized, and
15 dammed. Landmarks have received varying degrees of protection or abuse.
16 Landscapes have been altered by mining, farming, and urbanization. Plant
17 communities have been reduced due to land clearing. Some animal populations
18 are now found principally on reserves. Alteration of the natural resources
19 will make commemoration of the Expedition more difficult and preservation and
20 enhancement of remnants of the historic condition essential.
21

22 The authorities of the National Trails System Act provide for three types of
23 components of a National Historic Trail, which can be termed sites, segments,
24 and motor routes. Development of National Historic Trails need not be con-
25 tinuous, making it possible to designate historic sites as "Trail Sites" even
26 though there is no opportunity to include them in developed cross-country
27 trail routes. Cross-country trail routes following the historic land or
28 water routes make up "Trail Segment" components of a National Historic Trail.
29 A number of historic, natural and recreation areas can be included within
30 developed Trail segments. The final development category, marked "Motor
31 Routes," utilizes roads and highways that follow closely the historic route.
32 Motor routes serve to connect Trail sites and segments where the opportunity
33 for cross-country Trail development is not possible.
34

35 The majority of Lewis and Clark's travels were by water along the Missouri
36 and Columbia Rivers drainages. Despite the alteration of channelization,
37 major dams, and natural streambed changes over time, the Missouri and Colum-
38 bia Rivers offer the best opportunity for long continuous Trail segments.
39 Existing recreation sites on these Rivers and their reservoir systems provide
40 a system of recreation facilities and access on which to plan water based
41 trail segments.
42

43 Localized and even some relatively long land based trails may be possible in
44 areas of large public landholdings along the Expedition route. Land based
45 trails for hiking and horseback activities should be considered following
46 overland exploration routes, connecting water based trail segments to Expe-
47 dition landmarks, and paralleling water routes to reflect the daily explora-
48 tion of the Expedition. These land based trail segments should particularly
49 take advantage of areas where the natural environment exhibits little change
50 from its condition at the time of the Expedition.
51

1 Where overland routes of the Expedition closely follow existing highways,
 2 those highways may be marked with the Lewis and Clark National Historic Trail
 3 sign. Marked highways would provide continuity between recommended Trail
 4 segments and sites making possible the eventual commemoration of the majority
 5 of the Expedition's travels.

6
 7 The recommended Trail sites, segments, and motor routes contained in this
 8 Plan are based on the historic, natural, and recreational resources currently
 9 existing along the Expedition route. Feasibility of developing land and
 10 water trail segments for a variety of modes of travel is addressed based on
 11 the present recreation service system along the Expedition route. Obvious
 12 gaps in the service system and problems in developing public recreation use
 13 are identified.

14
 15 The recommended development plan includes 27 Trail segments and 13 isolated
 16 historic sites along the entire 1804-6 route of the Expedition. The Trail
 17 segments are actually aggregations of more than 500 existing and proposed
 18 historic and recreation sites falling within the Expedition route that can be
 19 feasibly connected by land trail, water trails, or motor routes. Approx-
 20 imately 3,250 miles would be included in 20 water based Trail segments along
 21 the rivers and reservoirs of the Missouri and Columbia Rivers drainages.
 22 Another 350 and 900 miles respectively would be developed as land based trail
 23 and motor routes in the remaining 7 Trail segments. The total Trail
 24 development distance of about 4,500 miles could vary depending on the amount
 25 of parallel and incidental hiking/horseback trail development that occurs
 26 within primarily water based segments.

27
 28 Responsibility for Trail implementation on land and water and along motor
 29 routes is not easily summarized due to overlapping jurisdictions. The most
 30 indicative measurement of responsibility is found in the following table of
 31 ownership for all historic and recreational sites recommended for inclusion
 32 in the National Historic Trail, either as part of a Trail segment or as an
 33 isolated historic site.

34

Ownership						
State	Total Sites	Federal	State	County	City	Private
Illinois	1		1			
Missouri	46	1	21	9	12	3
Kansas	6	1	2		2	
Iowa	19	2	5	7	2	2
Nebraska	35	10	13	1	6	5
South Dakota	95	80	11	1	2	1
North Dakota	46	24	16	1	3	2
Montana	163	26	100	1	18	18
Idaho	26	16	7		2	1
Washington	56	29	13	9	2	3
Oregon	30	9	12	1	8	
Tennessee	1	1				
TOTAL	524	199	201	30	59	35

1 Sections 7 and 10 of the National Trails System Act contain authorization for
2 Federal Agency participation in acquisition, development, and maintenance of
3 the Trail where it crosses Federal lands. The Act relies on non-Federal
4 interests to complete and operate the Trail outside existing Federal
5 reservations. According to Section 7 of the Act, Federal agencies should
6 cooperate with non-Federal interests to accomplish the purposes of the Lewis
7 and Clark National Historic Trail.

8
9 Administration, management, and development of the Lewis and Clark National
10 Historic Trail will be accomplished through cooperative agreements between
11 the Secretary of the Interior and the various State or local governments or
12 private interests involved. A certification process, called for in the Act,
13 is established in this Plan so that the Secretary may approve the inclusion
14 of non-Federal components of the Trail. In the case of Federal interests,
15 portions of the Trail crossing Federal lands are designated by the Act as
16 "initial protection components" of the Trail. Memoranda of understanding
17 will be established between the Secretary and other Federal Departments; or
18 in the case of other bureaus of the Department of the Interior, between that
19 bureau and the National Park Service.

20
21
22

1 III. HISTORICAL OVERVIEW
2

3 The following overview was taken from the National Park Service publication
4 "Lewis and Clark" written by Roy E. Appleman and edited by Robert G. Ferris.
5 It provides a concise, yet comprehensive, discussion of the background and
6 significance of the Expedition that would be difficult to improve.
7

8 "The Lewis and Clark Expedition was one of the most dramatic
9 and significant episodes in the history of the United States.
10 In 1804-6 it carried the destiny as well as the flag of our
11 young Nation westward from the Mississippi across thousands of
12 miles of mostly unknown land--up the Missouri, over the Rocky
13 Mountains, and on to the Pacific. This epic feat not only
14 sparked national pride, but it also fired the imagination of
15 the American people and made them feel for the first time the
16 full sweep of the continent on which they lived. Equally as
17 important, the political and economic ramifications of the trek
18 vitally affected the subsequent course and growth of the
19 Nation.
20

21 "In its scope and achievements, the expedition towers among
22 the major explorations of the North American Continent and the
23 world. Its members included the first U.S. citizens to cross
24 the continent; the first individuals to traverse it within the
25 area of the present United States; and the first white men to
26 explore the Upper Missouri area and a large part of the
27 Columbia Basin as well as to pass over the Continental Divide
28 within the drainage area of the two rivers.
29

30 "Before Lewis and Clark, the traps-Mississippi West was
31 largely a virgin land. British, Spanish, and French explorers
32 and traders had barely penetrated it. Apart from a tiny fringe
33 of French-American settlement in the St. Louis area and
34 elsewhere along the Mississippi and small Spanish colonies in
35 the Rio Grande Valley of New Mexico and in California, the
36 region was virtually uninhabited by whites. For the most part
37 enveloped in rumor, fantasy, and mystery, it was almost as
38 strange as outer space would be to the later generation that
39 was first to orbit the earth and put a man on the moon.
40

41 "The men of the expedition made their way through this vast
42 land, living mainly off its resources and superbly adapting
43 themselves to the new conditions it imposed. They encountered
44 alien tribes and menacing animals. On foot, on horseback, and
45 by boat, they pushed over jagged mountain ranges, across
46 seemingly endless plains, through tangled forests, against
47 powerful currents and raging waters. Under two determined
48 captains and three hardy sergeants, the explorers met danger as
49 a matter of course and suffered hunger, fatigue, privation, and
50 sickness.
51

1 "Despite all these obstacles, the project was brilliantly
2 managed and executed. Few, if any, comparable explorations have
3 been so free of blunders, miscalculations, and tragedy. Its
4 leaders were masters of every situation. Only one individual
5 lost his life, but of a disease that could not have been cured
6 in the best hospitals of the day. Clashes with the Indians were
7 limited to two unavoidable instances--with the Teton Sioux and a
8 small party of Blackfeet--but in both cases Lewis and Clark
9 triumphed and their firmness won the respect of the natives.

10
11 "Considering the frequent stress and their close association
12 over a long period of time, relations between the two captains
13 were remarkably harmonious. This was also true of their party,
14 which when fully assembled consisted of a mixture of white,
15 black, and Indian from various sections of the country and
16 Canada.

17
18 "Not many explorers in the history of the world have
19 provided such exhaustive and accurate information on the regions
20 they probed. Assigning high priority to the quest for
21 knowledge, Lewis and Clark laboriously recorded in their
22 journals and notebooks observations about the characteristics,
23 inhabitants, and resources of the country through which they
24 passed. All told, they amassed far more reliable data on the
25 West than had ever been acquired before.

26
27 "The expedition was as astutely conceived as it was effi-
28 ciently conducted. President Thomas Jefferson organized it in
29 1802 because he foresaw the continental destiny of the Nation.
30 At that time, the United States had been independent from
31 Britain for only 19 years and depended to a large extent for its
32 very survival on the conflicts generated by imperial rivalry
33 among Britain, Spain, and France. Furthermore, the Union
34 consisted of only 16 States, the Original Thirteen plus Vermont,
35 Kentucky, and Tennessee. Although some settlers had reached the
36 Mississippi, most parts of the western portion of the national
37 domain were not settled at all and most of the remainder was but
38 sparsely populated. In 1803, Ohio came into the Union, and the
39 United States purchased from France the Louisiana Territory, a
40 huge and ill-defined block of territory west of the Mississippi.

41
42 "The purchase represented the replacement of French
43 interests by those of the United States in the eastern part of
44 the trans-Mississippi West, all of which had long been a sort of
45 international no-man's land by virtue of the undulating fortunes
46 of global politics. The power of Spain was waning there, but
47 she as well as Britain still claimed parts of the territory
48 beyond the purchase. Jefferson recognized the need to explore
49 and affirm U.S. control of the Louisiana Territory, and the
50 purchase spurred his earlier determination to enter the struggle
51 for the empire to its west and lay the basis for a claim.

1 "In a broad sense, too, Jefferson was continuing; the
2 centuries-long search for a Northwest Passage to the riches of
3 the Orient--an all-water or nearly all-water route from the
4 Atlantic to the Pacific through or around northern North America
5 that would obviate the need for U.S. and European ships to make
6 the long voyages around South America and Africa. In 1778, the
7 English explorer Capt. James Cook had made an inconclusive
8 search for the passage along the Pacific coast of the continent,
9 but in 1792-94, the Vancouver Expedition had demonstrated that
10 for all practical purposes an all-water route through the
11 continent did not exist. Jefferson hoped that the Lewis and
12 Clark Expedition might still find a nearly all-water passage,
13 but it made no such discovery. As a matter of fact, the pathway
14 it charted was not even economically feasible because of the
15 long portages required and serious navigational problems.

16
17
18
19 "If Lewis and Clark did not discover the Northwest Passage
20 or a practicable transcontinental channel of commerce, their
21 other accomplishments were formidable. The significance of
22 their exploration extends over a broad and interrelated gamut--
23 in geopolitics, westward expansion, and scientific knowledge.
24 From the standpoint of international politics, the expedition
25 basically altered the imperial struggle for control of the North
26 American Continent, particularly the present northwestern United
27 States, to which the U.S. claim was substantially strengthened.

28
29 "THE westward expansion that ensued in the wake of Lewis and
30 Clark would provide substance to that claim. The wealth of
31 detailed information they acquired about the climate, terrain,
32 native peoples, plants, animals, and other resources of the
33 princely domain they had trodden represented an invitation to
34 occupy and settle it. In their footsteps, came other explorers,
35 as well as trappers, traders, hunters, adventurers, prospectors,
36 homesteaders, ranchers, soldiers, missionaries, Indian agents,
37 and businessmen

38
39 "Many of these people followed for part of the way the
40 Missouri River route that Lewis and Clark had pioneered--a
41 waterway that became one of the major westward routes, though
42 the complications of traveling it by steamboat restricted the
43 flow of traffic to its lower reaches and rendered it less useful
44 than the major overland trails.

45
46 "THE initial spur to westward expansion was the news the
47 explorers brought back about the rich potentialities of the
48 western fur trade, which were concentrated in the Upper
49 Missouri-Yellowstone River-Rocky Mountain area. This trade was
50 the first means of exploiting the resources of the newly
51 discovered land. Trappers and traders were the first to

1 penetrate it in detail, and these mountain men laid the
2 groundwork for the miners and settlers who followed.

3
4
5
6 ". . . hostilities, mainly limited to spasmodic outbreaks
7 of the Teton Sioux, Arikaras, and Blackfeet, were undoubtedly
8 far less severe than they might have been were it not for the
9 reservoir of goodwill the expedition had left with nearly all
10 the western tribes. This reservoir, which Clark deepened
11 during his long and distinguished post-expedition career as
12 Superintendent of Indian Affairs in St. Louis, contributed to
13 the success of the early westward movement.

14
15 "Blending fairness, honesty, and strength with patience,
16 respect, and understanding, Lewis and Clark recognized the per-
17 sonal dignity of the Indians, honored their religion and
18 culture, sincerely proffered aid from the 'J.S. Government, and
19 tried to establish intertribal peace. Masters of primitive
20 psychology, they instinctively and unerringly always seemed to
21 make the right decision and rarely offended the natives.

22
23 "Tragically, this heritage of friendliness was not to
24 prevail for more than a few decades . . .

25
26 "THE Lewis and Clark Expedition also made major contributions
27 to the fields of geography-cartography, ethnography, and
28 natural history. Scientists were 'Kept busy for a long time
29 digesting the mass of raw information, studying plant and
30 animal specimens, analyzing descriptions and translating them
31 into the appropriate technical language, and classifying and
32 correlating data.

33
34
35
36 "Except in cartography, Lewis was primarily responsible for
37 most of the scientific contributions. He was better educated
38 than Clark and during 2 years of residence with President
39 Jefferson prior to the expedition had enjoyed access to his
40 fine library and been able to draw on his extensive knowledge
41 of zoology and botany. Lewis had also enjoyed the benefit of a
42 cram course in science at Philadelphia and Lancaster that
43 Jefferson arranged for him.

44
45 "THE geographical findings were in themselves of
46 outstanding significance. Lewis and Clark determined the true
47 course of the Upper Missouri and its major tributaries. They
48 discovered that a long, instead of short, portage separated it
49 from the Columbia, which proved to be a majestic stream
50 rivaling the Missouri itself rather than a short coastal river.
51 Neither the Missouri nor the Columbia was found to be navigable

1 to its source, as many had believed. The explorers also
2 learned that, instead of a narrow and easily traversed mountain
3 range, two broad north-south systems, the Rockies and the
4 Cascades, represented major barriers.

5
6 "Passing for the most part through country that no
7 Americans and few white men had ever seen, the two captains
8 dotted the map with names of streams and natural features.
9 Some of the designations that have survived to this day include
10 the Jefferson, Madison, Gallatin, Milk, Marias, and Judith
11 Rivers, Beaverhead Rock, Rattlesnake Cliffs, White Bear
12 Islands, York Canyon, and Baptiste Creek. Unfortunately, many
13 other names that were bestowed have faded out of existence.

14
15 "Clark made his scientific mark primarily in the field of
16 cartography, for which his training consisted mainly of some
17 .experience in practical surveying and a limited amount of Army
18 mapping. Yet his relatively crude maps, prepared under field
19 conditions, enriched geographical knowledge and stimulated
20 cartographical advances.

21
22 "Of particular importance were the three progressively
23 improved maps Clark drew between 1804 and 1810 of the Western
24 United States and lower Canada. These were mainly based on the
25 observations of the two captains, data provided by the Indians,
26 earlier maps of the West, and the journals of preceding
27 explorers. According to historical cartographer Carl I. Wheat,
28 the last of the three (ca. 1809) was of 'towering significance'
29 and was 'one of the most influential ever drawn' of the United
30 States. Although deficient in its nonexpedition data, provided
31 to Clark by others, for three decades it represented some of
32 the best knowledge available about the West and practically all
33 other maps were based on or influenced by it. Also valuable to
34 geographers and cartographers were the detailed local and
35 regional maps that Clark sketched in his journals or on
36 separate sheets of paper. They provided valuable information
37 on hydrography and relief.

38
39 "THE second scientific field on which the Lewis and Clark
40 Expedition exerted a major impact was ethnography. Although
41 the two captains' comprehensive descriptions of the natives and
42 their way of life contained some errors and misconceptions, as
43 a whole they were so astonishingly accurate and complete that
44 they provided a basic document for western ethnologists.

45
46 "Previously, almost nothing had been known of the Indians
47 westward from the Mandan villages, in present North Dakota, to
48 the Upper Columbia. Native groups residing in that area, whom
49 the explorers were undoubtedly the first white men to encounter
50 and describe, included the Northern Shoshoni, Flatheads, Nez

1 Perces, Cayuses, Yakimas, and Walla Wallas. Although the
2 expedition did not meet any Crows, their presence was noted.
3

4 "Even for those tribes that traders had contacted and
5 casually reported on--those on the Lower Missouri from St.
6 Louis to the Mandan villages and those at the mouth of the
7 Columbia Lewis and Clark furnished a far more complete body of
8 data than had ever before been recorded. They also sent back
9 from Fort Mandan, in present North Dakota., or brought back to
10 Washington, D.C., a number of ethnological specimens.
11

12 "THE final category of scientific knowledge that the
13 exploration enriched was natural history. Usually based on
14 their own observations but sometimes on Indian information, the
15 two captains described hundreds of species of fishes, reptiles,
16 amphibians, mammals, birds, plants, trees, and shrubs. Some
17 were completely new to the world of science; others had never
18 previously been encountered in North America; or earlier
19 descriptions were sketchy and inadequate. In these categories,
20 among mammals alone, are the pronghorn (antelope), bighorn
21 sheep, mountain beaver, black-tailed prairie dog, white weasel,
22 mountain goat, grizzly bear, coyote, and various species of
23 deer, rabbit, squirrel, fox, and wolf. In addition to their
24 descriptions, Lewis and Clark also sent back a large number of
25 zoological specimens, including a few live ones as well as
26 skins, bones, skeletons, teeth, talons, and horns, and in
27 addition a diversity of botanical items."
28

29
30

1 IV. SIGNIFICANT RESOURCES AND TRAIL DEVELOPMENT PLAN

2
3 A. Introduction
4

5 The primary purpose of a National Historic Trail is commemoration of the
6 historic events that form the Trail's central theme. The identification and
7 preservation of the historic and cultural resources related to the events are
8 one aspect of commemoration. The other aspect of commemoration is public
9 use, which should take the form of interpretation of the historic events and
10 approximate retracement of the historic route.

11
12 Many of the historic and cultural resources related to Lewis and Clark have
13 been either altered or obliterated in the 175 years since the Expedition.
14 The Lewis and Clark Expedition left almost no visible trace of its passing.
15 In a very real sense, many of the historic resources are the landmarks,
16 vistas, flora, and fauna that make up the Trail's natural resources. It is
17 virtually impossible to find either historic or natural resources along the
18 Expedition route which have not been altered in some way by man or nature.

19
20 Many of the natural resources have undergone alteration by man since the time
21 of the Expedition. Major rivers have been canalized, stabilized, and dammed.
22 Landmarks have received varying degrees of protection or abuse. Landscapes
23 have been altered by mining, farming, and urbanization. Plant communities
24 have been reduced due to land clearing. Some animal populations are now
25 found principally on reserves. Alteration of the natural resources will make
26 commemoration of the Expedition more difficult and preservation and
27 enhancement of remnants of the historic condition essential.

28
29 One category of historic resource that has the potential to unify commemora-
30 tion of the entire route is the Expedition campsites. The Expedition camp-
31 sites were infrequently used for more than one night and separated by rela-
32 tively short distances. Although little physical evidence remains at the
33 campsites, many of their locations can be determined accurately or approxi-
34 mately with sufficient confidence to allow interpretation. Most cities, small
35 towns, and recreation areas on or near the Expedition route can claim
36 proximity to a Lewis and Clark campsite.

37
38 While it is not practical or desirable to commemorate every campsite, the
39 campsites provide a potential basis for interpreting the entire length of the
40 Expedition. Cities, towns, and recreation sites along the route could provide
41 interpretation based on the events of the days the Expedition spent in their
42 vicinity. Broader Expedition themes and secondary historic interpretation
43 could also be included. The journals of the Expedition, through their daily
44 entries, provide a multitude of interpretive themes and a historically
45 accurate account of the Expedition.

46
47 Native American cultures are another important resource along the Trail with
48 direct relation to the Lewis and Clark Expedition. Contact between whites and
49 many of the Native American tribes along the Expedition route had been
50 limited prior to 1804-5. For several tribes, the Expedition was their first
51 contact with white men. The Lewis and Clark journals contain extensive dis-

1 cussion of these cultures and provide an important record of the Native
2 American life little changed by white influence. Trail segments or historic
3 sites on the reservations along the Trail, which could be established through
4 the voluntary participation of the reservations, could interpret the varied
5 cultures and accurately display this rich heritage.

6
7 The authorities of the National Trails System Act provide for three types of
8 components of a National Historic Trail which can be termed sites, segments,
9 and motor routes. Development of National Historic Trails need not be con-
10 tinuous, making it possible to designate historic sites as Trail sites even
11 though there is no opportunity to include them in developed cross-country
12 trail routes. Cross-country trail routes following the historic land or water
13 routes make up trail segment components of a National Historic Trail. A
14 number of historic, natural, and recreation areas can be included within
15 developed Trail segments. The final development category, marked motor
16 routes, utilizes roads and highways that follow closely the historic route.
17 Motor routes serve to connect Trail sites and segments where the opportunity
18 for cross-country Trail development is not possible.

19
20 The majority of Lewis and Clark's travels were by water along the Missouri
21 and Columbia Rivers drainages. Despite the alterations of channelization,
22 major dams, and natural streambed changes over time, the Missouri and Colum-
23 bia Rivers offer the best opportunity for long continuous Trail segments.
24 Existing recreation sites on these Rivers and their reservoir systems provide
25 a system of recreation facilities and access on which to plan water based
26 trail segments.

27
28 Localized and even some relatively long land based trails may be possible in
29 areas of large public landholdings along the Expedition route. Land based
30 trails for hiking and horseback activities should be considered following
31 overland exploration routes, connecting water based trail segments to
32 Expedition landmarks, and paralleling water routes to reflect the daily
33 exploration of the Expedition. These land based trail segments should
34 particularly take advantage of areas where the natural environment exhibits
35 little change from its condition at the time of the Expedition.

36
37 Where overland routes of the Expedition closely follow existing roads, those
38 roads may be marked with the Lewis and Clark National Historic Trail sign.
39 Marked roads would provide continuity between recommended Trail segments and
40 sites making possible the eventual commemoration of the majority of the
41 Expedition's travels. Designating highways as Trail motor routes creates no
42 conflict with highway programs as National Historic Trails in general are not
43 subject to the provisions of Section 4(f) of the Department of Transportation
44 Act although specific historical sites along a Trail maybe. (See Section
45 7(g) of the National Trails System Act.) The marking of Lewis and Clark
46 National Historic Trail motor routes must be coordinated with marking of the
47 Lewis and Clark highway system presently existing in most Trail States. In
48 some cases, the motor routes and the highway system will utilize the same
49 road. Marking of the remainder of the Lewis and Clark highway system should
50 be maintained or completed to ensure the continued existence of this
51 complementary commemorative project.

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B. Recommended Trail Sites, Segments, and Motor Routes

The recommendations in this section make up the Trail Development Plan and briefly describe the significant resources connected with recommended Trail sites, segments, and motor routes. The brief data presented is intended to provide a guide for more detailed planning for individual Trail components that will be necessary before implementation. In the long-term development of the Trail, additional sites, segments, and motor routes may become possible. The listing of recommended components of the Lewis and Clark National Historic Trail begins in the St. Louis, Missouri, area and follows the outbound route of the Expedition to the mouth of the Columbia River. Recommendations for the Expedition's major return route explorations of 1806 follow the outbound discussions.

The recommendations are made based on the historic, natural, and recreational resources currently existing along the Expedition route. Feasibility of developing land and water trail segments for a variety of modes of travel is addressed based on the present recreation service system along the Expedition route. Obvious gaps in the service system and problems in developing public recreation use are identified.

Sections 7 and 10 of the National Trails System Act contain authorization for Federal Agency participation and acquisition, development, and maintenance funding for the Trail where it crosses Federal lands. The Act relies on non-Federal interests to complete and operate the Trail outside existing Federal reservations. According to Section 7 of the Act, Federal agencies should cooperate with non-Federal interests to accomplish the purposes of the Lewis and Clark National Historic Trail.

Discussions of Trail sites, segments, and motor routes include location; ownership or responsibility; significance of historic, natural, and recreation resources; interpretive opportunity; and other pertinent information. Each discussion also contains a reference to map sheets found in the "Map Supplement" to this Plan.

1. JEFFERSON NATIONAL EXPANSION MEMORIAL NATIONAL HISTORIC SITE

St. Louis, Missouri, downtown Mississippi river-front (Map 1), National Park Service

This site is dominated by a 630-foot stainless steel arch but also has the Museum of Westward Expansion underground below the arch the Old Courthouse, (1839) Museum, and Old Cathedral (1831). The latter two buildings are located on the Jefferson National Expansion Memorial National Historic Site's landscaped grounds. The original St. Louis business district was located in this area. Lewis conducted preexploration business and post Expedition duties as Governor here. Clark owned and lived in several structures in the district in his post exploration career. The Expedition itself returned to this site on September 23, 1806. The Museum of Westward Expansion has an ample display

1 on Lewis and Clark, placing the Expedition in its appropriate historic
2 context. A film presentation concerning Lewis and Clark could reach a large
3 audience here. The Museum has an extensive collection of research materials
4 on Lewis and Clark that could be expanded into a major library to provide
5 research services for the cooperative agencies developing portions of the
6 Trail.

7
8
9 2. CLARK GRAVESITE AND MONUMENT HISTORIC SITE

10 Bellefontaine Cemetery, St. Louis, (Map 1), Bellefontaine Cemetery Associa-
11 tion
12

13
14 A monument including obelisk, bust, and inscribed markers marks the grave of
15 William Clark in a large family plot. The Cemetery includes other notable
16 gravesites. No additional marking or signing, should take place which would
17 detract from the dignity of the gravesite. Visitation to the site should
18 continue as part of cemetery tour offered by the Bellefontaine Cemetery
19 Association. National Register nomination should be considered.
20

21
22 3. MERIWETHER LEWIS HISTORIC SITE

23
24 Located on the Natchez Trace Parkway, 7 miles southeast of Hohenwald,
25 Tennessee, (Not Mapped), National Park Service
26

27 Designated a National Monument in 1925, it was later included within the
28 Natchez Trace Parkway in 1961. An interpretive facility devoted to Lewis is
29 needed. A broken column monument marks the gravesite but does not adequately
30 address the significance of the man or his tragic death here in 1809.
31

32
33 4. LOWER. MISSOURI RIVER SEGMENT

34
35 Wood River, Illinois, to Ponca State Park, Nebraska, Missouri River miles 0-
36 751, U.S. Army Corps of Engineers; States of Illinois, Missouri, Kansas,
37 Nebraska, and Iowa; and local and private interests
38

39 Recommended Type of Development: Water Trail
40

41 The Lewis and Clark Expedition followed the lower Missouri River on its out-
42 bound and inbound routes of 1804 and 1806. Transporting its goods west by
43 keelboat and pirogue employed the bulk of the party in 1804 and progress up-
44 stream was slow. The two Captains and Expedition hunters explored the River's
45 great valley and bordering hills daily. Returning downstream by pirogue and
46 dugout canoe in 1806, progress was more rapid. Very little exploration was
47 attempted as the Expedition covered up to 70 miles each day.
48

49 The Missouri River that Lewis and Clark struggled to navigate no longer
50 exists below Ponca State Park in northern Nebraska. The Expedition's daily
51 journal entries confirm that dynamic alluvial forces were altering the River

1 even as they traveled. A century of these natural forces followed by stabi-
2 lization and navigation projects in recent times have obliterated the actual
3 route of the Expedition. Today, the Missouri River is maintained in an
4 engineered channel from Sioux City, Iowa, to the mouth near St. Louis,
5 Missouri. For a short distance below Ponca State Park, the River is being
6 trained by structures to achieve the navigation channel at Sioux City. Only
7 the reach between Gavins Point Dam at Yankton, South Dakota, and Ponca State
8 Park retains conditions approaching the historic character.

9
10 In spite of alterations, the present channel of the Missouri River from Ponca
11 State Park to its mouth near St. Louis does provide a continuous water route.
12 The route has the skeleton of a recreation access system that would
13 facilitate a water based trail and offer the opportunity to interpret the
14 Lewis and Clark Expedition. Also, a number of historic sites and campsites
15 related to the Expedition are identifiable along the route. The River today
16 has scattered remnants of its former natural and scenic resources that would
17 contribute to an enjoyable recreational and educational experience.

18
19 Following is a brief discussion of 84 existing or proposed recreation and
20 historic sites along the lower Missouri River segment that have the potential
21 to be included in the National Historic Trail. These sites are identified on
22 Maps 1-9 in the "Map Supplement" to this Plan.

23
24 Lewis and Clark State Park (Map 1), Illinois Department of Conservation, is
25 across the Mississippi River from the mouth of the Missouri River in a loca-
26 tion analogous to the Lewis and Clark winter cantonment of 1803-4. The actual
27 historic site has been obliterated by River channel migration making this
28 recreation area the most desirable location for interpretation of the
29 Expedition's preparation for exploration. The recreation area has, with the
30 addition of River access, the potential to be the eastern terminus of the
31 lower Missouri water based trail segment. A large Lewis and Clark monument
32 has recently been dedicated at the site. Increased site security should
33 accompany the increased development.

34
35 Fort Bellefontaine County Park, Missouri River mile 8 (Map 1), a St. Louis
36 County Park Department undeveloped recreation area, contains the site of
37 historic Fort Bellefontaine established by General James Wilkinson in 1805-6.
38 Lewis and Clark visited the Fort on their return journey September 22, 1806.
39 General Wilkinson is a historic figure connected with Lewis, Zebulon Pike,
40 and Aaron Burr. Development of the park should interpret the considerable
41 history associated with the site. Recreation facilities to accommodate
42 boaters and camping should be considered.

43
44 Sioux Passage County Park, Missouri River mile 10 (Map 1), St. Louis County
45 Park Department, is a high use recreation area with picnicking, athletics,
46 and trails. River access development would provide access to the water trail
47 and nearby Pelican Island. Interpretation could mention the Expedition
48 passing this shore and adjacent island May 15, 1804, and September 22, 1806.

49
50 Pelican Island County Park, Missouri River miles 10-16 (Mar 1), St. Louis
51 County Park Department, features a large island and natural areas that are

1 rare on the lower Missouri River. The Park is undeveloped, with hiking and
2 primitive uses proposed. Interpretation of the flora and fauna and historic
3 River conditions is appropriate to Lewis and Clark. Boat-in access only
4 should be maintained.

5
6 St. Stanislaus County Park, Missouri River mile 20 (Map 1), St. Louis County
7 Park Department, is on lands that were formerly part of a historic Jesuit
8 Seminary (established 1823), a starting place of Catholic missions to western
9 Indians. Father DeSmet trained here. The Seminary qualifies as a secondary
10 interpretive theme of western expansion/exploration. Presently undeveloped,
11 trails planned for natural areas would complement the Lewis and Clark
12 National Historic Trail. River access should be considered.

13
14 St. Charles Riverfront Park, Missouri River mile 29 (Map 1), city of St.
15 Charles, St. Charles County Historical Society and South Main Preservation
16 Society, contains the site where the Expedition camped May 16-20, 1804, while
17 waiting for Captain Lewis to complete business in St. Louis. The Expedition
18 also camped here on their return September 21, 1806. St. Charles Historical
19 District and the site of the first Missouri State Capitol are adjacent
20 National Historic Register properties. River access is needed at or near this
21 site. Interpretation of the Expedition's stay at the site should be expanded
22 either by kiosk: exhibit or by using the old railroad station.

23
24 Weldon Springs and Howell Island Wildlife Areas, Missouri River miles 44-50
25 (Map 1), are managed by the Missouri Department of Conservation. Weldon
26 Springs Wildlife Area is a large natural area on the north bank of the River.
27 Howell Island Wildlife Area is one of the few remaining large islands on the
28 lower Missouri River. Interpretation should include the May 22, 1804, Howell
29 Island camp of the Expedition and historic flora, fauna, and riverine
30 habitat. Development of hiking trails accessible by River travelers should be
31 considered. Boat access only to the Island should be provided. River access
32 is needed in Weldon Springs Wildlife Area.

33
34 Tavern Cave, Missouri River mile 53 (Map 1), is in the private ownership of
35 St. Albans Farms and the Chicago Rock Island and Pacific Railroad. A his-
36 toric cavern used as a campsite and landmark by River travelers, Lewis and
37 Clark visited here May 23, 1904. Lewis climbed the bluff and narrowly escaped
38 a tragic fall. No public access is permitted now. Limited public access from
39 the River and along railroad right-of-way should be provided. Interpretation
40 should be by guided tour or brochure. A State, county, or private
41 organization should work with landowners to control public use and provide
42 security for the resource and adjacent lands. Tavern Cave is on the National
43 Register of Historic Places.

44
45 Washington Marina, Missouri River mile 69 (Map 1), a private marina and boat
46 ramp on the Washington riverfront, is the only public gas and mooring facil-
47 ity on the River in the State of Missouri. Interpretive signing is needed at
48 the ramp regarding the Lewis and Clark 'May 25, 1804, camp in the area and
49 return journey events of September 20, 1806.

50

1 A New Haven Access is proposed in the vicinity of Missouri River mile 80
2 (Map2). Lewis and Clark passed this area May 26, 1804, and camped near
3 present New Haven on September 20, 1806. They passed the last white frontier
4 settlement of LaCharrette which was in this vicinity. The city, county, or
5 State could provide public access and recreation facilities in this area.

6
7 Hermann Access, Missouri River mile 90 (Map 2), is a city-owned boat ramp on
8 the riverfront. Lewis and Clark camped May 26, 1804, near the mouth of the
9 Loutre River which enters the Missouri River across from Hermann. The camp-
10 site may have been at the lower end of present "Rush Island" at Missouri
11 River mile 95 (privately owned). Additional access and recreation facilities
12 and historic interpretation would complement the Lewis and Clark National
13 Historic Trail. Area to expand is restricted at the Hermann Access. A new
14 site could be developed by the State on Rush Island. Hermann has maintained
15 its mid-19th century German immigrant heritage and offers the opportunity for
16 a secondary interpretive theme. The town has two National Register Historic
17 Districts.

18
19 Gasconade Park on the Gasconade River 1 mile above the Missouri River mile
20 105 (Map 2), city of Gasconade, is a small park and River access. The Expe-
21 dition camped at the mouth of the Gasconade River May 27-28, 1804. Remnants
22 of the Corps of Engineers boatyard located here offer a secondary interpre-
23 tive theme. The boatyard was a center of activity for several decades of
24 efforts to stabilize the Missouri River. The Corps of Engineers and the city
25 should work together to interpret these historic resources.

26
27 Chamois Access, Missouri River mile 118 (Map 2), city of Chamois, Missouri
28 Department of Conservation, and U. S. Army Corps of Engineers, features a
29 River access and city park. The Expedition camped in this vicinity May 30-31,
30 1804.

31
32 Mokane Access, Missouri River mile 125 (Map 2), Missouri Department of Con-
33 servation and U.S. Army Corps of Engineers, offers recreational access to the
34 River and camping.

35
36 Bonnets Mill Access on the Osage River is a Missouri Department of Conserva-
37 tion boat access 1.5 miles above the mouth of the Osage at Missouri River
38 mile 130 (Map 2). Lewis and Clark camped at the mouth of the Osage River
39 June 1-2, 1804, and September 19, 1806. The Osage River was the water
40 highway to lands of the Osage Indians in central Missouri and eastern Kansas.
41 The State should expand facilities and provide interpretation.

42
43 Moreau 50 Access on the Moreau River 1.5 miles above its mouth at Missouri
44 River mile 1 (Map 2), is also managed by the Missouri Department of Con-
45 servation. The boat access is located at Highway U.S. 50 bridge (State
46 designated Lewis and Clark Highway). An interpretive sign about the
47 Expedition camp at the mouth of the Moreau River June 3, 1804, is needed.

48
49
50 Jefferson Landing State Historic Site, Missouri River mile 143 (Map 2), Mis-
51 souri Department of Natural Resources, contains restored historic buildings

1 from the early-19th century beginning of the State Capitol. The Site is
2 presently used as interpretive and State Park information center. Difficult
3 access to and from the Missouri River across railroad tracks needs to be
4 solved. Expanded interpretive facilities could present broad Lewis and Clark
5 themes.

6
7 Jefferson City River Access, Missouri River mile 143 (Map 2), consists of a
8 boat access whose ownership is in question. The city or State should upgrade
9 the site for recreational access to the River and the Lewis and Clark
10 National Historic Trail. No interpretation is proposed.

11
12 Marion Access, Missouri River mile 158 (Map 3), Missouri Department of Con-
13 servation, is a River access and camping area. Interpretation could discuss
14 the Expedition camp of June 4, 1804, upstream of this site near the mouth of
15 Moniteau Creek.

16
17 Providence Access on Perche Creek 1 mile above its mouth at Missouri River
18 mile 170 (Map 3), is a Missouri Department of Conservation boat ramp.
19 Interpretation of the June 5, 1804, campsite opposite the mouth of Perche
20 Creek could be added.

21
22 Taylor's Landing, Missouri River mile 185 (Map 3), Missouri Department of
23 Conservation, includes River access and camping. Interpretation could discuss
24 the June 6, 1804, Expedition camp along rock bluffs across the River. These
25 bluffs mark a scenic/geologic transition from a wide-bottom prairie river
26 (upstream) and the River course through Ozark highlands (downstream), making
27 possible a secondary interpretive theme.

28
29 Franklin Island Wildlife Area, Missouri River miles 192-195 (Map 3), Missouri
30 Department of Conservation, is a hunting, fishing, and refuge area. River
31 access is needed in this area due to the proximity of Boonville. The
32 Expedition camp of June 7, 1804, may be within the area boundaries. Inter-
33 pretation of flora and fauna would also complement the Lewis and Clark
34 National Historic Trail.

35
36 DeBourgmout River Access on the Lamine River 3 miles above its mouth at
37 Missouri River mile (Map 3), Missouri Department of Conservation, is adjacent
38 to the State designated Lewis and Clark Highway (State Route 41). The
39 Expedition noted "Mine" River as a landmark and camped 2 miles upstream of
40 its mouth June 8, 1804. The camp of September 18, 1806, was also in the
41 vicinity.

42
43 Arrow Rock State Park, Missouri River Mile 210 (Map 3), Missouri Department o
44 Natural Resources, features a preserved historic village and well developed
45 State park. The historic town was an important River stop and crossing site
46 in the history of westward expansion and settlement. Lewis and Clark noted
47 Arrow Rock Bluff as a landmark. River access and more interpretation of Lewis
48 and Clark (broad themes and June 9, 1804, camp) is recommended. Arrow Rock
49 State Park is a National Historic Landmark.

1 Stump Island Park, Missouri River mile 226 (Map 3), city of Glasgow and U.S.
2 Army Corps of Engineers, is a River access and city park on the site of the
3 Expedition camp named "Stump Island" in the journals, June 10-11, 1804.
4 Interpretive signs and markers have been erected. Some additional interpre-
5 tation could be done.

6
7 Brunswick Access on the Grand River 3 miles above its mouth at Missouri River
8 mile 5 (Map 4), is managed by the Missouri Department of Conservation and the
9 city of Brunswick. Interpretation could discuss the June 12, 1804, camp; June
10 13, 1804, Grand River camp; and September 17, 1806, camp and encounter with
11 Captain McLellan.

12
13 Miami Riverfront Park, Missouri River mile 263 (Map 4), Missouri Department o
14 Conservation, includes River access, camping, and a Lewis and Clark
15 interpretive sign. The Expedition camp of June 14, 1804, was upstream near
16 this site. More interpretation could be done of the events of June 14-16,
17 1804.

18
19 Grand Pass Wildlife Area, Missouri River mile 270 (Map 4), Missouri Depart-
20 ment o Conservation, is a large undeveloped river bottom wildlife area in the
21 vicinity of the Expedition camp of June 15, 1804. River access and
22 interpretation of flora and fauna and historic River conditions would serve
23 Trail users.

24
25 Port of Waverly, Missouri River mile 294 (Map 4), city of Waverly and U.S.
26 Army Corps o Engineers, features River access, picnicking, and a Lewis and
27 Clark interpretive sign. More interpretation could be done of the June 1718,
28 1804, camp and September 16, 1806, camp.

29
30 Battle of Lexington State Park, Missouri River mile 316 (Map 4), Missouri
31 Department of Natural Resources and U.S. Army Corps of Engineers, preserves a
32 Civil War battlefield on the River bluffs and includes a satellite River
33 access area. Interpretation of Expedition campsites of June 19-22, 1804, is
34 needed. Camping facilities are also needed in this River reach. The
35 battlefield and related buildings in Lexington are on the National Register
36 of Historic Places.

37
38 Fort Osage, Missouri River mile 337 (Map 5), Jackson County Park Department,
39 is a reconstruction of a fort built under Clark's supervision in 1808. The
40 Fort originally included an Indian trading "factory" and was part of Clark's
41 post Expedition responsibilities as Superintendent of Indian Affairs for the
42 Louisiana Territory. The potential Fort site was noted in the Expedition
43 journals. The garrison at the Fort had a dual purpose: to be there for any
44 security need regarding the trading operation/ Indian relations, and also to
45 help regulate the access of foreign trappers and traders to the newly
46 acquired Louisiana Purchase area via the Missouri River. The latter aspect
47 may have been the deciding factor on placing the Fort intended for the bene-
48 fit of the Osages here instead of 75 to 100 miles south in their lands. After
49 starting construction of the Fort, Clark dispatched a messenger to the
50 Osages, ordering them to move to the vicinity of the Fort. The Fort contains
51 excellent interpretation and a museum related to the Fort history. Future

1 expansion of interpretation could include the Expedition and Clark's role in
2 Indian affairs. A boat landing on the Riverfront and a trail along the River
3 to Mouth of Little Blue Park should be considered. Fort Osage and its
4 accompanying archeological district are National Historic Landmarks.

5
6 Jackass Bend Trail, Missouri River mile 337 (Map 5), Jackson County Park
7 Department, is within a natural area along an old cutoff channel across the
8 Missouri River from Fort Osage. Boat in access and interpretive literature
9 related to Missouri River history and environment would complement the
10 National Historic Trail.

11
12 Mouth of the Little Blue Park, Missouri River mile 339 (Map 5), Jackson
13 County Park Department, features River access, camping, picnicking, and own-
14 ership contiguous with Fort Osage. The Little Blue River was called "Hay
15 Cabin Creek" in Lewis and Clark's journals. The Expedition camped near here
16 September 15, 1806. The camps of June 23-24, 1804, should also be interpreted
17 in the complex of Jackson County areas.

18
19 Little Blue Trace, (Map 5), Jackson County Park Department, is a parkway/
20 trail along the Little Blue River bordering the eastern edge of the Kansas
21 City urban area. An extension from the northern trace terminus at U.S.
22 Highway 24 (designated Lewis and Clark Highway) to Mouth of the Little Blue
23 Park would provide a potential "side trail" to the National Historic Trail in
24 keeping with Section 6 of the National Trails System Act.

25
26 LaBenite Park, Missouri River mile 352 (Map 5), Jackson County Park Depart-
27 ment and U.S. Army Corps of Engineers, includes River access, camping, pic-
28 nicking, and contiguous ownership with a county park and the River bluffs
29 making hiking possible. The Expedition camped near this site on June 25,
30 1804. Interpretation of the Expedition should be added.

31
32 Oregon National Historic Trail/Independence Landing, Missouri River mile
33 354 (Map 5), is a privately-owned undeveloped historic site. The Oregon
34 National Historical Trail Management Plan (National Park Service) does not
35 propose development of this historic location of the Trail's beginning point.
36 The steamboat landing site on the Missouri River where Oregon immigrants
37 disembarked to begin their overland trek has been impacted by River channel
38 changes and industrial development. A roadside interpretive display near the
39 bluff top will commemorate the site. Lewis and Clark Trail guides should note
40 the historic importance of the site.

41
42 Riverfront Park, Missouri River miles 361-364 (Map 5), Kansas City, Missouri,
43 Parks Department, is a linear park along the riverfront of a developing
44 industrial area. The Park features River access and day use activities.
45 Interpretation of Lewis and Clark Expedition events of June 26, 1804, and
46 September 15, 1806, could be done.

47
48 Lewis and Clark Memorial, Eighth and Jefferson Streets, Kansas City, Mis-
49 souri, (Map 5), includes a monument and small overlook park on the bluff
50 climbed by Lewis and Clark September 15, 1806, to assess the possibility of a

1 fort location. Being in the urban area near downtown, no additional
2 development is proposed.

3
4 Kansas River Confluence Camp (proposed), Missouri River mile 367 (Map 5),
5 Kansas City, Kansas, Park Department; U.S. Army Corps of Engineers, and
6 private interests, could commemorate the site where the Expedition camped
7 June 26-28, 1804, on the upstream side of the confluence. Journal entries
8 provide multiple interpretive themes. The Site has been the subject of
9 recreation proposals in the past due to a levee project; present over-the-
10 levee informal recreation use; and Kansas City, Kansas, undeveloped ownership
11 on the downstream side of the confluence. The land area is limited due to
12 industrialization. However, a recreational area with River access and
13 historic interpretation is possible.

14
15 English Landing Park, Missouri River mile 377 (Map 5), city of Parkville, is
16 a River access and day use park located across the River from the vicinity of
17 the Expedition camp of June 29, 1804. Interpretation of the Expedition should
18 be added covering the June 29-30, 1804, camps.

19
20 Leavenworth Riverside Park, Missouri River mile 398 (Map 5), Leavenworth,
21 Kansas, is a well developed city park with boat access, camping, and boat
22 fuel. Campsites of July 1, 1804, and September 14, 1806, were in this
23 vicinity downstream of the park. The present sign addresses the Lewis and
24 Clark Expedition, but interpretation could be expanded.

25
26 Weston State Park, Missouri River mile 403 (Map 5), Missouri Department of
27 Natural Resources, was recently purchased and is undeveloped. Facilities
28 should include River access and natural resource and historic interpretation.
29 Interpretive themes include the campsites of July 2, 1804, and September 13,
30 1806, (upstream) and the Expedition in general.

31
32 Ft. Leavenworth Recreation Area, Missouri River mile 404 (Map 5), U.S. Army,
33 Kansas State Park and Resource Authority, is an undeveloped natural area that
34 includes virgin bottomland timber. The State and the Army are working
35 together to develop a public use area. River access should be considered
36 along with interpretation of natural resources and Expedition campsites of
37 July 2, 1804, and September 13, 1806.

38
39 Lewis and Clark State Park, Missouri Department of Natural Resources, is
40 located 2 miles inland from Missouri River mile 419 (Map 5). Its camping is
41 not contiguous with the River and no Lewis and Clark interpretation is found
42 in this Park along the Lewis and Clark Highway (State Route 45). The Park is
43 on the banks of Sugar Lake, cited as "Gosling Lake" in Expedition journals
44 for July 4, 1804. The area needs Lewis and Clark interpretation.

45
46 Independence Park, Missouri River mile 423 (Map 5), Atchison, Kansas, is a
47 city park on the riverfront featuring a formal promenade, River access ramp,
48 a sign about the Expedition camp of July 4, 1804, and the naming of Inde-
49 pendence Creek. No additional development is proposed.

50

1 St. Joseph Riverfront Park (proposed), Missouri River mile 450 (Map 6), city
2 of St. Joseph, Missouri, is an undeveloped site with road access 1 mile north
3 of the urbanized river front. The site is in the vicinity of the July 7,
4 1804, Expedition campsite. A public recreation area and River access
5 facilities are needed to serve the urban area and River recreationists
6 (nearest public access is 28 miles downstream or 12 miles upstream).
7 Interpretation of the Expedition could discuss September 5-7, 1804, and
8 September 11-12, 1806.

9
10 Nodaway Access, Missouri River mile 462 (Map 6), Missouri Department of Con-
11 servation, features River recreation access. The Expedition camped on a large
12 island at the mouth of the Nodaway River July 9, 1804, and passed the area
13 September 11, 1806. Nodaway Island history could also be interpreted.

14
15 Wolf River Access (proposed), T. 2 S., R. 20 E., sec. 5, (Map 6), is proposed
16 or an area o private ownership. A recreation area and boat access is needed
17 on this portion of the River (approximately Missouri River mile 480). This
18 site is in the vicinity of the July 9, 1804, Expedition camp and has paved
19 access via State Highway 7 (designated Lewis and Clark Highway).
20 Interpretation of the Expedition for July 9-10, 1804, and September 10-11,
21 1806, should be developed by the State of Kansas or Doniphan County.

22
23 White Cloud Access (proposed), T. 1 S., R. 19 E., sec.9, (Map 6), is also
24 proposed or an area of private ownership. A small recreation day use area
25 with boat access is needed near the city of White Cloud. The site is in the
26 vicinity of the Expedition camp of July 10, 1804, making an interpretive
27 marker appropriate. Development should be by the State, county, or the city
28 of White Cloud.

29
30 Rulo River Access, Missouri River mile 498 (Map 6), city of Rulo, is a
31 Riverfront park, and boat access. Expedition camps of July 11-12, 1804, and
32 September 10, 1806, were at the mouth of Big Nemaha River 3 miles downstream.
33 Interpretation of the Expedition is needed and reestablishment of fuel
34 facilities should be considered.

35
36 Thurnau Wildlife Area, Missouri River mile 509 (Map 6), Missouri Department
37 of Conservation, includes a River access ramp and a wildlife management area
38 in bottomland timber habitat. Expedition campsites of July 13-14, 1804, could
39 be interpreted. Primitive camping and natural area hiking, if provided, would
40 serve River and Trail users.

41
42 Indian Cave State Park, Missouri River miles 517-519 (Map 6), Nebraska. Game
43 and Parks Commission, is a multiple facility park in a wooded bluffs setting
44 with a 3 mile River frontage. The existing park trails system along the River
45 bluffs could be signed as the Lewis and Clark National Historic Trail. River
46 access is needed in the vicinity of the park. Interpretation of the
47 Expedition could include the July 14, 1804, and September 9, 1806, campsites
48 and broad themes.

49
50 Hoot Owl Bend Access, Missouri River mile 525 (Map 6), Missouri Department of
51 Conservation, features a River fishing access and boat ramp.

1 Langdon Bend Access, Missouri River mile 530 (Map 6), Missouri Department of
2 Conservation, also features a River fishing access and boat ramp in the
3 vicinity of the July 15, 1804, Expedition campsite.

4
5 Brownville State Recreation Area, Missouri River mile 535 (Map 7), Nebraska
6 Game and Parks Commission, includes River access, camping, and a preserved
7 historic side-wheel dredge vessel, the "Captain Meriwether Lewis." Expedition
8 campsites of July 16-17, 1804, and September 9, 1806, are in this vicinity.
9 Dredge "Captain Meriwether Lewis" is a floating museum and could contain
10 Lewis and Clark interpretive displays. The dredge is listed on the National
11 Register of Historic Places.

12
13 Riverview Marina State Recreation Area, Missouri River mile 563 (Map 7), is a
14 Nebraska Game and Parks Commission area containing a River access and
15 camping. Interpretation could address the July 18-19, 1804, camps.

16
17 Bartlett Landing Access and Fremont County Park, Missouri River mile 580 (Map
18 7), Iowa Conservation Commission and Fremont County, are an adjacent State
19 primitive boat ramp and a county day use park. Interpretation could discuss
20 the July 20, 1804, Expedition camp.

21
22 Platte River Confluence Camp (proposed), Missouri River mile 595 (Map 7),
23 ownership not known, is an undeveloped area on the north bank of the Platte
24 River at its confluence with the Missouri River. The Expedition reached this
25 major landmark July 21, 1804, camped and explored a short distance up the
26 Platte River. A small recreation area with River access, primitive camping,
27 and interpretation would serve the Lewis and Clark National Historic Trail.
28 Development may be possible by the State, which may own property at the site,
29 or by Sarpy County.

30
31 Haworth Park, Missouri River mile 601 (Map 7), city of Bellevue Park
32 Department, is a highly developed riverside park with River access, fuel, and
33 camping. The Expedition camped across the River in this vicinity on September
34 8, 1806. An interpretive sign on Lewis and Clark is existing at the site, but
35 more could be done. The Sarpy County Museum in Bellevue has displays on Lewis
36 and Clark and other historic subjects related to the county role in
37 settlement and westward expansion.

38
39 Fontenelle Forest, Missouri River miles 602-603, 608-610 (Map 7), Fontenelle
40 Forest Nature Center (private), features a large River bluff and bottomland
41 natural area that straddles a River bend. The area is open for public hiking
42 and nature study. Access for River travelers should be considered.
43 Interpretation should discuss Lewis and Clark as early naturalists.
44 Fontenelle Forest is a National Natural Landmark and National Environmental
45 Education Landmark.

46
47 Gifford Environmental Center, Missouri River miles 603-608 (Map 7),
48 Metropolitan Educational Program Agency, features a natural area and hiking
49 trail contiguous with Fontenelle Forest and encompassing bottomland in a
50 large Missouri River bend. Open weekends and holidays. Access from the River
51 and Lewis and Clark interpretation as early naturalists should be considered.

1
2 Longs Landing County Park, Missouri River mile 606 (Map 7), Pottawattamie
3 County, is a River access park with a boat ramp, camping, and other facili-
4 ties. The Park is in the vicinity of the Expedition's "White Catfish Camp" of
5 July 22-26, 1804. A sign related to Lewis and Clark exists at the park. More
6 interpretation could be done.

7
8 Lake Manawa State Park, Missouri River mile 606, 1 mile north of the River
9 Map, Iowa Conservation Commission, contains an oxbow lake bordered by highly
10 developed recreation facilities. The facilities are accessible from Longs
11 Landing County Park. The State park is also noted as a high potential site
12 along the Mormon Pioneer National Historic Trail. A joint facility
13 interpreting the Mormon and Lewis and Clark journeys and providing, informa-
14 tion on Trail use would be appropriate.

15
16 Mormon Pioneer National Historic Trail, Missouri River mile 612 (Map 8),
17 National Park Service, is proposed for marking as motor route across the
18 Highway 275 bridge paralleling the Mormon migration route. A Mormon ferry
19 across the Missouri River was in this vicinity.

20
21 Lewis and Clark Monument Park, T. 75 N., R. 44 W., sec. 13, (Map 8), is a
22 Council Bluffs city park accessible from Interstate Highway 29 (designated
23 Lewis and Clark Highway) via city streets. The Park is not accessible from
24 the Missouri River but contains a monument to Lewis and Clark and a picnic
25 area. No additional development proposed.

26
27 Airport Park, Missouri River mile 622 (Map 8), city of Omaha, is an undevel-
28 oped park area along the airport perimeter levee in the vicinity of the
29 Expedition campsite of July 27, 1804. A River access ramp, primitive camping,
30 and interpretation would serve the Lewis and Clark National Historic Trail.

31
32 N.P. Dodge Park, Missouri River mile 627 (Map 8), city of Omaha, is a highly
33 developed riverfront park with a marina, camping, and a Lewis and Clark
34 interpretive sign. The site could contain interpretation of events of July
35 28, 1804.

36
37 Fort Atkinson State Historical Park, Ft. Calhoun, Nebraska, (Map 8), Nebraska
38 Game and Parks Commission, contains a historic fort restoration and natural
39 area on the site of Fort Atkinson (1820-1827). The Fort was located by the
40 Army near the site of Lewis and Clark's "Council Bluffs" in accordance with
41 Expedition journal recommendations. The Captains'- first council with the
42 Indians took place in the bottom somewhere along this bluffline July 30 to
43 August 3, 1804. They also visited the site on September 8, 1806, to confirm
44 its military/ trading post potential. The site is no longer connected to the
45 River which is about 2 miles northeast. The Expedition in Nebraska/Iowa could
46 be interpreted in indoor displays within the restored Fort and a Council
47 Bluffs commemorative site could be established in a small grassy bottom area
48 at the southern end of the bluffline.

1 Wilson Island State Park, Missouri River mile 641 (Map 8), Iowa Conservation
2 Commission, features a recreation area and River access that includes camping
3 and a Lewis and Clark interpretive sign. Additional Expedition interpretation
4 could discuss "Council Bluffs" which is south across the River valley from
5 the park.

6
7 Desoto National Wildlife Refuge, Missouri River miles 642-645 (Map 8), U.S.
8 Fish and Wildlife Service, is a significant wildlife refuge, recreation, and
9 historic area on a cutoff River bend. Its extensive day use recreation
10 facilities are all oriented to the cutoff lake. Historic resources are cen-
11 tered on the 19th-century steamboat "Bertrand" excavated from where it sank
12 in an old River channel. A new visitor center is devoted to historic and
13 nature subjects. The only access to the present Missouri River channel is
14 through Wilson Island State Park, contiguous downstream. A boat ramp on the
15 north bank in the vicinity of the upstream cutoff closure would provide
16 convenient River access. River travelers could hike to the visitor center (2
17 miles). A visitor center general display on Lewis and Clark is also needed.

18
19 Remington Access, Missouri River mile 660 (Map 8), Harrison County, includes
20 small boat access to the Missouri River. Primitive camping and Lewis and
21 Clark interpretation (August 3-4, 1804, and September 7, 1806,) are needed.

22
23 Pelican Point State Recreation Area, Missouri River mile 673 (Map 8),
24 "Nebraska Game and Parks Commission, is a River access and camping area. The
25 Expedition collected a pelican specimen near the mouth of the Little Sioux:
26 River on August 8, 1804, and named the island where a large flock was
27 observed "Pelican Island."

28
29 Little Sioux Delta Access, Missouri River mile 669 (Map 8), Harrison County,
30 contains a boat ramp into the Little Sioux River at its confluence with the
31 Missouri River. A private campground with access from Interstate 29 is
32 adjacent. Lewis and Clark interpretation could discuss general subjects,
33 campsites for August 5-6, 1804, and the September 6, 1806, meeting at Little
34 Sioux River with a trading boat belonging to Auguste Choteau.

35
36 Huff Warner County Park, Missouri River mile 6, 90 (Map 8), Monona County, is
37 a riverside park with boat access and camping. Expedition events of August 6,
38 1804, and September 6, 1806, could be interpreted.

39
40 Louisville Bend Wildlife Area, Missouri River mile 683 (Map 8), Iowa Conser-
41 vation Commission, has boat access and day use facilities within a wildlife
42 management area. No additional development is proposed.

43
44 Decatur Recreation Sites, Missouri River mile 691 ('Map 8), is a complex of
45 three recreation areas in the vicinity of Decatur, Nebraska, and the Highway
46 175 bridge. The complex includes Beck Memorial Park, (city of Decatur), a
47 picnic/camping area downstream of the bridge on the Nebraska bank; Sunset
48 Island Park, (Iowa Conservation Commission), a boat ramp and wildlife
49 management area upstream of the bridge on the Iowa bank; and Hightree Marina,
50 (private), a boat ramp and mooring upstream of the bridge. The three-site
51 complex offers nearly a full range of recreation facilities. Interpretation

1 of the Expedition could discuss the August 9, 1804, and September 5, 1806,
2 campsites which were in this vicinity.

3
4 Lewis and Clark State Park, T. 84 N., R. 11 E., sec. 35, (Map 8), Iowa Con-
5 servation Commission, is a well developed State park located on an oxbow lake
6 and accessible from Interstate 29 (Lewis and Clark Highway). The Park needs
7 expanded interpretation of the Lewis and Clark Expedition.

8
9 Blackbird Hill (proposed), T. 24 N., R. 10 E., sec. 4, (Map 9), private,
10 Omaha Indian Reservation, is the historic site of the grave of the great Maha
11 (Omaha) chief who died in 1800. Lewis and Clark and 10 men climbed the hill
12 to visit and decorate the burial mound. The commanding view and landmark
13 character of the hill has changed due to tree growth in 175 years, but the
14 site is still within 1 mile of the River. No public access or paved roads are
15 within 1/2 mile of the hilltop. Blackbird wayside on U.S. Highway 73, 3 1/2
16 miles southeast, commemorates the historic site. Future protection and public
17 access to the actual site should be investigated with the landowners, the
18 Omaha Tribe, and the State of Nebraska.

19
20 Ruth Lighthouse Marina, Missouri River mile 699 (Map 9), private, allows
21 public camping, picnicking, and boat access to River.

22
23 Snyder Bend County Park, Missouri River mile 714 (Map 9), Woodbury County and
24 U.S. Army Corps of Engineers, is a county park with caring and a large
25 natural area located on a rare River back channel. The area is proposed for
26 expansion into a major recreation area. Interpretation of the Expedition
27 could include campsites for August 9-11, 1804, general topics, and historic
28 River conditions and natural resources.

29
30 Wheatland Bend Access, Missouri River mile 722 (Map 9), Woodbury County,
31 features a boat ramp and day use facilities. Addition of primitive camping
32 and interpretation of Expedition events of August 12, 1804, would complement
33 the Lewis and Clark National Historic Trail.

34
35 Cottonwood Cove Park, Missouri River mile 725 (Map 9), a Dakota City,
36 Nebraska, riverside park, contains River access and day use facilities. The
37 Expedition's camp of August 13-19, 1804, was a little south of Dakota City in
38 Omadi Township. Camp was made in an unsuccessful attempt to council with the
39 Maha Nation. At the camp a second council with Ottoes was held, Sergeant
40 Floyd became fatally ill, and deserter M. B. Reed was tried and ran the
41 "Gantlet." Extensive interpretation should take place here.

42
43 Sergeant Floyd Monument Park, T. 88 N., R. 48 W., sec. 1, (Map 9), Sioux
44 City, Iowa, is a Missouri River bluff park and obelisk monument on the site
45 of Sergeant Floyd's grave. The site is not accessible from the River but is
46 accessible from Interstate 29 (Lewis and Clark Highway). Onsite interpreta-
47 tion could discuss Sergeant Floyd, historic efforts to preserve the
48 gravesite, general Expedition topics, and campsites of August 20, 1804, and
49 September 4, 1806. The park is a designated National Historic Landmark.

50

1 Scenic Park, Missouri River mile 732 (Map 9), South Sioux City, Nebraska,
2 contains caring, river access, and a Lewis and Clark interpretive sign.
3 Private marinas are adjacent and 1 mile upstream. No additional development
4 is proposed.

5
6
7 5. MISSOURI NATIONAL RECREATIONAL RIVER SEGMENT
8

9 Ponca State Park, Nebraska, to Gavins Point Dam, Missouri River miles 751 to
10 810, National Park Service and U.S. Army Corps of Engineers

11
12 Recommended Type of Development: Water Trail

13
14 For 59 miles downstream of the first major dam, the Missouri River still
15 exhibits the natural forces encountered by the Lewis and Clark Expedition.
16 This unchannelized stretch has an actively meandering channel that creates
17 bars and islands, erodes its banks, and forms chutes and wetlands. Snags,
18 created by trees falling in with eroded banks, are a frequent occurrence in
19 this portion of the River.

20 Although farming and cabin development are prominent features in this
21 riverine landscape, areas of natural and scenic resources balance the visual
22 evidence of man. The resources of this portion of the River have been recog-
23 nized as nationally significant through inclusion in the National Wild and
24 Scenic Rivers System in 1978. The National Park Service, Midwest Region,
25 administers the area for the Secretary of the Interior. However, the Corps of
26 Engineers, Omaha District, has through cooperative agreement accepted
27 responsibilities for daily management, limited land acquisition, and recrea-
28 tional development.

29
30 Recreational development and willing seller land acquisition has not yet
31 begun. A management plan was prepared in 1979 with Federal, State, and local
32 interests participating. The Lewis and Clark National Historic Trail can be
33 accommodated as a waterborne trail in this segment using the recreational
34 development proposed in the Recreational River Management Plan. Recreation
35 areas existing in the segment today are discussed in the following
36 paragraphs.

37
38 Ponca State Park, Missouri River mile 752 (Map 9), Nebraska Game and Parks
39 Department, is a well developed park in a wooded bluffs setting. Its facil-
40 ities include river access, caring, and trails.

41
42 Indian Hills Campground, Missouri River mile 765 (Map 9), a private enter-
43 prise, offers primitive camping. Clay County Park, Missouri River mile 781
44 (Map 10), Clay County, South Dakota, is mostly undeveloped but has River
45 access and camping facilities. Sportsmans Access, Missouri River mile 785
46 (Map 10), Cedar County, Nebraska, has the only boat fuel and concessions
47 available in the River segment. A boat ramp also is provided. Yankton
48 Community Park, Missouri River mile 805 (Map 10), city of Yankton, South
49 Dakota, is a riverfront park that offers picnicking and boat access to the
50 River.

1 Nebraska Tailwaters Access, Missouri River mile 810 (Map 10), and Gavins
2 Point Downstream Recreation Area, Missouri River mile 810 (Map 10), are man-
3 aged by the U.S. Army Corps o Engineers as part of the Lewis and Clark Lake
4 project. A wide variety of facilities for picnicking, camping, and River
5 access are available in the two areas. The Gavins Point visitors center can
6 be reached easily from the Tailwaters Access.

7
8 Facility expansions are proposed in the Recreational River Management Plan
9 for all of these areas. Facility expansions should consider Lewis and Clark
10 interpretation of general and local interest. In particular, the historic
11 River conditions discussed in the Expedition journals should be related to
12 the River today.

13
14 Additional lands for visitor use facilities should be acquired and developed
15 at or near the locations proposed in the Recreation River Management Plan.
16 Interpretive opportunities exist at these proposed recreation areas. Natural
17 area interpretation related to the sand dunes at Elk Point, Missouri River
18 Mile 754 left bank (Map 9), is proposed in the Recreational River Management
19 Plan. This site is also the approximate location of Expedition campsites of
20 August 22, 1804, and September 3, 1806. Patrick Gass was elected Sergeant
21 here August 22, 1804, to replace the deceased Sergeant Floyd. On the return
22 journey, the Captains received their first news of the United States in 2
23 years when they camped September 3, 1806, with trader James Aird. Aird from
24 the British post of Prairie du Chien, Wisconsin, was friendly at this meeting
25 but became an adversary of Clark during the War of 1812.

26
27 The Expedition journal entry for August 26, 1804, describes the campsite for
28 that evening and a description of Bow Creek, Missouri River mile 787 left
29 bank (Map 10), today would read nearly the same. Only Clark's reference to
30 the abandoned Maha village across the River from the camp is not evident
31 today. The Expedition camp of September 2, 1806, was also near this site.

32
33 The Expedition camped on an island near the mouth of "Yankton" (James) River
34 August 27, 1804. James River Island, Missouri River mile 800 (Map 10), at the
35 mouth of the James River today is an undisturbed natural area that reflects
36 the River character Lewis and Clark knew.

40 6. VOLCANO HILL HISTORIC SITE

41
42 T. 31 N., R. 5 E., sec. 3, (Map 9), 4 miles northeast of New Castle,
43 Nebraska, private ownership

44
45 This River bluff was visited by Lewis and Clark August 24, 1804. Decomposi-
46 tion of minerals in the bluff gave it a burnt appearance and emitted steam
47 and heat. "Volcanic" character was later lost with a large portion of the
48 bluff due to River erosion. The small 19th-century village of Ionia was
49 established below the bluff but destroyed later by flooding. The site today
50 is a steep wooded bluff with old Ionia cemetery and a historic marker on top.
51 With private landowner cooperation, the site could be connected by a hiking

1 trail with the Indian Hills Campground (private) at Missouri River mile 765.
2 More interpretation of the Expedition and the early settlement could be done.
3 Private participation could be coordinated through Missouri National
4 Recreational River administration.
5
6
7

8 7. SPIRIT MOUND HISTORIC SITE
9

10 T. 93 N., R. 52 W., sec. 14, (Map 10), 8 miles north of Vermillion, South
11 Dakota, private ownership
12

13 A freestanding conical hill on a level plain, this geologic oddity had
14 spanned Indian legend in Lewis and Clark's time. The Captains and a portion
15 of their party spent the day of August 25, 1804, journeying overland from the
16 River to visit the site. Today, the eastern flank of the hill hosts a cattle
17 feedlot and farm buildings crowd the northern toe of the hill. A small stone
18 monument is located on top of the mound, and a highway turnout with a
19 historical marker is located one-quarter of a mile east. No public access is
20 recommended as long as the site is part of an active farming operation.
21 Spirit Mound is a National Historic Landmark and is on the National Register
22 of Historic Places.
23
24
25

26 8. LEWIS AND CLARK LAKE SEGMENT
27

28 Gavins Point Dam to Niobrara River (Map 10), Missouri River miles 810-845,
29 U.S. Army Corps of Engineers
30

31 Recommended Types of Development:
32

33 Water Trail - Gavins Point Dam to Niobrara River

34 Land Trail - North shore, Yankton Recreation Area to Running Water Access
35

36 Gavins Point Dam forms the Lewis and Clark Lake, the first of a series of
37 lengthy impoundments on the Missouri River. Although the impoundment perma-
38 nently covers the River course traveled by the Expedition, it offers a long
39 waterway with frequent recreational access and a narrow perimeter of publicly
40 owned land. In accordance with the National Trails System Act, this federally
41 administered area should be considered an initial protection component of the
42 Lewis and Clark National Historic Trail.
43

44 The Corps of Engineers does not manage all of the 15-developed recreation
45 areas along the Lewis and Clark Lake shoreline. Several of the areas are
46 under lease to the South Dakota Game, Fish & Parks Department or the Nebraska
47 Game and Parks Commission. Development of the Lewis and Clark Trail features
48 should be a coordinated effort involving the Corps of Engineers and the two
49 States.
50

1 A water trail the length of the reservoir is immediately possible since ample
2 boat access, camping, and support facilities are presently available on the
3 Lake. A land trail for hiking could be developed, preferably along the north
4 shore, utilizing its more evenly spaced recreation areas and continuous band
5 of public ownership. Land based trail development would have to take care to
6 minimize or avoid impact on adjacent landowners including the Bon Homme
7 Mennonite Colony. Onsite interpretation in the north shore recreation areas
8 could address Expedition daily events of September 1-3, 1804, and September
9 1, 1806, as well as general themes and serve both land and water trail users.

10
11 The Expedition's Calumet Bluff council site with the Yankton Sioux was
12 located in the bottom below the Nebraska bluff line in the vicinity of the
13 dam site. The actual location has not been determined. The council and a
14 general Expedition overview are the subject of interpretive panels in the
15 Lewis and Clark Lake Visitor Center which is located on the Nebraska bluffs
16 near the dam. Additional interpretation could be done in the Visitor Center,
17 and wayside exhibits concerning the Yankton council should he considered for
18 the Gavins Point Downstream and Nebraska Tailwaters Recreation Areas. The
19 Visitor Center should also be a contact point for information about use of
20 the Lewis and Clark National Historic Trail.

21
22
23
24 9. NIOBRARA TO FORT RANDALL DAM SEGMENT

25
26 Mouth of the Niobrara River to Fort Randall Dam, Missouri River miles 845 to
27 880 (Map 11), U.S. Army Corps of Engineers; Nebraska Game and Parks Commis-
28 sion; South Dakota Game, Fish & Parks Department; private

29
30 Recommended Type of Development: Water Trail

31
32 The Missouri River from Fort Randall Dam in South Dakota downstream to the
33 confluence of the Niobrara River remains in a free flowing condition. The
34 River valley is narrow leaving bluff line grazing lands in view. Bank line
35 timber generally screens bottomland agriculture. Several islands and liars
36 dot the River. The result is a natural appearing area of high value for
37 recapturing the Lewis and Clark experience. The National Rivers Inventory,
38 conducted by the Heritage Conservation and Recreation Service of the Depart-
39 ment of the Interior, cited this river reach for its natural and historic
40 values.

41
42 Recreation facilities exist at both ends of the segment but are lacking
43 within the 36-mile River reach. Niobrara State Park (Nebraska Game and Parks
44 Commission) is located on the north bank of the Niobrara River near its
45 mouth. The park offers a wide range of facilities including camping but needs
46 boat access to the Niobrara or Missouri Rivers. Interpretation of the
47 Expedition's camp of September 4, 1804, at the mouth of the Niobrara River
48 should be included in the park. A new park office is planned which could
49 include interpretive facilities addressing the campsite and general Lewis and
50 Clark topics. Randall Creek Recreation Area (U.S Army Corps of Engineers)
51 below Fort Randall Dam on the Rivers west bank also offers a wide range of

1 facilities that includes boat access to the River. Across the River on the
2 east bank is another boat access within Fort Randall Dam Recreation Area.

3
4 Additional recreation areas that offer boat access and primitive camping are
5 needed within the River reach. Location of three additional facilities could
6 take advantage of historic sites related to the Expedition.

7
8 The Expedition camped near the mouth of Choteau Creek September 5, 1804, and
9 August 31, 1806. The location is a reasonable interval for boating upstream
10 from Niobrara State Park. The site could be developed with access from a
11 paved county road to provide boat launching and primitive camping and inter-
12 pretive signing. Development agencies could include South Dakota Game, Fish &
13 Parks Department, and Charles Mix and Bon Home Counties.

14
15 The Indian community of Greenwood is situated in the vicinity of the Expedi-
16 tion camp of September 6, 1804, about midway in the River reach. A small
17 community park on the riverfront could serve the town and provide boat
18 access. Interpretive signing could discuss the Expedition camp and the
19 Yankton Sioux culture encountered by the Expedition.

20
21 The third additional recreation area should be on the Nebraska side of the
22 River in the vicinity of "Dome" or "Cupola" Hill. This landmark was climbed
23 by the Captains and was prominent in other history of the area. The Expedi-
24 tion camped September 7, 1804, on the River near the Hill and collected the
25 first scientific specimen of the prairie dog. Several members of the party
26 captured one live "barking squirrel" near the camp by pouring a great quan-
27 tity of water into its burrow. The Hill is privately owned grazing land
28 today, and with exception of some fencing retains its historic appearance. A
29 recreation area on the River with boat access and primitive camping and a
30 hiking trail to Dome Hill should be developed. The Nebraska Game and Parks
31 Commission could take the lead in working with the private owners to estab-
32 lish the site through purchase or agreement.

33
34 The Expedition noted the abandoned Trudeau Trading Cabin on the River a few
35 miles below the present Fort Randall damsite. A historical marker is now
36 located along a county road about 2 miles east of the River. That county road
37 connects State Highway 46 near Pickstown with State Highway 37 south of Avon
38 and provides a scenic driving or bicycle tour route along the terraces and
39 bottoms of the scenic River area.

40 41 42 43 10. LAKE FRANCIS CASE SEGMENT

44
45 Fort Randall Dam to Big Bend Dam, Missouri River miles 980-987 (Maps 11-13),
46 U.S. Army Corps of Engineers and Lower Brule and Crow Creek Indian Reserva-
47 tions

48
49 Recommended Type of Development: Water Trail

50

1 Fort Randall Dam at Pickstown, South Dakota, creates a major impoundment on
2 the Missouri River for 107 miles, backing water up to Big Bend Dam at Fort
3 Thompson, South Dakota. The Federal Lake is administered by the Corps of
4 Engineers and has a narrow strip of public land along its shorelands. Lake
5 Francis Case should be considered an initial protection segment of the
6 National Historic Trail. Although the impoundment covers nearly all of the
7 Expedition's river route, the relatively undeveloped shoreline and the
8 existing string of recreation areas along it provide for recreational
9 approximation of the journey and the opportunity to interpret significant
10 daily events of the exploration.

11
12 The Corps of Engineers operates 22 recreation areas between the two Dams. The
13 locations of these areas provide reasonable boat access and support
14 facilities for a water trail. The presence of public lands along the Lake
15 between the recreation areas also provides the basis for development of
16 hiking/horseback trails. The best opportunity for long-distance land based
17 trails lies on the east side of the Lake where recreation areas are more
18 evenly spaced between Pickstown and Chamberlain. Beginning with land trails
19 connecting high use recreation areas, a continuum of trails could be expanded
20 and developed as recreational demand warrants.

21
22 Daily events of the Expedition should be interpreted onsite at recreation
23 areas near campsites or through trail guides and brochures. Several events
24 which stand out in the journals should receive some emphasis. Among these
25 are:

26
27 Descending the River on August 30, 1806, the Expedition encountered a large
28 party of hostile Teton Sioux but managed to avoid an incident. The camp for
29 that night was 6 miles downstream from the encounter near Snake Creek
30 Recreation Area.

31
32 One of the youngest members of the party, George Shannon, was lost and
33 wandered ahead of the Expedition for 16 days despite efforts to find him. On
34 September 11, 1804, he was found in starving condition near Buryanek Rec-
35 reation Area. The journals note collection of prairie dog specimen at the
36 same site from a colony nearly 1,000-yards square in size.

37
38 A complex of Expedition events should be interpreted at West Chamberlain or
39 American Creek Recreation Areas. The Expedition camped just below the mouth
40 of White River on September 14, 1804. Captain Clark described the pronghorn
41 antelope and the jackrabbit which were collected that day. These may have
42 been the first scientific collections and descriptions of these animals. The
43 Expedition camped September 16-17, 1804, and August 28, 1806, on the west
44 side of the River near Chamberlain. The camp was called by the party
45 "pleasant camp" because of the abundance of game and wild plums and
46 opportunity to rest here in 1804. The first scientific collection and des-
47 cription of the magpie took place here in 1804. Other Expedition broad themes
48 and the events of September 12, 13, 15-18, 1804, and August 28-29, 1806,
49 could be interpreted near Chamberlain. The Interstate 90 bridge crossing and
50 to heavily used recreation areas ensure a large audience for an interpretive
51 center.

1
2
3 11. LAKE SHARPE SEGMENT
4

5 Big Bend Dam to Antelope Creek Wildlife Area, River miles 987-1055 (Map 13),
6 U.S. Army Corps of Engineers, Lower Brule and Crow Creek Indian Reservation,
7 and South Dakota Game, Fish & Parks Department
8

9 Recommended Types of Development:

10
11 Water Trail - Entire segment

12 Land Trail - From Lower Brule Recreation Area to the Narrows of the Big
13 Bend
14

15 Big Bend Dam impounds the Missouri River from Fort Thompson to near Pierre,
16 South Dakota, a distance of about 65 miles. The area upstream from Antelope
17 Creek including Pierre, although influenced by impoundments, retains a
18 natural River appearance with wooded islands and exposed sandbars in low flow
19 periods. Lake Sharpe is a Federal Lake administered by the Corps of
20 Engineers, has a narrow border of public land, and should be considered an
21 initial protection segment of the National Historic Trail. The Lake has
22 flooded the River valley traveled by the Expedition. However, a scenic
23 shoreline and 11 recreation areas offer the opportunity for approximate
24 Expedition retracement and thorough interpretation.
25

26 The series of Corps of Engineers administered recreation areas along Lake
27 Sharpe generally have boat launch, camping, and support facilities making a
28 water trail possible following the route of the Expedition. A hiking trail
29 should be developed along Clark's route across the narrows of the Big Bend.
30 Less than 1-mile wide at the point where Clark passed on foot, the landmark
31 River bend took almost 2 days to travel by water and contains the campsites
32 of September 19-20, 1804. A hiking trail could extend from Lower Brule Rec-
33 reation Area along the Lake's southwest shore to the narrows and then climb
34 to the commanding view atop the Big Bend ridge. Participation by the Lower
35 Brule Reservation government should be sought by the Corps of Engineers in
36 developing the Trail.
37

38 Daily events of the Expedition should be interpreted onsite at recreation
39 areas or through Trail guides and brochures. Several events recorded in the
40 journals should receive emphasis including:
41

42 The night of September 20, 1804, the Expedition wed on a sandbar in the
43 vicinity of West Bend Recreation Area. During the night, the River undermined
44 the bar and collapsed the adjacent bank. The party was awakened by the guard
45 and narrowly escaped with the boats and gear.
46

47 The Expedition camped in the vicinity of Joe Creek Recreation Area on
48 September 21, 1804, and August 26, 1806. They stopped to hunt at the mouth of
49 "Tylor Creek" (Medicine Creek) which is the site of Iron Nation Recreation
50 Area on September 21, 1804, and August 27, 1806.
51

1 The journals mention the unoccupied trading post of "Mr. Louiselle of St.
2 Louis" on "Cedar Island" about 10-river miles upstream of the September 21,
3 1804, camp. They also visited the post, again unoccupied, on September 26,
4 1806. Interpretation of the events and the trading post could be included at
5 DeGrey Recreation Area.

6
7 The Captains named Medicine Knoll Creek "Ruben Creek" after Ruben Fields, an
8 Expedition member. At the mouth of the creek is the Rousseau Recreation Area.
9 Interpretation related to Ruben and his brother Joseph Fields, both
10 prominently mentioned in the journals, is appropriate.

11
12 The Expedition camped a little below and across the River from Antelope Creek
13 September 23, 1804. The first contact with Teton Sioux villages occurred that
14 evening. Further development of Antelope Creek Wildlife Area should include
15 interpretation and boat launch facilities.

16
17 Interpretation of broad themes and daily events of the Expedition in the Lake
18 Sharpe area should include information and displays at the visitors center in
19 the North Shore Recreation Area.

20 21 22 12. PIERRE SEGMENT

23
24 Antelope Creek Wildlife Area to Oahe Dam, River miles 1055-1`172 (Maps 1314),
25 U.S. Army Corps of Engineers; South Dakota Game, Fish & Parks Department;
26 cities of Pierre and Fort Pierre, private

27
28 Recommended Types of Development:

29
30 Water Trail - Entire segment

31 Land Trail - Farm Island State Park to Oahe Downstream Recreation Area

32
33 With the exception of the 15-mile reach through the Pierre area, the entire
34 Missouri River north-south crossing of South Dakota is impounded. Although
35 influenced by releases from Oahe Dam above and the fluctuation of Lake Sharpe
36 below, the Missouri River at Pierre retains a near natural condition.
37 Extensive public lands along the River hold rare remnants of the riverbottom
38 ecosystem including islands, sandbars, marshes, and forest. Below the
39 entrance of the Bad River and immediately below Oahe Dam, the plains drop
40 abruptly into the River valley providing broken bluff line scenery. Despite
41 urban development of part of the riverfront, this area should be highly
42 prized for its natural resources.

43
44 The Expedition events in this short segment were critical to the successful
45 exploration. Starting with the camp of September 23, 1804, across the River
46 from the Antelope Creek area, the Expedition began a 4-day confrontation with
47 the Teton Sioux that would nearly come to armed conflict and keep the party
48 on its guard for the remainder of its time in South Dakota.

49
50 Both land and water trails are possible in this segment due to the amount of
51 public land and public river access. Expedition events in the area, natural

1 resources, and general themes could be interpreted at major recreation areas
2 connected by a developed trail.

3
4 A hiking/bicycle trail could be developed from Farm Island State Park to
5 Downstream Recreation Area at Oahe Dam. The trail could utilize State park,
6 Corps of Engineers, and Pierre city park lands to follow the east shore to
7 one of the Missouri River bridges. On the west shore, the Trail could
8 alternatively use State Highway 1806 right-of-way or Corps of Engineers and
9 private riverfront lands. Only 2 miles of private lands break Federal own-
10 ership of the west bank. Trail right-of-way could be obtained by the Corps of
11 Engineers and the State through agreement with landowners.

12
13 A water based trail could use boat launch and support facilities at Down-
14 stream or Tailrace Recreation Areas, LaFramboise Island Recreation Area,
15 Pierre Marina, and Farm Island State Park.

16
17 Interpretation of Expedition events could be provided at each of the recrea-
18 tion areas and should attempt to address the events near their occurrence. An
19 Expedition member of later fame for individual explorations, John Colter,
20 hunted on Farm Island and had his horse stolen by the Tetons, initiating
21 tense relations. The Tetons were in two camps of RO lodges near the mouth of
22 Bad River (LaFramboise Island) and 60 lodges possibly on Corps of Engineers
23 property below Downstream Recreation Area. The latter Sioux encampment was
24 the site of the actual council and attempt to prevent the Expedition from
25 proceeding upriver. Teton culture, natural resources, and the 1806 return of
26 the Expedition are other themes that should be prominent in interpretive
27 efforts.

28 29 13. LaVERENDRYE MONUMENT HISTORIC SITE

30
31 Fort Pierre, South Dakota, (Maps 13-14), city of Fort Pierre

32
33 A stone monument on a bluff overlooking Fort Pierre and the Missouri River
34 valley marks the first recorded exploration into South Dakota. Traveling
35 overland from their post on the Assiniboin River in Canada, the LaVerendrye
36 brothers, explorers and traders, buried a lead tablet on the bluff in 1743
37 claiming the area for France. The site, a National Register property, has no
38 direct relationship to Lewis and Clark but could point out that the
39 Expedition used information gained by previous explorers and traders,
40 including the LaVerendryes, particularly during its ascent of the Missouri
41 River to the Mandan villages. Expanded interpretation of the LaVerendryes
42 could be supplemented by discussion of later explorers, such as Lewis and
43 Clark, to put the significance of the site in historical context. The site
44 could also be linked to hiking/bicycle trail development in the "Pierre
45 Segment."

46 47 14. LAKE OAHE SEGMENT

48
49 Oahe Dam, South Dakota, to Fort Rice Recreation Area, North Dakota, Missouri
50 River miles 1072-1275 (Maps 14-17), U.S. Army Corps of Engineers; South

1 Dakota Game, Fish & Parks Department; North Dakota Parks and Recreation
2 Department; Cheyenne River and Standing Pock Indian Reservations

3
4 Recommended Types of Development:

5
6 Water Trail - Entire Segment

7 Land Trail - Incremental Development between West Shore Recreation Areas

8
9 Oahe Dam, a few miles north of Pierre, South Dakota, creates one of the
10 world's largest manmade lakes, impounding the Missouri River as far upstream
11 as Bismarck, North Dakota. During average sinner fluctuations, the upstream
12 area of the Lake begins to resemble riverine conditions in the vicinity of
13 Fort Rice, North Dakota. The "Lake Oahe Segment" has arbitrarily been ter-
14 minated at the Fort Rice Recreation Area, since Trail development upstream of
15 this area could be significantly different from the normal pool area of Lake
16 Oahe. This Corps of Engineers administered Lake has a narrow border of public
17 land. Since the Lake is a Federal area, it should be considered an initial
18 protection segment of the Lewis and Clark National Historic Trail. As with
19 the other main stem reservoirs, the waters of Lake Oath- permanently cover
20 the actual expedition route and campsites. There remains, however, a 200-mile
21 waterway with frequent public access, a corridor of public lands connecting
22 access facilities, and a largely undeveloped scenic shoreline. Together,
23 these resources provide the opportunity for water and land trails for
24 recreational retracement and historical interpretation of the Expedition.

25
26 Twenty-one recreation areas between Oahe Dan and Fort Rice offer boat
27 launching, camping, and related facilities supporting the designation of a
28 water trail to retrace the Expedition mute. The addition of boat launching
29 facilities at Agency Creek (proposed), Rousseau Creek (proposed), Whitlocks
30 Bay, Rorgo Bay, and near Mound City (proposed Missouri River mile 1215) would
31 decrease the interval between access and better serve a water trail.

32
33 Hiking/horseback trails could be developed mostly within a public land cor-
34 ridor between recreation areas. These trails would be primarily on the east
35 side of the Lake where most recreation areas and fewer long-side arms of the
36 Lake area are located. Development of land trails would begin between high
37 use recreation areas and could be expanded and aggregated into long-distance
38 continuous trails as public use and support warrants.

39
40 Interpretation of Expedition daily events should be done at recreation areas
41 near where they occurred or in Trail guides or brochures.

42
43 For several days following the incident with the Teton Sioux, the Expedition
44 camped on islands 'in midstream, and tensions continued with members of the
45 band that they encountered while proceeding upriver. The climax of the Teton
46 confrontation occurred September 28, 1804, and the Expedition roved upriver a
47 few miles above present day Oahe Dam to a more secure camp on a midriver
48 sandbar. The camp of September 28, 1804, could be interpreted at East Shore
49 Recreation Area.

50

1 Campsites for September 29, 1804, and August 25, 1806, were near Okobojo
2 Creek and could be interpreted at Okobojo Point Recreation Area. Near Lit-
3 tle Bend Recreation Area, the Expedition camped September 3T, 1804. On
4 this day they passed another large camp of the Teton, and a Teton chief
5 who had been traveling with the party left the boat.

6
7 Passing the mouth of the Cheyenne River on October 1, 1804, the Captains
8 stopped at the trading house of Jean Valle' at a point across the River
9 from present day Bush's Landing Recreation Area. They received information
10 about the "Cote Noirr or Black Hills region from Valle', who had trapped
11 the winter before ". . . 300 leagues up the Chien River under the Black
12 Mountains" This information included descriptions of the country,
13 the Cheyenne Tribe, and bighorn sheep. The Expedition camp of August 24,
14 1806, was also in this vicinity.

15
16 The Expedition was still proceeding with military caution on October 2,
17 1804, whey they camped on a river sandbar near Sutton Bay Recreation Area.
18 Their camps of October 3-4, 1804, could be interpreted at Forest City Rec-
19 reation Area. Whitlocks Bay Recreation Area could contain interpretation
20 of October 5, 1804, and August 23, 1806, the latter campsite being near
21 the area.

22
23 The party camped October 6, 1804, on an island at the mouth of Swan Creek
24 where today is located Swan Creek Recreation Area. The October 7, 1804,
25 camp was on an island near present Indian Creek Recreation Area. Both of
26 these days Captain Clark reported abandoned Arikara villages.

27
28 An important and unmarked historic site lies upstream of Mobridge, South
29 Dakota, near Leavenworth Creek. This was the location of three Arikara
30 villages visited by the Expedition October 8-11, 1804, and August 21-22,
31 1806. Although friendly relations prevailed during both visits, a change
32 in leadership was noted in 1806 that foreshadowed later hostilities
33 between the Arikara and whites. An Arikara chief had visited Washington,
34 D.C. at the Captains' request in 1805 and had died in St. Louis in April
35 1806. A group of other tribal chiefs accompanied the Expedition on its
36 return to Washington, D.C. When a large group of traders and a military
37 contingent attempted to return Mandan Chief Big White to his home in 1807,
38 they met hostilities at the Arikara villages. Several former Expedition
39 members were in this party that was forced to turnback down river with
40 four dead and many wounded, including George Shannon. Chief Big White was
41 finally returned to his people in 1809 with a larger party and following a
42 show of force at these villages. Ironically, the cost of the successful
43 return contributed to Governor Meriwether Lewis' financial and political
44 difficulties and may have contributed to the pressures that brought about
45 his probable suicide in October 1809. A military solution to the Arikara
46 attempts to block river trading occurred several years later.
47 Interpretation of the considerable history of the Arikara villages may not
48 be possible onsite but could be done at one of the recreation areas near
49 Mobridge.

50

1 Another important historic site is near the west shore of the Lake at Hunk-
2 papa Creek Bay a few miles south of the North Dakota border. Fort Manuel,
3 named for fur company leader Manuel Lisa, was established here for trading
4 about 1812 and later destroyed by hostile Indians. In December 1812, Saca-
5 gawea died at the fort while in the company of her husband Charbonneau, who
6 was employed there. Since this National Register site is affected by the
7 Lake waters, interpretation could be done across the Lake at Vander Vorste
8 Bay Recreation Area, or at Pocasse Lake Recreation Area in Pollock, South
9 Dakota.

10
11 On October 13, 1804, camped near Vander Vorste Bay, the Captains issued the
12 last corporal punishment of the Expedition after the court-martial of Pri-
13 vate Nueman. Nueman was discharged and LePage was later selected to replace
14 him as a military member of the Expedition. Nueman later regained some favor
15 with the Captains and was included in Lewis' recommendation of double pay
16 and land grants for Expedition members after their return to St. Louis.
17 Interpretation could be done where Fort Manuel is interpreted.

18
19 The, Expedition camped October 15, 1804, and visited an Arikara Indian camp
20 of 10 lodges close to the present site of Winona Bay Recreation Area. The
21 journals also note the passing of Beaver Creek (Beaver Creek Recreation
22 Area) and describe Indians hunting antelope on October 16, 1 804. The Expe-
23 dition noted the passing of Cannonball River and the unusual rock formations
24 that are the derivation of its name. This could be interpreted at Cannonball
25 River Access or Fort Rice Public Use Area which is near their camp of
26 October 18, 1804.

27
28
29 15. FORT RICE/GARRISON SEGMENT

30
31 Fort Rice Recreation Area to Garrison Dam, North Dakota, Missouri River
32 miles 1275-1389 (Maps 17-18), U.S. Army Corps of Engineers, National Park
33 Service, State of North Dakota, city of Bismarck, and private
34 Recommended Types of Development:

35
36 Water Trail - Entire segment

37 Land Trail - Railroad right-of-way from Fort Abraham Lincoln State Park
38 to Fort Rice Recreation Area

39
40 From Garrison Dam at Pick City, the last remaining free flowing segment of
41 the Missouri River in North Dakota meanders nearly 100-miles downstream past
42 Bismarck and into the headwaters of Lake Oahe. From Fort Rice upstream to
43 the southern edge of Bismarck, the River and its bottomland is subject to
44 Oahe's impoundment but retains a riverine character during most summer sea-
45 sons. This proposed Lewis and Clark National Historic Trail segment is
46 highly significant for its natural, cultural, and recreational resources.
47 Natural bottomlands of major rivers have become scarce due to dams and chan-
48 nelization bringing about profound changes in the landscape and floral and
49 faunal populations. In this area during the 18th and 19th centuries, the
50 sedentary tribes were being pushed progressively northward by the immigra-
51 tion of the Sioux and whites, leaving a plentiful archeologic and historic

1 record of villages and camps. Recreationally, this is the longest free
2 flowing portion of the Missouri River in its lower 1600 miles, offering a
3 rare opportunity for River recreation activities.

4
5 An excellent water trail could be developed for canoes and small boats
6 through the length of the segment. Some additional access areas with boat
7 ramp, primitive camping, and historical interpretation are needed to supple-
8 ment the existing River parks and historic sites. Proceeding upstream from
9 Fort Rice Recreation Area, the water trail would utilize Hazelton Recreation
10 Area, Sugarloaf Bottoms Wildlife Area, Little Heart Bottoms Wildlife Area,
11 General Sibley Park, Fort Abraham Lincoln State Park, Fort Mandan County
12 Park, Fort Clark State Historic Site, Sakakawea Park at Stanton, Knife River
13 Indian Villages National Historic Site, and Garrison Downstream Recreation
14 Area. The addition of River access to some of these existing areas would be
15 necessary. New access parks would be needed at Huff Village Historic Site,
16 Double Ditch Village Historic Site, near Price and Sanger, at the old ferry
17 ramp in Washburn, and at the Lewis and Clark Wildlife Area.

18
19 A land based trail should be developed using the abandoned railroad grade
20 between Fort Abraham Lincoln State Park and Fort Rice Recreation Area. It
21 might also be possible to extend the Trail north along the railroad right
22 of-way from the State park to the city of Mandan. Camping, support facili-
23 ties, and historic interpretation would be available in the riverside recre-
24 ation areas adjacent to the right-of-way.

25
26 Interpretation of Expedition events should take place at recreation areas
27 near where they occurred or through Trail guides or brochures. Several
28 excellent opportunities also exist to interpret cultural history at Indian
29 village archeologic sites and natural history at wildlife management areas
30 within the segment.

31
32 This Trail segment is particularly significant to the Expedition because of
33 the winter quarters of 1804-5 which were established near Stanton, North
34 Dakota. The actual site of their winter cantonment, Fort Mandan, was
35 obliterated by the Missouri River before 1830 but is marked at a roadside
36 turnout on the bluff overlooking the site. The McLean County Historical
37 Society has constructed a replica of Fort Mandan and established a riverside
38 park near Washburn several miles downstream of the historic location. A
39 brochure supplements the reconstruction, but more interpretation could be
40 done at the site with the assistance of other agencies.

41
42 The undeveloped Knife River Indian Villages National Historic Site
43 preserves the archeologic remnants o part o the complex o Indian villages
44 frequented by the Expedition during the winter. The historic significance
45 of the site goes far beyond the Expedition's time in the area. The five
46 villages of Mandan and Minitari served as a trading enter and cultural
47 crossroads for the plains tribes, French, British, Spanish, and Americans
48 from 1740 until the 1830's. The Expedition's journals of their winter in
49 the area and return visit in 1806 are filled with the politics of trade
50 and multinational claims, extensive discussions of Native American
51 cultures, as well as events significant to the Expedition itself.

1 Development of the National Historic Site by the National Park Service
2 should include ample interpretation of Lewis and Clark, while placing the
3 Expedition in the proper context of the sites's significant history.

4
5 Somewhat isolated from water or land trail development potentials in this
6 segment is the new Heritage Center of North Dakota State Historical
7 Society. Located in Bismarck, close to a large population and Interstate
8 Highway travelers, interpretation of the Expedition in broad and regional
9 themes should be considered for the Center's developing exhibitry.

10
11
12 16. LAKE SAKAKAWEA SEGMENT

13
14 Garrison Dam to Williston, North Dakota, Missouri River miles 1390-1553
15 (Daps 18-20), U.S. Army Corps of Engineers, State of North Dakota, and
16 Three Affiliated Tribes

17
18 Recommended Type of Development: Water Trail

19
20 Garrison Dam impounds the Missouri River from Pick City to the vicinity
21 of Williston, a distance of about 160 miles at normal pool elevation. The
22 Lake is federally administered and has a border of public lands that is
23 rugged and largely undeveloped. Although the actual route and campsites of
24 the Expedition have been covered by Lake waters, the scenic shoreline and
25 existing recreation areas provide the opportunity for a water trail and
26 historic interpretation. Lake Sakakawea should be considered an initial
27 protection segment of the National Historic Trail.

28
29 Recreation areas on Lake Sakakawea are, with the exception of a few areas,
30 spartan and remote developments. Several areas are located well off the
31 main body of the Lake on long tributary arms. This situation increases
32 greatly the distance between support facilities for a water trail that
33 follows the general course of the Expedition's Missouri River route. Some
34 additional boat access and camping areas are needed to reduce intervals
35 between facilities and highlight significant Expedition history along the
36 route.

37
38 Existing areas that should become part of the Trail include Sakakawea
39 State Park, Riverdale Recreation Area, Fort Stevenson State Park, Douglas
40 Creek Recreation Area, Hazen Bay Recreation Area, Beulah Bay Recreation
41 Area, Twin Buttes Recreation Area, McKenzie Bay and Charging Eagle
42 Recreation Areas

43 (Little Missouri Arm) , Deep water Creek Recreation Area (Deepwater Arm),
44 Parshall Bay Recreation Area (Van Hook Arm), Four Bears Park, New Town
45 Recreation Area, Little Beaver Bay Recreation Area, Tobacco Garden Bay
46 Recreation Area, Lewis and Cark State Park, and Raums Recreation Area.
47 Additional areas needed on the main body of the Lake to serve the water
48 trail water trail would include a site where Highway 1804 nears the north
49 shore of the Lake; a site at Pouch Point Bay, Bear Den Bay, and Reunion
50 Bay; and a site at Williston or the Highway 85 bridge.

1 Interpretation of the Expedition should take place at recreation areas
2 near where events occurred or through Trail guides and brochures. Besides
3 daily events which could be grouped for interpretation at recreation
4 areas, several major occurrences should be emphasized.

5
6 On April 13, 1805, near the mouth of the Van Hook Arm of Lake Sakakawea,
7 the Expedition's white perogue, which carried scientific instruments,
8 valuable trading goods, and the explorer's papers, was capsized by wind
9 and nearly lost.

10
11 Captain Lewis noted on April 14, 1805, that the Expedition had reached the
12 farthest point of exploration upriver by white men. This point was near
13 Bear Den Bay.

14
15 On August 12, 1806, near Reunion Bay, the Clark contingent, which had
16 descended the Yellowstone River, was joined by the Lewis party, which had
17 descended the Missouri River, reuniting the Expedition for the first time
18 since it was divided for separate exploration on July 3, 1806, in the Bit-
19 terroot valley of western Montana. The fact that the party was divided on
20 the 1806 return through the upper reaches of the Lake results in a high
21 concentration of campsites and recorded events for interpretation between
22 Reunion Bay and Williston. The Expedition entered the Lake area
23 separately in two main parties with a smaller division of each main party
24 attempting to catch up, making the full reunion a significant event of
25 great relief to the Captains.

26
27 Captain Lewis was seriously wounded in a hunting accident August 11, 1806,
28 shot through both thighs by the nearsighted Private Cruzatte who had mis-
29 taken his buckskins for an elk. The accident occurred at the "birnt
30 hills," bluffs containing coal strata and located at what Lewis thought to
31 be the most northern point of the Missouri River. His party had stopped
32 here, probably a few miles east of Little Beaver Bay, to take readings for
33 determining longitude and latitude and had happened upon a herd of elk.

34
35 An important interpretive center is presently located within Four Bears
36 Park. The center contains exhibits on the Three Affiliated Tribes of the
37 Fort Berthold Reservation: the Arikara, the Mandan, and the Hidatsa. All
38 three tribes played important roles in the Expedition history. The center
39 also includes information on Lewis and Clark.

40
41 The newly designated North Country National Scenic Trail will intersect
42 the Lewis and Clark National Historic Trail in the vicinity of Garrison
43 Dam. A management plan for the North Country Trail, which will extend
44 about 3,200 miles from Lake Sakakawea to eastern New York State, is
45 currently being prepared by the National Park Service. Planning and
46 development of both trails will be a coordinated effort.

1
2 17. MIDDLE MISSOURI SEGMENT
3

4 Williston, North Dakota, to Fort Peck Dam, Montana, Missouri River miles
5 1553-1771 (Maps 20-22), U.S. Army Corps of Engineers, National Park Service,
6 State of North Dakota, State of Montana, Fort Peck Indian Reservation,
7 private
8

9 Recommended Type of Development: Water Trail
10

11 At 218 miles in length, this segment from Fort Peck Dam downstream to the
12 U.S. Highway 85 bridge, is the longest remaining free flowing reach of the
13 Missouri River. Only the most downstream 15 miles near Williston is subject
14 to fluctuations of Lake Sakakawea. The River retains much of its historic
15 character in this course flowing through a relatively broad floodplain
16 crowded occasionally on the south by prairie bluffs, with islands and sand-
17 bars dotting the stream. The bottomlands are a mixture of tilled farmlands,
18 low vegetated bars, eroded banks, and cottonwood timber. Rarely is the River
19 approached by roads or railroads, and the small eastern Montana towns are
20 generally well off the River on the north side terraces. Landownership is
21 almost entirely private with some Federal (Corps of Engineers) land at each
22 end of the segment and much of the north shore within the Fort Peck Indian
23 Reservation.
24

25 This segment is significant in the natural resources of the Missouri River
26 and in Expedition history as well. Throughout this River reach the Corps of
27 Discovery was indeed exploring an unknown area. The journals for this area
28 in 1805 are full of descriptions of new geography, flora, and fauna. It was
29 in this area that the Expedition had its first exciting encounters with the
30 formidable grizzly bear. Signs of Indians were found, but no contact with
31 Indians would be made until they reached southwestern Montana several months
32 later. In 1806 the Lewis contingent of the divided Expedition rapidly
33 descended this section of the River intending to meet Clark at the Yellow-
34 stone River confluence.
35

36 Recreational development is nearly nonexistent in this River reach. Devel-
37 opment of River access areas at each small city and bridge crossing, at
38 existing historic areas, and on Federal lands associated with Lakes Peck and
39 Sakakawea would make an excellent water trail possible. These access areas
40 should include a boat ramp, primitive camping, and interpretation of Expedi-
41 tion events in the area. At a minimum, access development would be needed at
42 the upper reaches of Lake Sakakawea in the vicinity of Williston or Trenton;
43 at the Fort Buford State Historic Site, possibly in connection with the
44 Yellowstone confluence picnic area; at Fort Union National Historic Site; at
45 the Highway 16 bridge near Culbertson; at Brockton; at Poplar; at Wolf Point
46 by upgrading the Lewis and Clark Park at the Highway 13 bridge; near Oswego;
47 and at the Fort Peck Downstream Recreation Area.
48

49 At the Fort Buford State Historic Site, interpretation of the confluence of
50 the Yellowstone River should include its discovery by Lewis and Clark and the
51 attempt to rendezvous at the confluence in 1806. In particular, the common

1 practice of the Captains to leave a written note on a post on the riverbank
2 as a message to members of the Expedition who were behind. This was done
3 several times and usually accomplished its intended result. When Clark moved
4 down the Missouri River after giving up the intended rendezvous site at the
5 Yellowstone confluences, his note to Lewis was lost. Fortunately, a repeat of
6 the message scratched on the sandbar was found by both the Sergeant Nathaniel
7 Pryor and Lewis parties.

8
9 At Fort Union, where National Park Service interpretive emphasis is on the
10 considerable importance of this private post in the fur trade of early 19th
11 century, some added emphasis could be placed on Lewis and Clark as the
12 National Historic Site is developed further. The Captains suggested a post at
13 the mouth of the Yellowstone River, though not at the same location where
14 Fort Union was later built. Another historic event related to Lewis and Clark
15 was the visit to Fort Union in 1832 by Prince Maximilian of Wied. His
16 Expedition was using maps drawn from Clark's maps, and he had met with Clark
17 in St. Louis prior to ascending the Missouri River. While at the post, he met
18 with Baptiste Charbonneau, the infant of Sacagawea and Toussant Charbonneau,
19 who had accompanied the Expedition. Baptiste was raised and educated by Clark
20 after his parents brought him to St. Louis in 1811, and his life in the West
21 is worthy of some note.

22 23 24 25 18. FORT PECK LAKE SEGMENT

26
27 Fort Peck Dam to Robinson (U.S. Highway 191) Bridge, Missouri River miles
28 1772 to approximately 1920 following Fort Peck Lake and Charles M. Russell
29 Wildlife Refuge (Maps 22-24), U.S. Army Corps of Engineers, U.S. Fish and
30 Wildlife Service, Bureau of Land Management, State of Montana
31 Recommended Type of Development:

32 33 Water Trail - Entire Segment

34
35 Fort Peck Lake impounds about 125 miles of the Missouri River in a remote and
36 sparsely populated part of northeast Montana. The Lake is bordered by the
37 nearly 1,000,000-acre Charles M. Russell National Wildlife Refuge. The upper
38 reaches of the Lake return to the River channel about Missouri River mile
39 1890 and become contiguous with the National Wild and Scenic River portion of
40 the Missouri at Robinson Bridge. Several areas of the Refuge adjacent to the
41 Lake have been studied for wilderness designation. The area is administered
42 primarily by Federal agencies and should be considered an initial protection
43 segment of the National Historic Trail.

44
45 The Lake and Refuge are highly significant for their natural resources.
46 Expedition history for the Lake area is also significant since it was an
47 unexplored region in 1805 and the Lewis contingent descended the River
48 through this area in 1806. The Expedition journals contain extensive des-
49 criptions of geography, geology, climate, flora, fauna, and daily events.

1 Unlike the other main stem reservoirs on the Missouri River, recreational
2 development on Fort Peck Lake is limited to a handful of widely separated
3 areas. A water trail will be difficult to travel due to the distance between
4 support facilities, yet the remote near wilderness of the shorelines should
5 enhance an attempt to retrace the Expedition. Limited additional facilities
6 and access should be considered to supplement those few recreation areas
7 existing.

8
9 A land based trail for hiking and horseback riding across the northern por-
10 tion of the Russell Refuge was proposed in the Draft Environmental Impact
11 Statement for Refuge Management. Such a trail, viewed as a long-range
12 development possibility, would have national significance with or without
13 designation as a component of the Lewis and Clark National Historic Trail.
14 Although not on the actual route of the Expedition, the land trail area was
15 penetrated by Expedition hunting parties and observed and recorded by the
16 exploring Captains. The trail would be a difficult one with few facilities,
17 traversing long distances of rugged terrain, some of which may qualify for
18 wilderness designation, and requiring special signing considerations.

19
20 Expedition events and discoveries in the Fort Peck Lake area were numerous
21 and few opportunities exist to interpret them at a location near their
22 occurrence. Interpretation of collective events and themes could take place
23 at Fort Peck Recreation Area, Slippery Ann Wildlife Station, and Hell Creek
24 State Park, or at a visitor center in the Fort Peck vicinity. Interpretation
25 could also be done through Trail guides and brochures.

26
27 Several notable events should receive some interpretive emphasis. Camped near
28 Fort Peck Recreation Area on May 9, 1805, the journals described in detail
29 the making of a buffalo sausage by Charbonneau called "boudin blanc." On the
30 same day there is a detailed description of Big Dry River, now the southerly
31 arm of Fort Peck Lake, which shows the explorers' fascination with the arid
32 high plains. The Expedition noted the first occurrence of pine trees on the
33 Missouri River May 11, 1805, near the present Pines Recreation Area. The
34 explorers named present Snow Creek "Brown Bear Defeat Creek" after a
35 harrowing encounter by six hunters with a determined grizzly bear on May 14,
36 1805. Also, on May 14, 1805, the Captains' canoe capsized and several
37 scientific items were lost. The situation would have been considerable worse
38 had Sacagawea not had to presence of mind to recover many valuable items
39 before they floated away. On May 17, 1805, while camped at the mouth of Seven
40 Blackfoot Creek, the Captains were awakened by the guard and moved their
41 Indian style "leather lodge" moments before a burning tree fell on the spot
42 where they had been sleeping. Clark's map shows this creek as Burnt Lodge
43 Creek. On May 20, 1805, the Expedition camped at the mouth of the Musselshell
44 River. About 5 miles above the mouth of the Musselshell River, a "handsome
45 river" enters to Musselshell River from the west. The Captains named this
46 stream Sacagawea River, no doubt remembering the presence of mind and quick
47 thinking Sacagawea showed on May 14. The stream was later named Crooked Creek
48 and retained that name until 1979 when it was officially renamed Sacagawea
49 River.

50

1 The Expedition also observed mountain ranges for the first time in the Fort
2 Peck Lake Area and made several scientific discoveries of plants and animals
3 that should be interpreted.

4
5
6
7 19. UPPER MISSOURI RIVER SEGMENT
8

9 Robinson Bridge (U.S. Highway 191) to Fort Benton, Montana, Missouri River
10 miles 1921-2070 (Maps 24-26), Bureau of Land Management, U.S. Fish and Wild-
11 life Service, U.S. Army Corps of Engineers, State of Montana

12
13 Recommended Types of Development:

14
15 Water Trail - Entire segment

16 Land Trail - As necessary to provide for public safety and access
17 to points of interest
18

19 In 1976 a 149-mile portion of the Missouri River was included in the National
20 Wild and Scenic River System with administration by the Bureau of Land
21 Management. The eastern half of the segment flows largely through Federal and
22 State lands. The lowest 10 miles is within the Charles M. Russell Wildlife
23 Refuge and lands administered by the Corps of Engineers as part of Fort Peck
24 Lake. The western portion of the segment is bordered by a mix of public and
25 private lands and flows through the historic and scenic White Cliffs section.
26 Because of Federal administration of the wild and Scenic River, this segment
27 should be considered an initial protection component of the National Historic
28 Trail. This reach of the River is highly significant to the Lewis and Clark
29 National Historic Trail since it shows little sign of change from the 1805-6
30 conditions encountered by the Expedition.

31
32 While the majority of historical interpretation should be provided in Trail
33 guides and brochures, some onsite interpretation should be considered.

34
35 The Judith Landing Historic District, listed on the National Register of
36 Historic Places, should have onsite interpretation about Lewis and Clark, who
37 camped in the area and named the Judith River, and on later events and forts
38 in the district. The confluence of the Marias River was a critical location
39 to the Expedition both in 1805 and 1806. Onsite interpretation in that area
40 should discuss the confusion over which fork was the Missouri River in 1805
41 and the Marias Explorations of 1805-6.
42

43 A visitors center was authorized at Fort Benton as part of the designation of
44 the Upper Missouri National Wild and Scenic River. if the center is
45 developed, Lewis and Clark should play a prominent role in interpretation of
46 the considerable history of this River segment.
47

48 A Management Plan for the Wild and Scenic River has been completed by the
49 Bureau of Land Management which is compatible with the National Historic rail
50 designation. The commitment in the Plan to preserve the River's natural and
51 cultural resources and the intent to provide for recreational use and

1 historic interpretation are consistent with the objectives of the Lewis and
2 Clark Trail. The limited recreational development and use proposed in the
3 Plan would best preserve the historical character of the area. Upstream
4 retracement of the Expedition would not be possible during the primary
5 recreation season (Memorial Day to Labor Day) because of management
6 restrictions and River flow conditions which limit upstream motorized
7 traffic.

8
9 Land Management has prepared an excellent recreational use The Bureau of
10 guide for the River that contains interpretive material on several subjects
11 including Lewis and Clark and gives map locations of Expedition campsites.
12 Lewis and Clark National Historic Trail supplemental brochures or Trail
13 guides could provide further interpretation.

14 15 16 17 20. FORT BENTON SEGMENT 18

19 Fort Benton Riverfront Park to Morony Dam, Missouri River miles 2070-2105
20 (Maps 26, 28), State of Montana, Montana Power Company, Boy Scouts of Amer-
21 ica, private

22 23 Recommended Type of Development:

24 Water Trail - Fort Benton Park to the Big Eddy Land Trail

25 Hiking Trail - From upstream River access area to Sulphur Springs Historic
26 Site
27

28 The Missouri River below Morony Dam is confined within a steep canyon with
29 very little access from the high plains on the canyon rim. This inacces-
30 sibility has preserved the River reach in a near historic condition. Captain
31 Clark and the main party of the Expedition ascended this stretch of sliver
32 against increasingly rapid flow until camping June 15, 1805, just below the
33 Big Eddy on the west bank. The following clay they crossed the river and
34 slightly upstream established the lower cramp for the portage around the
35 Great Falls of the Missouri River. After recovering caches in 1805, a portion
36 of the Expedition under Sergeants Ordway and Gass descended this stretch of
37 River to meet Lewis at the Marias River confluence. The lands along this
38 stretch are almost entirely privately owned. A water trail could be
39 established in this reach through the cooperative efforts of the State and
40 corporate and private landowners.

41
42 Fort Benton Historic District is a National Historic Landmark.. On the
43 Riverfront levee at Fort Benton is the Montana State Memorial to the Lewis
44 and Clark Expedition in the form of a historically reliable heroic-sized
45 statue of the two Captains and Sacagawea.

46
47 Access to the River exists in Fort Benton Park but would need to be developed
48 at the Carter Ferry about midsegment. Carter Ferry is also about midway
49 between the campsites of June 13-14, 1806, and should include historic
50 interpretation with River access and primitive camping facilities. The
51 upstream access could be at the site of the June 15, 1806, camp (T. 22 N., R.

1 5 E., sec. 36 west bank of the River) or downstream about 1/2-mile from
2 Sulphur Springs (T. 21 N., R. 5 E., sec. 2 west bank). Sulphur Springs pro-
3 vide e waters that were used to cure the seriously ill Sacagawea while the
4 Expedition was at the Lower Portage Camp in 1805. Development of either
5 upstream access area should be primitive and designed to impact as little as
6 possible on the two historic locations. The Sulphur Springs should retain a
7 large natural buffer with hike-in access only.

8
9 This segment is also the area of a potential Montana Power Company dam. The
10 dam site would be near Carter Ferry impounding waters to Morony Dam and could
11 have an afterbay extending downstream to Fort Benton. Dam development would
12 destroy the Sulphur Springs and Lower Portage Camp, which should be consid-
13 ered for inclusion on the National Register, and campsites for June 13-15,
14 1806. Planning or construction of the dam project should consider mitigating
15 actions .for the historic sites and water and land based trail development
16
17

18 21. GREAT FALLS SITE AND SEGMENT COMPLEX

19

20 Collection of historic sites in the vicinity of Great Falls, Montana, asso-
21 ciated with the Great Falls portage route, approximately 18 miles (Map 28),
22 U.S. Air Force, State of Montana, city of Great Falls, Montana Power Company,
23 private
24

25 Recommended Type of Development:

26
27 Land Trail - Following as closely as possible the Great Falls portage
28 route
29

30 The development of five power dams and the urban growth of Great Falls has
31 severely impacted the series of falls and cataracts of the Missouri River
32 'discovered by the Expedition. This formidable natural obstacle forced an 18-
33 mile portage that detained the entire party in this area from June 16 to July
34 12, 1805. A 16-man contingent that included Sergeants Ordway and Gass
35 accomplished the return portage in 8 days in July 1806 with the help of
36 horses. With the exception of the winter camps, this represents the longest-
37 stay of the Expedition in one area. Consequently, the daily journals provide
38 a large body of information on events and discoveries in the Great Falls
39 area. Despite the present impacts on the natural and historic resources, a
40 concentrated effort should be made to preserve and interpret the sites in the
41 area associated with the Expedition.
42

43 A Great Falls Portage Trail Segment is proposed following the Expedition's
44 1805 portage which began about 2 miles below present Morony Dam or 1 mile
45 below present Belt Creek, called "Portage Creek" by the Captains. At that
46 point was the Lower Portage Camp which was occupied by a portion of the party
47 from June 16---2-9, 1805, and was the lower end of the return portage in July
48 1806. The site today is undeveloped and isolated, retaining its historic
49 character. This is also true of the portage route from the lower camp, up
50 Pelt Creek, and climbing out of the Belt Creek coulee to the plains above, or
51 a distance of about 2 miles. A challenging hiking trail could be developed

1 along this portion of the route. The Lower Portage Camp, itself, should
2 remain undeveloped with day use access via the hiking trail. Once the route
3 reaches the level of the plains above Belt Creek, a retracement route could
4 be developed for hiking or biking using local unimproved roads, railroad and
5 utility rights-of-way, and city streets. This land based trail could start
6 where a local road descends into the Belt Creek Canyon, pass through Malstrom
7 Air Force Base and Great Falls to the Upper Portage Camp/White Bear Island
8 area, and stay within 1 mile of the actual portage route. Trail heads would
9 be needed near Belt Creek and Upper Portage Camp, and a wayside area should
10 be developed at Box Elder Creek (the Expedition's "Willow Run").
11 Interpretation of the difficulty, danger, and ingenuity of the portage could
12 be done onsite at the trail heads or by Trail_ guides or brochures. A
13 cooperative effort of the U.S. Air Force, State, city, corporate, and private
14 interests would be needed to accomplish the commemorative route since the
15 majority of the route and the Upper Portage Camp site are in developed urban
16 and farming areas.

17
18 After spending 3 days at the Upper Portage Camp, July 12-15, 1806, Captain
19 Lewis and three men crossed the Missouri River at the Sun ("Medicine") River
20 confluence to begin their horseback exploration of the upper Marias River.
21 They left two Sergeants and 19 men behind to complete the downstream portage.
22 The Lewis party on July 16, 1806, rode along the west bank of the Missouri
23 River to view for the last time the spectacular series of five waterfalls.
24 They stopped at noon at Rainbow ("Handsome") Falls for dinner and for Lewis
25 to sketch the Falls. Proceeding on, they camped at the lowest Great Falls,
26 the present site of Ryan Dana. The camp for that night was in the small woods
27 below the Great Falls in the vicinity of the present Ryan Dam Picnic Area.
28 Interpretive signs should be included at the location of
29 each of the Falls. Interpretation of the cant of July 16, 1806, at Ryan Dam
30 should be part of expanded interpretation of the discovery of the Falls by
31 the Expedition.

32
33 The Giant Springs were discovered by the Expedition and are today included in
34 a State park and hatchery within the Great Falls urban area. Giant Springs
35 State Park is a pleasant natural area that could be used as a center for
36 interpretation of the Expedition's time in the area. There are several
37 general themes and specific incidents that cannot be interpreted at a more
38 historically accurate location than could be addressed in the State park. For
39 instance, the narrow escape of Clark, Charbonneau, and Sacagawea and her
40 child from a flash flood in a side canyon above the Great Falls. Clark's
41 black "servant," York, helped them out of the steep coulee just ahead of the
42 rising waters.

43 44 45 22. WOLF CREEK CANYON SEGMENT

46
47 Broadwater Bay Park, Great Falls, Montana, to Holter Dam, Missouri River
48 miles 2121-2211 (Maps 28-29), State of Montana

49
50 Recommended Type of Development: Water Trail

51

1 The Missouri River above Great Falls, Montana, flows free through a scenic
2 area despite being paralleled and crossed by State and Interstate Highways.
3 The River retains much of its historic character, resembling a large mountain
4 stream. Public access provided by the State, small towns, and Montana Power
5 Company make a water trail development feasible. The Expedition ascended the
6 River through this reach in 1805, and Sergeant Ordway, detached from Clark's
7 contingent with nine men, descended the River here in 1806 to recover the
8 Great Falls caches and meet Lewis.

9
10 The upstream portion of this segment flows through Wolf Creek Canyon and is
11 provided with ample public River access and facilities. The lower portion
12 needs expanded access and facilities at Cascade Access and Ulm City Park to
13 establish a water trail through the entire segment. The historic site of the
14 camp of July 10-14, 1805, where the Expedition built dugout canoes after
15 completing the Great Falls portage, could also be developed for public
16 access, camping, and historic interpretation. This Canoe Camp is located on
17 the west or north bank of the Missouri River between Ulm and Great Falls
18 directly south of Antelope Butte (T. 19 N., R. 2 E., sec. 1).

19
20 Interpretation of Expedition daily events could take place through Trail
21 .guides and brochures or through onsite signing at River access areas near
22 where the events occurred. For instance, interpretation could be provided at
23 Wolf Creek Canyon Access No. 2 regarding the naming of Dearborn River. Also
24 at this location, Clark began several days of overland exploration to the
25 west of the Missouri River, traveling ahead of the Expedition.

26 27 28 29 23. MOUNTAIN LAKES SEGMENT

30
31 Holter Dam to Townsend, Montana, including Holter, Hauser, and Canyon Ferry
32 Lakes; Missouri River miles 2211-2279 (Maps 29, 31); U.S. Forest Service,
33 Bureau of Reclamation, Bureau of Land Management, State of Montana, Montana
34 Power Company, private

35
36 Recommended Type of Development: Water Trail - Along each lake

37
38 A series of three dams impound the Missouri River as a string of reservoirs
39 along its deepest canyons through the front ranges of the Rocky Mountains.
40 Montana Power Company operates the lower two dams, Holter and Hauser; and the
41 Bureau of Reclamation has responsibility for the upper lake, Canyon Ferry.
42 Each Lake could provide a water based component of the National Historic
43 Trail, but portage between Lakes would be difficult. The Canyon Ferry portion
44 should be considered an initial protection component of the Lewis and Clark
45 National Historic Trail since it is a federally administered area.

46
47 The Expedition's main party, under Captain Lewis, ascended the River through
48 these canyons in July 1805. Captain Clark and a small party explored overland
49 on a roughly parallel course to the west in the hope of making contact with
50 Indians. By this point, the Captains were aware of the need to contact
51 Indians and trade for horses to cross the Rocky Mountains. No contact had

1 been made with Indians since leaving Fort Mandan in April, and the lateness
2 of the season was beginning to cause concern. Clark rejoined the main party
3 on July 22, 1805, near the middle of present Canyon Ferry Lake. In 1806 a
4 party of nine men, under Sergeant Ordway, descended the River through these
5 canyons on their way to the Great Falls caches after separating from Clark's
6 return party at the Three Forks. Interpretation of Expedition events could
7 be done at recreation areas near where the events occurred or through Trail
8 guides and brochures.

9
10 Holter Lake is amply supplied with recreation facilities that would support a
11 water trail. The campsite of July 18, 1805, was near Holter Lake Recreation
12 Area. The Lake stretches through the Gates of the Mountains, the steep
13 canyon so named by Lewis where the Missouri issues from the Rocky Mountains.
14 This landmark and the Fields Gulch campsite of July 19, 1805, could be
15 interpreted at Meriwether Picnic Area. Coulter Campground, named for Expe-
16 dition member, fur trader, and explorer John Colter, is within the canyon.
17 The headwaters of Holter Lake back up to Hauser Dam in a steep canyon that
18 would make portage development difficult. However, the possibility of small
19 boat or canoe portage should be explored at all three dams in this segment.

20
21 Hauser Dam and Lake is less developed for public recreation. Development of
22 public lake access, camping, and historic interpretation at Black Sandy
23 Recreation Area above Hauser Dam and at the Lakeside Access near the Lake's
24 midpoint would complement the Riverside State Recreation Area below Canyon
25 Ferry Dam, making a water trail possible.

26
27 Canyon Ferry Lake has several public recreation areas along its shores making
28 a water trail with lake access, camping, and historic interpretation
29 possible. Of particular interest are the Expedition camps of July 22, 1805,
30 near White Earth State Recreation Area and July 23, 1805, just above the Lake
31 headwaters near Indian Road State Recreation Area. Development of extensive
32 Expedition interpretation at the Canyon Ferry Visitors Center near the Dam
33 could serve the entire segment with indepth discussion of the Expedition in
34 the area.

35 36 37 24. HEADWATERS RIVER SEGMENT

38
39 Indian Road State Recreation Area, Townsend, Montana, to Clark Canyon Dam,
40 approximately 175 miles (Maps 31-33), Bureau of Land Management, State of
41 Montana

42
43 Recommended Type of Development: Water Trail

44
45 With the exception of two small diversion dams, the headwaters streams of the
46 Missouri River explored by the Expedition remain a free flowing route. Clark
47 Canyon Dam, today, sits at the head of the Expedition's navigation at the
48 upper limits of the Beaverhead River. The Beaverhead River flows free with
49 the exception of the Barratts Diversion Dam to the confluence of the Big Hole
50 River where it becomes known as the Jefferson River. The Jefferson River
51 flows free to the confluence of the Three Forks of the Missouri River.

1
2 From that point, only the Toston Diversion interrupts the flow of the Mis-
3 souri River to Canyon Ferry Lake near Townsend. Only sporadic public access
4 and recreation facilities presently exist along these Rivers. Several marked
5 and unmarked historic sites and landmarks occur along these Rivers, also. A
6 coordinated effort by Federal and State agencies would be required to provide
7 the facilities and historic commemoration needed to create a usable water
8 trail on the headwaters Rivers.
9

10 The Expedition ascended the Missouri River to the Three Forks in late July
11 1805 giving the three headwaters streams of the Missouri River the names they
12 bear today: Jefferson, Madison, and Gallatin. It was in this area that
13 Sacagawea began to recognize the hunting area of her Shoshoni band and the
14 area where she had been captured by the Hidatsa. Although much legend has
15 been made of her contribution as a guide and interpreter to the Expedition,
16 her most significant contributions came along the headwaters streams of the
17 Missouri River in 1805 and 1806. Before reaching the Three Forks and
18 continuing as the Expedition ascended the Jefferson/Beaverhead drainage,
19 either Lewis or Clark proceeded ahead of the main party anxiously searching
20 for the Shoshoni (Snake) Indians. The season was growing late and the Expe-
21 dition would need to trade for horses to cross the Rocky Mountains before
22 fall snows. The main party slowly ascended the Jefferson and Beaverhead
23 Rivers dragging the loaded canoes against the rapid current.
24

25 In 1806 Clark and his contingent descended the Jefferson/Beaverhead drainage
26 on horseback and by canoe after recovering the caches and canoes near present
27 Clark Canyon Dam. At the Three Forks the return party divided again, the
28 waterborne party descending the Missouri River to meet Lewis at the Great
29 Falls and Clark proceeding on horseback with a small party over Bozeman Pass
30 to explore the Yellowstone River.
31

32 A water trail should be developed following the Missouri, Jefferson, and
33 Beaverhead Rivers. The Missouri River between Canyon Ferry Lake and the Three
34 Forks has some developed public access areas. Just upstream of Canyon Ferry
35 Lake near Townsend is the Indian Road State Recreation Area. The area has
36 adequate recreation facilities but could be enhanced with interpretation of
37 the Expedition and the nearby July 23, 1805, campsite. A few miles upstream
38 is the Deepdale State Recreation Area with adequate facilities but lacking
39 historic interpretation. At Toston is the Toston Access providing a boat
40 ramp into the River. An interpretive sign would be appropriate here since the
41 area is located at a major highway bridge, U.S. 287.
42

43 Upstream of Toston, the Missouri River flows through a canyon and is somewhat
44 inaccessible. However, recreational boat access, camping, and interpretation
45 should be considered near Toston Dam where a portage is also needed, and at
46 Lombard, Clarkston, and Eustis where roads approach the River. At the
47 confluence of the Three Forks of the Missouri River is the Missouri
48 Headwaters State Park. A bicentennial project of the State of Montana, this
49 area has excellent historic interpretation of the Expedition and the later
50 fur trade and has appropriate recreation facilities to support a water trail.
51

1 The Jefferson and Beaverhead Rivers have few public river access areas and
2 would require significant effort by the State and local governments and by
3 the Bureau of Land Management to develop a water trail along the Rivers.'
4 Existing public areas along the Rivers include Drouillard Access, Williams
5 Bridge Access, Lewis and Clark Caverns State Park, Cardwell Fishing Access,
6 Parrot Castle Access, Beaverhead Rock State Monument, Barratts Dam Recreation
7 Area, and Beaverhead Recreation Area below Clark Canyon Dam. All of these
8 areas should be upgraded to include, at a minimum, boat access to the River,
9 camping, sanitary facilities, and historic interpretation. Additional
10 river/trail access areas should be developed where Highway 41 crosses (Potts
11 Access, Map 32), near the confluence of the Big Jefferson River Hole River
12 (Twin Bridges Access), and near Dillon. Minimum facilities at these areas
13 would be the same as the above recommendation for existing areas.

14
15 Several important interpretive opportunities exist in this segment related to
16 the Expedition and secondary themes including the later lives of Expedition
17 members and the early 19th century fur trade. Drouillard Access should
18 include interpretive signing on George Drouillard, the Expedition's most
19 trusted hunter, interpreter, and messenger. He met his fate while fur trap-
20 ping in the Three Forks area in 1810 in a fight with Blackfeet Indians. The
21 naming of headwaters tributaries by the Expedition should also be noted where
22 possible. This Plan recommends a new public access area at the Highway 41
23 crossing of the Jefferson River with the suggested name of Potts Access.
24 Private John Potts was killed by Blackfeet Indians on the Jefferson River in
25 1808 while trapping with John Colter who miraculously escaped. Interpretation
26 of the new access area could discuss the Expedition and the later fate of
27 Potts and Colter.

28
29 The Expedition started to follow the Big Hole River before proceeding up
30 today's Beaverhead River. George Shannon, the youngest member of the Expe-
31 dition who had been lost for 16 days in South Dakota, was hunting up the Big
32 Hole when the Expedition changed course and he became lost again for several
33 days. This incident could be interpreted at the recommended new Twin Bridges
34 Access. Beaverhead Rock State Monument should include Lewis and Clark
35 interpretation as the Expedition used the promontory as a landmark. Another
36 Expedition landmark is the Rattlesnake Cliffs which could be
37 discussed at Barratts Dam Recreation Area. The Beaverhead Canyon Gateway
38 Rest Area on Interstate 15 near Dillon should also have displays on the
39 Expedition in the area.

40 The downstream park at Clark Canyon Dam, Beaverhead Recreation Area, is the
41 best place today to commemorate the end of the Expeditions water travels on
42 the Missouri River and its tributaries. Near this site, caches were dug for
43 excess supplies, and the canoes were sunk in the river to be recovered on the
44 return trip.

1 25. LEMHI PASS SEGMENT

2
3 Clark Canyon Dam to Cameahwait's Shoshoni Camp Historic Site at the conflu-
4 ence of Sandy Creek and Lemhi River, Idaho, approximately 40 miles, (Map 33),
5 Bureau of Reclamation, Bureau of Land Management, U.S. Forest Service, State
6 of Montana, State of Idaho, private

7
8 Recommended Types of Development:

9
10 Land Trail - Sacagawea Campground to Sandy Creel:/Lemhi River Confluence

11 Motor Route - Clark Canyon Dam to Sacagawea Campground

12
13 Clark Canyon Dam, today, inundates the headwaters fork of the Beaverhead
14 River where Horse Prairie Creek and Red Rock River meet and where the Expe-
15 dition's westward water travels on the Missouri River drainage ended. The
16 remainder of the Expedition's route overland up Horse Prairie Creek, and over
17 the Beaverhead Mountains at Lemhi Pass is today a mixture of Federal and
18 State public lands and private ranch lands. County Road 324, unimproved local
19 roads, fences, and isolated ranches make only small intrusions on the
20 historic scene.

21
22 This area was critical to the success of the Expedition because of their
23 contact with the Shoshoni Indians after a long search and the first crossing
24 of the Continental Divide by white men within the Columbia/Missouri drainage.
25 Lewis, traveling in advance of the main party with three men, first
26 encountered a lone Shoshoni Indian in the part of the Horse Prairie Creek
27 valley just above Clark Canyon Lake known as Shoshoni Cove. This Indian fled
28 over the divide to the west. Lewis and his party crossed the divide at Lemhi
29 pass and later encountered the Shoshoni band of Chief Cameahwait. Persuading
30 Chief Cameahwait to return with him to the forks of the Beaverhead River,
31 Lewis spent an anxious 2 days waiting for Clark's waterborne party to reach
32 the appointed rendezvous. The campsite, now in the lake area of Clark Canyon
33 Dam, was named Camp Fortunate because of Clark's timely arrival and the fact
34 that Sacagawea proved to be Chief Cameahwait's sister, improving the
35 Expeditions prospects of trading for horses. In the following week,
36 Expedition members would travel back and forth between Camp Fortunate and
37 Chief Cameahwait's campsites on the Lemhi River at Sandy and Kenny Creeks
38 portaging goods and making caches at the Beaverhead forks.

39
40 A marked motor route should be developed along County Road 324 and local
41 roads between the Camp Fortunate Overlook on the north shore at Clark Canyon
42 Lake and Sacagawea Campground just east of Lemhi Pass. This portion of the
43 Trail would parallel the historic route closely.

44
45 A land Trail for hiking or horseback could then follow the unimproved road
46 over Lemhi Pass. Just to the east of Lemhi Pass the road enters an area of
47 contiguous U.S. Forest Service and Bureau of Land Management lands. On the
48 west side of the Pass these Federal lands are continuous to the vicinity of
49 the mouth of Sandy Creek. Therefore, using the unimproved road and public
50 lands, the land Trail could closely approximate the Expedition's historic
51 route.

1
2 Trail head development would be needed in association with historic commemo-
3 ration of the Chief Cameahwait Sandy Creek Camp and at Sacajawea Campground
4 on U.S. Forest Service lands just east of Lemhi Pass. Interpretation of
5 Expedition events and Shoshoni culture should take place in more complete
6 form than presently exists on public lands near where they occurred.
7 Interpretation could also be supplemented by Trail guides and brochures.
8

9 It is important to note that the Lewis and Clark National Historic Trail will
10 intersect the Continental Divide National Scenic Trail, administered by the
11 U.S. Forest Service, near Lemhi Pass. Coordination of Trail and facility
12 development will be required.
13
14
15

16 26. SALMON AND BITTERROOT VALLEYS SEGMENT

17
18 From Tendoy, Idaho, to Travelers Rest, Montana, (Maps 33-35), U.S. Forest
19 Service, States of Idaho and Montana
20

21 Recommended Types of Development:

22
23 Motor Route - Entire segment, approximately 172 miles following Idaho
24 State Route 28 and U.S. Highway 93

25 Land Trail- From near the mouth of Tower Creel-, on the Salmon River to
26 near the mouth of Sheep Creek on the North Fork of the
27 Salmon River
28

29 Thirteen days, August 18-30, 1805, were spent caching supplies, bartering for
30 horses with the Shoshonis, and exploring the Salmon River as a possible route
31 to the Pacific Ocean. Clark determined the Salmon River to be impassable; and
32 the decision was made to travel northward with the help of a Shoshoni guide,
33 Old Toby, and follow a Nez Perce Indian road westward across the mountains
34 (today known as the Lolo Trail).
35

36 Autumn was well advanced in the Rocky Mountains by this time. As the Expe-
37 dition moved down the Lemhi River and the Salmon River and up its north. fork
38 along the eastern slopes of the Bitterroot Mountains, the hilly, broken
39 country became progressively more rugged and mountainous. The guide, Old
40 Toby, repeatedly lost the trail. Snow, rain, and sleet fell on the Expedition
41 as it recrossed the Continental Divide September 3, 1805. The last of the
42 salt pork brought from St. Luis was consumed.
43

44 The next day, September 4, 1805, the friendly Flathead Indians were
45 encountered in a beautiful cove known today as Ross, Hole. Lewis and Clark
46 were able to obtain additional horses and three colts from the Indians. The
47 colts were to prove invaluable as food during the trek across the Bitterroot
48 Mountains on the Lolo Trail.
49
50

1 On September 6, 1805, the explorers left the Flathead Indians and continued
2 northward and 3 days later reached a large creek flowing into the Bitterroot
3 River from the west. Old Toby told them that here they would turn westward to
4 follow the Lolo Trail. He also told them about a shortcut from this point to
5 the Missouri River which Lewis later followed on the return journey. Lewis
6 and Clark decided to rest the men and horses a day or two while making final
7 preparations to cross the mountains. They named the creel: "Travelers Rest
8 Creek" and their campsite Travelers Rest.

9
10 On the return journey in 1806, Lewis followed the Blackfoot and Sun Rivers
11 shortcut from Travelers Rest to the Missouri River, while Clark and his party
12 retraced the previous year's route through the Bitterroot River valley as far
13 as Ross' Hole. From there to Camp Fortunate, where the supplies and canoes
14 were stored, they employed a new route recommended by the Flathead Indians.

15
16 Following an Indian road along Tower Creek northward to reach the Lolo Trail,
17 the Expedition climbed to higher ground east of the Salmon River an August
18 31, 1805, and descended to the north fork of the Salmon River the next day. A
19 land trail to follow this route is recommended. There is an existing foot
20 and/or jeep trail through National Forest lands which roughly approximates
21 this route. Parts of it might be suitable for inclusion in the recommended
22 land trail.

23
24 Agency Creek Picnic Area on Lemhi Pass Road, approximately 2 miles east of
25 Tendoy, Idaho, (Map 33), Bureau of Land Management, has camping, picnicking,
26 and restrooms. This site is in the vicinity of the place where Lewis finally
27 succeeded in contacting the Shoshoni Indians. An interpretive sign would be
28 appropriate and should be developed.

29
30 U.S. Highway 93 follows the Expedition route so closely that marking it as a
31 motor route will provide excellent opportunities for tracement of the his-
32 toric route. Many recreation areas and historic and interpretive sites
33 relating to the Expedition are located along the highway.

34 Sportsman's Access on the Salmon River in Salmon, Idaho, (Map 33), Idaho Fish
35 and Game Department, offers a boat launch ramp, campground, drinking water,
36 and restrooms. An interpretive sign about the Expedition and their activities
37 while in this area should be developed. Clark probably passed very near this
38 site during his exploration of the Salmon River.

39
40 Roadside Park, approximately 6 miles north of Salmon, Idaho, (Maps 33-34),
41 Bureau o Land Management, has camping, picnicking, and restrooms. A Lewis and
42 Clark interpretive sign is located across the highway from the site. This
43 site could serve as a Trail head for the recommended land trail following the
44 Expedition's lost trail passage up Tower Creel: and overland to the North
45 Fork of the Salmon. Roadside Fishing Access, approximately 8 miles south of
46 North Fork, Idaho, (Maps 33-34), Idaho State Highway Department, has a 'coat
47 launch ramp, fishing access, and camping.

1 Fourth of Jul Access, approximately 5 miles south of North Fork, Idaho, (Map
2 34), Idaho Fish and Game Department, offers camping, fishing access, and
3 swimming. Wagonhammer Springs Roadside Rest Area, approximately 2 miles
4 south of North Fork, Idaho, (Map 34), U.S. Forest Service, is a beautifully
5 landscaped rest area. Facilities include a picnic area, playground, and
6 restrooms.

7
8 A Salmon Explorations Wayside, on the Salmon River and U.S. Highway 93 at the
9 confluence of the North Fork (Map 34), interpreting Clark's explorations and
10 their outcome should be established by the State of Idaho or the U.S. Forest
11 Service. Such a display should provide more complete interpretation
12 of these events than does the existing sign. A related marker could be
13 established at the confluence of Panther Creek with the Salmon River to mark
14 the downstream extent of Clark's exploration. Clark and a party of men
15 explored the Salmon River for 20-25 miles below the confluence of the North
16 Fork to determine whether it offered a water route to the Columbia River.
17 Although its waters do reach the Columbia via the Snake River, it was too
18 treacherous; and the banks were too steep for travel by foot or on horse. The
19 Expedition instead went north to cross the Bitterroot Mountains via the Lolo
20 Trail.

21
22 Lewis and Clark Monument, approximately 5 miles north of North Fork, Idaho,
23 (Map 34) , is the site o the Expedition's September 1, 1805, camp. A monument
24 that was removed due to vandalism should be reestablished. The Expedition
25 reached the North Fork of the Salmon River here after losing the Trail and
26 making a rugged mountain passage from Tower Creek. The recommended land Trail
27 following that route could terminate with a Trail bead here or 2 miles north
28 at North Fork Ranger Station.

29
30 Deep Creek Rest Stop, approximately 5 miles north of Gibbonsville, Idaho (Map
31 34), U.S. Forest Service, is a picnic area with restrooms. An interpretive
32 sign mentions the Expedition's September 2, 1805, camp near this site. Twin
33 Creek Campground, on Twin Creek just west of U.S. Highway 93, about 6 miles
34 north of Gibsonville, Idaho , (Map 34) U.S. Forest Service, has a campground,
35 picnic area, drinking water, and restrooms.

36
37 At Lost Trail Pass, on U.S. Highway 93 at the Idaho-Montana State line (Map
38 34), the U.S. Forest Service has developed a picnic area with drinking water
39 and restrooms. An interpretive sign tells of Lewis and Clark losing the ,
40 trail to this pass on September 3, 1805, and crossing into what is today
41 Montana at a point approximately 3 miles to the west. Expanded interpretation
42 or a visitor center at this point on the well traveled Highway 93 motor route
43 would be appropriate.

44
45 Indian Trees Campground, approximately 6 miles north of Lost Trail Pass (Map
46 34) U.S. Forest Service, offers a campground, picnic area, drinking water and
47 restrooms.

48
49 Lewis and Clark met the friendly Flathead Indians in the mountain cove known
50 today as Ross' Hole in the vicinity of Sula, Montana, (Map 34), and halted
51 for an extra day to trade for additional horses for the crossing of the

1 mountains. Three colts which they obtained were later to prove invaluable in
2 saving the Expedition from starvation in the mountains. An interpretive
3 display or sign relating these events should be developed by the State of
4 Idaho or the U.S. Forest Service. The site should probably be located along
5 U.S. Highway 93 where it would be visited by more travelers.

6
7
8 Spring Gulch Campground, off U.S. Highway 93 about 16 miles south of Darby,
9 Montana, (Map 34), U.S. Forest Service, is a campground, picnic area, and
10 fishing access with drinking water and restrooms. An excellent interpretive
11 sign covers both the westbound Expedition and Clark's eastbound journey.
12 Durland Park, approximately 5 miles north of Darby, Montana, (Map 35), Ham-
13 iltion Lions Club, is a roadside picnic area with drinking water and rest-
14 rooms. Consideration should be given to erecting an interpretive sign about
15 Lewis and Clark. Blodgett Park, 3 miles north of Hamilton, Montana, (Map 35),
16 Hamilton Lions Club and the Chamber of Commerce, is also a roadside picnic
17 area with drinking water and restrooms. Consideration should be given to
18 erecting an interpretive sign about Clark's July 3, 1806, campsite which was
19 a short distance north of the Park.

20
21 St. Mary's Mission, located in Stevensville, Montana, (Map 35), Diocese of
22 Helena, was established in 1841 by the Jesuit priest Pierre DeSmet to serve
23 the Flathead Indians. DeSmet and his party of Jesuits erected Montana's first
24 church building in this area. The present church structure was 'guilt in
25 1866. The church is open to the public and guided tours are available.
26 Consideration should be given to interpreting the fact that Lewis and Clark
27 were the first white men to visit the Flathead Indians and that the Flatheads
28 were very friendly and helpful to the Expedition.

29
30 Lewis and Clark City Park in Stevensville (Map 35), has a picnic area, play-
31 ground, swimming area, and restrooms. An interpretive sign should be devel-
32 oped concerning the Expedition, especially considering the name of the park.

33
34 Fort Owen State Historic Site, just north of Stevensville (Map 35), Montana
35 Department of Fish, Wildlife and Parks, like St. Mary's Mission above,
36 interprets a secondary theme of history related to Lewis and Clark. Fort Owen
37 was established in 1850 as a trading post, although the actual structures of
38 the fort were not built for several years. It reflects the increasing
39 development of the West generated by the reports of Lewis and Clark and later
40 explorers.

41
42 Chief Looking Glass Campground and Access, approximately 2 miles north of
43 Florence, Montana, (Map 35), Montana Department of Fish, Wildlife and Parks,
44 offers a campground, picnic area, drinking water, and restrooms. Interpretive
45 signs about the Nez Perce Indians and Chief Looking Glass could be expanded
46 to include information on Lewis and Clark.

47
48 The State of Montana currently maintains an interpretive sign and a bronze
49 plaque marking Travelers Rest National Historic Landmark at a highway turnout
50 on U.S. Highway 9 at Lolo Creek (Map 35). Considering the pivotal point of
51 the location of this campsite in relation to the Expedition, more should be

1 done to interpret Travelers Rest. The State of Montana, perhaps in
2 cooperation with the U.S. Forest Service, should establish a park with major
3 interpretive displays and an information center on the Lewis and Clark
4 National Historic Trail.

5
6
7
8 27. LOLO TRAIL SEGMENT
9

10 Travelers Rest (near Missoula, Montana) overland to the Clearwater River via
11 Weippe Prairie (Maps 35-37), U.S. Forest Service, National Park Service,
12 State of Idaho, and private

13
14 Recommended Types of Development:

15
16 Land Trail - From Lee Creek Campground near Lolo Hot Springs, Montana, to
17 the Weippe Prairie Interpretive Area of Nez Perce National
18 Historical Park, Idaho

19 Motor Route - From the town of Lolo Montana, in the vicinity of Travelers
20 Rest to Lee Creek Campground near Lolo Hot Springs following
21 U.S. Highway 12; from the Weippe Prairie Interpretive Area of
22 Nez Perce National Historical Park to the Canoe Campsite of
23 Nez Perce National Historical Park, Idaho, following Idaho
24 State Route 11, local roads, and U.S. Highway 12
25

26 On September 11, 1805, after camping for 2 days along a creek named "Trav-
27 elers Rest Creek" by Lewis and Clark, the Expedition began the arduous trek
28 over the Bitterroot Mountains. Although a Flathead Indian told them the
29 crossing could be done in 5 days, in reality it would take the Corps of Dis-
30 covery slightly more than twice that long - 11 days.

31 On the second day out from Travelers Rest, what began as a clearly defined
32 road turned into a nearly impassable trail. Steep hills, rocky mountain
33 slopes, deep gorges, and tangled forests choked with underbrush wearied the
34 men and the horses. On September 13, 1805, they stopped briefly at Lolo Hot
35 Springs and then continued on across the Continental Divide at a point mile
36 east of today's Lolo Pass traversed by U.S. Highway 12. Snow fell the
37 following day and their Shoshoni guide strayed from the main trail. Camp that
38 night was at the present site of the Powell Ranger Station in the Clearwater
39 National Forest. Their food supplies now all but gone and game practically
40 nonexistent, a colt was killed and roasted. They named a nearby creel-,
41 "Killed Colt Creek" (present day White Sand Creek).
42

43 The next several days saw horses give out or slip and fall down mountain-
44 sides, blinding snowstorms and freezing temperatures, killing of two more
45 colts because of lack of game, and eating impalatable dried soup rations
46 Lewis had obtained from the Army. On September 18, 1805, Clark and six
47 hunters pushed ahead of the main party. Two days later they came out onto
48 Weippe Prairie and encountered the friendly Nez Perce Indians.
49
50

1 On September 21, 1805, Reuben Field and a Nez Perce Indian were sent back
2 with dried salmon, berries, and camas roots to meet Lewis and the main party
3 which finally staggered into the Nez Perce villages late on the 22nd. This
4 change of diet, after being in a famished condition, in some way caused the
5 men to become violently ill with dysentery. Four days later a camp was
6 established on the Clearwater River where five canoes were built to carry the
7 Expedition down the Clearwater, Snake, and Columbia Rivers to the Pacific
8 Ocean.

9
10 The Expedition returned to Weippe Prairie on June 10, 1806, following a 4 -
11 week encampment along the Clearwater River while waiting for the snow to
12 melt. On June 15 the Expedition set out to cross the Bitterroots. Their
13 attempt failed. On June 18 they retreated and arrived back at their Weippe
14 Prairie campsite on June 21, 1806.

15
16 A mere 3 days later, the Expedition again set out on the Lolo Trail. Although
17 the snow still averaged more than 7 feet in depth, the frozen crust supported
18 the horses. On June 28, 1806, the party passed the point where the previous
19 year they had regained the main trail after straying from it. The next day
20 the Expedition halted at Lolo Hot Springs and the men bathed in the steaming
21 waters. On June 30, 1806, the Travelers Rest campsite was reached. As they had
22 the previous year, they rested for several days to complete plans for
23 dividing the party into two groups. On July 3, 1806, the two groups, one
24 under Lewis' direction and the other under Clark's, began their separate
25 journeys. They would not see each other again for 40 days.

26
27 Today the route of Lewis and Clark over the Lolo Trail lies almost entirely
28 within the Lolo and Clearwater National Forests. Much of it is still essen-
29 tially in wilderness country and is little changed from the days of the Lewis
30 and Clark Expedition. A U.S. Forest Service road known as the "Lolo Trail"
31 generally follows a large portion of the historic route.

32
33 Weippe Prairie also is little changed. Although a few farmhouses and some
34 fencing are present, enough open area remains to suggest the unspoiled
35 prairie that Lewis and Clark visited.

36
37 The Lolo Trail is a National Historic Landmark. It has a registered boundary
38 and certain protective criteria apply because of this status. The Nee Me Poo
39 Trail, which coincides with much of the Lewis and Clark Trail across the
40 Bitterroots, has been proposed for classification as a National Historic
41 Trail. The route across the Clearwater National Forest is a known prehistoric
42 travel route and became an important east-to-west travel route in the
43 exploration and settling of the Northwest.

44
45 The concentration of public ownership along this overland portion of the
46 Expedition route strongly suggests a land trail segment of the Lewis and
47 Clark National Historic Trail. Development of a trail (including campsites
48 and interpretive signs) for travel on foot and horseback by the U.S. Forest
49 Service between Lee Creek Campground and the western boundary of the Clear-
50 water National Forest is recommended. Development of such a trail is in
51 harmony with the preferred alternative of the U.S. Forest Service's Nez Perce

1 (Nee-Me-Poo) National Historic Trail Study. If motor vehicle traffic on the
2 U.S. Forest Service's "Lolo Trail" road or other forestry roads is of
3 sufficiently low volume, portions of the roads which closely follow the Lewis
4 and Clark route could be used as the trail.

5
6 West of the Clearwater National Forest an apparently continuous corridor of
7 State-owned lands could accommodate the continuation of the Trail to Idaho
8 State Route 11 in the vicinity of Weippe Prairie Interpretive Area of the Nez
9 Perce National Historical Park. Although this corridor lies 1 to 2 miles
10 south and west of the historic route, such a variance is both permissible and
11 desirable. The Weippe Prairie Interpretive Area could function as the
12 western trail head for this land trail segment. The State of Idaho should
13 develop the portion of the Trail between the Clearwater National Forest and
14 State Route 11 west of the town of Weippe, coordinating their efforts with
15 the National Park Service and the U.S. Forest Service.

16
17 Many recreation and historic sites along this segment appear to have poten-
18 tial for inclusion in the Lewis and Clark National Historic Trail.

19
20 Fort Fizzle Historic Site on U.S. Highway 12, approximately 6 miles west of
21 Lolo, Montana, (Map 35) , U.S. Forest Service, offers a picnic area, rest-
22 rooms, and an interpretive sign relating to the Nez Perce retreat over the
23 Lolo Trail in 1877. The Site is listed on the National Register of Historic
24 Places. Anderson Gulch Campsite Marker, about 7 miles west of Lolo (Not on
25 Map), U.S. Forest Service, is a roadside interpretive sign marking the site
26 of the Expedition's September 11, 1805, campsite.

27
28 Lewis and Clark Campground on U.S. Highway 12, 16 miles west of Lolo (Map 35)
29 U.S. Forest Service, has a campground, picnic area, drinking water, and
30 restrooms. Considering the name of the site, an interpretive sign about the
31 Expedition should be developed. A U.S. Forest Service roadside interpretive
32 sign (Not on Map) north of Lolo Hot Springs, marks the site of the Expedi-
33 tion's September 12, 1805, campsite.

34
35 A commercial Enterprise operates a swimming pool at Lolo Hot Springs (Map35),
36 into which the hot spring water is diverted. The U.S. Forest Service
37 maintains an interpretive sign at the entrance to the parking area. The sign
38 mentions that the Expedition stopped briefly at the Springs on September 13,
39 1805, and camped and bathed at the Springs on June 29, 1806, on their return.
40 The commercial enterprise should consider the historical significance of the
41 site in all developments, remodeling, and maintenance and provide additional
42 interpretation of Lewis and Clark's visit to the Springs.

43
44 Lee Creek Campground on U.S. Highway 12, 1.5 miles south of Lolo Hot Springs
45 (Map 35), U.S. Forest Service, has a campground, picnic area, drinking water,
46 restrooms, and a Lewis and Clark interpretive sign. A trail from the
47 campground to Wagon Mountain closely follows the Lewis and Clark route and
48 can serve as the initial portion of the land trail recommended above. Lee
49 Creek Campground should be further developed with necessary parking and other
50 facilities to serve as the eastern Trail head.

51

1 Lolo Pass Visitor Center on U.S. Highway 12 at Lolo Pass (Map 35), U.S.
2 Forest Service, contains outstanding interpretation of the Lewis and Clark
3 Expedition. Accompanying facilities include a picnic area, drinking water,
4 and restrooms.

5
6 Packer Meadow, where the Expedition camped September 13, 1805, is on a side
7 road off U.S. Highway 12 south of Lolo Pass (Map 35). A picnic area, primi-
8 tive camping area, drinking water, and a Lewis and Clark interpretive sign
9 are provided at the site. The site is owned by Burlington Northern Railroad.

10
11 Powell Ranger Station and Campground on U.S. Highway 12, 14 miles southwest
12 of Lolo Pass (Map 36) U.S. Forest Service, has a campground, picnic area,
13 drinking water, restrooms, and a Lewis and Clark interpretive sign. The
14 Expedition camped at this site on September 14, 1805, killed and roasted a
15 colt for supper and named a nearby stream "Killed Colt Creek."

16
17 Whitehouse Campground on U.S. Highway 12, about 17 miles southwest of Lolo
18 Pass (Map 36) U.S. Forest Service, is a campground and picnic area with
19 drinking water and restrooms. The site is named for an Expedition member.

20
21 Wendover Campground, a U.S. Forest Service area in the same vicinity, has a
22 campground, picnic area, drinking water, and restrooms. An interpretive sign
23 here or at Whitehouse Campground should be developed to relate the
24 Expedition's turn to the north along Wendover Ridge in an attempt to regain
25 the main route of the Lolo Trail in 1805.

26
27 Lolo Campground on Forest Highway 100, about 10 miles southeast of Weippe,
28 Idaho, (Maps -37), is a U.S. Forest Service campground and picnic area with
29 drinking water and restrooms. Lewis' party camped near 'sere on September
30 21, 1805, the day before they staggered wearily into the Nez Pence villages
31 on Weippe Prairie. An interpretive sign should be developed.

32
33 Weippe Prairie Interpretive Area-Nez Perce National Historical Park is on
34 Idaho State Route 11, miles west of Weippe, Idaho, Map , Idaho Department of
35 Transportation and National Dark Service contains an interpretive sign
36 explaining Lewis and Clark's contact with the Nez Perce Indians on Weippe
37 Prairie. Interpretation should be expanded, and the site should be developed
38 to serve as the western Trail head of the recommended land trail over the
39 Lolo Trail.

40
41 Orofino City Park at Clearwater River mile 45 in the city of Orofino (Map
42 37), has a picnic area, playground, drinking water, and restrooms. An
43 interpretive sign relating the Expedition's experiences in the vicinity
44 should be developed.

45
46 Dworshak Dam on the North Fork Clearwater River, about 2 miles above its
47 confluence with the Clearwater River (Map 37), U.S. Army Corps of Engineers,
48 has a visitor center, amphitheater, hiking trails, picnic area, swimming area
49 boat docks, launch ramps, marine fuel, drinking water, and restrooms. The
50 boating facilities serve Dworshak Reservoir, not the North Fork Clearwater

1 River. The potential of the visitor center to interpret the Lewis and Clark
2 Expedition should be developed.

3
4
5
6 28. CLEARWATER AND SNAKE RIVERS SEGMENT

7
8 Confluence of the North Fork with the main stem of the Clearwater River to
9 the mouth of the Snake River (179 miles), U.S. Army Corps of Engineers,
10 National Park Service, the States of Idaho and Washington, and local govern-
11 ments

12
13 Recommended Type of Development: Water Trail

14
15 On September 26, 1805, Captain William Clark led a very sick Corps of
16 Discovery to "a narrow pine bottom in which [he] saw fine timber for canoes .
17 . Ill, probably from the effects of a sudden change from a famished condition
18 to the strange diet of the Nez Perces - dried salmon and camas roots, the
19 party established their "canoe camp" along the Clearwater River opposite the
20 confluence of the North Fork. All who were able worked on building the five
21 canoes that would carry them down the Clearwater, Snake, and Columbia Rivers
22 to the Pacific Ocean.

23
24 On October 6, 1805, the canoes were completed and on the following day the
25 Expedition was once again waterborne as they headed downriver. The journals
26 of members of the party record many dangerous rapids on the Clearwater River.
27 On the second day, Sergeant Gass' canoe struck a rock and sank in waist-deep
28 water. The following day was spent repairing the canoe.

29
30 The Expedition continued downriver on October 10, 1805, entering the canyon-
31 lined Snake River. Six days later, after additional difficulties navigating
32 the Snake River, the broad Columbia River came into view. The Expedition
33 camped at the mouth of the Snake River for 2 days during which time Clark
34 explored the Columbia River upriver to the mouth of the Yakima River.

35
36 Traveling the Clearwater and Snake Rivers today is not as treacherous as in
37 1805. Four U.S. Army Corps of Engineers locks and dams on the Snake River
38 have provided a navigable channel to Clarkston - Lewiston and transformed the
39 River into a series of elongated lakes. Both Rivers still provide
40 outstanding scenic experiences as they flow through deep canyons with sides
41 rising 1600 feet above the River.

42
43 Retracing the water route of Lewis and Clark is made possible by a series of
44 local, State, and Federal (principally Corps of Engineers) recreation sites
45 providing access to the Rivers. Following is a brief discussion of recrea-
46 tion and historic sites along the Clearwater and Snake Rivers that have the
47 potential to be included in the National Historic Trail. These sites are
48 identified on Maps 37-39 in the "Map Supplement" to this Plan.

1 Canoe Camp-Nez Perce National Historical Park, Clearwater River mile 40
2 (Map 37) National Park Service, marks the site of the Expedition's "canoe
3 camp" of September 26 to October 7, 1805. Five canoes were built using the
4 Indian method of burning rather than hewing out tree trunks. A federally
5 administered component of the Nez Perce National Historical Park, the site
6 consists of a 2.4-acre roadside park between U.S. Highway 12 and the
7 Clearwater River. Present interpretation consists of an interpretive sign.
8 Considering the length of the Expedition's stay at this site, the health
9 problems they were experiencing at that time, and the importance of the
10 preparations for their continuing journey, interpretation at the site should
11 be expanded.

12
13 Indian Houses Rest Area on U.S. Highway 12 at Clearwater River mile 28 (Map
14 37) Idaho Department of Transportation, is a State-administered component of
15 the Nez Perce National Historical Park (also known as the Lenore area). The
16 site contains two interpretive signs concerning the Nez Perce Indians and
17 early development of the area during white settlement. Interpretation should
18 be expanded to include the relationship of the Lewis and Clark Expedition to
19 both of these themes and also the Expedition's October 7, 1805, campsite
20 approximately 3 miles downriver on the opposite bank. Fishing access, a boat
21 ramp, and picnicking facilities, as well as water, restrooms, and sanitary
22 dump station are provided at the site.

23
24 Spalding Area-Nez Perce National Historical Park, Clearwater River mile 12
25 (Map 37), National Park Service, is the headquarters unit of the Nez Perce
26 National Historical Park. In 1838 Reverend Henry F. Spalding built a mission
27 here to serve the Nez Perce Indians. From 1860 to 1904 it was also the site
28 of the old Nez Perce Indian Agency. A small museum makes only brief
29 references to Lewis and Clark's description of the Nez Perce Indians. A new
30 visitor center and museum is planned for the site and interpretation of the
31 Expedition should be expanded. The Expedition camped for 2 days at a point
32 approximately 3 miles upriver while repairing Sergeant Gass' canoe which
33 struck a rock and sank in waist-deep water. The campsites for May 5-6, 1806,
34 on the return trip are also in the vicinity. Picnicking, water, and restrooms
35 are available at the site.

36
37 Lewiston Levee Parkway, along the Clearwater and Snake Riverfronts in
38 Lewiston, Idaho, (Not on Map), U.S. Army Corps of Engineers, is a linear park
39 with boat docks, picnic tables, restrooms, drinking water, interpretive
40 centers, and bicycle and hiking paths along the top of the levee. Southway
41 Ramp boat launch on the Snake River is located just to the south of the
42 Parkway. Interpretive centers should mention the Lewis and Clark Expedition
43 and their camp of October 10, 1805, just downstream of the confluence of the
44 two Rivers.

45
46 Clarkston Greenbelt Park, along Snake River miles 139-141 (Map 38), U.S. Army
47 Corps of Engineers, is a linear park with boat docks, launch ramps, bicycle
48 and hiking paths, and drinking water. No additional development is
49 recommended. Swallows Park, administered by the Corps of Engineers, is
50 adjacent to the south end of Greenbelt Park and contains swimming, picnic-
51 ing, and restroom facilities.

1
2 Lewis and Clark Marker is located on U.S. Highway 12 at Snake River mile
3 136.5 (Map 38) Washington State Department of Transportation. The roadside
4 historical marker mentions in general terms the passing of the Expedition
5 through this area in 1805 and 1806.
6

7 Chief Timothy State Park at Snake River mile 131 (Map 38), Washington State
8 Parks and Recreation Commission, is a 143-acre park located on an island in
9 the Snake River. A new visitor center was opened in 1981 which includes
10 Lewis and Clark's visits to the Indian villages in the vicinity as a major
11 theme. The park includes a full range of recreational facilities: boat docks,
12 launch ramps, campground, swimming area, playground, picnic area, and
13 sanitary dump station.
14

15 Nisqually John Landing, Snake River mile 125.5; Blyton Landing , Snake River
16 mile 119; and Wawawai Landing, Snake River mile 111 (Map 38), U.S. Army Corps
17 of Engineers, offer boat docks, launch ramps, picnic tables, and vault
18 toilets to support the recommended water trail segment.

19 Wawawai Bay County Park at Snake River mile 111 (Map 38), Whitman County
20 Parks and Recreation and U.S. Army Corps of Engineers, is a 68-acre park with
21 campground, picnic area, playground, drinking water, and vault toilets. A
22 general interpretive sign on the Expedition should be added. Offield Landing
23 at mile 108 (Map 38), U.S. Army Corps of Engineers, offers a boat dock and
24 launch ramp.
25

26 Lower Granite Lock and Dam, Snake River :mile 107 (Map 38), U.S. Army Corps
27 of Engineers, provides water, restrooms, and visitor facilities including
28 interpretive signs. Lewis and Clark's passage down the Snake River should be
29 interpreted here. The Lower Granite Lock allows Waterborne traffic around the
30 dam.
31

32 Boyer Park and Marina, Snake River mile 105 (Map 38), Port of Whitman County
33 and U.S. Army Corps of Engineers, is a major recreation complex with boat
34 docks, launch ramps, boat and auto :fuel, restaurant (seasonal schedule),
35 picnic areas, swimming area, campground with full hookups, trailer and marine
36 dump stations, restrooms, drinking water, and a landing strip for airplanes.
37 An existing sign provides some interpretation of the Lewis and Clark
38 Expedition. The October 11, 1805, campsite was approximately 2 miles
39 downriver from Boyer Park. The existing interpretation should be expanded if
40 the specific events of the Expedition while in the vicinity of the park are
41 not covered.
42

43 Illia Landing, Snake River mile 101, and Willow Landing, mile 89 (Map 38),
44 U.S. Army Corps of Engineers, offer boat docks, launch ramps, picnic tables,
45 and vault toilets.
46

1
2 Port of Garfield, Snake River mile 83 (Map 38), Port Authority of Garfield
3 County, has a boat dock, launch ramps, and vault toilets. Central Ferry State
4 Park at mile 83, Washington State Parks and Recreation Commission, is a 185-
5 acre recreation area containing boat docks, launch ramps, swimming beach and
6 bathhouse, snackbar (seasonal schedule), campground with full hook-ups,
7 picnic area, drinking water, restrooms, and trailer dump station. A general
8 interpretive sign about the passage of the Lewis and Clark Expedition down
9 the Snake River should be developed.

10
11 Little Goose Landing at Snake River mile 70 (Map 38), U.S. Army Corps of
12 Engineers, has a boat dock, launch ramp, picnic tables, and vault toilets.
13 Little Goose Lock and Dam, mile 70 (Map 38), U.S. Army Corps of Engineers,
14 has restrooms and visitor facilities. Interpretation at the site should be
15 expanded to cover the Expedition's October 12, 1805, campsite approximately 2
16 miles downriver at the head of Texas Rapids. Clark described the rapids
17 thusly: "very bad we found [it] long and dangerous about 2 miles in length,
18 and many turns necessary to steer clare of the rocks, which appeared to be in
19 every direction" [sic]. Little Goose Lock allows navigation past the damn.

20
21 Riparia Area, Snake River mile 67 (Map 38), U.S. Army Corps of Engineers, has
22 campsites, picnic tables, and restrooms. Located at the mouth of Alkali Flat
23 Creep, this site is the probable location of the Expedition campsite on
24 October 12, 1805. Although this site receives low use, an appropriate marker
25 should be placed at the site noting the campsite and the treacherous Texas
26 Rapids described immediately above.

27
28 Lyons Ferry State Park, Snake River mile 59 (Map 39), Washington State Parks
29 and Recreation Commission, located at the mouth of the Palouse River, is a
30 1,282-acre recreation complex that has a full range of facilities including
31 boat docks, launch ramp, swimming beach, snackbar, picnic area, campground,
32 drinking water, restrooms, and a trailer dump station. An attractive (but in
33 need of repair) interpretive sign describes Lewis and Clark's naming of the
34 Palouse River as "Drewyers River" in honor of George Drouillard, whose name
35 was spelled "Drewyer" by Lewis and Clark in their journals. Drouillard was
36 the principal hunter for the Expedition and also a master of sign language
37 and Indian ways. Interpretation should be expanded at the park to relate the
38 finding, at the mouth of the Palo-use River in July 1964, of one of the peace
39 medals given by Lewis and Clark to Indian chiefs. Lyons Ferry Marina is also
40 located at Snake River mile 59, Port of Columbia County and U.S. Army Corps
41 of Engineers. Users of the Lewis and Clark National Historic Trail will find
42 the following facilities and services at this site: boat dock, launch ramps,
43 boat and auto fuel, marine dump station, boat repairs, picnic area, a
44 campground with full hook-ups, snack-bar, camp supplies, sporting goods,
45 laundry, restrooms, and drinking water. Development of interpretative signs
46 regarding "Drewyers River" and the peace medal found in 1964, as described
47 immediately above, is recommended.

48
49 Ayer Boat Basin at Snake River mile 50 (Map 39), U.S. Army Corps of Engi-
50 neers, has a boat dock, launch ramp, picnic area, and vault toilets. The

1 October 13, 1805, campsite was approximately across the River from this site
2 and should be interpreted by a sign.

3
4 Devils Bench at Snake River mile 42 (Map 39), U.S. Army Corps of Engineers,
5 offers a boat dock, launch ramp, picnic area, and vault toilets. Lower
6 Monumental Lock and Dam, mile 42, U.S. Army Corps of Engineers, features a
7 boat dock, picnic area, drinking water, restrooms, and visitor center. Lewis
8 and Clark's passing along this stretch of the Snake River should be
9 interpreted. Somewhere in the vicinity of the dam, probably downstream, the
10 canoe which Drouillard was steering struck a rock and capsized. Some provi-
11 sions were lost and everything else, including some gunpowder, got wet. Water
12 travel around the dam is possible by way of the Lower Monumental Lock.

13
14 Mathews Boat Launch, Snake River mile 41 (Map 39), U.S. Army Corps of Engi-
15 neers, has a boat dock, launch ramp, and vault toilets. Windust Park, mile
16 38, U.S. Army Corps of Engineers, has a boat dock, launch ramp, swimming
17 area, playground, picnic area, drinking water, restrooms, and limited
18 primitive camping. Erection of an appropriate Lewis and Clark interpretive
19 sign is recommended. The subject matter could be the same as recommended for
20 the Lower Monumental Dam visitor center above.

21
22 Fishhook Recreation Area, Snake River mile 18 (Map 39), U.S. Army Corps of
23 Engineers, offers a boat dock, launch ramp, swimming area, playground, picnic
24 area, camping (no hookups), drinking water, restrooms, trailer and marine
25 dump station. The Expedition's October 15, 1805, campsite was approximately
26 across the River from this park and should be interpreted.. Levey Park, mile
27 13 (Map 39), U.S. Army Corps of Engineers, is a 48-acre park with a boat
28 dock, launch ramp, swimming area, playground, picnic area, limited primitive
29 camping, drinking water, restrooms, and trailer dump station. Charbonneau
30 Park, mile 11 (Map 39), U.S. Army Corps of Engineers, has a boat dock, launch
31 ramp, swimming area, playground, picnic area, camping (water and sewer
32 hookups), drinking water, restrooms, and trailer dump station. Considering
33 the name of the park, an interpretive sign about the role of Toussaint
34 Chatonneau as an interpreter for the Expedition should be developed at this
35 site.

36
37 Ice Harbor Lock and Dam at Snake River mile 10 (Map 39), U.S. Army Corps of
38 Engineers, offers a boat dock, launch ramp, visitor center, auto tour, picnic
39 area, drinking water, and restrooms. Interpretation of the Lewis and Clark
40 Expedition at the visitor center should be expanded. Their 2-day camp at the
41 mouth of the Snake River and contact with the Indians in the vicinity
42 provides a wealth of interpretive material from which to draw. The Lock at
43 Ice Harbor allows navigation upstream on the Snake River.

44
45 Hood Park and Boat Basin, Snake River mile 2 (Map 39), U.S. Army Corps of
46 Engineers, is a 99-acre park with a boat dock, launch ramp, campground with
47 electric hookups, picnic area, playground, swimming area, drinking water,
48 restrooms, and a trailer dump station. Development of an interpretive display
49 about Lewis and Clark's 2-day camp across the Snake River and their contacts
50 with the Indians should be considered.

51

1 Sacajawea State Park at the confluence of the Columbia and Snake Rivers (Map
2 39) Washington State Parks and Recreation Commission, is a 263-acre park
3 located on the site of the Expedition's 2-day camp of October 16-17, 1805,
4 containing a major interpretive center (museum) on the Lewis and Clark
5 Expedition. No additional interpretation is recommended. Day use recreation
6 facilities found in the park include picnic areas, launch ramp, boat moorage,
7 swimming beach, drinking water, restrooms, and a food concession.
8

9 Two Rivers County Park on the Columbia River across from the mouth of the
10 Snake River (Map 39), Benton County Parks and Recreation Department, has boat
11 ramps, a picnic area, swimming area, drinking water, and restrooms.
12 Development of an interpretive sign about Lewis and Clark's contacts with the
13 Indians in this vicinity is recommended.

14 Pasco Boat Basin, Columbia River mile 328 (Map 39), U.S. Army Corps of
15 Engineers, is a concession operated marina providing boat rocks, launch
16 ramps, marine fuel, boat repairs, picnicking, playground, drinking water, and
17 restrooms. Columbia County Park at mile 330 (Map 39), Benton County Parks and
18 Recreation Department, is a major urban park with a wide variety of
19 recreation facilities including launch ramps, boat docks, marine fuel, boat
20 repairs, campground with electric hookups, playground, picnic area, nature
21 trails, swimming area, archery range, golf course, tennis courts, and
22 amphitheater. An interpretive sign is located in the park, but expanded
23 interpretive displays are recommended.
24
25
26

27 29. COLUMBIA RIVER SEGMENT

28

29 Confluence of the Snake River to the mouth of the Columbia River at the
30 Pacific Ocean, including coastal explorations, approximately 325 River miles,
31 U.S. Army Corps of Engineers, U.S. Forest Service, National Park Service,
32 States of Washington and Oregon, local and private interests
33

34 Recommended Types of Development:

35

36 Water Trail - Entire segment, including the Expedition's route along the
37 north and south shores of the Columbia estuary, around Young's
38 Bay, and up the present Lewis and Clark River to Fort Clatsop

39 Land Trail - Fort Clatsop National Memorial to the Salt Cairn site,
40 Tillamook Head, and Cannon Beach, following Clark's route of
41 January 6-10, 1806. Designation of portions of the old
42 Trail for inclusion in Fort Clatsop National Memorial is authorized by
43 Section 311 of Public law 95-625, the National Parks and
44 Recreation Act of 1978

45 Motor Route - U.S. Highway 101 and local roads from Lewis and Clark
46 Campsite Roadside to Cape Disappointment and Fort Canby State
47 Park; U.S. Highway 197 and Washington State Route 14 and local
48 roads from The Dalles to east of McNary Dam following the 1806
49 return route on land along the north side of the Columbia River
50
51

1
2 On October 18, 1805, the Expedition began its journey down the Columbia
3 River. The navigational problems they experienced on the swift Snake River
4 were only minor compared to what they were now facing. Four major barriers
5 were created by the River as it tore its way through the Cascade Range-Celilo
6 Falls, the Short Narrows of the Dalles, the Long Narrows of the Lower Dalles,
7 and the Cascades. Sometimes portages were necessary; but eager to reach the
8 Pacific Ocean, Lewis and Clark sometimes took chances and ran the canoes
9 through hazardous areas. All of these barriers are today inundated by a
10 system of reservoirs created by a series of locks and dams built by the U.S.
11 Army Corps of Engineers. While these impoundments significantly alter the
12 appearance of the River traveled by Lewis and Clark, they also provide easy
13 navigation of the Lewis and Clark route and many recreation opportunities.

14
15 In addition to the water hazards, the Expedition encountered problems with
16 the Indians along the lower Columbia River. Some were friendly and
17 cooperative, but many were thieves and beggars, and they were infested with
18 fleas and lice.

19
20 Their problems were perhaps balanced by the increasing indications that the
21 end of their westward journey was near. On November 7, 1805, Clark joyously
22 recorded that the Pacific Ocean was in view, unaware that the wide expanse of
23 water they were seeing was only the estuary of the Columbia. Actual sight of
24 the Pacific did not occur until November 15, 1805, from the Expedition's
25 Chinook Point campsite on the north side of the Columbia estuary.

26
27 The north side proved unsatisfactory as a location for a winter camp. On
28 November 25, 1805, the Expedition headed upriver and crossed to the south
29 side the following day. A winter campsite was finally reached in early
30 December. A fortification and quarters, which they named Fort Clatsop after
31 the Indians in the vicinity, were completed on December 30, 1805. Two of the
32 most notable activities during their winter stay were the making of salt at a
33 coastal location southwest of the fort and Clark's trip to see a whale which
34 had washed ashore.

35
36 The homeward journey of the Expedition began on March 23, 1806. Just below
37 The Dalles, Lewis and Clark decided to leave the River and avoid the
38 remaining water barriers traversed the preceding Fall. Procuring horses as
39 best as they could, they traveled along the north side of the River. Before
40 reaching the Snake River the Expedition crossed the Columbia River just north
41 of the confluence of the Walla Walla River to take advantage of an overland
42 shortcut to the Nez Perce villages.

43
44 All three types of development - water trail, land trail, and motor route
45 are appropriate for this segment as delineated above. Because there is a
46 nearly continuous string of recreation sites along this segment, only two
47 additional sites are recommended to provide access. Adding or expanding
48 interpretation of the Expedition at existing sites along the route should be
49 considered by the managing agencies. Some specific recommendations are given
50 in the description of sites below.

51

1 Although not proposed for development as the route of the National Historic
2 Trail, there is significant opportunity for interpretation of the Lewis and
3 Clark Expedition along Interstate 84. The Oregon Department of
4 Transportation has developed a string of interpretive displays concerning the
5 Oregon Trail at State parks and highway rest areas and should expand those
6 along the Columbia River to interpret the explorations of Lewis and Clark,
7 the first white men to see most of the area, and describe its natural and
8 cultural features.

9
10 Following are some of the recreation and historical areas that have potential
11 for inclusion in the Lewis and Clark National Historic Trail. These sites
12 are identified on Maps 39-44 in the "Map Supplement" to this Plan.

13
14 Madame Dorion Memorial Park above the mouth of the Walla Walla River on Lake
15 Wallula (Columbia River) (Map 39), U.S. Army Corps of Engineers, has camping,
16 picnicking, drinking water, and restrooms. On the return journey in 1806,
17 the Expedition crossed the Columbia River and followed the Walla Walla River
18 a short distance along an overland shortcut to the Nez Perce villages.
19 Interpretation here would be appropriate.

20
21 Hat Rock State Park at Columbia River mile 298 (Map 40), Oregon State Parks
22 and Recreation Branch, offers an adequate interpretive sign that relates the
23 downstream campsite of October 19, 1805, and Lewis and Clark's contacts with
24 Chief Yellept of the Walla Wallas. Hat Rock was seen by the Expedition on
25 October 19, 1805, and named by Clark. Recreation facilities include a picnic
26 area, swimming area, trails, boat launch ramps, drinking water, and
27 restrooms.

28
29 McNary Lock and Dam, Columbia River mile 292 (Map 40), U.S. Army Corps of
30 Engineers, has a boat launch ramp, restrooms and visitor center. Lewis and
31 Clark's October 19, 1805, campsite was a few mile downstream on the Oregon
32 side. A council was held with Chief Yellept of the Walla Wallas.
33 Interpretation of these and other events should be developed at the visitor
34 center. The McNary Lock allows navigation around the dam.

35
36 Umatilla Park and Marina, Columbia River mile 290 (Map 40), Port of Umatilla
37 and U.S. Army Corps of Engineers, is a major marina and recreation complex
38 with many facilities, including boat docks, launch ramps, marine fuel,
39 campground with hookups, picnic area, swimming area, store, drinking water,
40 and restrooms. The closeness of this park to the October 19, 1805, camp and
41 council site urges development of an interpretive sign or display. Plymouth
42 Park, miles 289-290 (Map 40), U.S. Army Corps of Engineers, is located very
43 near the April 26, 1806, campsite. At a minimum, an interpretive sign should
44 be developed. A full range of recreation facilities include boat docks,
45 launch ramp, campground with hookups, picnic area, trails, drinking water,
46 and restrooms.

47
48 Irrigon Park at Columbia River mile 282 (Map 40), city of Irrigon and U.S.
49 Army Corps of Engineers, has boat docks, launch ramps, picnic area,
50 playground, swimming area, drinking water, and restrooms. A general inter-
51 pretive sign relating to the Expedition should be erected.

1
2 Boardman Park, Columbia River mile 269 (Map 40), town of Boardman and U.S.
3 Army Corps of Engineers, offers boat docks, launch ramp, campground with
4 hookups, picnic area, playground, swimming area, drinking water, and rest-
5 rooms. A general interpretive sign relating to the Expedition should be
6 developed.

7
8 Crow Butte State Park on Crow Butte Island, Columbia River miles 261-264 Map
9 , Washington State Parks and Recreation Commission, is a 740-acre park with
10 boat dock, launch ramp, 50 campsites with hookups, picnic area, swimming
11 beach, drinking water, and restrooms. The April 25, 1806, campsite was
12 probably a short distance downriver. An interpretive display should be
13 developed.

14
15 Arlington Park and Marina at Columbia River mile 241.5 (Map 40), city of
16 Arlington and U.S. Army Corps of Engineers, offers a boat dock, launch ramps,
17 campground, picnic area, swimming area, drinking water, and restrooms.
18 Roosevelt Park, mile 241 (Map 40), Klickitat County and U.S. Army Corps of
19 Engineers, has a boat dock, launch ramp, campground, picnic area, swimming
20 area, playground, drinking water, and restrooms. The October 20, 1805, and
21 April 24, 1806, campsites were a short distance away and should be
22 interpreted by an appropriate sign.

23
24 Sundale Park, Columbia River mile 236.5 (Map 41), U.S. Army Corps of Engi-
25 neers, features a boat dock, launch ramps, picnic area, swimming area, and
26 restrooms. A general interpretive sign at this site should be considered.

27
28 LePage Park on John Day River at the confluence with the Columbia River at
29 mile 1 (Map 41), U.S. Army Corps of Engineers, has boat docks, launch ramp,
30 campground, picnic area, swimming area, drinking water, and restrooms. The
31 park takes its name from the fact that Lewis and Clark named what is today
32 the John Day River for one of the Expedition members. A bronze plaque
33 contains an excerpt from Clark's journal in which he records the name
34 "LePage's river"[sic].

35
36 John Day Dam is located at Columbia River mile 215.5 (Map 41) and
37 administered by the U.S. Army Corps of Engineers. Visitor facilities on both
38 the north and south sides of the Dam have potential for Lewis and Clark
39 interpretation. The October 21, 1805, campsite was near the Cliffs Recreation
40 Area on the Washington side. Displays should be developed. Recreation
41 facilities at the Dam include a navigational lock, boat launch ramp, picnic
42 area, and restrooms.

43
44 Maryhill State Park at Columbia River mile 209 (Map 41), Washington State
45 Parks and Recreation Commission, is a 98-acre park with boat docks, launch
46 ramps, campground with hookups, swimming beach, picnic area, drinking water,
47 restrooms, and trailer dump station. A general interpretive sign or display
48 should be developed.

1 Biggs Park, Columbia River mile 207.5 (Map 41), U.S. Army Corps of Engineers,
2 offers a boat launch ramp, picnic area, and restrooms. The immediate vicinity
3 of this site is significant because the Oregon National Historic Trail
4 reached the Columbia River at Biggs Junction, then paralleled it to The
5 Dalles. There is a small monument to commemorate this on old U.S. Highway 30.
6 Although the low level of development and use of Biggs Park may not merit
7 development of interpretive signage, it should be considered. The Oregon
8 National Historic Trail Comprehensive Plan calls for development of
9 interpretive facilities by the Bureau of Land Management at a site nearby.
10 Interpretation of the Lewis and Clark National Historic Trail should be
11 considered as a second purpose.

12
13 Deschutes State Park on the Deschutes River at the confluence with the
14 Columbia River at mile 204 (Map 41), Oregon State Parks and Recreation
15 Branch, provides a wide variety of recreation facilities including a boat
16 launch ramp, campground with hookups, picnic area, swimming area, and an
17 interpretive center concerning the Oregon Trail. Interpretation should be
18 expanded to incorporate Lewis and Clark's explorations. The April 21, 1806,
19 campsite was approximately across from the mouth of the Deschutes River.
20 Also, it was only a short distance downriver that the Expedition encountered
21 the first of four major navigational barriers - Celilo Falls.

22
23 Celilo Park on the Columbia River at mile 201 (Map 41), U.S. Army Corps of
24 Engineers, is located on the south side of the River at the site of Celilo
25 Falls (now inundated by Lake Celilo), the first major navigational barrier on
26 the Columbia River encountered by Lewis and Clark. The Expedition camped for
27 2 days in the vicinity while traversing the Falls. Some portaging was
28 necessary. This significant interpretation opportunity should be realized
29 through appropriate displays and/or signs. Recreation facilities include boat
30 docks, launch ramp, picnic area, playground, swimming area, drinking water,
31 and restrooms.

32
33 Horsethief Lake State Park, Columbia River miles 194-195 (Map 41), Washington
34 State Parks and Recreation Commission, has a boat launch ramp, campground,
35 picnic area, swimming beach, trails, drinking water, restrooms, and a trailer
36 dump station. Interpretive facilities relating the Expedition's struggle to
37 navigate and portage around the Short and Long Narrows of The Dalles should
38 be developed. The campsites of October 24, 1805, and April 18-20, 1806, were
39 located very near the park site.

40
41 Spearfish Lake Recreation Area at Columbia River mile 193 (Map 41), U.S. Army
42 Corps of Engineers, offers a boat launch ramp, picnic area, swimming beach,
43 and restrooms. An interpretive sign relating the Expedition's experiences in
44 The Dalles area should be developed.

45
46 The Dalles Dam, Columbia River mile 192 (Map 41), U.S. Army Corps of
47 Engineers, has visitor centers at both the Washington and Oregon ends of the
48 Dam with potential for significant interpretation of the Lewis and Clark
49 Expedition in the Dalles region. Displays should be developed and also
50 include information on the Indian cultures they encountered in the area.

51

1
2 The formidable navigational barriers of The Dalles of the Columbia River
3 significantly slowed the progress of the Lewis and Clark Expedition. They
4 spent 4 days at their "Rock Fort camp," October 25-28, 1805, and April 15,
5 1806, in the Dalles vicinity. So treacherous did the Long and Short Narrows
6 of The Dalles appear in the spring of 1806, swollen with spring runoff, that
7 Lewis and Clark decided to leave the River altogether and travel on land on
8 the north side of the Columbia River. A major interpretive center should be
9 established to relate the history of The Dalles of the Columbia its impact on
10 the Lewis and Clark Expedition; the Indian cultures that inhabited the area;
11 and its influence on the immigrants who traveled the Oregon Trail who, prior
12 to the opening of the Barlow Road, built rafts, entered the River just below
13 The Dalles, and floated down to the Willamette River. The center could serve
14 both the Lewis and Clark and Oregon National Historic Trails.

15
16 Seufert Visitor Center is a major visitor center located on the Oregon shore
17 approximately one-half mile below The Dalles Dam. It was constructed and is
18 operated by the Corps of Engineers. Although the center does not presently
19 address the Lewis and Clark Expedition or the Oregon Trail to the extent
20 recommended in this paragraph, the possibility does exist to modify present
21 displays and interpretive materials in the future under cooperative arrange-
22 ments with State and/or local interests.

23
24 Mayer State Park at Columbia River miles 181-185 (Map 41), Oregon State Parks
25 and Recreation Branch, provides a boat launch ramp, picnic area, swimming
26 area, drinking water, and restrooms. Interpretive signs on Lewis and Clark
27 and Indian cultures of the area should be developed. Memaloose State Park,
28 miles 177-179 (Map 41), Oregon State Parks and Recreation Branch, has a
29 campground, picnic area, drinking water, restrooms, and trailer dump station.
30 An interpretive exhibit on the Oregon Trail is located in the park. The
31 Memaloose Islands in the River were noted by Clark in his journal. He notes
32 that the large rocky island located in the middle of the river had on it a
33 number of Indian graves. He, therefore, named it "Sepulcher Island" [sic].
34 This Lewis and Clark history should be interpreted in the park.

35
36 Bingen Boat Basin at Columbia River mile 182 (Maps 41-42), Port of Bingen,
37 Washington, offers boat docks, launch ramps, picnic area, drinking water, and
38 restrooms.

39
40 Viento State Park, Columbia River mile 161 (Map 42), Oregon State Parks and
41 Recreation Branch, provides a campground, picnic area, trails, drinking
42 water, restrooms, and trailer dump station. The Expedition campsites on
43 October 29, 1805, and April 13, 1806, were approximately across the River
44 from this park. An appropriate interpretive sign should be developed.

45
46 Starvation Creek State Park at mile 160 (Map 42), Oregon State Parks and
47 Recreation Branch, is a scenic park with waterfalls. Facilities include a
48 picnic area, trails, drinking water, and restrooms.

1 Lyndsey State Park at Columbia River mile 159 (Map 42), Oregon State Parks
2 and Recreation ranch, is a picnic area with drinking water and restrooms. A
3 general interpretive sign should be developed.

4
5 Cascade Locks Marine Park, Columbia River mile 149 (Map 42), city of Cascade
6 Locks and U.S. Army Corps of Engineers, provides a variety of recreation and
7 historic interpretive opportunities. Boat docks, a launch ramp, campground,
8 picnic area, drinking water, restrooms, museum, visitor center, and tour boat
9 cruises are available. Focusing on the history of the canal and locks built
10 to navigate around Cascade Rapids, the museum and visitor center say little
11 about Lewis and Clark. Additional interpretation of the Expedition's
12 experiences at Cascade Rapids is needed.

13
14 Pacific Crest National Scenic Trail and Trailhead, Columbia River mile 148
15 Map, U.S. Forest Service, is located where the Pacific Crest Trail crosses
16 the Columbia River an the Bridge of the Gods. A new Trail head with parking,
17 toilet, water, and equestrian facilities, located 1.5 miles west of the
18 bridge, will be constructed in 1983. A sign interpreting Lewis and Clark
19 would be appropriate.

20
21 Bonneville Dam at Columbia River mile 146 (Map 42), U.S. Army Corps of Engi-
22 neers, has visitor centers located at each end of the Dam. A large amount of
23 space is devoted to depicting the experience of the Lewis and Clark Expe-
24 dition in this area. Several westbound and eastbound campsites were located
25 in the immediate vicinity of the Dam as the Expedition struggled to navigate
26 the Cascade Rapids.

27
28 Beacon Rock State Park, Columbia River mile 142 (Map 42), Washington State
29 Parks and Recreation Commission, is a 4,250-acre park with boat docks, launch
30 ramp, campground, picnic area, playground, swimming beach, trails, drinking
31 water, and trailer dump station. In his journal for November 2, 1805, Clark
32 records passing "a remarkable high rock . . . about 800 feet high & 400 yds
33 round, the Beaten Rock." [sic] Clark had actually seen the rock; 2-days
34 earlier during downriver reconnaissance. Evidently Clark intended to name the
35 rock. "Beacon Rock" as this is the name used by Lewis in his April 6, 1806,
36 journal entry during the return trip. The naming of Beacon Rock by Lewis and
37 Clark and their observation that tidewater began here should be interpreted
38 through exhibits or displays. A bronze plaque has been placed on Beacon Rock
39 recognizing the Biddle family for donation of the area to the State. The
40 family is descended from Nicholas Biddle, the fast Editor/Publisher of the
41 Expedition journals.

42
43 Rooster Rock State Park, Columbia River mile 130 (Map 42), Oregon State Parks
44 and Recreation Branch, provides a boat dock, launch ramp, picnic area, store,
45 swimming area, drinking water, and restrooms. The Expedition camped on the
46 bottomland that is now the State park. An adequate interpretive sign provides
47 this historical sketch to visitors.

48
49 Lewis and Clark State Park on the Sandy River (Map 42), Oregon State Parks
50 and Recreation Branch, has a boat launch rte, picnic area, swimming area,
51 drinking water, and restrooms. On November 3, 1805, Lewis and Clark stopped

1 to explore the mouth of the Sandy River which Clark dubbed the "Quick Sand
2 river"[sic] and noted that it "throws out emence quantitys of sand and is
3 verry shallow'[sic]. A sign and self-guided "Lewis and Clark Trail," along
4 which is planted all the flora Lewis and Clark described in Oregon, provide
5 adequate interpretation of this event.

6
7 Wintlar Beach County Park, Columbia River mile 109.5 (Maps 42-43), Clark
8 County, offers a picnic area, swimming beach, drinking water, and restrooms.

9
10 42nd Avenue County Boat Launch, Columbia River mile 109.4 (Map 43), Multnomah
11 County, has a picnic area, swimming beach, boat launch, and restrooms.

12
13 Fort Vancouver National Historic Site is located in the city of Vancouver,
14 Washington, near the Columbia River riverfront at mile 107 (Map 43), National
15 Park Service. Although the establishment of this Fort postdates the Lewis and
16 Clark Expedition, the site has an indirect relationship to the Expedition and
17 has the potential to provide some Lewis and Clark interpretation. Just as one
18 purpose of the Expedition was to strengthen U.S. claims to at least a part of
19 the Oregon country, the establishment of Fort Vancouver in 1824-25 by the
20 Hudson's Bay Company was designed to strengthen Britain's claim. In
21 addition, Lewis and Clark's reports had a significant influence on the
22 expansion of the fur trade to the Northwest, an area of commerce which the
23 Hudson's Bay Company very successfully exploited. These relationships to
24 Lewis and Clark should be developed at Fort Vancouver.

25
26 Kelley Point Park at the confluence of the Willamette River with the Columbia
27 River at mile 102 (Map 43), Port of Portland, offers a picnic area, swimming
28 area, drinking water, and restrooms. Lewis and Clark missed the mouth of the
29 Willamette River going both downstream in 1805 and upstream in 1806 but
30 learned of its existence a day later from two Indians. On April 2 and 3,
31 Clark explored the lower 10 miles of the River, known to them as the
32 Multnomah. These events should be interpreted at Kelley Point Park. Prior to
33 the opening of the Barlow Road, immigrants following the Oregon Trail floated
34 down the Columbia River from The Dalles and turned up the Willamette. This
35 provides an additional theme for interpretation at the park.

36
37 On March 29, 1806, the Expedition cawed in or very near to what .is today
38 Ridgefield National Wildlife Refuge, Columbia River miles 87-93 (Map 43),
39 U.S. Fish and Wildlife Service. The Quathlapotl Village Archaeological
40 District, currently in the process of being nominated to the National
41 Register of Historic Places, has significance in relation to the Lewis and
42 Clark visit to this area. Lewis and Clark's journal accounts of this large
43 native American village (they estimated 900 inhabitants) give the most
44 complete documentation of a Chinook village, its inhabitants, and their
45 lifestyle. The refuge should provide interpretation in relation to the
46 Ouathlapotl Village, particularly if the district is listed in the National
47 Register. Boat/canoe access to Lake River (and to the Columbia River via Lake
48 River and Bachelor Island Slough) is available at the Ridgefield Marina,
49 operated by the Port of Ridgefield.

50

1 Boat and canoe access to the Columbia River is needed in the vicinity of St.
2 Helens or Columbia City (Map 43). The site should be developed by the State
3 Oregon, Columbia County, or a local unit of government. Also, boat and canoe
4 access is needed in the vicinity of Rainer (Map 43). The site should be
5 developed by the State, Columbia County, or the city of Rainer.

6
7 County Line Park at Columbia River mile 52 (Maps 43-44), Wahkiakum County,
8 Cowlitz County, and the State of Washington, has a campground, picnic area,
9 swimming beach, drinking water, and restrooms. Boat access to the River is
10 needed. Additionally, a sign interpreting the Lewis and Clark Expedition
11 should be developed. The November 6, 1805, campsite was only a short distance
12 downriver on the Washington side.

13
14 Bradley State Park, Columbia River mile 40 (Map 44), Oregon State Parks and
15 Recreation Branch, offers a picnic area, playground, trails, drinking water,
16 and restrooms. A boat launch ramp should be developed to provide access along
17 this portion of the Columbia River. A general interpretive sign relating to
18 the Expedition should also be developed.

19
20 Elochoman Slough Marina on the Cathlamet Channel of the Columbia River, mile
21 Map , has facilities that could serve the Trail including boat docks, launch
22 ramp, marine fuel, drinking water, and restrooms.

23
24 Columbian White-tailed Deer National 'Wildlife Refuge at Columbia River miles
25 33-38 including Tenasillahe Island Map 44), is administered by the U.S. Fish
26 and Wildlife Service. Lewis and Clark recorded the first observation of the
27 Columbian white-tailed deer during their explorations in 1806. This
28 information is mentioned in the brochure. Additional information about the
29 Expedition should be included in interpretation at visitor facilities on the
30 Refuge. A State boat launchsite on Brooks Slough provides indirect access to
31 the Columbia River. Tenasillahe Island, accessible only by boat, is open to
32 hiking.

33
34 Lewis and Clark National Wildlife Refuge incorporates all islands in the
35 Columbia estuary between Tongue Point and Tenasillahe Islands, Columbia River
36 miles 18-35 (Map 44), U.S. Fish and Wildlife Service. Lewis and Clark noted
37 these Islands in their journals. After becoming convinced that the north side
38 of the River was unsatisfactory as a location for winter quarters, the
39 Expedition headed upriver, crossed through the Islands, and again headed
40 downstream between to Islands and the Oregon side of the River. A canoe trail
41 following the route of the Expedition through the Refuge should be
42 established.

43
44 Lewis and Clark camped near Pillar Rock, Columbia River mile 26 (Map 44),
45 private ownership, on the nights o November 7 and 25, 1805. Clark states in
46 his journal, "a remarkable rock of about 50 feet nigh and about 20 feet
47 diameter is situated opposit our camp about 1/2 a mile from shore"[sic]. It
48 was at the camp of November 7 on this site that Clark wrote, "Great joy in
49 camp we are in view of the Ocian, this great Pacific Octean which we been so
50 long anxious to see"[sic]. A park with interpretive displays should be

1 established near this historic site by either the State of Washington or
2 Wahkiakum County.

3
4 After making the crossing from Pillar Rock through the islands of present day
5 Lewis and Clark National Wildlife Refuge, the Expedition landed at the site
6 of today's Knappa, Oregon. An Indian village was located on an eminence here
7 and was described in the journals. Interpretation of the Expedition and the
8 Indian culture of the Columbia estuary could take place here. Boat launch
9 facilities in Knappa could also serve as a Trail head for retracing the
10 Expedition's river crossing.

11
12 On U.S. Highway 101, approximately 2 miles south of Chinook, Washington, (Map
13 44), Washington State Parks and Recreation Commission, has developed the
14 Lewis and Clark Campsite Roadside picnic area and an interpretive sign. The
15 Expedition camped here between November 15-24, 1805, before deciding to seek
16 a location for winter quarters on the south side of the Columbia estuary.
17 During this encampment, Lewis and Clark each led parties overland to explore
18 Cape Disappointment and the coastline northward. In addition to the existing
19 sign, a display board should be erected depicting the area and the other
20 sites associated with Lewis and Clark and directing visitors to other
21 interpretive opportunities. Additional description of the Expedition's
22 experiences while camped at this site would also be beneficial.

23
24 Fort Columbia State Park is located on U.S. Highway 101, approximately 1 mile
25 south of Chinook, Washington, (Map 44), Washington State Parks and Recreation
26 Commission. Built in the 1890's as part of coastal defenses at the mouth of
27 the Columbia River, the Fort contains interpretive displays and dioramas on
28 the Lewis and Clark Expedition as well as other historical themes of the
29 area.

30
31 Ilwaco Boat Basin on the riverfront in the city of Ilwaco, Washington, (Map
32 44), Pacific County and private enterprise, offers boat docks, launch ramp,
33 boat repairs, marine fuel, and restrooms.

34
35 Fort Canby State Park on Cape Disappointment, 2 miles south of Ilwaco,
36 Washington, Map, Washington State Parks and Recreation Commission, has a
37 major Lewis and Clark Interpretive Center located on the site where the two
38 explorers achieved their goal of reaching the Pacific Ocean. The presentation
39 covers the entire Expedition. Recreation facilities in the park include
40 campground, boat launch, picnic area, trails, food concession, swimming
41 beach, drinking water, restrooms, and trailer dump station.

42
43 Fort Clatsop National Memorial on Lewis and Clark River mile 5, approximately
44 5 miles southwest of Astoria, Oregon, (Map 44), National Park Service, is the
45 site where the Lewis and Clark Expedition established their winter quarters.
46 A reconstruction of the Fort and a visitor center provides interpretation of
47 the Expedition's winter experiences. Landing here on December 7, 1805, the
48 Expedition immediately started construction of their "huts," which the
49 Captains moved into on Christmas Eve. Accurate duplication of the 50 feet by
50 50 feet Fort was possible because of Clark's drawing in his journal, with
51 designation of the occupants of each room. The visitors center contains an

1 extensive portrayal of the Trail, movies of the Expedition's route, and
2 hourly living history demonstrations of how the personnel of the Expedition
3 lived and what they accomplished while here. Upon departure from the Fort on
4 March 23, 1806, Clark wrote, "at this place we had wintered and remained from
5 the 7th. of Decr. 1805 to this day and have lived as well as we had any right
6 to expect" [sic]. A picnic area, drinking water, and restrooms are
7 available. A land trail following Clark's route to the Salt Cairn and the
8 beached whale at present clay Cannon Beach is proposed in this Plan.
9

10 Cullaby Lake Count Park off U.S. Highway 101 about 6 miles north of Seaside,
11 Oregon, Map , Clatsop County, has a boat launch ramp on the lake, a picnic
12 area, playground, swimming beach, and restrooms. The Trail from Fort Clatsop
13 to the Salt Cairn passed through or very close to this site. The land trail
14 proposed in this Plan from Fort Clatsop to the salt making camp and Cannon
15 Beach should pass through this site.
16

17 Salt Cairn (Fort Clatsop National Memorial) on Lewis and Clark Way west of
18 Beach Drive, Seaside, Oregon, Map , National Park Service, is a
19 reconstruction of the original Cairn. Three members of the Expedition
20 succeeded in producing approximately 4 bushels of salt by boiling seawater in
21 five large kettles at this site. The site and interpretive signs and displays
22 should be expanded. The land trail proposed in this Plan between Fort Clatsop
23 and the whale site at Cannon Beach should pass through this site.
24

25 On the Oregon coast between the cities of Seaside and Cannon Beach (Map 44),
26 is Ecola State Park, Oregon State Parks and Recreation Branch. taken some of
27 the Expedition members returned to Fort Clatsop from duty at the Salt Cairn
28 with news that a whale had washed ashore, Clark and a small party, including
29 Charbonneau and Sacagawea, set out to observe the animal and obtain some of
30 the blubber. Their trek took them over Tillamook Head to present day Cannon
31 Beach. The view from atop Tillamook Head is breathtaking and Clark recorded
32 that "from this point I beheld the grandest and most pleasing prospects which
33 my eyes ever surveyed, in my frount a boundless Ocean" [sic]. Lewis,
34 in writing in his journal for January 10, 1806, names the high point of land
35 "Clark's l,buntain and point of view." Ecola State Park encompasses a band of
36 coastal lands around Tillamook Head. Picnic areas, trails, ocean swimming,
37 drinking water, and restrooms are available. Interpretive signs and displays
38 should be developed to relate the events mentioned above. Land is being
39 purchased by the State in Cannon Beach for future development of a new
40 entrance to the park. Since this land is adjacent to Ecola Creek, near the
41 place where the whale was washed ashore, an interpretive sign and display
42 should he established at this site also.
43
44
45

46 30. WALLULA TO WEIPPE RETURN SEGMENT
47

48 From the mouth of the Walla Walla River at the Columbia River overland to
49 Weippe Prairie, National Park Service, States of Washington and Idaho
50

51 Recommended Types of Development:

1
2 Motor Route - From Wallula, Washington, to Kamiah, Idaho, following U.S.
3 Highway 12, Washington State Route 124, Idaho State Routes 7
4 and 64, and local roads in Washington and Idaho as shown on
5 Maps 37-39

6 Land Trail - Kamiah, Idaho, to Weippe Prairie
7

8 Returning overland along the north side of the Columbia River, Lewis and
9 Clark again met the friendly Chief Yellept of the Walla Walla on April 27,
10 1806, at a location across from the mouth of today's Walla Walla River. They
11 stayed 3 days with the Walla Walla during which time they were treated
12 royally. Chief Yellept persuaded some of his upstream neighbors, the Yakimas,
13 to come to his village to dance. Horses were swum and baggage was transported
14 across the Columbia River on April 28-29, 1806. The following morning, April
15 30, the Expedition took its leave of Chief Yellept and set out on an overland
16 shortcut about which he had told them. It consisted of a series of Indian
17 trails that ran northeastward to the Snake River at a point about 7 miles
18 below the confluence of the Clearwater River.
19

20 On May 4, 1806, they reached the Snake River and the friendly Nez Perce
21 Indians. At the suggestion of Chief Tetoharsky, their downriver guide the
22 previous year, they crossed to the north side of the Snake River and contin-
23 ued along the north side of the Clearwater River. Three days later they
24 crossed to the south side of the Clearwater River and headed inland from the
25 River in a southeasterly direction. During a council with the Nez Percés on
26 May 12, 1806, Lewis learned that the Expedition could not make a crossing of
27 the mountains on the Lolo Trail for several weeks because of the deep snow.
28

29 On May 14, 1806, the Expedition established a camp on the east side of the
30 Clearwater River nearly opposite the present town of Kamiah, Idaho. They
31 remained at this camp until June 10, 1806, awaiting the opportunity to
32 traverse the Lolo Trail. On June 10 they moved their camp to Weippe Prairie
33 where they had first encountered the Nez Percés the previous September.
34

35 On June 15, 1806, the Expedition set out to cross the Bitterroots without
36 guides. That proved to be a mistake. On the third day out, the Expedition
37 decided to turn back because of deep snow. They returned to their Weippe
38 Prairie campsite on June 21. Three days later, they again set out and, with
39 the assistance of six Nez Perce guides, successfully traversed the Lolo
40 Trail.
41

42 Today, highways and local roads very closely follow much of the Expedition's
43 route. This fact, combined with a lack of significant public landholdings,
44 argues strongly for development of a motor route to facilitate retracement of
45 the historic route. From the vicinity of their "Long Camp," across the
46 Clearwater River from present day Kamiah to Weippe Prairie, a land trail is
47 recommended. cause the actual site of the "Long Camp" is today occupied by a
48 sawmill, another nearby site, perhaps adjacent to the U.S. Highway 12 bridge
49 across the Clearwater River, should be established and developed as a Trail
50 head.
51

1 Several recreational and historical sites encountered along this segment were
2 discussed as part of previous segments, namely, Chief Timothy State Park,
3 Lewis and Clark Marker, and Greenbelt Park, in Washington; and Lewiston Levee
4 Parkway, Spalding Area - Nez Perce National Historical Park, and Indian
5 Houses Rest Area, in Idaho. The following additional sites have potential to
6 be included in the National Historic Trail. These sites, the motor route and
7 the land trail, are identified on Maps 37-39 in the "Map Supplement" to this
8 Plan.

9
10 Lewis and Clark Trail State Park on U.S. Highway 12 and the Touchet River 5
11 miles west o Dayton, Washington, (Maps 38-39), Washington State Parks and
12 .Recreation Commission, has a campground, picnic area, playground, swimming
13 area, trails, drinking water, restrooms, and trailer dump station. An
14 interpretive sign and the park brochure provide information on the Lewis and
15 Clark Expedition. The Expedition camped approximately 5 miles west of the
16 park on May 1, 1806, and passed through the park area the following day.
17 Additional details of the 1806 overland shortcut could be added to existing
18 interpretation.

19
20 The U.S. Highway 12 Highway Rest Area between Pomeroy and Clarkston, Idaho,
21 (Map 38), Idaho Division of Highways, is located on a high point along the
22 Indian trails followed by Lewis and Clark. The May 3, 1806, campsite was a
23 short distance to the west. An interpretive sign should be developed and
24 erected at this site.

25
26 Lewis and Clark Long Camp-Nez Perce National Historical Park, Idaho Depart-
27 ment of Transportation and National Park Service, is on U.S. Highway 12, 1.5
28 miles north of Kamiah, Idaho, (Map 37). The actual location of the Expedi-
29 tion's 27-day camp while awaiting passable conditions along the Lolo Trail is
30 across the Clearwater River from this site. An interpretive sign is located
31 here. Interpretation could be expanded to describe the activities that
32 occupied the men during the 27-day wait.

33 34 35 31. BLACKFOOT AND SUN RIVERS SEGMENT

36
37 From Travelers Rest to Great Falls, Montana, following Lewis' overland 1806
38 return route, U.S. Forest Service, State of Montana, local and private
39 interests

40 41 Recommended Types of Development:

- 42
43 Motor Route - From Travelers Rest to the point at which Lewis' route leaves
44 the Blackfoot River (turning north toward the Sun River)
45 following U.S. Highway 93, local roads, and Montana State
46 Route 200, except for the section between McNamara and
47 Roundup Bridges on State Route 2GG0; from a point on Lewis
48 and Clark County Route 434 near Bean Lake to Great Falls
49 following Montana State Routes 21 and 200 and local roads
50 Land Trail - Along south side of Blackfoot River between McNamara and
51 Roundup Bridge crossings of State Route 200 (shown on I-lap

1 30); from the Blackfoot River to a point on Lewis and Clark
2 County Route 434 near Bean Lake, following the Lewis party's
3 route over Lewis and Clark Pass (shown on Map 29)
4

5 On July 3, 1806, Lewis and nine men took their leave of the rest of the
6 Expedition at Travelers Rest and set out for the Great Falls following a
7 shortcut they had learned of. from several Indian tribes. They followed a
8 well marked Indian road eastward along the Blackfoot River and then turned
9 north to the Sun River, where once again they turned eastward toward the
10 Missouri River.
11

12 On July 7, 1806, they crossed the Continental Divide at a point today known
13 as Lewis and Clark Pass. In doing so, they reentered the Louisiana Territory
14 and the 'United States. After only 8 days, the party reached the Missouri
15 River above the Great Falls. Traveling westward between these two points by
16 a longer route the previous year had occupied 56 days.
17

18 Much of the route is closely followed by highways today, particularly along
19 the Blackfoot and Sun Rivers. For this reason, marked motor routes are
20 recommended for large portions of this segment.
21

22 Land trails are recommended for two portions of this segment. The western
23 most of the two would cross U.S. Plywood Corporation lands and the Lubrecht
24 'Experimental Forest of the University of Montana School of Forestry. The
25 Trail could be routed along the primitive roads which parallel the Blackfoot
26 River. The recommended land trail over Lewis and Clark Pass would cross
27 primarily private lands and utilize some local and Forest roads except where
28 crossing the Continental Divide at Lewis and Clark Pass.
29

30 The following recreation and historic sites have potential for inclusion in
31 the Lewis and Clark National Historic Trail. They are identified on Maps 28-
32 30 and 35 in the "Map Supplement" to this Plan.
33

34 Kelly Island Access at the confluence of the Bitterroot and Clark Fork Rivers
35 Map , "Montana Department of Fish, Wildlife and Parks, is a boat ramp and
36 fishing access. Consideration should be given to placing a brief interpretive
37 sign at the site. Lewis' party crossed the Clark Fork just downstream of this
38 site enroute to the Blackfoot River from Travelers Rest.
39

40 Along the Clark Fork in the city of Missoula (Map 35), Kiwanis City Park has
41 a picnic area, playground, playfields, drinking water, and restrooms. A brief
42 interpretive sign relating Lewis' passing through this area in 1806 should be
43 erected. Hellgate Canon Roadside on Clark Fork River and State Route 200
44 about 1.5 miles east of Missoula (Map 35), State of Montana, has interpretive
45 signs relating to Lewis and Clark and how the canyon got its name.
46 Consideration should be given to expanding the Lewis and Clark interpretation
47 and providing picnicking facilities.
48

49 Angenvine Park on the Blackfoot River and State Route 200, T. 13 N., R. 17
50 W., sec. , Map 30), Montana State Highway Department, is a picnic area with

1 drinking water and restrooms. A brief Lewis and Clark interpretive sign
2 should be added to the site.

3
4 On the Blackfoot River upstream from McNamara Bridge, Johnsrud Park, T. 13.
5 N., R. 16 W., sec. 6, (Map 30), Montana Department o Fish, Wildlife and
6 Parks, has a campground, picnic area, playground, playfields, river access,
7 drinking water, and restrooms. A Lewis and Clark interpretive sign should be
8 developed, perhaps using Lewis' July 4, 1806, campsite located a few miles
9 upstream as the theme. Johnsrud Park should also be developed as necessary to
10 serve as the western Trail 1--ad of the land trail recommended for this
11 portion of the segment.

12
13 Ninemile Prairie Access on the Blackfoot River, T. 14 N., R. 15 W., sec. 2_8,
14 Map 30), Montana Department of Fish, Wildlife and Parks, offers camping,
15 picnicking, and restrooms. Roundup Bridge Fishing Access at Roundup Bridge on
16 Blackfoot River (State Route 0 crossing), T. 1 N., R. 15 W., sec. 25, (Map
17 30), Montana Department of Fish, Wildlife and Parks, is a fishing access with
18 restrooms. This site, across the highway bridge from the proposed terminus of
19 the recommended land trail, should be further developed to serve as the
20 eastern Trail head. An interpretive sign should also be developed.

21
22 Clearwater Crossing Access on Clearwater River at the State Route 200
23 crossing, approximately miles north of the confluence with Blackfoot River
24 (Map 30), Montana Department of Fish, Wildlife and Parks, has boat launch
25 ramps, camping, picnicking, fishing access, and restrooms. Monture Creek
26 Access on Monture Creek and State Route 200, approximately 2 miles north o
27 the confluence with Blackfoot River (Map 30), Montana Department of Fish,
28 Wildlife and Parks, provides camping, picnicking, fishing access, and
29 restrooms.

30
31 Blackfoot Canon Campground on Blackfoot River and State Route 200, T. 14N.,
32 R. 1 W., sec., Map 30), U.S. Forest Service, is presently closed but may be
33 reopened in the future. At such time, a Lewis and Clark interpretive sign
34 should be erected.

35
36 Hooper Park in Lincoln, Montana, (Map 30), city of Lincoln and Lewis and
37 Clark County, offers camping, picnicking, playfields, playground, drinking
38 water, and restrooms. Maintenance of the site should be improved and con-
39 sideration should he given to developing a Lewis and Clark interpretive sign.

40
41 Aspen Grove Campground on Blackfoot River and State Route 200, T. 14 N., R. 7
42 W., sec. 7,Map 29), U. S. Forest Service, provides a campground, picnic area,
43 drinking water, and restrooms .Located near the Landers Creek Road Junction,
44 this site could potentially service as the Trail toad for the recommended
45 land trail. Consideration of this potential would be included in future
46 planning for the Trail. An interpretive sign should be developed at the
47 campground.

48
49 On July 7, 1806, Lewis and his party crossed the Continental Divide at Lewis
50 and Clark Pass, T. 16 N., R. 7 W., sec. 13, (Map 29), U.S. Forest Service,
51 and reentered the United States. Lewis also recognized "Fort Mountain"

1 (present day Square Butte) from the Pass as a landmark which helped guide him
2 to the Great Falls. A small interpretive marker to commemorate this event
3 should be placed at the Pass. This would be along the recommended land trail
4 and the existing jeep trail through the Pass.
5

6 Bean Lake Access along Lewis and Clark County Highway 434 (Map 29), Montana
7 Department o Fish, Wildlife and Parks, has a boat launch ramp, camping,
8 fishing access, and drinking water. Located very near the proposed northern
9 terminus of the recommended Lewis and Clark Pass land trail, this site could
10 potentially serve as the Trail head. A Lewis and Clark interpretive sign
11 should he developed at the site.

12 Square Butte or "Fort Mountain", T. 19 N., R. 1 W., secs. 4-5, 8-9; T. 20 N.,
13 R. 1 W., secs. 32-33, Map 8), privately owned, is located between the Sun and
14 Missouri Rivers, rising 1300 feet above the surrounding land. Originally seen
15 and named "Fort Mountain" by the explorers during their portage around the
16 Great Falls in 1805, Lewis recognized the Butte when crossing the Continental
17 Divide in 1806, and it helped guide him to the Great Falls. A roadside
18 historical marker interpreting the significance of Square Butte to Lewis and
19 Clark should be erected along State Route 200 in the vicinity of Fort Shaw or
20 Sun River, Montana, at a point affording a good view of the Butte.
21
22
23

24 32. MARIAS RIVER EXPLORATIONS

25
26 Collection of historic and recreation sites along the route of exploration of
27 the Marias River by Captain Lewis in 1805 and 1806, Bureau of Reclamation,
28 State of Montana, local and private interests
29

30 Recommended Type of Development: No Trail or Motor Route Development
31 Isolated historic and recreation sites
32 only
33

34 After reaching the Great Falls area on July 11, 1806, Lewis and his nine
35 companions spent 4 days in the vicinity of the previous year's upper portage
36 camp. They opened caches left behind the year before and prepared for
37 portaging the canoes that Sergeant Ordway and nine men from Clark's party
38 were bringing down the Missouri River from the Three Forks.
39

40 Lewis, Drouillard, and the Fields brothers also prepared for exploring, the
41 upper Marias River to determine the northern extent of the Missouri River
42 drainage as requested by President Jefferson. On July 16, 1806, they trans-
43 ported their horses and baggage to the north side of the Missouri River and
44 camped along the Great Falls. Two days later they arrived at the Marias River
45 in the heart of Blackfeet Indian lands. Maintaining vigilance day and night,
46 they reached the northernmost point along Cut Bank Creek, a tributary of the
47 Marias River, on July 22, 1806, and cared a few miles west along the Creek.
48 Because Lewis could see and Drouillard the next day confirmed that the Creek
49 turned southwestward toward the mountains before reaching 50 degrees north
50 latitude as Lewis had hoped, and because the cloudy weather conditions

1 prevented him for 4 days from obtaining a good astronomical fix on their
2 location, he named the site "Camp Disappointment."

3
4 On July 26, 1806, they broke camp and began their return to the Missouri
5 River. After lunch they encountered a party of eight Blackfeet Indians. Being
6 careful not to show any sign of weakness, Lewis suggested they camp together.
7 Fearful of treachery, they took turns keeping watch. At daybreak the Indians
8 attempted to steal their guns and horses. During the clash, two of the
9 Blackfeet were killed and the other six fled. Fearing the Indians would
10 return with reinforcements, the Lewis party began a forced ride southeastward
11 toward the mouth of the Marias River at the Missouri River to reunite with
12 the Gass-Ordway party. In slightly more than 24 hours, they rode 120 miles.
13 They met the boat party on the Missouri River enroute to the mouth of the
14 Marias River and quickly embarked in the boats.

15
16 The vast majority of the lands over which Lewis traveled while exploring the
17 Marias River are privately owned and no highways closely follow the route for
18 any significant distance. The only recommended development and marring of the
19 route, therefore, are the following recreation and historic sites which have
20 potential for inclusion in the Lewis and Clark National Historic Trail as
21 isolated sites. They are identified on Maps 26-28 in the 'Map Supplement' to
22 this Plan.

23
24 Sanford Park on the Marias River just below Tiber Dam (Map 26), Bureau of
25 Reclamation, provides a campground, picnic area, and restrooms. An inter-
26 pretive sign should be erected describing, in general, Lewis' 1805 and 1806
27 Marias River explorations since the site is near an area common to both
28 journeys. The July 18, 1806, campsite was probably a few miles downstream
29 from the park

30 .
31 Williamson Memorial Park on the Marias River near the Interstate 15 crossing,
32 about 5 miles south of Shelby, Montana, (Map 27), city of Shelby, offers
33 camping, picnicking, drinking water, restrooms, and a trailer dump station.
34 Lewis' July 20, 1806, campsite was within a few miles of the park.
35 Consideration should be given to erecting an interpretive sign.

36
37 Camp Disappointment on the south side of Cut Bank Creek, T. 34 N., R. 9 W.,
38 sec., (Map 27) privately owned, is located within the Blackfeet Indian
39 Reservation. The private landowner allows some local public use. The pos-
40 sibility of improved public access and interpretive signing should be
41 investigated with the owner. The site is listed in the National Register of
42 Historic Places and is a National Historic Landmark.

43
44 Camp Disappointment State Historical Marker on U.S. Highway 2, 8 miles east o
45 Browning, Montana, Map , Montana State Highway Department, is located
46 approximately 6 miles southeast of the actual site of Camp Disappointment. A
47 good explanation of the purpose of the Marias River exploration and the
48 naming of the campsite is presented.

49
50 The Two-Medicine Fight Site is located on the south bank of Two Medicine
51 River, approximately 3 miles below the mouth of Badger Creek (Map

1 27).Privately owned, within the Blackfeet Indian Reservation. Considering its
2 ownership and relative inaccessibility, no development of a historic site or
3 interpretive marker is proposed at this time but should be investigated
4 further due to the historic importance and pristine quality of the area. The
5 site is listed in the National Register of Historic Places.

6
7 Captain Meriwether Lewis State Historic Marker on U.S. Highway 89, approxi-
8 mately 9 miles north of Dupuyer, Montana, Map 27), Montana State Highway
9 Department, relates Lewis' exploration of the Marias region and his clash
10 with the Indians along the Two Medicine River on the morning of July 27,
11 The sign explains that the Indians were not Blackfeet but Gros Ventres - a
12 point over which historians are divided in their opinions.

13
14 In addition to the above sites, interpretation of Lewis' explorations of the
15 Marias River in 1805 and 1806 and their purposes should be developed near the
16 mouth of the Marias River at the Missouri River and their campsite of July
17 21, 1806, within the city limits of Cut Bank, Montana.

18 19 20 21 33. CLARK'S BIG HOLE RETURN SEGMENT

22
23 Ross' Hole (Sula, Montana) to Shoshoni Cove (Grant, Montana) via Gibbons Pass
24 and Big Hole Pass, approximately 95 miles (Maps 33-34)~, U.S. Forest Service,
25 National Park Service, Bureau of Land Management, State of Montana, private

26
27 Recommended Types of Development:

28
29 Land Trail - Along the unimproved road from Sula, Montana, over Gibbons
30 Pass to State Highway 43; or, alternatively, following the
31 U.S. Forest Service Trail from Indian Trees Campground to
32 Gibbons Pass and then to State Highway 43

33 Motor Route - State Highway 43 from Gibbons Pass Road to Wisdom, then along
34 County Road 278 and an unnumbered county road to Grant,
35 Montana

36
37 The Expedition divided on July 3, 1806, at Travelers Rest Creek after the
38 return crossing of the Bitterroot Mountains. A contingent, under Captain
39 Lewis, took an Indian shortcut to the Great Falls via the Blackfoot and Sun
40 Rivers with the intent to explore the Marias River and descend the Missouri
41 River to the mouth of the Yellowstone River. Clark's contingent proceeded to
42 return to the caches at Camp Fortunate and the Three Forks of the Missouri
43 River before exploring the Yellowstone River to its mouth. Clark's route
44 retraced the route of 1805 to Ross' Hole and then proceeded to Camp Fortunate
45 by way of Gibbons Pass, Big Hole Pass, and Shoshoni Cove.

1
2 Today this route is followed closely by an unimproved road within Bitterroot
3 and Beaverhead National Forests from the vicinity of Sula, Montana, through
4 Gibbons Pass to May Creek Campground on State Highway 43. This road could
5 remain unimproved for hiking and horseback traffic as an overland trail seg-
6 ment. An alternative route west of Gibbons Pass could utilize an existing
7 Forest Service National Recreation Trail from Indian Trees Campground to the
8 Pass. East of the Pass, the Trail would roughly parallel the Gibbons Pass
9 road to Highway 43. A motor route could begin at May Creek Campground fol-
10 lowing Highway 43 to Wisdom since the majority of the Expedition's route
11 through the Big Hole valley is across private lands. From Wisdom the motor
12 route could follow County Road 278 south through Big Hole Pass where the
13 Expedition route is overlaid by the road and for several miles southeast of
14 the Pass. The motor route would then turn south along a county road that
15 connects County Road 278 with County Road 324 in Shoshoni Cove near Grant.
16 County Road 324 could then be followed east to Clark Canyon Dam and the Camp
17 Fortunate Overlook.

18
19 Interpretation of the Expedition could take place at Big Hole National
20 Battlefield which is near the camp of July 6, 1806. The Battlefield
21 commemorates the attempted escape to Canada by Chief Joseph's Nez Perce band
22 and some interpretive connection could be made between the Expedition's
23 friendly relations with the Nez Perce and the later events that caused Chief
24 Joseph's flight. Other interpretive opportunities along the route are the
25 campsite of July 7, 1806, at Big Hole Pass and later history addressed at
26 Bannack State Park, site of the first Territorial capitol. The Bannack
27 Historic District is a National Historic Landmark and Big Hole National
28 Battlefield is on the National Register of Historic Places.

29
30
31
32 34. YELLOWSTONE RIVER SEGMENT

33
34 From the Three Forks to the mouth of the Yellowstone at the Missouri River,
35 Bureau of Lane? Management, State of Montana, local and private interests

36
37 Recommended Types of Development:

38
39 Motor Route - From Three Forks to Park City, Montana, following Interstate
40 90

41 Water Trail - From Buffalo Mirage Access site near Park City, Montana, to
42 the mouth of the Yellowstone River

43
44 On July 13, 1806, Clark and his party reached the Three Forks of the Missouri
45 River about noon. Wasting no time, Clark directed that all baggage and
46 equipment he would need for his Yellowstone River exploration be removed from
47 the canoes. After lunch, Sergeant Ordway and nine men pushed on down the
48 Missouri River in the canoes to rendezvous with the Lewis' party at the Great
49 Falls. Later in the afternoon, Clark and 12 others began their overland trek
50 to the Yellowstone River. Sacagawea guided the group to Indian paths leading
51 over Bozeman Pass.

1
2 Two days later they crossed Bozeman Pass and descended to the Yellowstone
3 River. The trees along the upper Yellowstone River were not large enough to
4 build the size of canoe Clark wanted so they continued along the River on
5 horseback. On July 19, 1806, Clark found some cottonwoods of the appropriate
6 size for canoes and set up camp. During the next 4 days, two dugout canoes,
7 28 feet long, were constructed and lashed together for stability.
8

9 On the morning of July 24, 1806, Clark once again split his party. Sergeant
10 Pryor and three others were sent overland with the horses to the Mandan vil-
11 lages to contact the North West Company's Hugh Heney, whom they had met the
12 previous year, and give him a message asking him to persuade several Sioux
13 chiefs to accompany the Expedition to Washington. Clark and the remaining
14 members of his party pushed downriver in the canoes. Clark would not learn
15 until August 8 that Sergeant Pryor's party was following him downriver in two
16 Mandan-type bull boats (buffalo hides stretched over a wooden framework)
17 which they had built after the Indians had stolen all of their horses.
18

19 On July 25, 1806, a stop was made by Clark on the south side of the River
20 near a remarkable sandstone formation. Clark estimated its height to be 200
21 feet. He named it "Pompeys Tower" after Sacagawea's infant son, whom he had
22 nicknamed "Pomp" or "Little Pomp." Today it is known as Pompeys Pillar.
23

24 Clark and others climbed to the top. Along the way, he inscribed his name and
25 the date which can still be seen today, the only remaining physical evidence
26 of the Expedition on its entire route.
27

28 The rest of the trip down the Yellowstone River was relatively uneventful.
29 Early on August 3, 1806, Clark reached the mouth of the River at the Missouri
30 River. Although he was to meet Lewis here, the mosquitoes were so bad that he
31 left a note for Lewis and continued on down the Missouri River at a slow
32 pace. On August 8 Sergeant Pryor caught up with them, and 4 days later Lewis
33 and his party caught up. The entire Expedition was once again together and
34 would remain so until their triumphant arrival in St. Louis on September 23,
35 1806.
36

37 The following historic and recreation sites have potential for inclusion in
38 the Lewis and Clark National Historic Trail. They are identified on Maps 45-
39 51 in the 'Map Supplement' to this Plan.
40

41 Lewis and Clark Park in the city of Belgrade, Montana, (MAP) 45), is a picnic
42 area with playground, drinking water, and restrooms. Considering the name of
43 the park, an interpretive sign should be developed.
44

45 If feasible, small rest areas should be developed by the Montana State
46 Highway Department with appropriate interpretive signs about Clark's passage
47 through Bozeman Pass (Map 45), on July 15, 1806. Additional information on
48 John Bozeman and immigrants through this pass in the 1860s would also be
49 appropriate.
50

1 Sheep Mountain Access on the Yellowstone River, T. 1 S., R. 11 E., sec. 19,
2 (Map 45), Montana Department of Fish, Wildlife and Parks, has fishing access,
3 camping, picnicking, and toilets. A small interpretive sign should be
4 considered. The July 15, 1806, camp was near this site. Grey Bear Access on
5 the Yellowstone River, T. 1 N., R. 13 E., sec. 35, Map , Montana Department
6 of Fish, Wildlife and Parks, has a similar development. A small interpretive
7 sign should be considered.

8
9 Big Timber Access on the Yellowstone River at U.S. Highway 191 bridge, 1 mile
10 north of Big Timber, Montana, and Pelican Access on the Yellowstone River, T.
11 1 S., R. 16 E., sec. 8, (Map 46), Montana Department of Fish, Wildlife and
12 Parks, offer fishing access, boat ramps, camping, and toilets.
13 The Interstate 90 Highway Roadside, T. 1 S., R. 16 E., sec. 21, (Map 46),
14 Montana State Highway Department, contains an excellent interpretive sign
15 relating the passage of Clark's party through the area in July 1806.
16 Picnicking, drinking water, and restrooms are available in the area.

17
18 Bratten Access on the Yellowstone River, T. 1 S., R. 17 E., sec. 28, (Map
19 Montana Department of Fish, Wildlife and Parks, has a boat ramp, fishing
20 access, camping, picnicking, and toilets. Indian Fort Access on the
21 Yellowstone River) T. 1 S., R. 18 E., sec. 30, (Map 46), Montana Department
22 of Fish, Wildlife and Parks, has a boat ramp, fishing access, camping,
23 picnicking, drinking water, and toilets. This site is located near the July
24 17, 1806, campsite. An appropriate interpretive sign should be developed.

25
26 Itch-Ke-Pe Park on the Yellowstone River at State Route 78 bridge (Map 46),
27 city of Columbus, Montana, provides a boat ramp, fishing access, camping,
28 picnicking, drinking water, and restrooms. An interpretive sign contains a
29 'grief quotation from Clark's journal for July 19, 1806. Consideration should
30 be given to expanding this interpretation to include additional points of
31 information such as the serious condition of Private Gibson on July 19, 1806,
32 who had been wounded when thrown by his horse the previous day and the fact
33 that at evening on July 19, 1806, Clark found cottonwood trees of sufficient
34 size to build the canoes.

35
36 The Interstate 90 Highway Roadside 7 miles west of Park City, Montana, (Map
37 47), Montana State Highway Department, offers picnicking, drinking water,
38 restrooms, and trailer dump station. An interpretive sign relates the
39 settlement of Park City. The site of the July 19-23, 1806, campsite where two
40 canoes were built is in the vicinity of this rest area. An interpretive sign
41 should be developed that explains the ending of Clark's overland journey and
42 the building of the canoes to continue the journey by water. The sign should
43 also point out that the National Historic Trail designation of the highway
44 ends/begins at Park City and that the Yellowstone River, itself, is the Trail
45 downstream from Park City.

46
47 Buffalo Mirage Access, on the Yellowstone River, T. 2 S., R. 23 E., sec. 35,
48 7719p-47), Montana Department of Fish, Wildlife and Parks, has boat ramps,
49 fishing access, camping, picnicking, and toilets. This is the nearest State
50 access site to the point where Clark and his party embarked on their water-
51 borne journey down the Yellowstone River. It is recommended that this site be

1 further developed, as necessary, to serve as the Trail head of the
2 Yellowstone water trail portion of the National Historic Trail. An appro-
3 priate interpretive sign should also be developed.
4

5 Riverside Park on the south side of the Yellowstone River at the U.S.
6 Highways 212/310 bridge (Map 47), city of Laurel, Montana, is a major city
7 park providing fishing, camping with hookups, picnicking, playground,
8 meeting, hall, archery and rifle ranges, drinking water, restrooms, and
9 trailer dump station. An interpretive sign should be developed about Clark's
10 exploration of the Yellowstone River. It is also recommended that this park
11 serve as the Trail head, as described immediately above, if the State does
12 not assume this responsibility at Buffalo Mirage Access.
13

14 Riverfront Park and Coulson Park on the Yellowstone River at Billings, Mon-
15 tana, Map 475, are undeveloped park sites. Development of the parks should
16 include river access, interpretation of the Lewis and Clark Expedition, and
17 overnight camping facilities for canoeists.
18

19 Two Moons Park on the Yellowstone River at Billings (Map 47), has picnicking,
20 drinking water, and restrooms. Further development should be undertaken to
21 include river access, interpretation of the Lewis and Clark Expedition, and
22 overnight camping facilities for canoeists.
23

24 Access to the Yellowstone River is needed at Huntlev, Montana, (Map 47). The
25 site should be developed by the State of Montana or Yellowstone County.
26

27 Pompeys Pillar Historic Site along Yellowstone River 28 miles east of Bill-
28 ings, Montana, T.N., R. 0 E., sec. 21, (Map 47), is privately owned and open
29 to the public. Clark stopped here on July 25, 1806, to view this "remarkable
30 rock," the height of which he estimated to be 200 feet. (The actual height
31 is about 120 feet.) He and other members of the Expedition climbed to the
32 top. Clark also inscribed his name and the date in the soft rock. He named
33 the rock "Pompy' s Tower" after Sacagawea' s son whom he had nicknamed
34 "Pomp." The site is a National Historic Landmark in private ownership. It has
35 been developed by the owners for public use and enjoyment. Facilities include
36 a visitor center, picnic area, trails, historical displays, boat launch ramp,
37 drinking water, and restrooms. A nominal fee is charged to enter the site.
38

39 Baptiste Creek Access is proposed for the Yellowstone River across from
40 Pompeys Pillar (Map 47).The creek entering the Yellowstone River across from
41 Pompeys Pillar was named "baptiest Creek"[sic] by Clark in his journal, again
42 in honor of Sacagawea's son, Jene Baptiste Charbonneau. Today the creek is
43 known as Pompeys Pillar Creek. A public river access site is needed at this
44 location and should be named to commemorate Clark's naming of the creek. The
45 site should be developed by the State of Montana or Yellowstone County.
46

1
2 Manuel Lisa's Fort Historic Site is proposed for development on the
3 Yellowstone River at the confluence of the Bighorn River (Map 48). In 1807-8,
4 Manuel Lisa of the St. Louis Fur Company and former Expedition members John
5 Colter and George Drouillard led the first organized fur gathering party up
6 the Missouri River in the wake of the Lewis and Clark Expedition. Lisa had
7 been very interested in the Expedition and visited Camp Wood at least once
8 during the winter of 1803-4. During his 1807-8 expedition, Lisa established a
9 fur trading outpost at the confluence of the Yellowstone and Bighorn Rivers.
10 It was out of this Fort that Expedition members Colter and John Potts were
11 trapping for Manuel Lisa in the Three Forks area in 1808. An encounter with a
12 party of Blackfeet Indians resulted in Potts' death and Colter escaping back
13 to the Fort after being stripped naked by the Indians. The feat took him 11
14 days. Colter returned to the Three Forks area for Manuel Lisa during the
15 winter of 1808-9 and again in 1810. George Drouillard accompanied Colter on
16 the latter journey and was killed by the Blackfeet Indians. The intertwining
17 history of the Lewis and Clark Expedition and Manuel Lisa's fur trading
18 exploits should be interpreted preferably at this site or, alternatively, at
19 the nearest highway rest areas on Interstate 94. The State of Montana or
20 Treasure County should assume responsibility for interpreting the Fort.
21 Interpretation should also note that Clark's party camped at this site on
22 July 26, 1806.

23
24 The Interstate 94 Highway Roadside 28 miles west of Forsyth, Montana, (Map
25 48), Montana Department of Highways, is a picnic area with drinking water and
26 restrooms. An interpretive sign about Clark's passage down the nearby
27 Yellowstone River should be developed.

28
29 West Rosebud Recreation Area on the Yellowstone River at the U.S. Highway 12
30 crossing (Map 49), Montana Department of Fish, Wildlife and Parks, provides a
31 campground, picnic area, boat launch ramp, fishing access, and restrooms. The
32 July 27, 1806, campsite of the Clark party was just upstream from this site.
33 An interpretive sign should be developed.

34
35 An access site should be developed near Cartersville at the Rosebud County
36 Highway 446 Yellowstone River crossing (Map 49) on existing State land on the
37 north side. The Montana Department of Fish, Wildlife and Parks should be
38 responsible for the site.

39
40 The Interstate 94 Highway Roadside, approximately 13 miles east of Forsyth,
41 Montana, (Map 49), Montana Department of Highways, provide picnic tables,
42 drinking water, and restrooms located on both sides of the highway. Inter-
43 pretive signs mention Clark's passage through this area on July 28, 1806, and
44 relate the importance of the Yellowstone River in the development of the fur
45 trade and other early commerce. The signs could additionally note that the
46 Clark party camped within 1 or 2 miles of these sites on July 28, 1806.

47
48 Roche Jaune Recreation Area on the Yellowstone River at the State Route 22
49 crossing, Miles City,, Montana, (Map 49), Montana Department of Fish,
50 Wildlife and Parks, is a new State recreation area under development. The
51 Clark party camped approximately on this site on July 29, 1806. An

1 interpretive sign should be included in the development of the park. "Roche
2 Jaune" was the French name for the Yellowstone in use in Lewis and Clark's
3 time.

4
5 Access to the Yellowstone River is needed near Shirley or Kinsey, Montana,
6 (Map 49). Public lands administered by the Bureau of Land Management are
7 located on both the north and south sides of the River (T. 9 N., R. 49 E. ,
8 sec. 6; and T. 10 N., R. 49 E., sec. 20). The Bureau of Land Management
9 should develop an access site on one of these parcels of public land. The
10 July 30, 1806, campsite was several miles downstream. Clark noted in his
11 journal that the noise of vast herds of buffalo disturbed him during the
12 night. When the buffalo began crossing the River, he became alarmed fearing
13 they would trample and break. up the canoes.

14
15 Access to the Yellowstone River is also needed near Terry, Montana, (Map 50).
16 The Bureau of Land Management administers lands adjacent to the River near
17 Terry and should develop an access site.

18
19 Fallon Bridge Access on the Yellowstone River at the Interstate 94 crossing
20 near Fallon, Montana, (Map 50), Montana Department of Fish, Wildlife and
21 Parks, offers boat launch ramps and picnicking.

22
23 The Interstate 94 Highway Roadside, approximately 7 miles east of Fallon,
24 Montana, (Map 50), Montana Department of Highways, has picnicking, drinking
25 water, and restrooms. An attractive, existing information display/kiosk
26 should he expanded to include brief information about Clark's passage through
27 the area on July 31, 1806.

28
29 Access to the Yellowstone River is needed at Glendive, Montana, (Map 50).
30 Development of an access site should be the responsibility of to city of
31 Glendive or, alternatively, the State or Dawson County. The Clark party
32 camped upstream of Glendive on July 31, 1806, and this should he interpreted
33 at the site and/or in an existing city park.

34
35 Intake Fishing Access on the Yellowstone River at Intake, Montana, (Map 51),
36 Montana Department o Fish, Wildlife and Parks, provides a boat launch ramp,
37 camping, picnicking, swimming, drinking water, and restrooms. Clark's party
38 passed this site on August 1,1806. At some point during that day, perhaps
39 near this site, the party was obliged to land their canoes because a large
40 herd of buffalo was crossing the river, blocking it completely. The herd.
41 required nearly an hour to cross. This should be interpreted at Intake
42 Fishing Access.

43
44 Elk Island Fishing Access on the Yellowstone River near Savage, Montana, (Map
45 51), Montana Department of Fish, Wildlife and Parks, is currently closed. At
46 such time as it reopens, a sign should be developed interpreting the August
47 1, 1806, campsite which was in the immediate vicinity.

48
49 Seven Sisters Fishing Access on to Yellowstone River near Crane, Montana,
50 (Map 51), Montana Department of Fish, Wildlife and Parks, is a fishing access
51 only. The State should consider the site's potential for further development.

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16

Access to the River should be developed at Sidney on the Yellowstone River at the State Route 23 crossing (Map 51). This site could be developed by the State of Montana or Richland County.

Richland County Park on the Yellowstone River near Sidney, Montana, T. 23 N., R. 5 E., sec. 13, (Map 51), Richland County, has a campground, picnic area, fishing access, drinking water, and restrooms. A general interpretive sign about the Clark party passing this area on August 2, 1806, should be developed.

Sundheim County Park on the Yellowstone River at the State Route 200 crossing, (Map 51), McKenzie County, is a campground and picnic area with fishing access and restrooms. An interpretive sign about the Clark party passing this area on August 2, 1806, should be developed.

1 V. MANAGEMENT

2
3 A. Legislative Authorities and Requirements

4
5 The authorities and responsibilities contained in the National Trails System
6 Act, as amended, provide a framework for managing and developing the Lewis
7 and Clark National Historic Trail. This Comprehensive Management Plan expands
8 on the framework and adapts it to the resources, institutions, and interests
9 along the route of the Lewis and Clark Expedition.

10
11 1. Trail Location

12
13 The Act designates the Lewis and Clark National Historic Trail as " extending
14 from Wood River, Illinois, to the mouth of the Columbia River in Oregon,
15 following the outbound and inbound routes of the Lewis and Clark Expedition .
16 . . ." The Act cites the vicinity map from the 1977 Bureau of Outdoor
17 Recreation's Lewis and Clark Trail study report. The map is comprehensive,
18 except that the 1806 route of the Expedition between present day Wallula and
19 Clarkston, Washington, was omitted. A map showing the Expedition route is
20 included in the "Map Supplement" to this Plan.

21
22 A National Historic Trail is intended to follow the historic route as accur-
23 ately as possible. Therefore, the controlling factor in locating the Lewis
24 and Clark Trail must be the actual route of the Expedition. This immediately
25 presents two problems in locating the Trail: (1) defining accurately the
26 route of the Expedition, and (2) locating the Trail in areas where natural
27 and manmade alterations of the landscape have occurred.

28
29 The Act recognizes these problems and proposes mechanisms for their solution.
30 The historic route need not currently exist as a discernible Trail, but its
31 location must be sufficiently 'known to permit evaluation and development of
32 public recreation and historic interpretation opportunities. Designation of
33 the historic route is continuous, but the established or developed Trail does
34 not have to be continuous onsite. The Trail may deviate from the historic
35 route to avoid difficult routing or to provide a more pleasurable recreation
36 experience, but deviations are to be noted onsite. In order to facilitate
37 retracement of the historic route, segments which have been developed as
38 roads, railroads, or other "motorized transportation routes" may be
39 designated and marked as segments connecting to the historic Trail. The Act
40 provides in Section 3(c) for land or water based Trail segments.

41
42 Relocation of the Trail rights-of-way is also possible if necessary to
43 preserve the purposes for which the Trail was established or to promote a
44 sound land management program. Substantial relocations, however, require an
45 Act of Congress.

46
47 2. Federal Implementation Responsibilities

48
49 The National Trails System Act establishes only ". . . selected land and
50 water based components . . ." on federally-owned lands as initial protection
51 components of the Lewis and Clark Trail. The Act does not specify which e era

1 ands were affected. In its 1977 Lewis and Clark Trail study, the former
2 Bureau of Outdoor Recreation identified 22 "trail plan" components either in
3 Federal ownership or with significant Federal management. Those components
4 have been incorporated in Section IV of this Plan, the recommended
5 development plan for the Trail. All existing Federal lands and waters along
6 the Expedition route should be considered as potential initial components of
7 the Lewis and Clark Trail.

8
9 In establishing the Trail right-of-way, Section 7(a) of the Act directs that
10 "full consideration shall be given to minimizing the adverse effects upon the
11 adjacent landowner or user and his operation. Development and management of
12 each segment of the National Trails System shall be designed to harmonize
13 with and complement any established multiple-use plans for that specific area
14 in order to ensure continued maximum benefits from the land. The location and
15 width of such rights-of-way across Federal lands under the jurisdiction of
16 another Federal Agency shall be by agreement between the head. of that Agency
17 and the . . . Secretary" of the Interior.

18
19 The Secretary of the Interior will provide for development and maintenance of
20 the Trail on Department of the Interior lands. Through cooperative agreements
21 and memoranda of understanding with other Federal and non-Federal interests,
22 the Secretary will coordinate development and maintenance plans to ensure
23 consistency with the Comprehensive Management Plan. Each Federal and non-
24 Federal land manager participating in the Trail will seek funding of their
25 activities through their own sources.

26
27 The National Park Service will carry out the Secretary of the Interior's
28 responsibilities for overall administration of the Trail. The National Park
29 Service will have a continuing oversight and assistance role to encourage
30 Trail development and ensure consistency with the Plan. This will include
31 coordinating efforts to establish new sites and segments, certification
32 review of non-Federal sites and segments, negotiation and administration of
33 cooperative agreements, providing Trail marking signs, working with the Trail
34 Advisory Council, and development and management of the Trail on National
35 Park Service areas.

36 37 3. Non-Federal Implementation Responsibilities

38
39 The Secretary of the Interior may certify sites and segments of the Lewis and
40 Clark National Historic Trail administered by State and local agencies and
41 private interests as protected elements of the Trail if they meet the
42 criteria established in the National Trails System Act and other criteria
43 prescribed by the Secretary. Non-Federal segments must be administered by
44 such agencies "without expense to the United States." Legislation pending in
45 Congress at the time this Plan was prepared would clarify the meaning of this
46 phrase by specifying that funds made available to any State or political
47 subdivision under the Land and Water Conservation Fund Act of 1965 or any
48 other provision of law shall not be treated as an expense to the United
49 States.

50

1 The Comprehensive Management Plan has been developed in consultation with
2 non-Federal interests to identify potential State, local, and privately man-
3 aged segments of the Trail. The proposed application procedure for obtaining
4 Secretarial certification is described in Section IX.

5
6 The Act directs the Secretary of the Interior to cooperate with and encourage
7 the States to operate, develop, and maintain the Trail outside Federal areas.
8 The Secretary may also enter into cooperative agreements with State and local
9 governments, landowners, private organizations and individuals to operate,
10 develop, and maintain the Trail either within or outside Federal lands.

11
12 Coordination and consultation by the Secretary with State, local, and private
13 interests are directed by the Act for virtually all aspects of the Trail's
14 planning, development, and operation.

15 16 17 4. Land Acquisition 18

19 As originally passed in 1968, the National Trails System Act provided for a
20 fairly comprehensive Federal land acquisition program. However, amendments in
21 1978 and 1980 have restricted that authority. Expenditure of funds by Federal
22 agencies to acquire lands or interests in lands is now restricted to
23 acquisition of non-Federal lands within the boundaries of existing Federal
24 areas. This acquisition is intended to be done by the agencies which manage
25 the Federal areas when deemed necessary to carry out the purposes of the
26 Trail. Federal land managing agencies may also establish Trail rights-of-way
27 across private lands within their boundaries through agreements with private
28 landowners.

29
30 The Act directs the Secretary of the Interior to encourage State and local
31 governments to enter into agreements with landowners or to purchase interests
32 in lands to establish the Trail outside existing Federal areas. However,
33 Section 7(e) of the Act provides that, ". . . if the State or local
34 governments fail to enter into such written cooperative agreements or to
35 acquire such lands or interests therein . . ." outside existing Federal
36 areas, then the Secretary may enter into such agreements or acquire lands by
37 donation or exchange in order to establish the right-of-way necessary for the
38 Trail.

39 40 41 5. Trail Facilities and Use 42

43 The Act states that National Historic Trails may contain campsites, shelters,
44 and related public use facilities. Reasonable efforts are to be made to
45 provide sufficient access to the Trail and to avoid activities incompatible
46 with the Trail's purposes.

47
48 The Secretary in consultation with other Federal agencies, State and local
49 governments, and private interests may establish Trail use regulations. Use
50 of the Trail, including motorized use which is established by administrative
51 regulation at the time of National Historic Trail designation, shall be

1 permitted. This does not authorize motorized use on Federal areas where it is
2 presently prohibited. Inclusion of private lands in the Trail by agreement
3 with the landowner will not preclude the owner from motorized use of the
4 Trail or adjacent lands, although the Secretary may establish regulations on
5 this use.

6 7 6. Marking the Trail 8

9 The Secretary of the Interior is responsible for establishing a uniform trail
10 marker with a distinctive symbol for the Lewis and Clark National Historic
11 Trail. The proposed Trail marker appears on the cover of this Plan. The
12 central figures of Lewis and Clark would be produced in buckskin brown.

13
14 Where the Trail crosses Federal lands, the managing agency will erect and
15 maintain the marker at appropriate points. Where the Trail crosses non-
16 Federal lands, the Secretary will provide the markers for erection and main-
17 tenance by the non-Federal agencies in accordance with cooperative
18 agreements.

19 Section VII of the Comprehensive Management Plan describes the requirements
20 for locating and erecting the markers. Requirements for erecting and main-
21 taining markers provided to non-Federal Trail interests will also be
22 specified in written cooperative agreements established with such interests.

23 24 7. National Trail Advisory Council 25

26 In accordance with the National Trails System Act, an Advisory Council has
27 been formed for the Lewis and Clark Trail. The Council includes persons
28 nominated by the Governors of Trail states, representatives of Federal
29 departments, interested persons from industry and private organizations, and
30 other persons with an interest in the Trail. The role of the Council is to
31 advise the Secretary on matters relating to the Trail, including selection of
32 right-of-ways, standards for the erection and maintenance of trail markers,
33 and administration of the Trail. The Council will operate for 10 years with
34 individual members serving 2-year terms. The charter for the Council states
35 that it "meets approximately three times a year."

36 37 38 B. Management Objectives 39

40 The Lewis and Clark National Historic Trail should be managed in a manner
41 consistent with the intent of the enabling legislation to achieve the
42 following broad objectives

43 44 45 1. Resource Administration 46

47 The route of the Lewis and Clark Expedition of 1804-6, as can be identified,
48 should be marked in accordance with the Trail Development Plan (Section IV)
49 and Marking Plan (Section VII) to provide for the preservation and public use
50 and enjoyment of the historic route and its remnants.
51

1
2 The Trail sites and segments identified in the Plan which are located on
3 lands and waters administered by Federal agencies are initial protection
4 components of the Lewis and Clark National Historic Trail. Federal agencies
5 should manage the sites and segments under their jurisdiction in accordance
6 with the provisions and authorities of the National Trails System Act and
7 this Comprehensive Management Plan.

8
9 State or local agencies or private interests having jurisdiction over Trail
10 sites and segments identified on non-Federal lands are encouraged to apply
11 for certification by the Secretary and recognition as non-Federal certified
12 components of the Lewis and Clark National Historic Trail.

13
14 Detailed management and use plans for all sites and segments, including those
15 both on and off Federal lands, should be prepared by professional planners in
16 cooperation with the National Park Service and affected interests. The plans
17 should balance the dual objectives of preserving historic resources and
18 providing for historic interpretation and recreation.

19
20 Existing land uses within the sites and segments which are compatible with
21 historic preservation and public use should be continued. Land uses which
22 adversely affect sites and segments should be carefully monitored and, if
23 necessary, modified.

24
25 Full consideration should be given to minimizing the adverse effects upon the
26 adjacent landowner or user and his operation. Development and management of
27 each component of the Trail should be designed to harmonize with and
28 complement any established multiple-use plans for that specific area in order
29 to ensure continued maximum benefits from the land.

30 Some historic sites and segments appear to meet eligibility requirements for
31 the National Register of Historic Places but have not yet been nominated.
32 Appropriate Federal agencies and State Historic Preservation Officers should
33 nominate those sites to the Register as soon as possible.

34 35 36 2. Coordination

37
38 The National Park Service and the jurisdictions responsible for the individ-
39 ual sites and segments should work in close cooperation and communication in
40 order to achieve a consistently high standard of operation and maintenance
41 and a reasonable degree of uniformity in their development and management of
42 the Trail.

43
44 All planning and programs for marking, protecting, developing and interpret-
45 ing the Trail should be formulated and coordinated effectively through clear
46 organizational arrangements and procedures which reflect the responsibilities
47 of affected interests.

1 The Governor of each State should designate or establish and empower a Lewis
2 and Clark Trail committee or similar organization to promote and coordinate
3 the development and use of the National Historic Trail and serve as the focus
4 for citizen interest in the Trail.

5 6 3. Research

7
8 A research program should be initiated and coordinated by the National Park
9 Service in cooperation with State and Federal agencies and private interests
10 which will seek to complete knowledge of the Trail and its sites and segments
11 to assist in their protection and interpretation.

12
13 If subsequent research indicates that historic sites not identified in the
14 Plan are significant enough to warrant inclusion in the trail system, appli-
15 cation should be made through the National Park Service to the Secretary of
16 the Interior.

17 18 4. Public Use

19
20 After appropriate protection measures have been established, sites and seg-
21 ments should be accessible and available for historic interpretation and
22 public use and enjoyment. Such uses should be designed and monitored to
23 minimize impacts on natural and cultural resources.

24
25 Any public use facilities which may be developed should be simple in design
26 and kept to a minimum, be consistent with sound carrying capacity principles,
27 and be planned and located to harmonize with their surroundings.

28
29 Regulations needed to protect markers and historic and scenic values and
30 public use facilities from vandalism or improper use should be as
31 unrestrictive as possible, stated in clear and easily understood language,
32 and widely disseminated.

33
34 A full range of publications, maps, and other materials interpreting the
35 Trail and the component sites and segments should be made available by mail
36 and at conveniently located points along the Trail. This publication program
37 should be a cooperative effort of the National Park Service and the
38 administrating Federal and non-Federal agencies and private interests.

39 40 C. Management Practices

41
42 These general management practices are intended to guide implementation of
43 management objectives contained in the previous Section (V.b) They are
44 applied in the Trail site and segment recommendations found in Section IV.
45 Specific planning, development, and operation of sites and segments should
46 incorporate the management practices to achieve consistent Trail
47 administration and implementation. Reviews by the National Park Service of
48 non-Federal certification applications and Federal cooperative actions will
49 use compliance with the management practices as part of the evaluation
50 criteria.

51

1 1. Operation

2
3 Managing agencies will coordinate with private interests regarding appropri-
4 ate uses or crossings of the Trail.

5
6 The National Park Service will assist non-Federal entities which administer
7 Trail sites and segments in applying for certification as protected compon-
8 ents of the National Historic Trail.

9
10 The National Park Service will seek the advice of the Lewis and Clark
11 National Historic Trail Advisory Council concerning matters relating to the
12 designation, marking, and administration of the Trail.

13
14 Implementation and operation of the Trail will be coordinated with other
15 Federal and State programs concerned with trails, wild and scenic rivers,
16 natural areas, recreation, historic preservation, etc.

17
18 The various agencies and organizations which administer Trail sites and seg-
19 ments are responsible for establishing boundaries and resolving problems of
20 competing uses.

21
22 Cooperative agreements will be negotiated by the National Park Service with
23 appropriate State, local, and private interests to establish responsibilities
24 for the implementation and management of trail components recommended in this
25 Plan. Memoranda of understanding will be negotiated between the National Park
26 Service and Federal interests to establish the same responsibilities.

27
28 Federal, State, and local agencies are encouraged to utilize existing Federal
29 funding sources for assistance in developing the Trail and appropriate user
30 facilities in accordance with this Plan.

31
32 Planning for proposed Trail features near privately owned lands shall be in
33 cooperation with the affected owners.

34
35
36 2. Public Use and Facilities

37
38 Land based trails and water routes should be developed and marked for use
39 with access to rivers, reservoirs, and trails provided at key points on
40 public lands. These sites should be provided with suitable parking areas,
41 restrooms, and orientation devices.

42
43 Development of strategically located public camping areas along the Trail
44 should be undertaken to allow overnight use without infringing on private
45 ownership rights.

46
47 To the fullest extent possible, existing public areas and rights-of-way will
48 be utilized to provide recreation use and historic interpretation opportuni-
49 ties along the Trail.

1 Federal or State trail design and construction standards will be utilized in
2 developing land based segments of the Trail.

3
4 Joint use Trail corridors and facilities will be utilized where other
5 National Historic or National Scenic Trails cross or coincide.

6
7 A uniform system of markers will be erected as discussed in the marking
8 process in Section VII.

9
10 Agencies administering Federal lands should establish a Trail corridor or
11 other special use area designation in accordance with specific management
12 objectives and individual Agency authorities. The primary objective should be
13 to permit public access while preserving the historic route and the Trail
14 experience. Withdrawal from mineral entry, oil and gas related surface
15 occupancy, and other land uses should be considered within the management
16 plan for the specific area.

17
18 Land based trail segments may be developed paralleling proposed water based
19 segments; retracing major overland routes of the Expedition; connecting water
20 based segments to Expedition events or landmarks; or as nature trails that
21 would allow the user to experience geography, geology, flora, and fauna
22 important to the Expedition.

23
24 In developing land based trails following the actual route of the Expedition,
25 protection of the historic resources takes precedence over development of a
26 recreation trail. Activities that would require improving trails to a highly
27 developed status should be limited.

28
29 Where land based trails may be proposed that only approximate or parallel the
30 Expedition routes, more intensive activity requiring improved trails may be
31 provided.

32
33 Water based trail segments provide the best opportunity for long-distance
34 trail development. Where water trail segments along unchannelized and free
35 flowing river reaches contain resources that reflect or approximate historic
36 conditions, development should be limited to low intensity activities and
37 primitive facilities.

38
39 Motorized vehicle use by the general public on hiking and horse trail seg-
40 ments should be prohibited except where existing regulations allow such use
41 on public lands or to allow continued access and land use for owners of
42 private lands.

43
44 Public access to the Trail should be limited to those areas where ownership
45 or easements have been acquired or cooperative agreements established and
46 steps have been taken to assure resource protection.

47
48 The National Park Service, in cooperation with other interests, should
49 develop educational programs to emphasize private property rights as well as
50 to provide information on proper trail use and availability of sites and
51 segments for public use.

1
2 3. Trail Right-of-Way Acquisition
3

4 Expenditure of funds by Federal agencies to acquire lands or interests in
5 lands is by law restricted to acquisition of non-Federal lands within the
6 boundaries of existing Federal areas.
7

8 Any necessary land acquisition outside existing Federal areas should be
9 undertaken by appropriate State and local agencies and private interests.
10 Agencies and organizations administering Trail sites and segments should
11 acquire less-than-fee title interests and utilize exchanges and donations
12 ,whenever management objectives can be met using these protection strategies.
13

14 The purpose of acquisition of key areas would be: (1) to preserve the
15 natural, historical, and cultural resources of the Trail, (2) to manage pub-
16 lic access, and (3) to minimize adverse effects on the operations of private
17 landowners.
18

19 Access across private lands should be sought only for Trail segments where
20 minor rerouting to keep the Trail on public lands cannot be accomplished or
21 where the only feasible access to significant sites on public land is across
22 private ownership.
23

24 Private landowners are encouraged to participate in Trail management, at
25 their own initiative, by entering into cooperative agreements. However, such
26 participation is not required.
27

28 4. Interpretation
29

30 Interpretive practices will include the primary goal of telling the story of
31 the Lewis and Clark Expedition of 1804-6 and secondary themes. The secondary
32 themes will include related history before and after the Expedition and
33 interpretive opportunities that would be encountered along the Trail route by
34 the user.
35

36 Brochures or Trail guides should be developed on a statewide or other
37 segmented basis to provide interpretive information combined with Trail use
38 information and allow historic retracement where intensive signing is not
39 desirable or practical. Brochures and Trail guides should be widely available
40 in Trail States, at major recreation areas along the Trail, at visitor
41 centers, or through State and Federal Offices. They should be developed in
42 cooperation with Federal, non-Federal, and private interests.
43

44 Museums and visitor centers could interpret Lewis and Clark through expansion
45 of exhibits at existing facilities, development of new visitor centers
46 primarily devoted to Lewis and Clark, interpretation of broad themes related
47 to the Expedition, and emphasis on the Expedition and related subjects in the
48 regional area of the facility.
49

50 All onsite or visitor center interpretation should provide some emphasis on
51 interpretation of Lewis and Clark in the area of the facility in order to

1 provide a continuing interpretive story for the long-distance Trail user and
2 highlight local Lewis and Clark history for the local Trail user.

3
4 The official Lewis and Clark National Historic Trail insignia (marker) should
5 be incorporated into onsite and visitor center exhibits when they are part of
6 a Federal or non-Federal Trail site or segment as the uniform identifying
7 mark of the Trail.

8
9 Onsite interpretation should include a panel to orient the traveler to the
10 present location, historical and recreational attractions in the area, and
11 travel services available nearby.

12 13 14 D. Management Responsibilities

15
16 The task of managing the Lewis and Clark National Historic Trail will be
17 divided among the National Park Service and the owners and managers of the
18 component sites and segments.

19 20 21 1. National Park Service

22
23 The National Park Service has the responsibility delegated by the Secretary
24 of the Interior to administer the Lewis and Clark National Historic Trail as
25 a component of the National Park System. That responsibility includes:

26
27 Review of all detailed management and use plans prepared by the Federal and
28 non-Federal jurisdictions responsible for the component sites and segments.

29
30 Encouraging and assisting in the implementation of the recommendations for
31 the historic sites and segments discussed in the Comprehensive Management
32 Plan.

33
34 Reviewing all applications from State or local agencies or private interests
35 seeking to have sites or segments certified as Trail components by the
36 Secretary.

37
38 Regularly monitoring the status of all sites and segments identified in the
39 Plan in order to ascertain changes in ownership or impending developments.

40
41 Coordinating development and issuance of regulations which have general
42 application along the Trail.

43
44 Performing or arranging for basic historical and archaeological research.

45
46 As provided for in the National Environmental Policy Act and the National
47 Historic Preservation Act, reviewing and commenting on pipeline, highway,
48 utility rights-of-way, and other development proposals which may adversely
49 affect the primary route or any sites or segments.

50
51 Arranging for and coordinating marking of the Trail route.

1
2 Encouraging establishment of Lewis and Clark Trail committees or similar
3 organizations in each Trail State to serve as a rallying point for the
4 implementation and protection of the Trail by many concerned private
5 groups and individuals.

6 Preparing or providing for maps, reports, books, brochures, and other
7 interpretive publications for distribution at interpretive centers and
8 other visitation points.

9
10
11 2. Jurisdictions Responsible for Individual Sites and
12 Segments

13
14 Responsibility for carrying out the recommendations for sites or segments
15 remains with the owners of land upon which those sites or segments are
16 located.

17
18 The sites and segments, or portions thereof, which are on Federal lands
19 and which comprise the initial protection components of the Trail,
20 continue under the management of the Federal agencies. It is incumbent on
21 those agencies to begin to protect and interpret those sites and segments
22 as discussed in the Plan. Detailed management and use plans, modeled after
23 the recommendations in the Plan, should be prepared and implemented as
24 soon as possible.

25
26 The sites and segments, or portions thereof, which are not on Federal
27 lands, are potential components of the Lewis and Clark National Historic
28 Trail. They become components upon certification by the Secretary
29 following the receipt of voluntary applications from State or local
30 agencies or private interests.

31
32 The non-Federal entity should take the initiative in seeking to make
33 whatever arrangements are necessary to protect and interpret the site or
34 segment. This includes the preparation and implementation of detailed
35 management and use plans modeled after the concepts proposed in the Plan.
36 Plan preparation and implementation could be carried out as part of the
37 certification process in close cooperation with the National Park Service
38 and other public and private interests.

39
40 At a site or segment involving mixed ownership, a lead agency should
41 attempt to reach agreement with the owners on the division of
42 responsibilities. Agreements would be voluntary.

43
44 As part of their responsibility, management entities should arrange to
45 have research performed, seek public access, define boundaries, erect and
46

1 maintain markers, provide and maintain local facilities, issue and enforce
2 regulations, work closely with the National Park Service, and nominate
3 qualified sites to the National Register of Historic Places.
4
5

1 VI. COOPERATING INTERESTS

2
3 In accordance with Section 7 of the National Trails System Act, major por-
4 tions of the task of actually developing and managing the Lewis and Clark
5 National Historic Trail will be accomplished through cooperating interests.
6 The National Park Service will seek to establish written cooperative
7 agreements between the Secretary of the Interior and the various State or
8 local governments or private interests involved. In the case of Federal
9 interests, memoranda of understanding will be established between the
10 Secretary and other Federal Departments; or in the case of other bureaus of
11 the Department of the Interior, between that bureau and the National Park
12 Service. The table on pages 108-111 outlines suggested content of such
13 agreements and memoranda for each level of the potential managing entities. A
14 sample cooperative agreement appears at the end of this Section.

15
16 Cooperative agreements and memoranda of understanding will be pursued with
17 public and private entities as described below in regard to the
18 establishment, marking, and maintenance of the Lewis and Clark National
19 Historic Trail.

20
21 FEDERAL AGENCIES:

22 Bureau of Land Management, Department of the Interior
23 U.S. Fish and Wildlife Service, Department of the Interior
24 Bureau of Reclamation, Department of the Interior
25 U.S. Forest Service, Department of Agriculture
26 U.S. Army Corps of Engineers, Department of Army

27
28 STATES/AGENCIES:

29
30 Cooperative agreements will be pursued with the 11 Trail States listed below
31 to cover the activities of various agencies responsible for fish and game
32 parks, highways and transportation, historic preservation and research, etc.,
33 as appropriate for each State. For States with more than one department or
34 agency participating, either one general agreement or separate department
35 agency agreements could be developed depending on the desires of the
36 particular State. In the case of general agreements to cover participation
37 of all State departments or agencies, the basic principle of voluntary
38 participation should still be considered to apply, since each department or
39 agency will participate depending on availability of funds and compatibility
40 with individual land management plans.

41
42 The 11 Trail States are:

43 Illinois Missouri Kansas Iowa Nebraska
44 South Dakota North Dakota Montana Idaho Oregon
45 Washington
46

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26

LOCAL GOVERNMENTS

Cooperative agreements will be pursued with local units of government which will have a significant degree of involvement in implementing the Trail Plan, such as those administering several sites included in the Plan, existing or potential land based trail segments, or a major historic site. Agreements with other local agencies will be pursued as necessary, although arrangements with agencies having only minor involvement in implementing the Trail Plan could be covered in the certification of a protected site or segment.

PRIVATE ORGANIZATIONS, CORPORATIONS, INDIVIDUALS, ETC.

Cooperative agreements will be sought with private landowners, both individuals and corporations, along the Trail route either through Federal or State efforts. Examples of major landowners would include:

- Montana Power Company
- Burlington Northern, Inc.
- U.S. Plywood Corporation
- Potlatch Corporation

Cooperative agreements will also be pursued with private entities involved with historical research, preparation of maps and brochures, etc. A key organization in this area is the Lewis and Clark Trail Heritage Foundation, Inc.

LEWIS AND CLARK NATIONAL HISTORIC TRAIL,
COMPREHENSIVE PLAN

DETAILS OF AGREEMENTS OR MEMORANDA					
Roles and Responsibilities: What the Parties Would Agree To Do					
Parties to Agreements or Memoranda		Marking the Trail	Administering Segments of Trail	Development of Facilities	Provide Access and Interpretation
F E D E R A L	Interior National Park Service	Provide non-Federal managing entities with initial set of markers in accordance with the marking program identified in the Comprehensive Plan.	Manage portion of Trail passing through NPS areas in keeping with purposes of the Trail. Establish a management entity in the NPS Midwest Regional Office for Trail administration and coordination activities.	Any facilities developed at NPS areas would be in keeping with the site's General Management Plan.	In keeping with the General Management Plan for the NPS area. Expand interpretive facilities to include Lewis and Clark where needed.
	Other Federal (BLM, BOR, FWS, COE, USFS)	Erect and maintain markers on initial protection sites and segments in accordance with the marking program of the Comprehensive Plan.	Administer, manage, protect, and maintain cultural and natural resources within initial protection sites and segments in accordance with the purposes of the Trail.	Develop, operate, and maintain visitor facilities as recommended by the Trail's Comprehensive Plan at each Agency's expense.	Provide appropriate public access and interpretive opportunities for Federally protected sites and segments at each Agency's expense.
State Agencies and Local Governments		Erect and maintain markers on certified protected sites and segments.	Administer, manage, protect, and maintain State or locally owned certified protected sites and segments at no expense to the Federal Government in accordance with the purposes of the Trail.	Same as for "Other Federal" above but without expense to the Federal Government except for qualified grant programs.	Same as for "Other Federal" above for certified protected sites and segments but without expense to the Federal Government except for qualified grant programs.
Private Organizations, Corporations, and Individuals		Same as "State" above.	Same as State above, for privately owned certified protected sites and segments.	Same as for "State" above.	Same as for "State" above.

LEWIS AND CLARK NATIONAL HISTORIC TRAIL
COMPREHENSIVE PLAN

DETAILS OF AGREEMENTS OR MEMORANDA					
Roles and Responsibilities: What the Parties Would Agree To Do					
Parties to Agreements or Memoranda	Technical Assistance	Funding	Certification as Protected Segments	Additional Legislative Authority	
F E D E R A L	Interior National Park Service	Upon request and as funds permit, provide technical assistance to managing entities for planning access, protection, facilities, interpretation, and if necessary, acquisition, for components of the Trail.	Seek funding as appropriate to manage the portion of the Trail within NPS areas. Fund initial set of markers for entire Trail. Seek adequate appropriations to carry out administrative oversight and technical assistance responsibilities.	Initiate action upon requests from State, local or private interests for certification of non-Federal lands as protected segments of the Trail.	Through legislative liaison, present issues raised by Trail interests and the Advisory Council to proper congressional committees.
	Other Federal (BLM, BCR, FWS, COE, USFS)	Consider requesting technical assistance as outlined above from National Park Service and other sources.	Seek adequate appropriations to carry out responsibility for administration and development of initial protection sites and segments, pursuant to Section 10(c) of the Act.	N/A	N/A
	State Agencies and Local Governments	Same as "Other Federal" above. May provide technical assistance to Federal and private entities upon request.	Same as "Other Federal" above, including both State, private, and appropriate Federal sources, for developing and administering certified protection segments.	Consider requesting certification of sites and segments identified in the Comprehensive Plan for the Trail.	Seek such additional State authority as may be required to obligate State funds for management of State-owned rights-of-way, sites or other lands which receive Federal certification as part of the Trail.
	Private Organizations, Corporations, and Individuals	Same as "Other Federal" above, or State assistance.	Consider seeking funds from appropriate private, State, or Federal sources for development and management of privately owned certified protection segments.	Same as "State" above.	N/A

LEWIS AND CLARK NATIONAL HISTORIC TRAIL
COMPREHENSIVE PLAN

DETAILS OF AGREEMENTS OR MEMORANDA					
Roles and Responsibilities: What the Parties Would Agree To Do					
Parties to Agreements or Memoranda		Consultation with Advisory Council	Agreements with Private Landowners	Land Exchange or Acquisition	Rules and Regulations
F E D E R A L	Interior National Park Service	Consult with Council on matters relating to the Trail including transmittal of concerns from managing entities and returning Council's advice to managing entities.	Initiate agreements with private landowners where State and local governments fail to do so, pursuant to Section 7(e) of the National Trails System Act.	Consider acquisition of any needed private lands within the exterior boundaries of NPS areas where cooperative agreements cannot be consummated, pursuant to Sections 7(d) and 10(c) of the Act.	Promulgate such overall regulations as may be necessary for proper administration and protection of the Trail, fully coordinating with affected interests.
	Other Federal (BLM, BOR, FWS, OIE, USFS)	Convey Trail management concerns to National Park Service for transmittal to Advisory Council.	Seek cooperative agreements with owners of high potential non-Federal lands within Trail right-of-way where necessary to provide adequate protection or public access to initial protection segments, pursuant to Section 7(d) of the Act.	Consider acquisition of private lands within the exterior Federal boundary where cooperative agreements cannot be consummated, pursuant to Sections 7(d) and 10(c) of the Act.	Promulgate rules and regulations for administered sites and segments, consistent with overall Trail regulations above.
State Agencies and Local Governments		Same as "Other Federal" above.	Same as "Other Federal" above, for sites and segments which may become certified, pursuant to Section 7(e) of the Act.	Consider acquisition of private lands where agreements cannot be consummated. State funds, including Land and Water Conservation Fund monies, may be used for acquisition. Authority is Section 7(e) of the Act.	Same as "Other Federal" above.
Private Organizations, Corporations, and Individuals		Same as "Other Federal" above.	Consider seeking cooperative agreements with landowners to establish sites and segments which subsequently may be certified.	Consider acquiring lands for sites and segments which subsequently may be certified.	Same as "Other Federal" above.

LEWIS AND CLARK NATIONAL HISTORIC TRAIL
COMPREHENSIVE PLAN

DETAILS OF AGREEMENTS OR MEMORANDA					
Roles and Responsibilities: What the Parties Would Agree To Do					
Parties to Agreements or Memoranda		Trail R-O-W on Federal Lands	Federal Register Notification	Periodic Consultation	
F E D E R A L	Interior National Park Service	Agree with other Federal agencies on width and location of Trail right-of-way across Federal lands, pursuant to Section 7(a) of the Act.	National Park Service to prepare and assure publication of Trail right-of-way, pursuant to Section 7(a) of the Act.	Periodically consult with managing entities concerning management of Trail segments including coordination with planning of other conservation programs.	
	Other Federal (BLM, BOR, FWS, COE, USFS)	Agree with National Park Service on Trail width and location as outlined above.	N/A	Periodically consult with the National Park Service as outlined above. Each Agency to establish a primary coordinator for the Trail.	
State Agencies and Local Governments		Agree to width and location of Trail right-of-way as identified in the Comprehensive Plan.	N/A	Same as "Other Federal" above. Establish a primary coordinator for the Trail.	
Private Organizations, Corporations, and Individuals		Same as "State" above.	N/A	Same as "Other Federal" above. Private organizations to designate a primary coordinator for the Trail.	

1 Sample

2
3 COOPERATIVE AGREEMENT
4 BETWEEN
5 U.S. DEPARTMENT OF THE INTERIOR AND THE
6 STATE OF _____
7 CONCERNING THE LEWIS AND CLARK
8 NATIONAL HISTORIC TRAIL
9

10 This Cooperative Agreement ("Agreement") is entered into by and between
11 the U.S. Department of the Interior ("Interior") and the State of
12 ("State").

13
14 I. Authorities

15
16 This Agreement is developed under the following authorities:

17 A. The National Trails System Act, 16 U.S.C. 1241, et. Sew. As
18 amended by the National Parks and Recreation Act of 1978, 92 Stat. 3511,
19 16' U.S.C. 1244(a)(6).

20
21 B. Intergovernmental Cooperation act of 1968 (42 U.S.C. 4201 et.
22 Seq.)

23
24 II. Purpose

25
26 The purpose of this Agreement is to provide the basis for cooperation
27 between Interior and State to implement the Comprehensive Plan for the
28 Lewis and Clark National Historic Trail.

29
30 III. Background

31
32 The National Parks and Recreation Act of 1978, 92 Stat. 3511, 16 U.S.C.
33 1244(a)(6), amended the National Trails System Act ("the Act") to
34 establish the Lewis and Clark National Historic Trail ("the Trail"). The
35 Act places responsibility for administering the Trail with the Secretary
36 of the Interior ("Secretary"). Only Federal lands are to be administered
37 as initial protection components of the Trail; but the Act authorizes the
38 Secretary to encourage and to assist State, local, or private entities in
39 establishing, administering, and protecting those segments of the Trail
40 which cross non-federally owned lands. In furtherance of that objective,
41 the Act provides that Cooperative Agreements between Interior and
42 cooperating non-Federal agencies may be written for marking the Trail,
43 establishing rights-of-way, and developing and maintaining facilities.
44 Pursuant to the Act, the Comprehensive Plan for the Trail outlines
45 objectives and practices to be observed in the management of the Trail and
46 identifies significant potential Trail components, procedures for non-
47 Federal certification, and the process to mark the Trail. The Governor of
48 the State of _____ and appropriate State agencies were consulted in
49 the preparation and approval of the Plan.
50

1
2 IV. Responsibilities
3

4 The State and Interior mutually desire that the Lewis and Clark National
5 Historic Trail across the State of _____ be appropriately marked,
6 administered, and managed so as to accomplish the purposes of the National
7 Trails System Act. Accordingly, the State and Interior agree to carry out
8 the following responsibilities for this purpose:
9

10 A. The U.S. Department of the Interior and the State of mutually
11 agree to:

12 1. Establish individual coordinators within each
13 administering agency for Trail administration activities.
14

15 2. Adopt the Lewis and Clark National Historic Trail
16 Comprehensive Plan dated January 1982 and manage the Trail's resources as
17 appropriate and feasible.
18

19 3. Keep each other informed and to consult periodically on
20 management problems pertaining to the Trail, including consultation with
21 the Lewis and Clark National Historic Trail Advisory Council.
22

23 4. Subject to the availability of funds and personnel, provide
24 assistance at the request of either party for the planning and development
25 of facilities, acquisition of land, and the administration of the Trail.
26

27 B. Interior agrees to:

28
29 1. Designate the National Park Service (NPS) as the Federal
30 Agency to carry out the Department's responsibilities, as appropriate,
31 concerning the Trail.
32

33 2. Provide the State with an initial set of Trail markers in
34 accordance with the marking program established in the Comprehensive Plan
35 for the Trail."
36

37 3. Publish a notice of the Trail right-of-way in the "Federal
38 Register
39

40 4. Upon request and as funds permit, provide technical assist-
41 ance for planning access, protection, facilities, interpretation, and
42 other aspects of implementation of the Trail.
43

44 C. The State agrees to:

45
46 1. Mark the Lewis and Clark National Historic Trail with an
47 initial set of markers furnished by the National Park Service according to
48 the marking process identified in the Comprehensive Plan for the Trail.
49

50 2. Maintain the Trail markers erected under item C.1.
51

1 3. Administer, manage, protect, and maintain State-owned Trail
2 sites and segments in accordance with the purpose of the Trail and the
3 Comprehensive Plan.

4
5 4. Develop, operate, and maintain public access recreational
6 and interpretive opportunities and visitor use facilities in accord with
7 the Comprehensive Plan.

8
9 5. Seek funding from State appropriations and appropriate
10 Federal sources such as the Land and Water Conservation Fund or historic
11 preservation grants for acquiring, administering, managing, developing,
12 operating, and maintaining State-owned Trail sites and segments.

13
14 6. Seek such additional State legislative authority as may be
15 required for public use of, and to obligate State funds for management of,
16 State-owned rights-of-way, sites, or other lands in the Trail right-of-
17 way.

18
19 7. Promulgate such rules and regulations as may be necessary
20 for proper administration and protection of State-owned segments.

21
22 8. Seek cooperative agreements with owners of those private
23 lands within the Trail right-of-way adjoining high potential State-owned
24 sites and segments where necessary to assure adequate protection or public
25 access.

26
27 9. Consider acquiring necessary interests in those lands
28 identified in item C.8. above where cooperative agreements with private
29 landowners cannot be consummated.

30
31 V. Nondiscrimination

32
33 During the performance of this Agreement, the cooperators agree to abide
34 by the terms of Executive Order 11246 on nondiscrimination and will not
35 discriminate against any person because of race, color, religion, age,
36 sex, or national origin. The cooperators will take affirmative action to
37 ensure that applicants are employed without regard to their race, color,
38 religion, age, sex, or national origin.

39
40 VI. Officials Not to Benefit

41
42 No member of or delegate to Congress or resident Commissioner shall be
43 admitted to any share or part of this Agreement or to any benefit that may
44 arise there from, but this provision shall not be construed to extend to
45 this Agreement if made with a corporation for its general benefit.

46
47 VII. Limitations

48
49 Nothing in this Agreement will be construed as limiting or affecting in
50 anyway the authority or legal responsibility of Interior or the State to
51 perform beyond the respective authority of each or to require either party
52 to expend funds in any contract or other obligation for future payment of

1 funds or services in excess of those available or authorized for
2 expenditure.
3

4
5 VIII. Amendment and Termination
6

7 Amendments to this Agreement may be proposed by either party and shall
8 become effective upon written approval by both parties.
9

10 This Agreement will exist for a period of no longer than 5 years at which
11 time all parties to the Agreement will evaluate its benefits and determine
12 if the Agreement should be reaffirmed. It may be terminated or revised
13 upon 60 days advance written notice given by one of the parties to the
14 other, or it may be terminated earlier by mutual consent of both parties.
15

16 IX. Execution
17

18 In witness whereof, the parties hereto have executed this Agreement as of
19 the last date written below
20

21
22
23
24
25
26 _____
27 Secretary of the Interior _____ Date Governor, State of
28 Date
29

1 VII. MARKING PLAN

2
3 A. Marker Design

4
5 Section 7(c) of the National Trails System Act directs the Secretary of
6 the Interior to establish a uniform marker for the Lewis and Clark
7 National Historic Trail, including thereon an appropriate and distinctive
8 symbol. It also specifies requirements for the erection and maintenance of
9 markers on Federal and non-Federal lands.

10
11 The design which appears on the cover of this Plan is the marker which the
12 National Park Service, acting on behalf of the Secretary, proposes to
13 adopt for the Lewis and Clark National Historic Trail. Adoption of the
14 design was recommended by the Lewis and Clark National Historic Trail
15 Advisory Council.

16
17 The proposed marker conforms exactly to the National Trails System marker
18 design and incorporates the familiar figures of Lewis and Clark currently
19 used by States to mark highways approximating the Expedition route. The
20 figures would appear in "buckskin brown" just as on the existing highway
21 signs. The proposed marker thus draws upon the familiarity of the Lewis
22 and Clark figures (a symbol owned by the Department of the Interior under
23 U.S. Patent Office Registration Number 877917), yet is sufficiently
24 distinct in overall shape and design so as not to be confused with current
25 highway signs.

26
27
28 B. Marking Guidelines

29
30 As described in detail in Section IV, "Significant Resources and Trail
31 Development Plan," the Lewis and Clark National Historic Trail is not
32 envisioned as primarily a system of marked highway routes. The Trail
33 Development Plan reflects, to the extent possible, the actual route and
34 mode of travel used by the Expedition. The major portion of the Trail is,
35 therefore, recommended for development as a water trail with appropriate
36 adjacent recreation sites and services and historic interpretation.
37 Wherever practicable, land trails for foot and/or horse travel have been
38 recommended along portions of the historic route which were on land.
39 Marked highways (motor routes) have only been recommended when existing
40 roads very closely follow the historic route or development of a land
41 trail appears completely unfeasible. The following paragraphs describe
42 guidelines for marking the three types of recommended trail developments.

43
44
45 1. Water Trails

46 It is not possible or desirable to mark the actual Trail route when it
47 follows rivers and streams, be they small or large. Persons who wish to
48 follow these portions of the Trail will have to "navigate" on the basis of
49 available guide maps for the Trail. For this reason, early development of
50 a brochure or series of brochures delineating the Lewis and Clark National
51 Historic Trail is absolutely essential.

1 Placement of the official marker along water segments of the Trail will be
2 limited to recreation and historic sites identified in the Plan which are
3 within Federal protection components or become certified as non-Federal
4 components of the Trail by the Secretary. Agencies or organizations
5 administering certified sites will be encouraged to display the official
6 marker at entrances to the site. If possible, the official marker should
7 also be placed on or near any Lewis and Clark interpretive signs,
8 displays, exhibits, or visitor centers.

10 2. Land Trails

13 The official marker will be erected and maintained in accordance with
14 cooperative agreements along all Federal and certified non-Federal
15 segments of the Trail which are on land. Markers should be placed at
16 appropriate intervals to facilitate use of the Trail. Posts of various
17 sizes and material or other methods of erection may be used according to
18 the standard trail marking practices of the administering agency or
19 organization.

21 Land trails on or along existing roads that are unpaved and have a
22 relatively low level of use could be established at several locations
23 along the Trail route (see "Trail Development Plan" in Section IV). For
24 example, land trails are recommended which follow the road over Gibbon
25 Pass and portions of the Lolo Trail road in the Clearwater National
26 Forest. It is intended that these be marked as land trails and not as
27 motor routes (marked highways)

29 In addition to the actual land trail segments themselves, recreation and
30 historic sites along these segments which become certified should use the
31 marker at entrances and Lewis and Clark interpretive facilities.

34 3. Motor Routes

36 Some portions of the Expedition's route on land are followed so closely by
37 primary and secondary highways that marking the roadway to facilitate
38 retracement of the Expedition route seems appropriate. Along other por-
39 tions, development of a land trail does not appear justified or feasible
40 and marking of highways which approximate the route becomes the best
41 approach to facilitating retracement. Such marking of highways is
42 permitted by Section 7(c) of the National Trails System Act.

44 Roads and highways identified as motor routes in Section IV and on the
45 maps should be signed with the official Trail marker. Signing should be in
46 conformance with the Federal Highway Administration's Manual on Uniform
47 Traffic Control Devices.

49 Some of the highways recommended as motor route segments in Section IV are
50 already designated and signed as Lewis and Clark Trail highways by the
51 respective States. It is not intended that the official Lewis and Clark
52 National Historic Trail marker should replace the existing signage but

1 rather that it be placed along the highways in addition to the existing
2 signs, perhaps below can the same post. A more complete discussion of
3 existing State Lewis and Clark Trail highways and their relationship to
4 the National Historic Trail is found below.

5
6 In addition to marking the motor route segments themselves, recreation and
7 historic sites along those segments which become certified should use the
8 marker at entrances and Lewis and Clark interpretive facilities.

9 10 4. Other Guidelines

11
12 A few sites included in the "Trail Development Plan" in Section IV are
13 geographically separated from any of the Trail route segments. Those sites
14 which become certified should use the marker at entrances and Lewis and
15 Clark interpretive facilities.

16
17 Where the Lewis and Clark National Historic Trail intersects or coincides
18 with another National Scenic, National Historic, or National Recreation
19 Trail, or any other trail, the marking (and the development) of the two
20 trails should be coordinated. The simplest way is to place both markers on
21 a single post.

22 23 C. Responsibilities

24
25 According to Section 7(c) of the National Trails System Act, where the
26 Trail crosses lands administrated by Federal agencies, the markers shall
27 be erected and maintained by the Federal Agency administering the Trail
28 segment or site in accordance with this Marking Plan. Where the Trail
29 crosses non-Federal lands, the National Park Service will, through a
30 written cooperative agreement, provide the initial set of markers for
31 certified Trail segments and sites and require the administering Agency to
32 erect and maintain them in accordance with this Marking Plan. Nothing in
33 this Plan is intended to imply that markers should be erected in a manner
34 inconsistent with the existing policy of the administering Agency.

35
36 The National Park Service shall provide for the production of sufficient
37 quantities of appropriate sizes of the official marker.

38 39 40 D. Relations of Existing State Designated Lewis and Clark Trail 41 Highways to the National Historic Trail

42
43 Ten of the eleven "Lewis and Clark States" have designated Lewis and Clark
44 Trail highways which generally follow the historic Expedition route. The
45 designation and signing of these routes by the States was probably the
46 most significant and tangible result of the work of the Lewis and Clark
47 Trail Commission (1964-69).

48
49 This system of highways has served a valuable purpose in keeping the Lewis
50 and Clark Expedition in the minds of the motoring and vacationing public
51 and enabling approximate retracement of its route. Although the National
52 Historic Trail will facilitate a more accurate retracement of the route

1 and often by the same mode of transportation used during the Expedition,
2 the existing highways will continue to permit approximate retracement by
3 those whose only transportation option is a motor vehicle.

4
5 It is not the intent of this Plan that the National Historic Trail replace
6 or supersede the system of State Lewis and Clark Trail highways. On the
7 contrary, at their option, the States are encouraged to continue to
8 maintain and improve the designated system. Some States are building new
9 scenic highways along the actual water route of Lewis and Clark. This is
10 heartily encouraged.

11
12 The Lewis and Clark National Historic Trail and the State designated Lewis
13 and Clark Trail highways are two complementary systems. They will serve
14 different portions of the public; but they both have the objective of
15 increasing public awareness of the events, the accomplishments, and the
16 lasting national influence and importance of the Lewis and Clark
17 Expedition.

18
19 As mentioned above, some highways recommended as motor route segments of
20 the National Historic Trail are already designated and signed components
21 of the State Lewis and Clark Trail highway system. It is recommended that
22 the official National Historic Trail marker be placed along designated
23 motor route segments of these highways in addition to, not in place of,
24 existing markers.

25
26
27

1 VIII. IMPLEMENTATION PRIORITIES

2
3 This Comprehensive Plan for Management and Use of the Lewis and Clark
4 National Historic Trail recommends the development of opportunities for
5 retracement of nearly all portions of the historic Expedition route,
6 either as a water trail, a land trail, or a motor route. Hundreds of
7 existing and proposed recreational and historical sites would become an
8 integral part of the Trail and facilitate interpretation and appreciation
9 of the historic Expedition, as well as provide for public recreational use
10 and enjoyment.

11
12 Implementation of the Plan will require the involvement and cooperation of
13 many public and private interests. Federal agencies can develop and
14 manage those sites and segments which lie within the exterior boundaries
15 of Federal areas. Responsibility for other sites and segments will have to
16 be assumed by State, local, and private interests if the Trail is ever to
17 become fully operational.

18
19 As overall administrator of the Trail, on behalf of the Secretary of the
20 Interior, it will be the responsibility of the National Park Service to
21 coordinate the efforts of the many public and private interests. The Lewis
22 and Clark National Historic Trail will be administered as a component of
23 the National Park System.

24
25 In proceeding to administer the Lewis and Clark Trail and implement fully
26 the recommendations in this Plan, those tasks which either are in most
27 urgent need of accomplishment or which logically should be started first
28 will receive priority. The tasks requiring early action by the National
29 Park Service to implement the Plan are:

30
31 1. Publish the route of the Trail in the "Federal Register" as required by
32 Section 7 of the National Trails System Act.

33
34 2. Appoint a qualified person within the National Park Service to function
35 as full-time administrator of the Lewis and Clark National Historic Trail.
36 Immediate appointment of an administrator is important so that no time
37 will be lost in beginning to implement this Comprehensive Plan for
38 Management and Use. Administration of the Trail will be through the
39 Midwest Regional Office. Consideration will be given to the feasibility of
40 other alternative long-term administrative arrangements, such as
41 establishing a separate project office or establishing a joint project
42 office for the Lewis and Clark, Mormon Pioneer, and Oregon National
43 Historic Trails.

44
45 3. Prepare funding requests to cover (1) the annual cost of a full-time
46 Trail administrator and support services, (2) the costs of marking the
47 Trail as described in Section VII of this Plan, (3) the costs of
48 publishing and distributing to the public a pamphlet or brochure about the
49 Lewis and Clark National Historic Trail, (4) the annual operating costs of
50 the Lewis and Clark National Historic Trail Advisory Council, and (5) the
51 costs of technical assistance activities to managing agencies.

52

1 4. Prepare for publication and distribution a pamphlet or brochure about
2 the Lewis and Clark National Historic Trail with a map showing the general
3 route and recommended types of development. The purpose of the pamphlet
4 should be two-fold: (1) meet the existing demand for information on his-
5 toric interpretation and recreation opportunities which already exist
6 along the Trail, and (2) generate involvement by private interests in
7 establishing the Trail.

8
9 5. Execute memoranda of understanding or cooperative agreements with other
10 Federal agencies having responsibility for segments and/or sites
11 identified in the Plan. The suggested content of such agreements is
12 outlined in Section VI.

13
14 6. Arrange for production of a sufficient quantity of the official trail
15 marker to meet needs for the near future.

16
17 7. Incorporate information on the Lewis and Clark National Historic Trail
18 into existing interpretive displays, programs, and literature available at
19 existing National Park Service areas along the Trail.

20
21 8. Encourage the existing Lewis and Clark Trail Heritage Foundation Inc.
22 to formally adopt the implementation and establishment of the Lewis and
23 Clark National Historic Trail as a primary organizational goal and thereby
24 serve as a national focal point for those interested in the Trail.

25
26 Tasks which require active involvement by the entire range of public and
27 private Trail interests, and which relate to the long-term effort required
28 to implement this Plan and manage the Trail, are:

29
30 1. The National Park Service and the 11 Trail States should establish
31 cooperative agreements covering the planning, implementation, and marking
32 of the Trail sites and segments in each respective State. The suggested
33 content of such agreements is outlined in Section VI.

34
35 2. The National Park Service and significant local jurisdictions and
36 private interests should establish cooperative agreements covering the
37 planning, implementation, and marking of Trail sites and segments. The
38 suggested content of such agreements is outlined in Section VI.

39
40 3. All public jurisdictions and private interests should program funds
41 necessary to carry out their responsibilities under the cooperative
42 agreements.

43
44 4. Detailed planning for the protection and implementation of sites and
45 segments identified in Section IV of this Plan should begin as soon as
46 possible as a cooperative effort between the responsible managing entities
47 and the National Park Service.

48
49 5. The Lewis and Clark National Historic Trail Advisory Council should
50 meet semiannually to review the status of and advise the National Park
51 Service on Trail implementation, administration, and maintenance.

52

- 1 6. The National Park Service should design and administer a program of
2 technical assistance to aid all aspects of Lewis and Clark Trail planning,
3 development, and maintenance such as construction standards, trail ease-
4 ments, volunteer involvement, and historic interpretation, etc.
5
- 6 7. The National Park Service should work closely with and monitor the
7 efforts of public jurisdictions and private interests involved in
8 developing, marking, protecting, managing, and interpreting Trail sites
9 and segments.
10
- 11 8. The National Park Service should encourage support by State, local, and
12 private interests regarding certification of non-Federal sites and
13 segments as official components of the National Historic Trail.
14
- 15 9. The National Park Service should play an active role in exploring and
16 arranging publication of guide books and sets of detailed maps for the
17 Trail.
18
- 19 10. The National Park Service should prepare a slide show about the Trail
20 to aid in promoting private sector involvement in establishing and
21 maintaining the Trail.
22
- 23 11. The National Park Service should budget for and implement a project to
24 inventory and document the entire Trail corridor by means of video tape
25
- 26 12. The National Park Service should design and implement a data base com-
27 puter program that itemizes, describes, and locates all recreation and
28 interpretation facilities along the Trail.
29
30

1 IX. CERTIFICATION PROCEDURE

2
3 A. Introduction

4
5 Trail segments and historic sites on non-Federal property, under the
6 management of State agencies, local governments, or private interests, may
7 be officially included in the Lewis and Clark National Historic Trail
8 through certification by the Secretary of the Interior. Development of a
9 certification process and supplemental criteria is required by the
10 National Trails System Act as part of the cooperative management and
11 development of National Historic Trails.

12
13 The certification process for the Lewis and Clark Trail, contained in the
14 following pages, is based on the present procedure for National Recreation
15 Trails. It provides for a brief but comprehensive application that will
16 document resources, management objectives, and responsibilities for each
17 non-Federal site or segment. In the case of smaller additions to the
18 trail, development of the application could replace the need for detailed
19 management planning and formal cooperative agreements.

20
21 The applications will be reviewed and processed by the responsible Office
22 of the National Park Service and forwarded to the Secretary for approval.
23 It is recommended in this Plan that the National Park Service establish
24 the capability to assist in the preparation of applications when requested
25 by the non-Federal interest.

26
27
28 B. Supplemental Criteria for Certified Protected Sites and Segments

29
30 These planning criteria are used to evaluate potential Trail sites and
31 segments and are supplementary to the criteria in Section 5(b)(11) of the
32 National Trails System Act as amended.

33
34 Qualification

35
36 Certified protected sites and segments must have at least one facet of
37 trail significance relating directly to the 1804-6 Lewis and Clark
38 Expedition. The segment may also have one or more facets relating to
39 secondary themes or to recreational use. Part of the recreational
40 experience must be based on historic interpretation and appreciation.

41
42 Readiness

43
44 A site or segment must be ready for public use before it can be certified
45 as a protected site or segment.

46
47 Availability

48
49 A certified protected site or segment must be reasonably accessible for
50 public use. "Reasonably accessible" is interpreted to mean free and open
51 to the public including areas restricted to day use only, accessible only

1 through guided tours, subject to payment of a fee, or subject to other
2 similar restrictions.

3
4 Size

5
6 The size of a certified protected site or segment may vary depending on
7 use and purpose but must be large enough to protect significant resources,
8 or to offer an opportunity for interpreting some aspect of the Lewis and
9 Clark National Historic Trail, or to accommodate recreational use based on
10 historical interpretation and appreciation such as retracing the
11 Expedition route.

12
13 Location

14
15 A certified protected segment must fall within the planning corridor
16 identified in the Comprehensive Plan for the Lewis and Clark National
17 Historic Trail published in the "Federal Register."

18
19 Administration and Management

20
21 The managing public agency or private entity must assure that the segment
22 will be available for public use upon certification for a period of 10
23 years in the case of public agencies and for 5 years in the case of
24 private interests.

25
26 The managing entity must identify how the certified protected segment's
27 resources will be preserved, protected, and made available for public use.
28 This can be done in a management plan or statement specifying such items
29 as zoning or classifications of use, preserving historic features,
30 maintenance, rules and regulations, interpretive program, existing and
31 proposed facilities, use fees, and similar matters. Other permitted uses,
32 such as motor vehicle use, livestock grazing, and similar uses should be
33 addressed in relation to protection of resources and visitor safety.

34

1 C.

Sample

2
3 Application Format for
4 Lewis and Clark National Historic Trail
5 Protected Segment Certification
6

7
8 I. Name of Site or Segment
9

10 II. Agency or Organization or Individual Responsible For:
11

12 A. Submitting Application
13

14 B. Operation and Maintenance
15

16 III. Location
17

18 Attach maps showing the general location of the site or segment and its
19 accessibility to public use.
20

21 IV. Description
22

23 A. Indicate the size of the site or segment and enclose a detailed
24 map of the site or segment.
25

26 B. Describe the site or segment and related features including such
27 items as vegetation, terrain, recreation facilities, significant natural
28 features, environmental intrusions, historical relationship to the Lewis
29 and Clark Trail, other historical features, etc.
30

31 C. Describe ownership. If under lease, give tenure and any special
32 terms of the lease. Include a copy of supporting documents, citations, or
33 references. In the case of private lands, agreements for public access
34 must be documented. (Note: The segment must be in existence and available
35 to the public for use at least 10 consecutive years after certification in
36 the case of public lands and for 5 years in the case of private lands.)
37

38 D. Briefly describe the developed facilities on the site or segment
39 including buildings, recreational facilities, interpretive markers and
40 displays, and Trail segments or designated roads (specify width of right-
41 of-way and Trail tread or road surface width).
42

43 V. Use
44

45 Discuss the types of uses allowed. At least part of the recreation use
46 must be based on historical interpretation and appreciation. If
47 appropriate, discuss incompatible use and possible changes in use.
48

49 VI. Administration and Management
50

51 A. Indicate if a user fee is charged and, if so, state the amount
52 of the fee.

1 B. Describe the management plan (e.g., land use classification or
2 zoning, maintenance, fire protection, police surveillance, rules and
3 regulations, etc.).

4
5 C. Discuss major existing or potential impacts or problems,
6 including probable solutions.

7
8 VII. Other

9
10 Include a sampling of glossy photographs, preferably 8- by 10-inch
11 depicting the site or segment and its use by the public.

12
13 VIII. Affirmation

14
15 Include the following:

16
17 I hereby affirm that: (1) I am duly authorized to represent the Agency
18 or organization noted below; (2) the site or segment is in existence and
19 will be available for public use regardless of race, color, or creed for
20 at least 10 consecutive years in the case of public lands and 5 years in
21 the case of private lands beyond the date that it is certified as a
22 protected segment of the Lewis and Clark National Historic Trail; (3) that
23 the lands will be administered without expense to the United States; and
24 (4) that the site or segment will be identified by the official Lewis and
25 Clark National Historic Trail marker, such marker(s) to be initially
26 supplied by the Secretary of the Interior.

27
28 Applicant(Agency).....Date.....

29
30 By.....

31 Title

32
33 Address.....

34
35
36
37 IX. Certification

38
39 On behalf of the Secretary of the Interior, I certify that the lands des-
40 cribed in the above application (1) meet the criteria for National
41 Historic Trails as given in Section 5(b)(11) of the National Trails System
42 Act, as amended; (2) meet the supplemental criteria prescribed in the
43 Comprehensive Plan for the Lewis and Clark National Historic Trail; and
44 (3) will be administered without expense to the United States. The
45 lands so described are hereby certified as a protected site or segment of
46 the Lewis and Clark National Historic Trail.

47
48 By.....

49 Signature

Title

50
51

52 Date

LEWIS AND CLARK NATIONAL HISTORIC TRAIL

COMPREHENSIVE PLAN

FOR

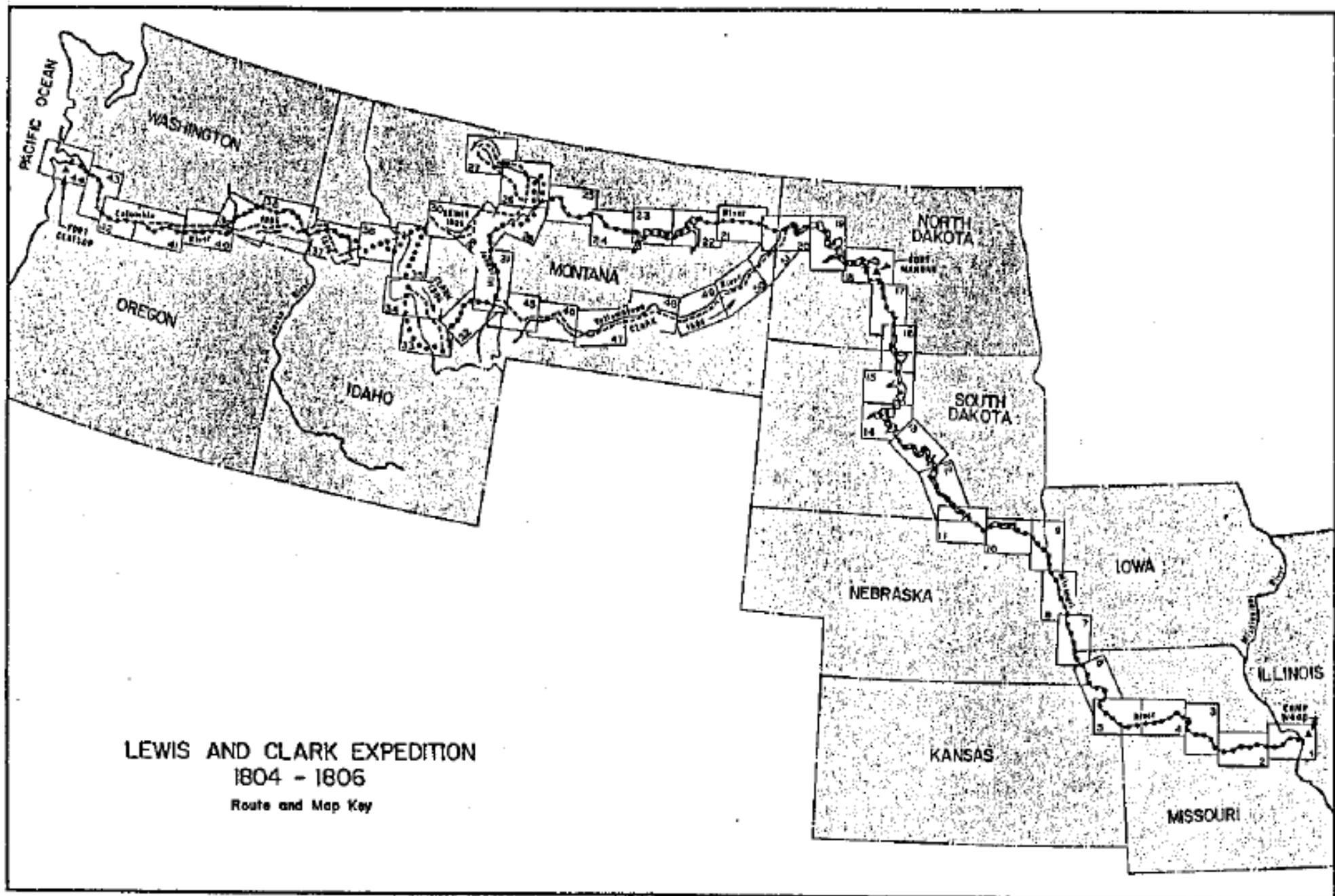
MANAGEMENT AND USE

MAP SUPPLEMENT

National Park Service

United States Department of the Interior

January 1982



LEWIS AND CLARK EXPEDITION
1804 - 1806
 Route and Map Key

LEGEND

EXPEDITION ROUTE — PROPOSED DEVELOPMENT



WATER TRAIL
LAND TRAIL
MOTOR ROUTE

EXPEDITION ROUTE — NO PROPOSED DEVELOPMENT



OTHER TRAILS

STATE DESIGNATED LEWIS AND CLARK HIGHWAYS



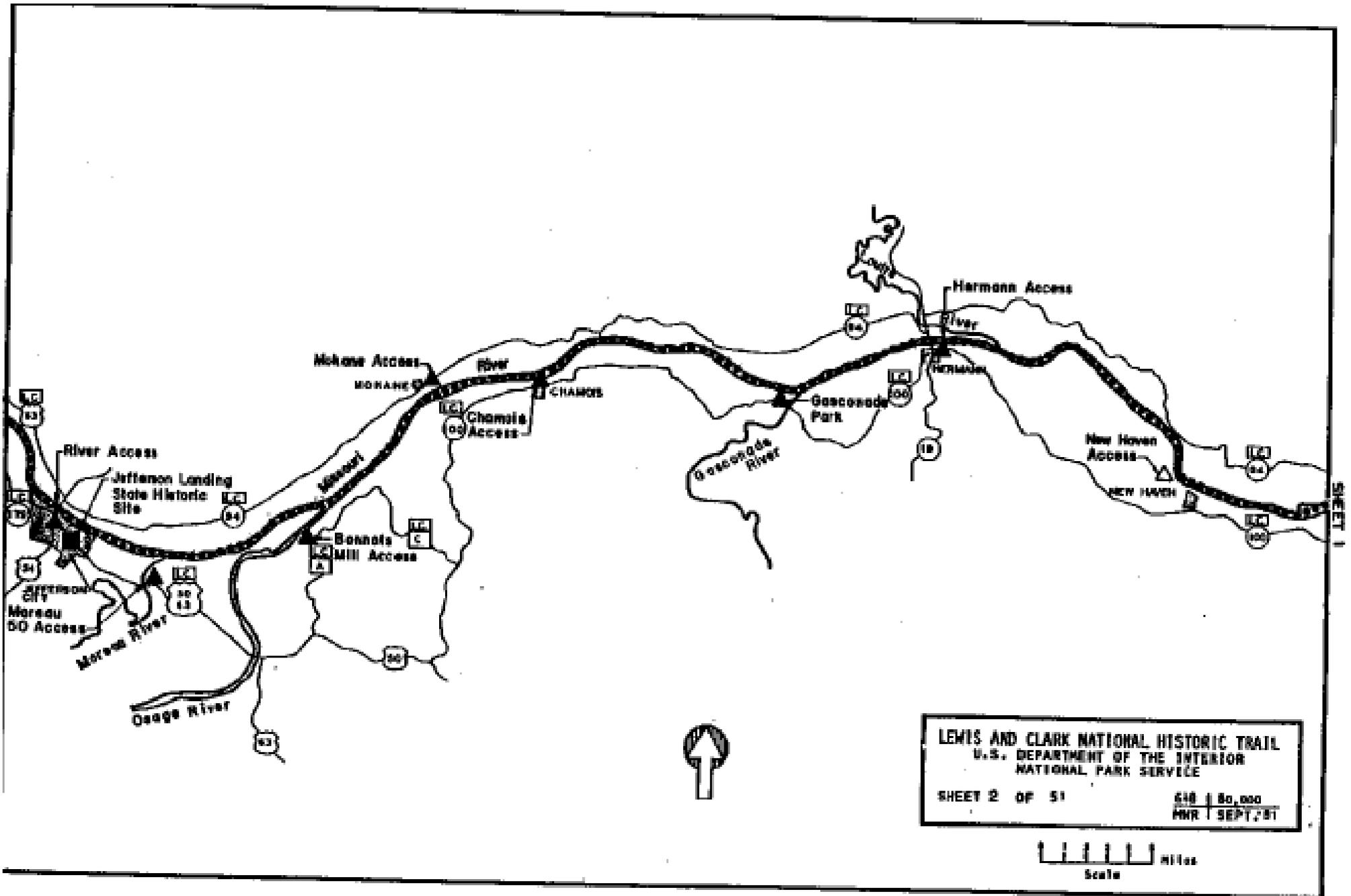
RECREATION OR NATURAL AREA

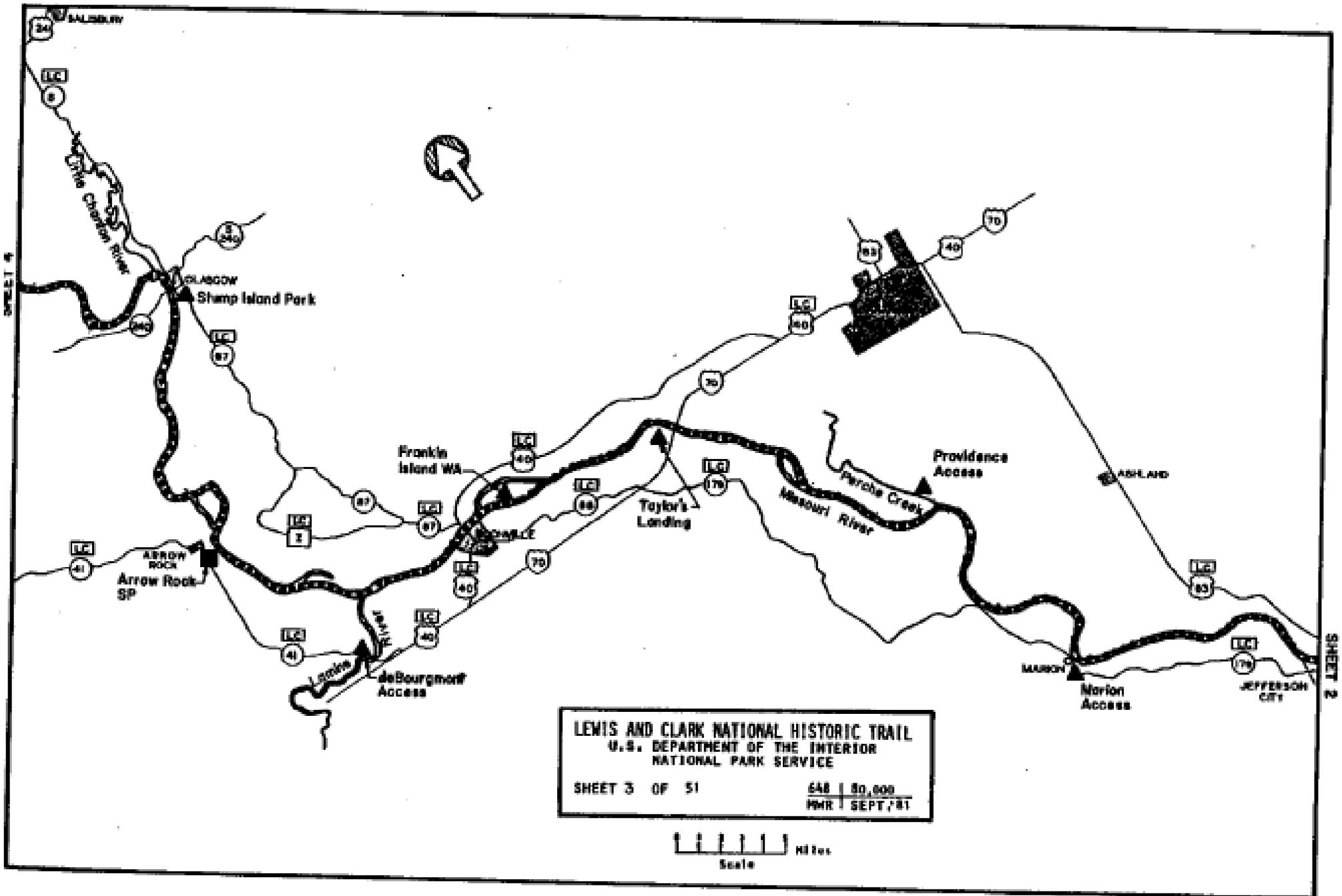
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△ PROPOSED

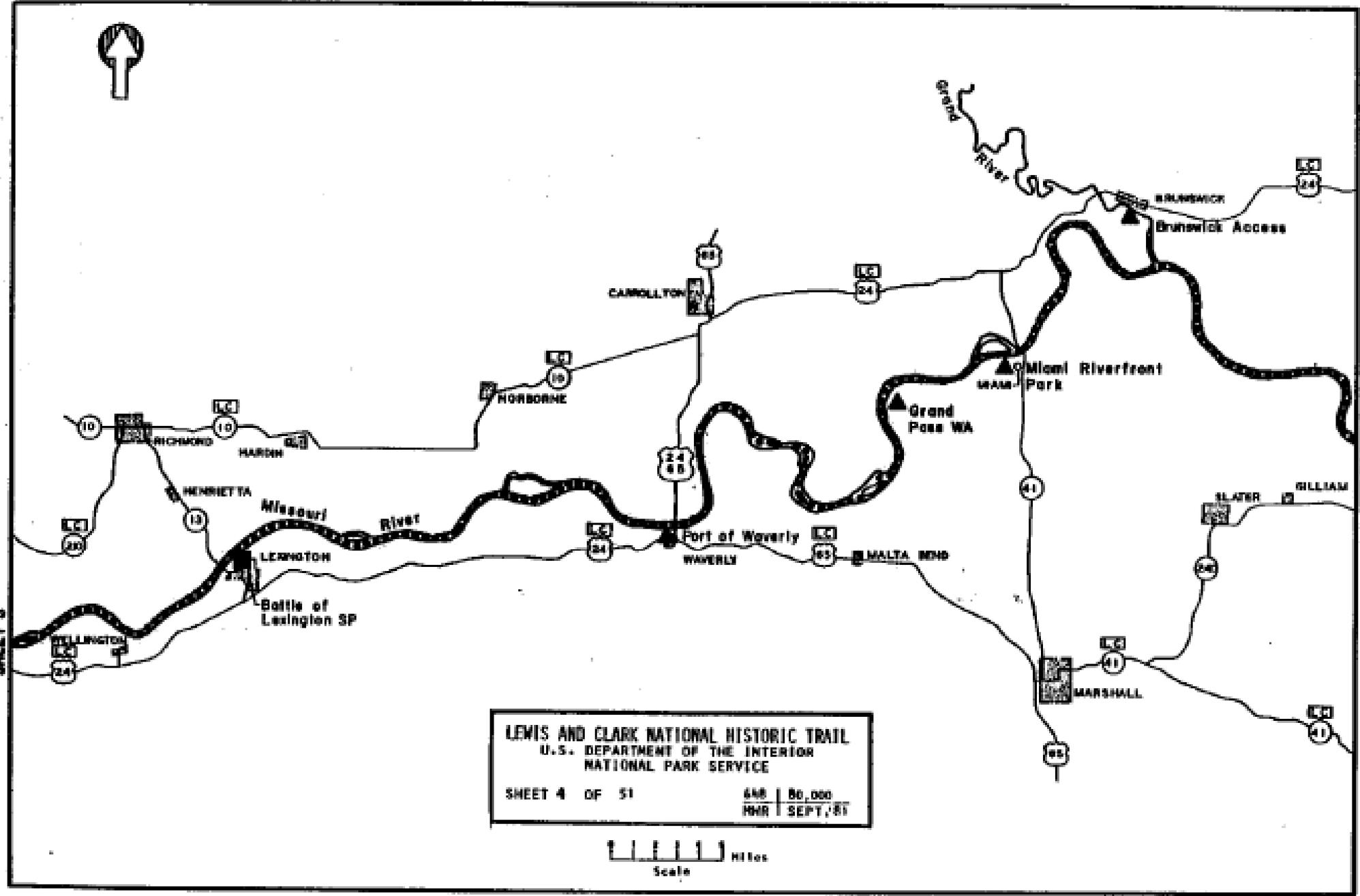
HISTORIC SITE

■ DEVELOPED
□ UNDEVELOPED

RA RECREATION AREA
CP COUNTY PARK
SP STATE PARK
NHP NATIONAL HISTORICAL PARK
NHS NATIONAL HISTORIC SITE
NWR NATIONAL WILDLIFE REFUGE
WA WILDLIFE AREA
CG CAMPGROUND

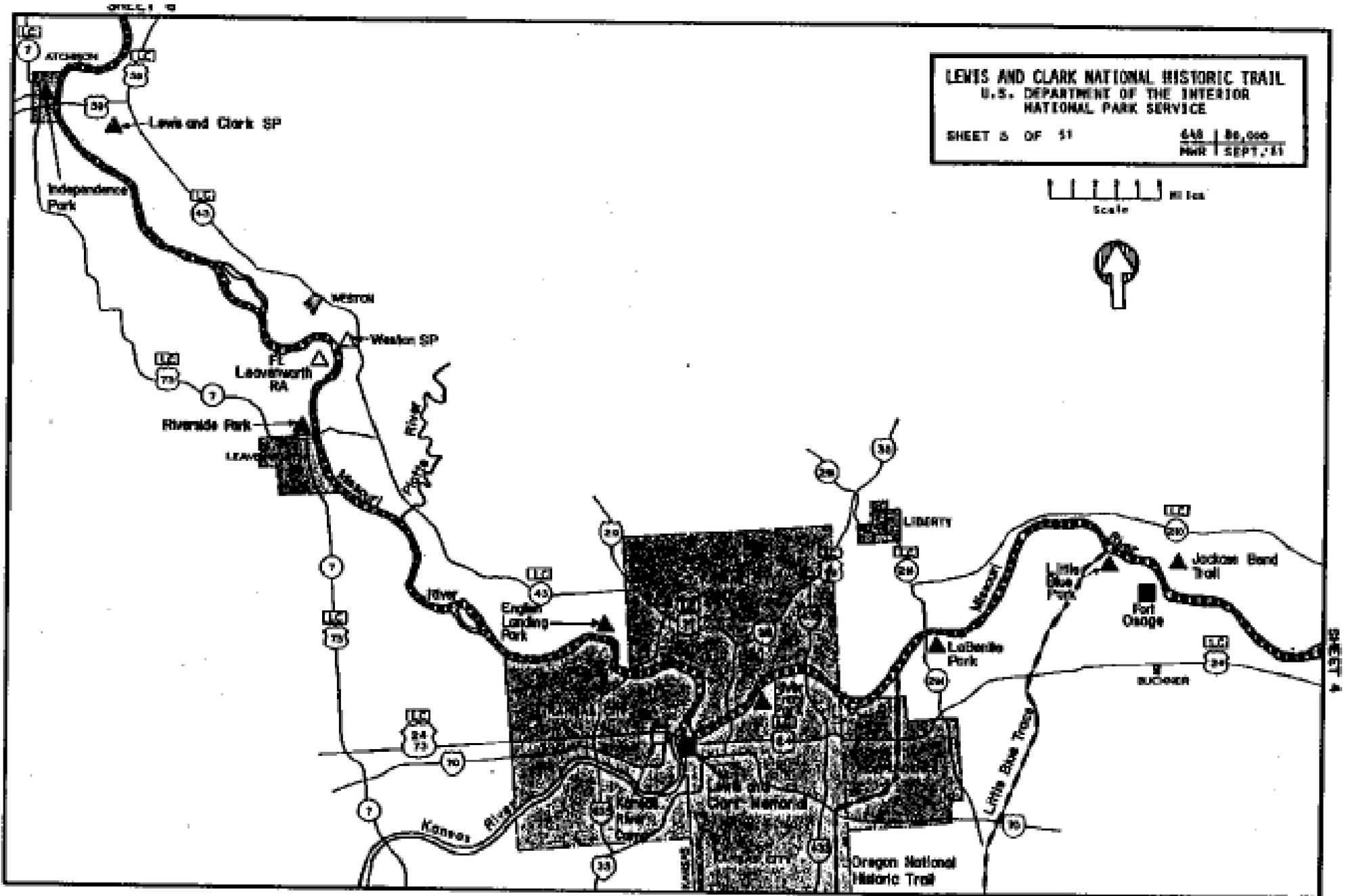


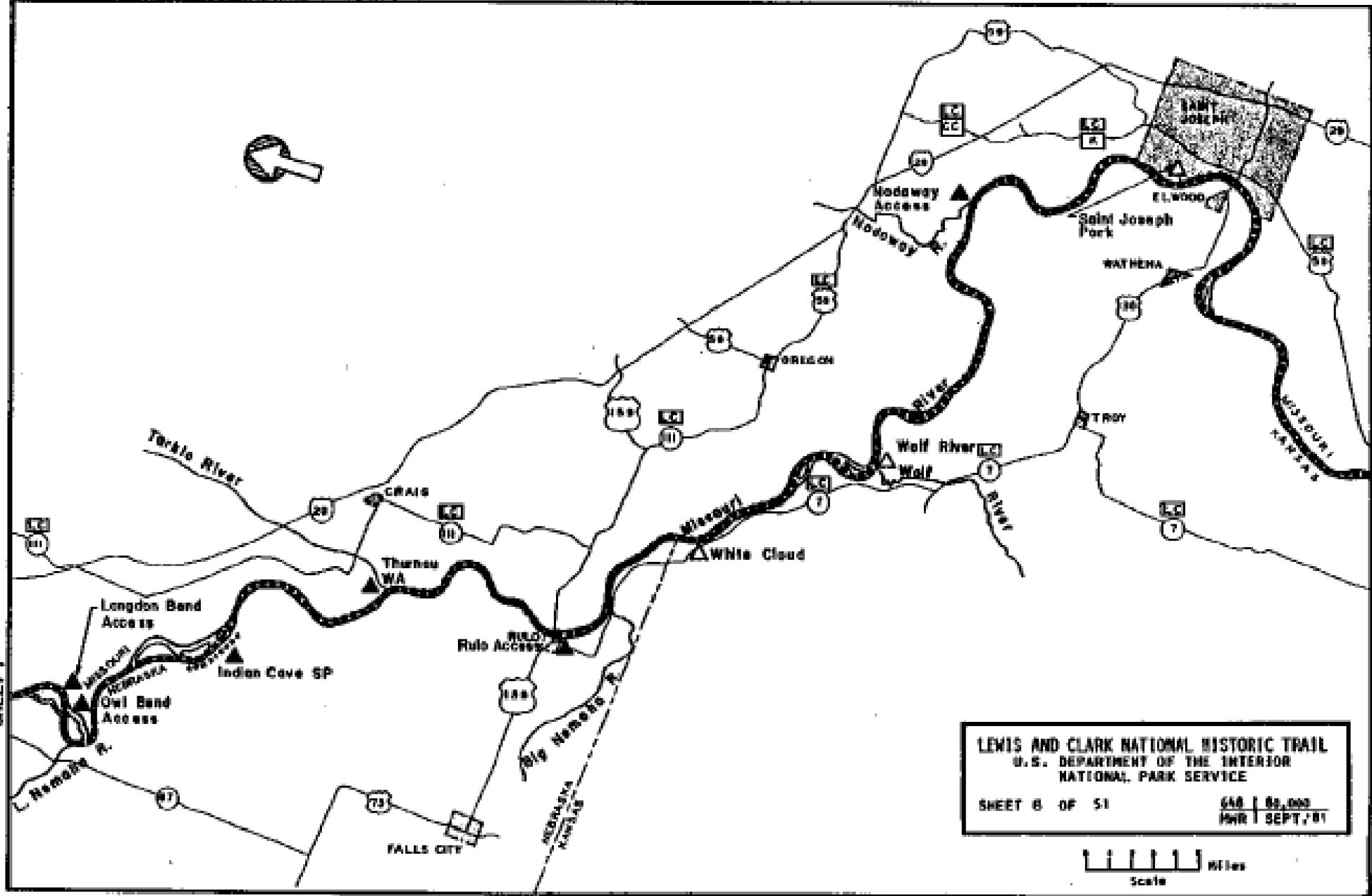




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 NATIONAL PARK SERVICE
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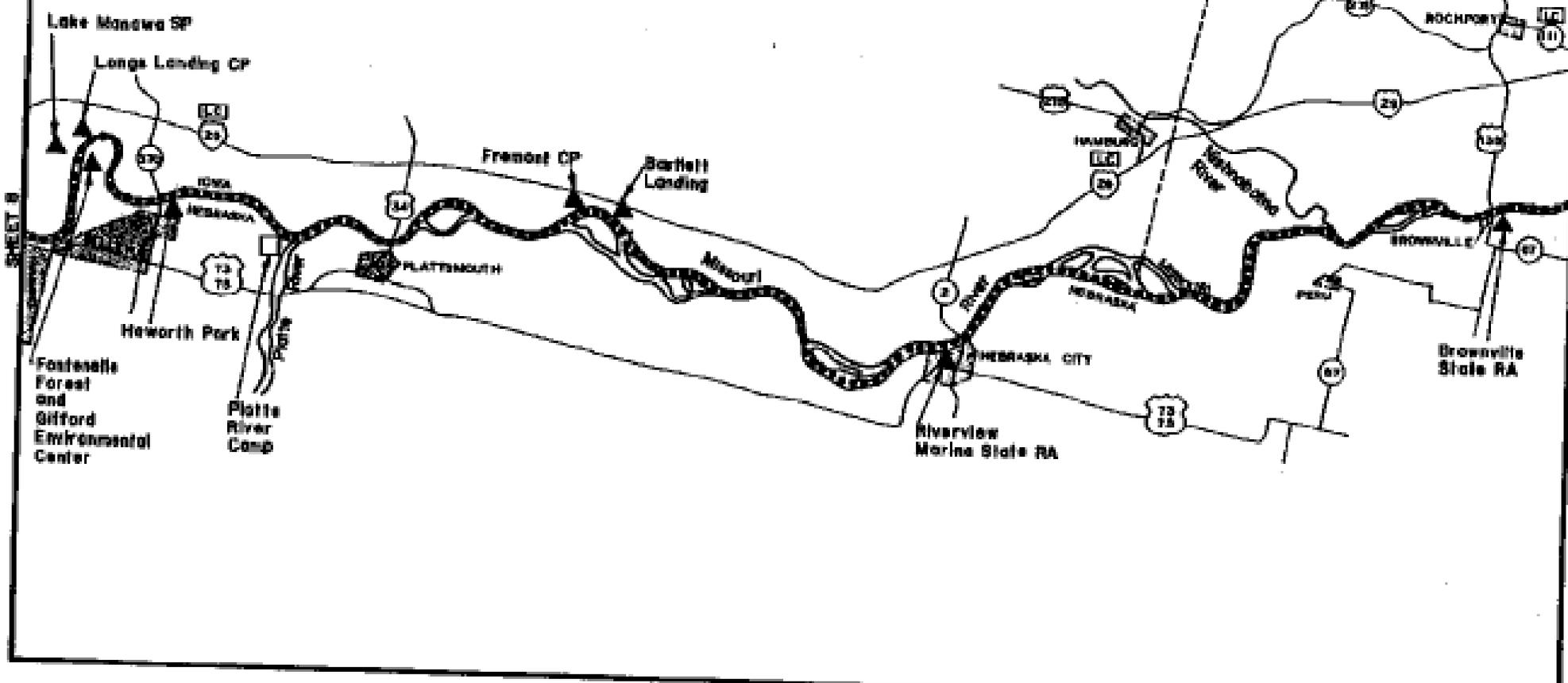
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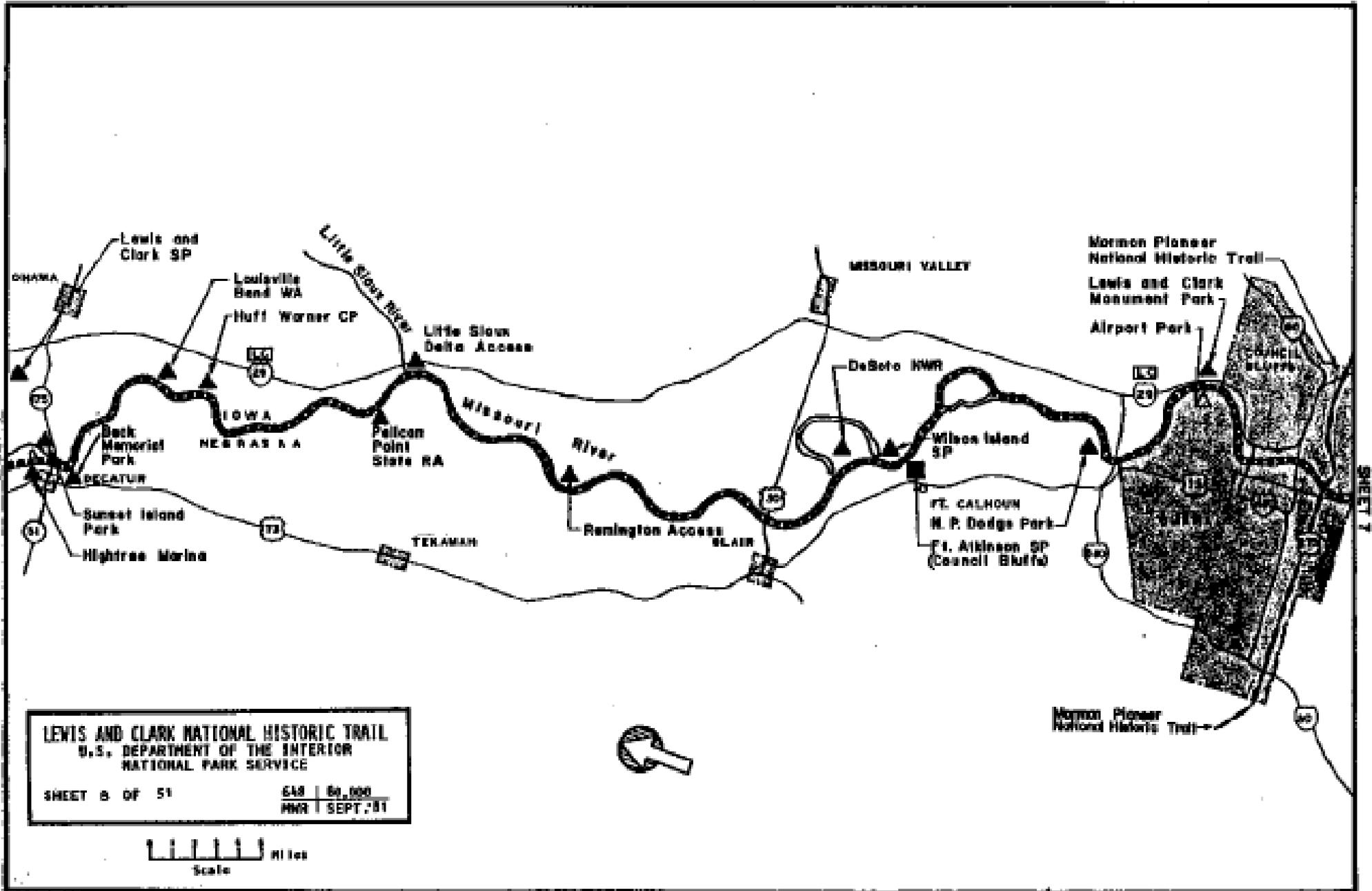


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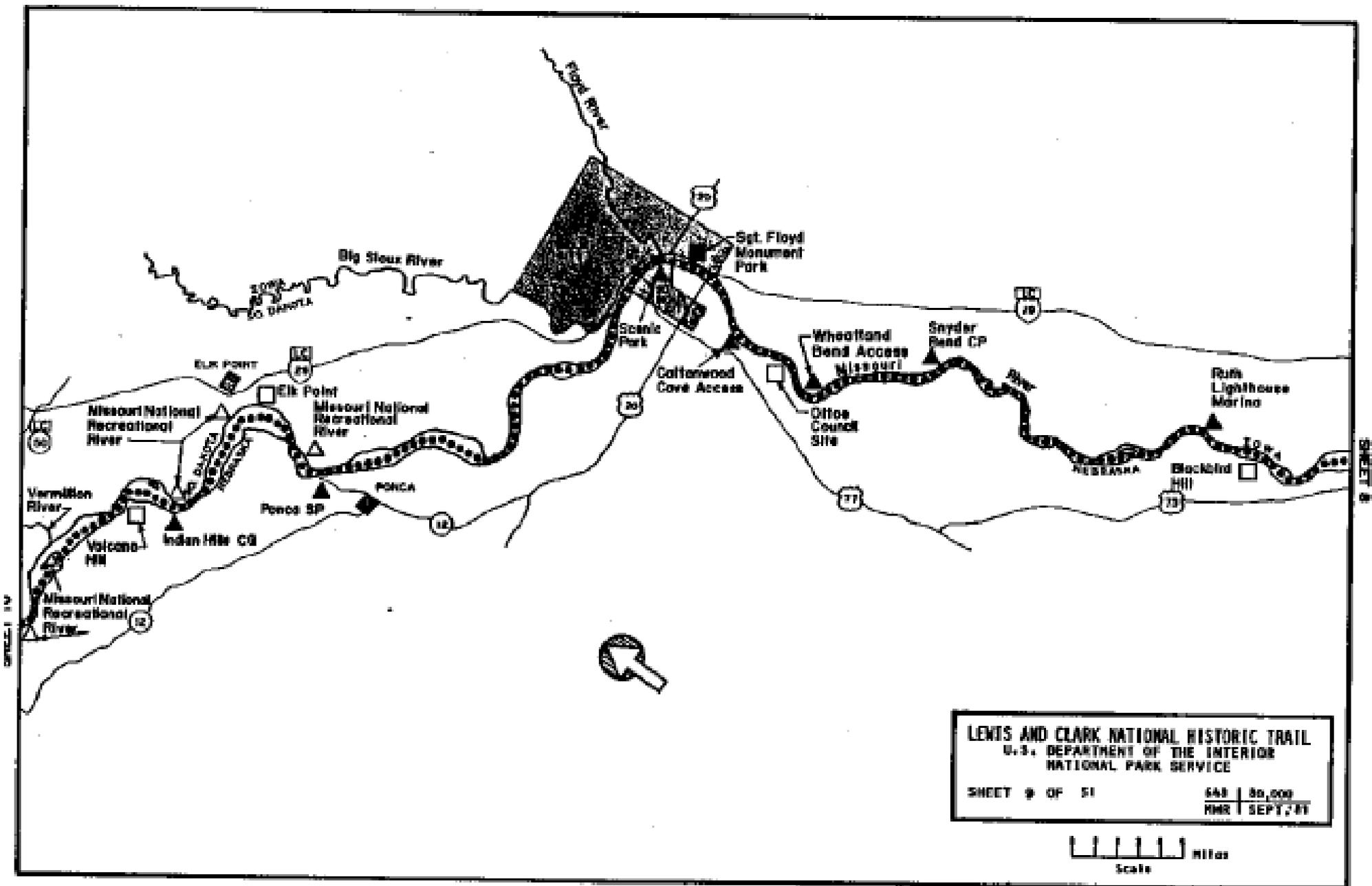


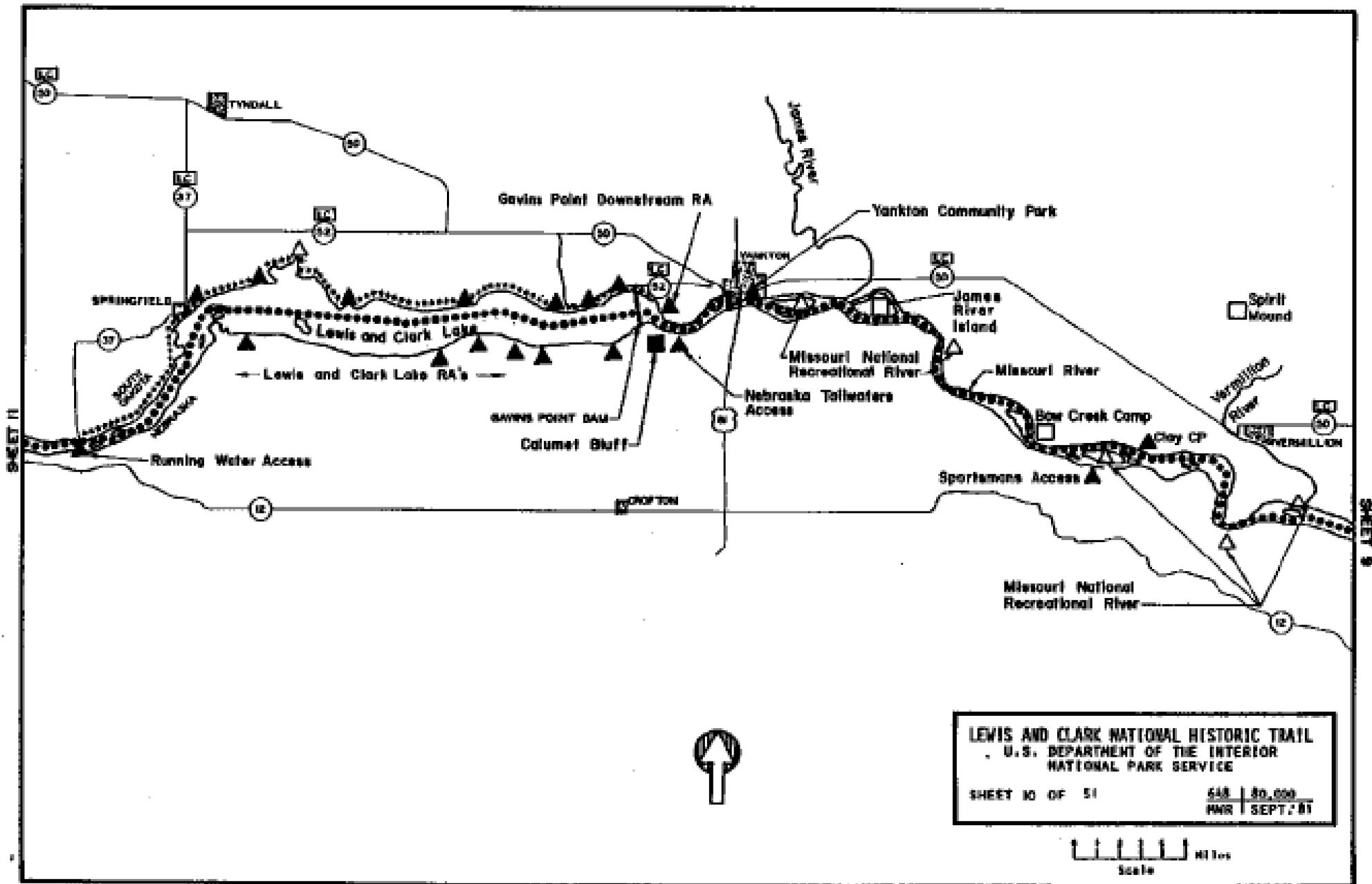
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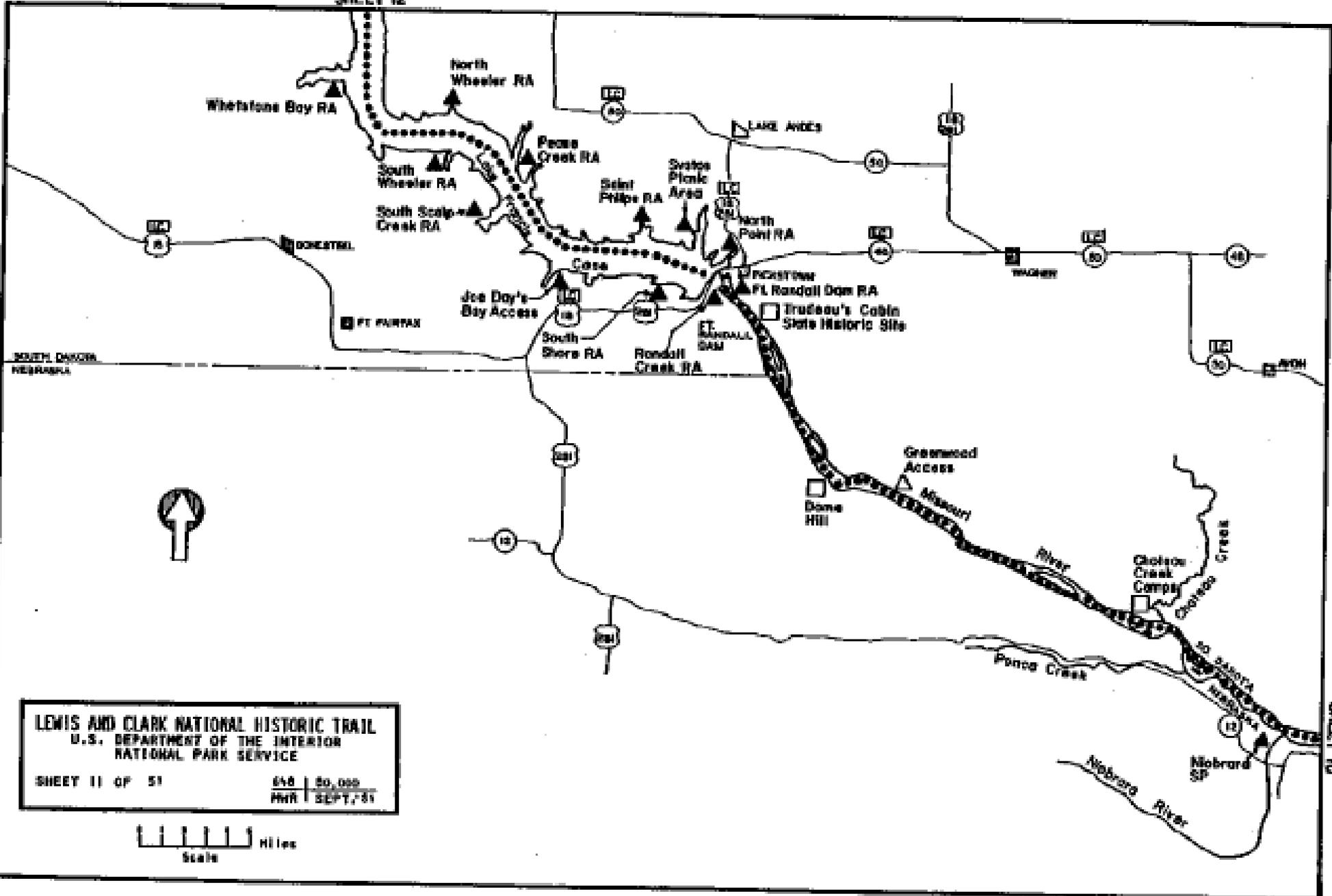
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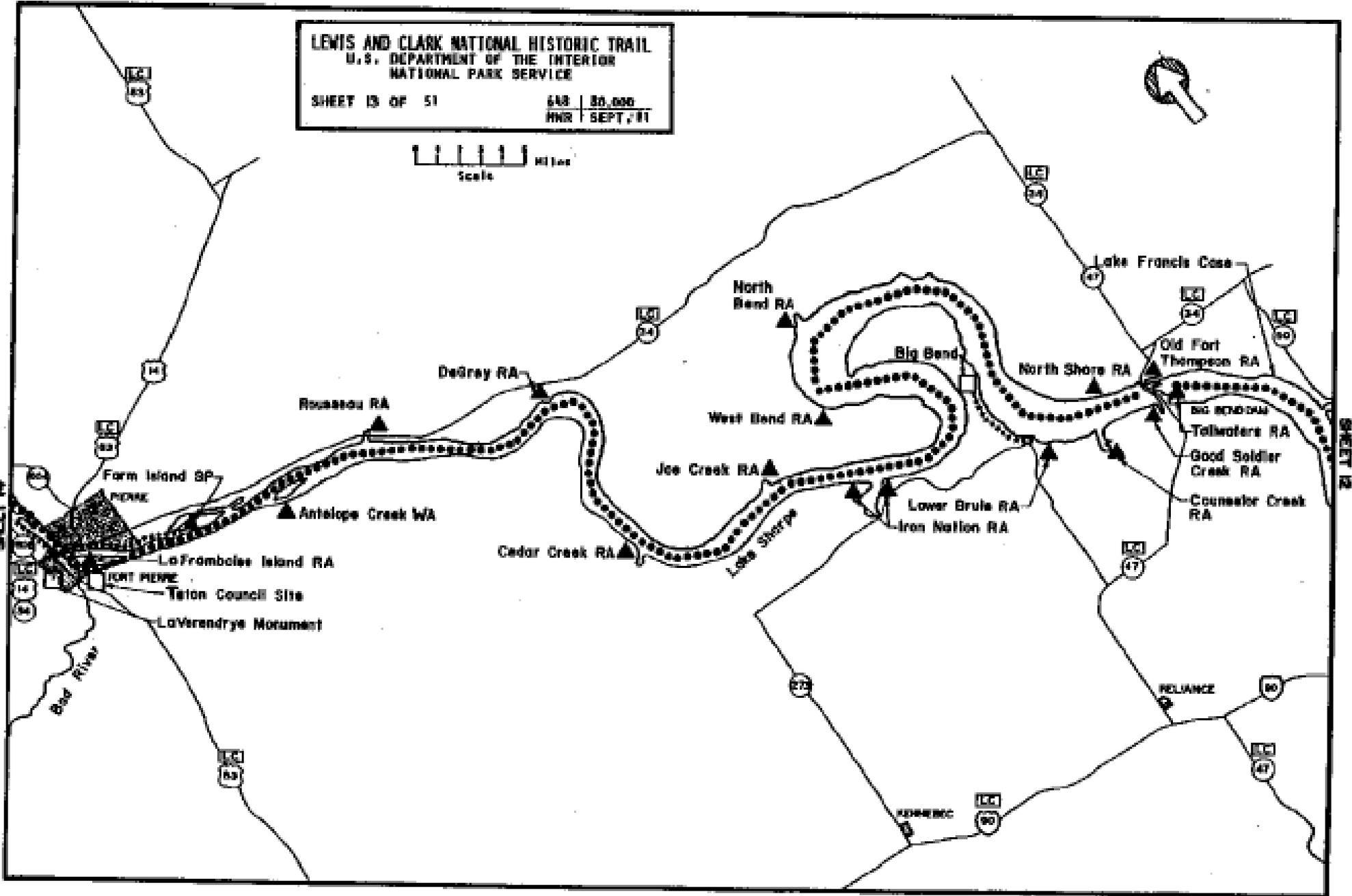
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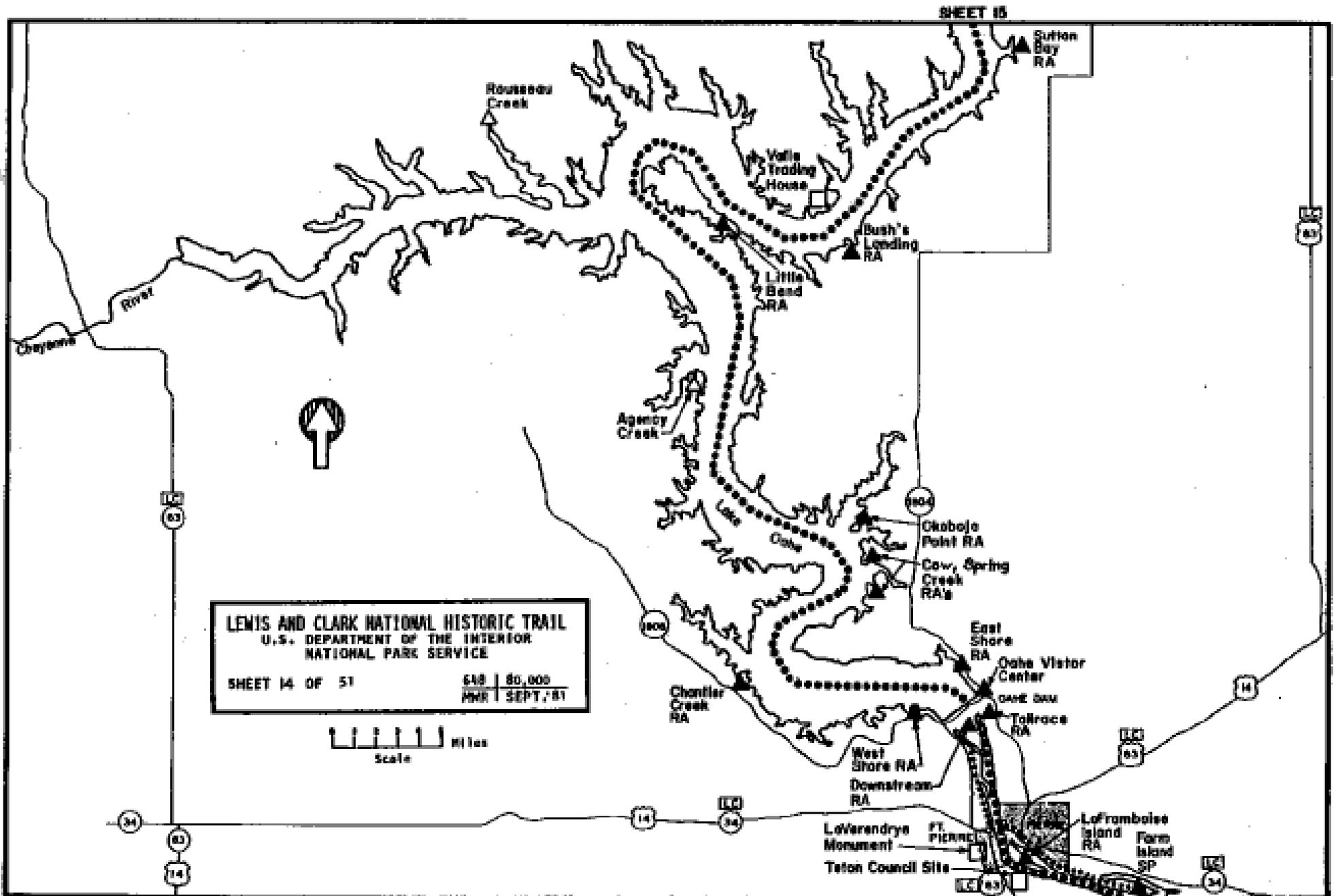


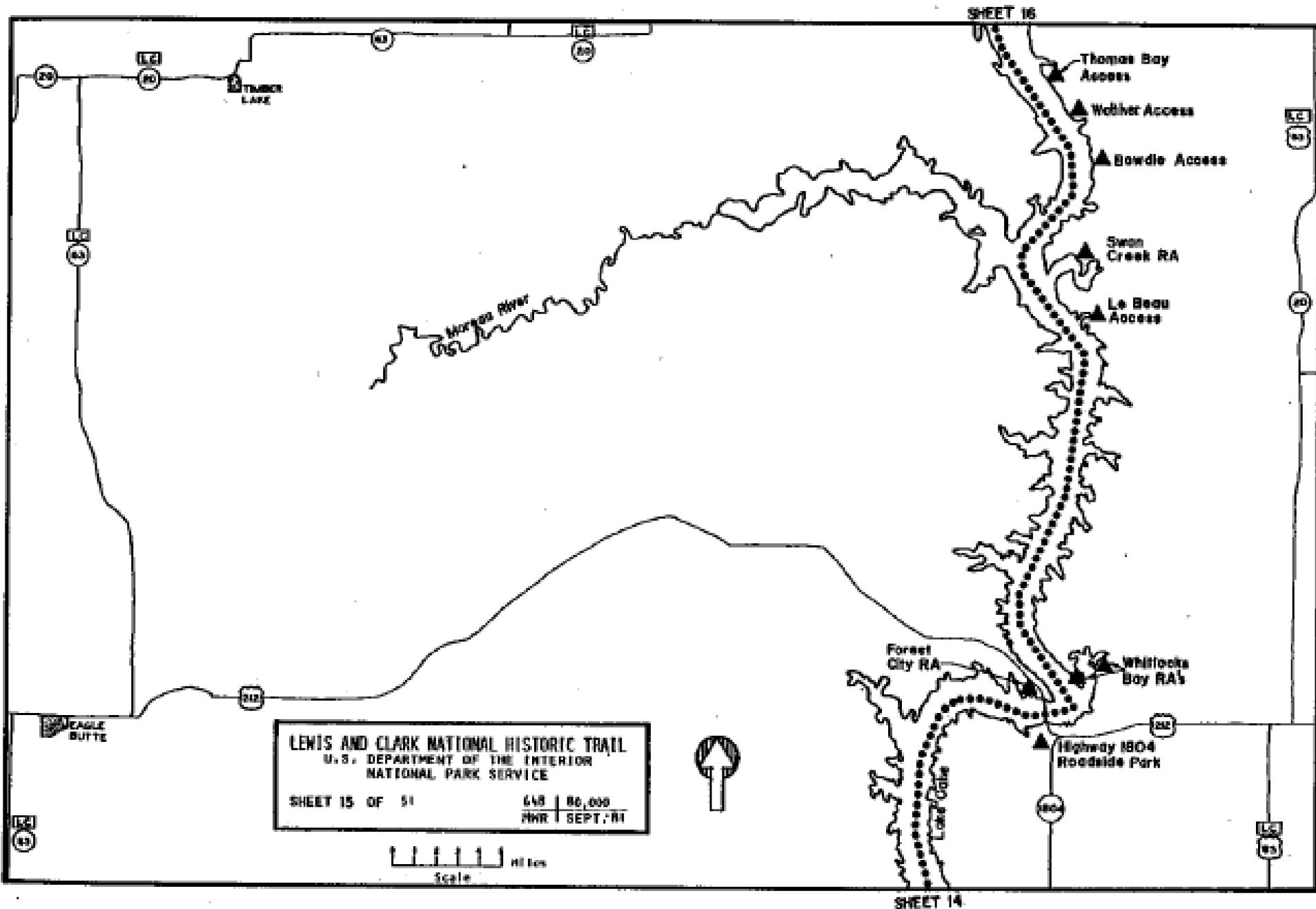
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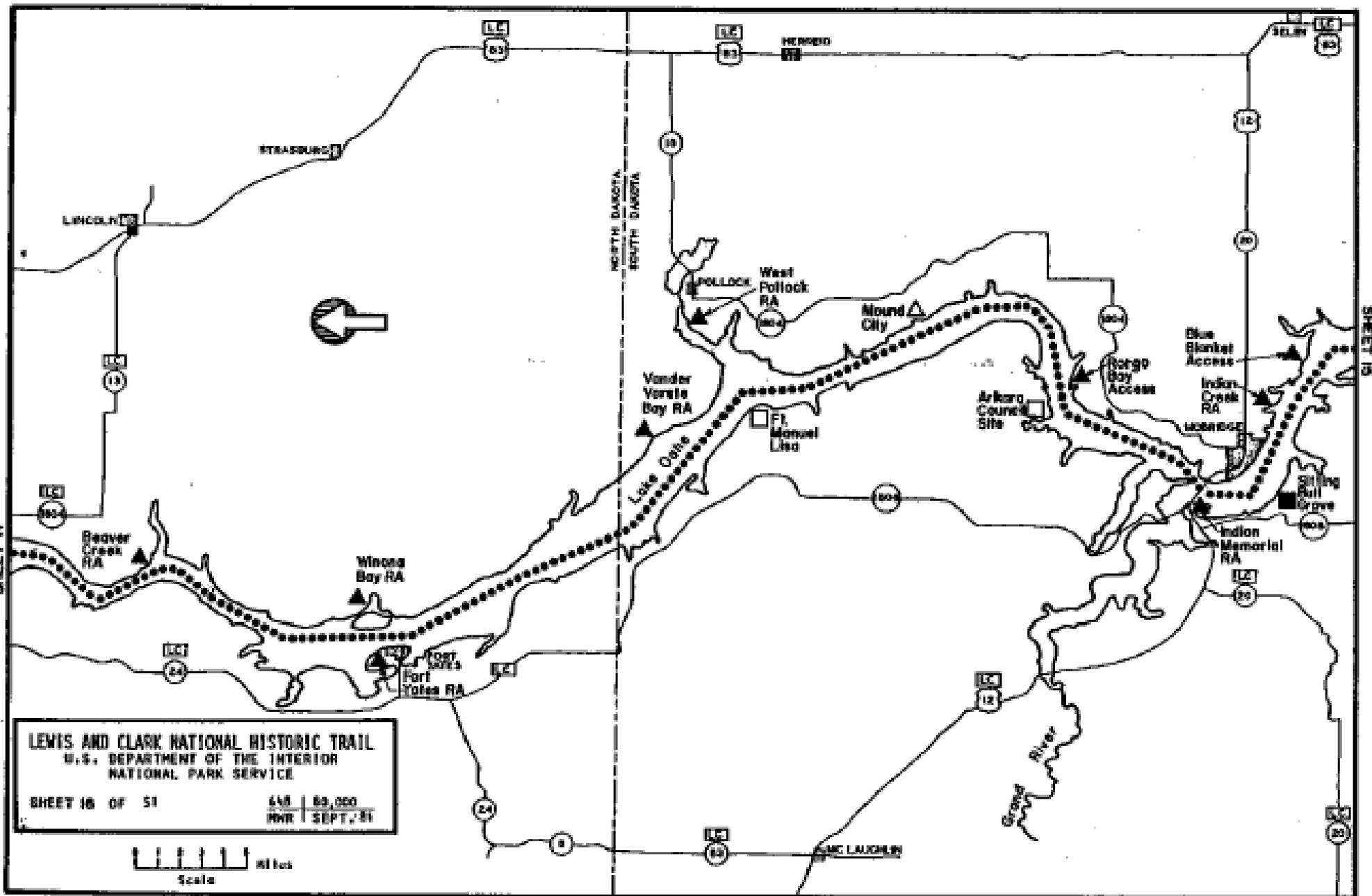
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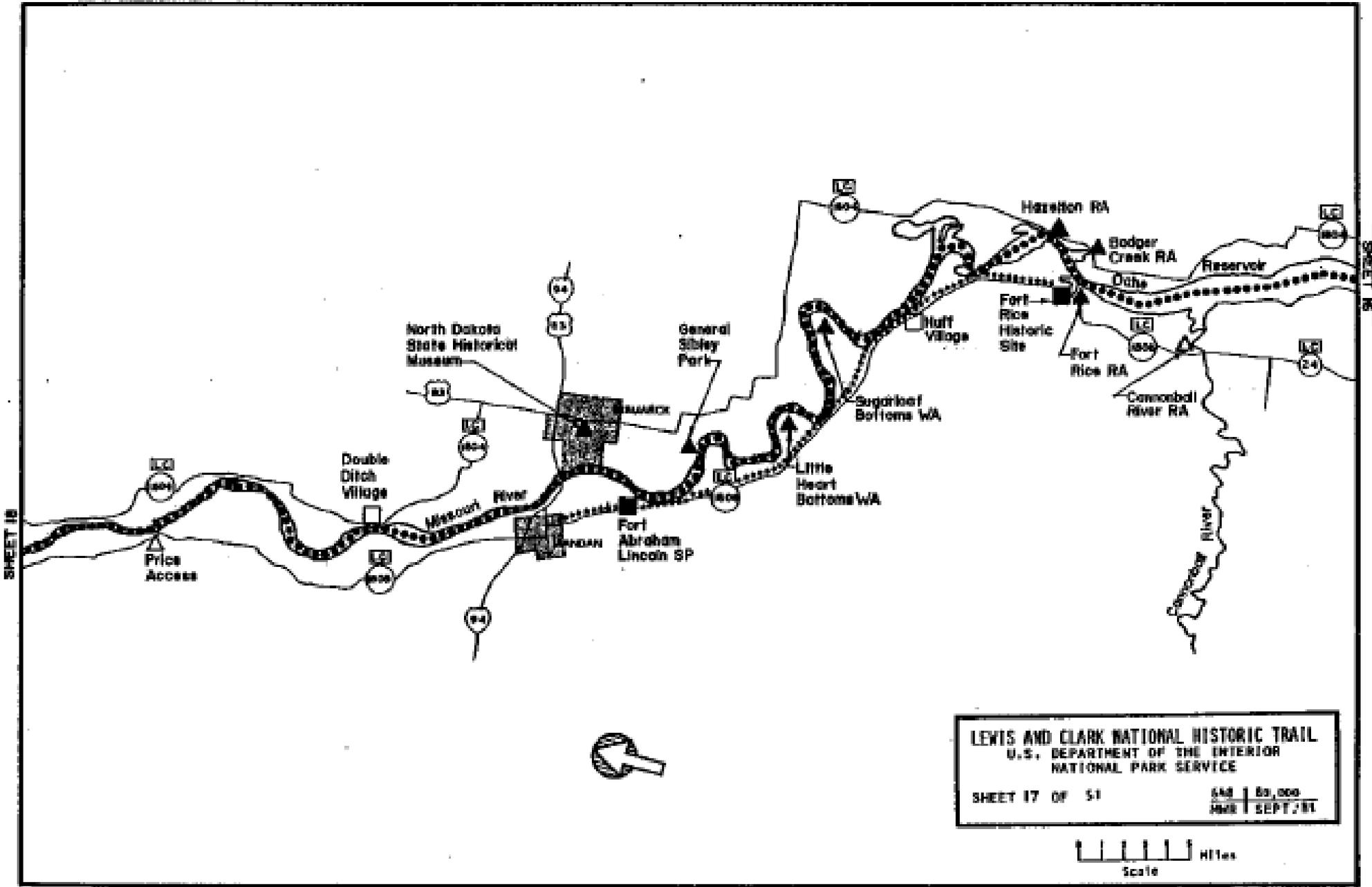


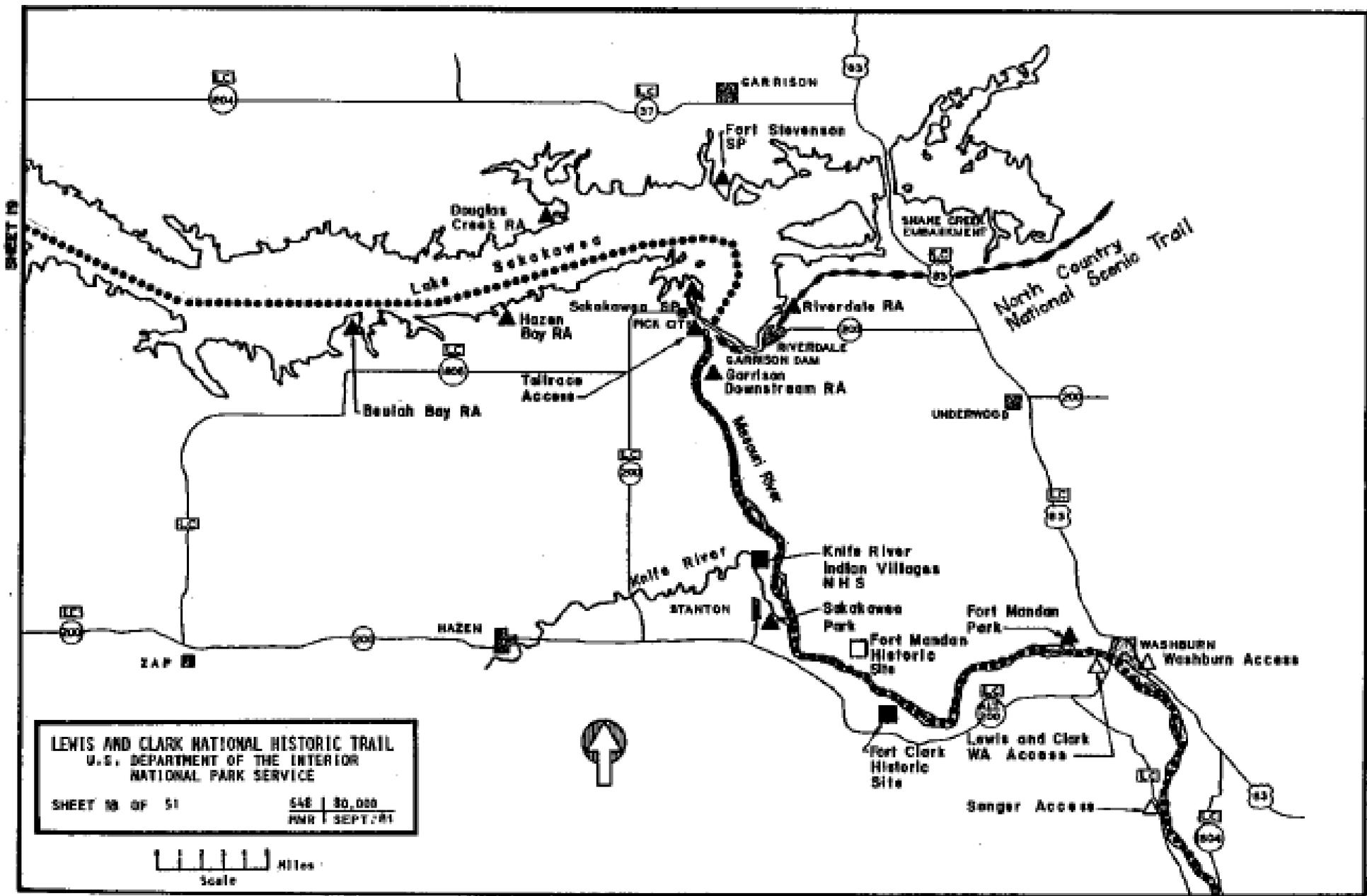






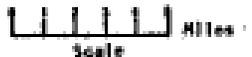




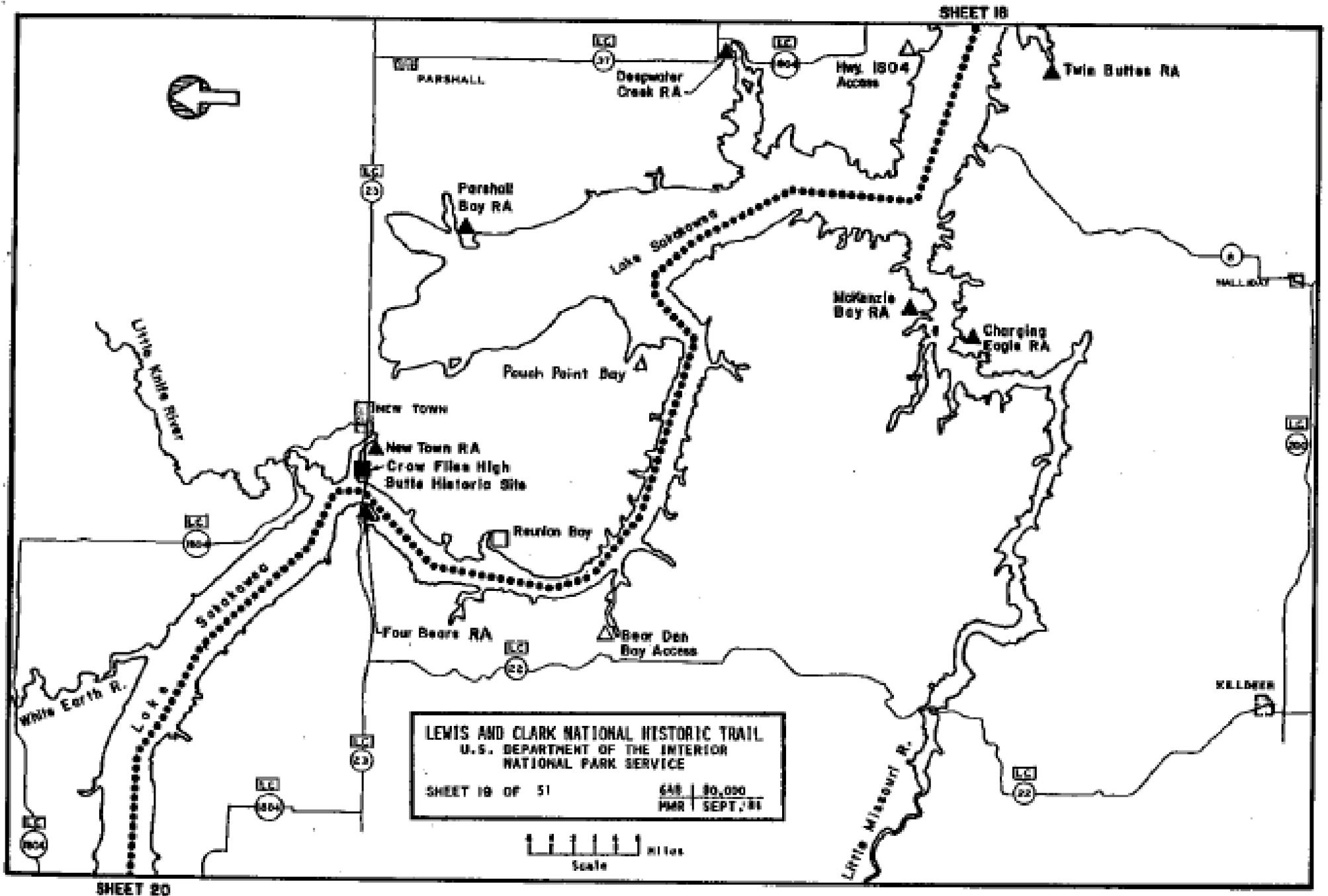


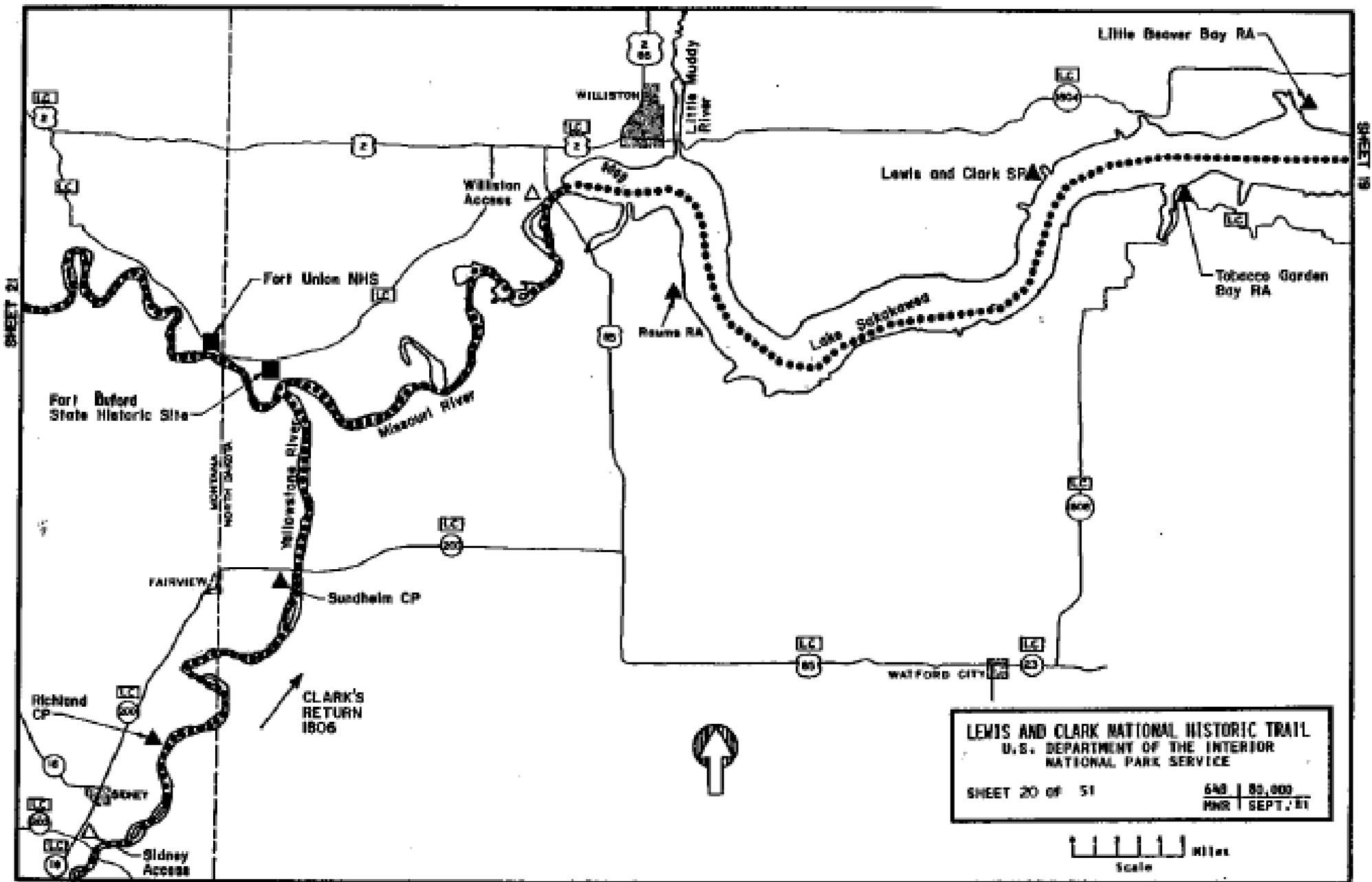
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
 U.S. DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE

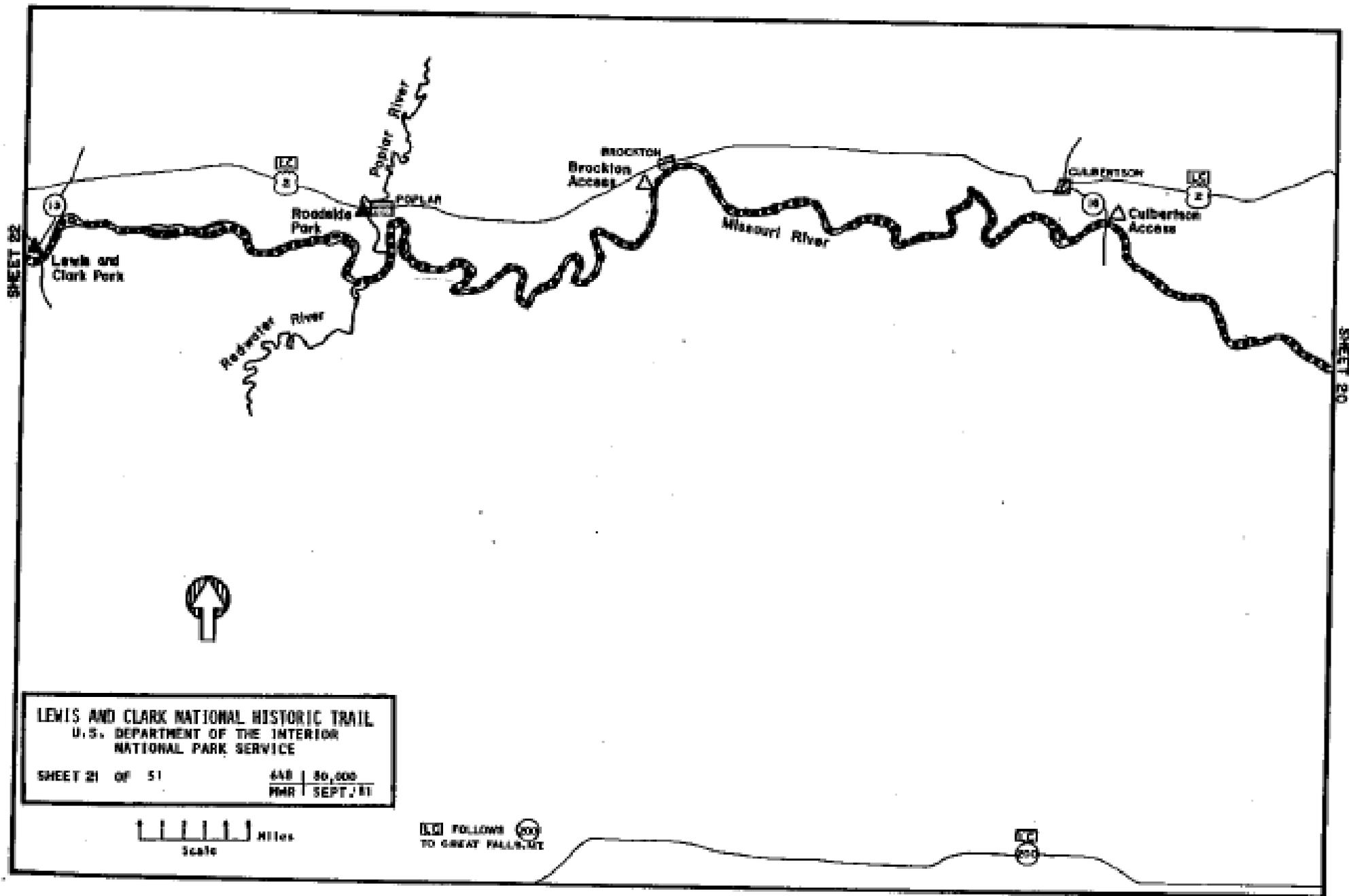
SHEET 18 OF 51 548 | 30,000
 RMR | SEPT. 78

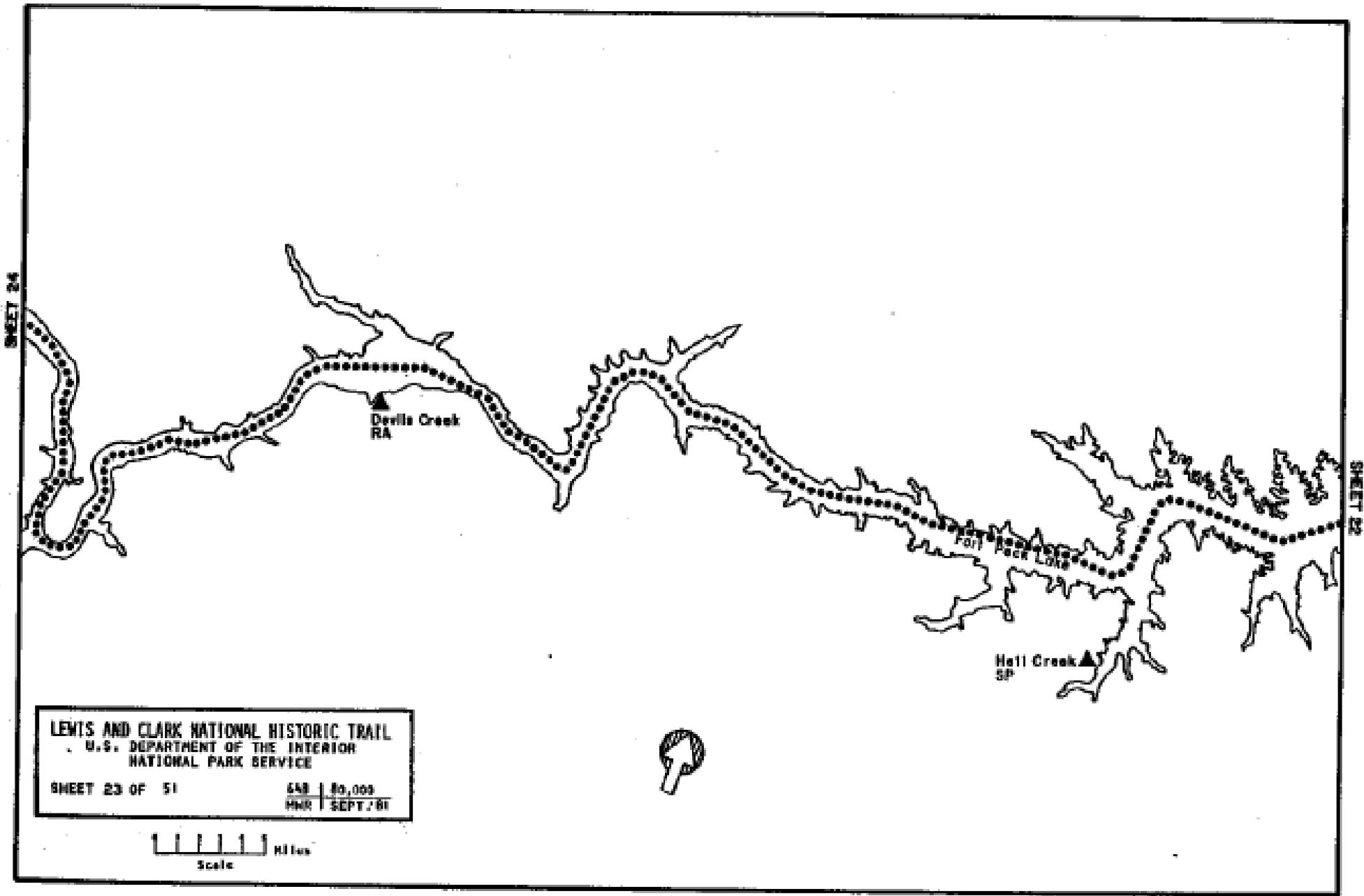


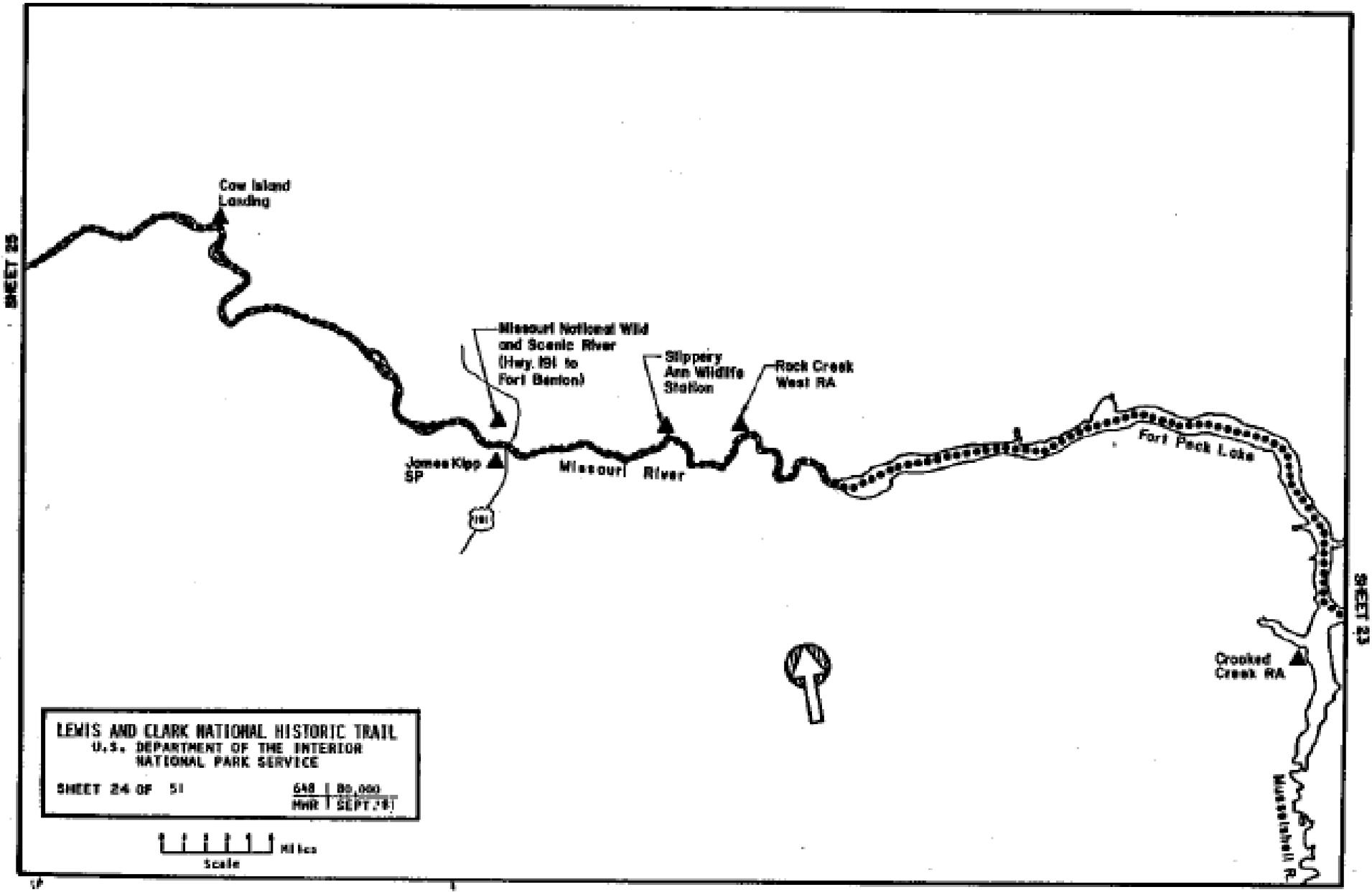
SHEET 17











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 U.S. DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE

SHEET 24 OF 51 648 | 80,000
 MWR | SEPT. 81

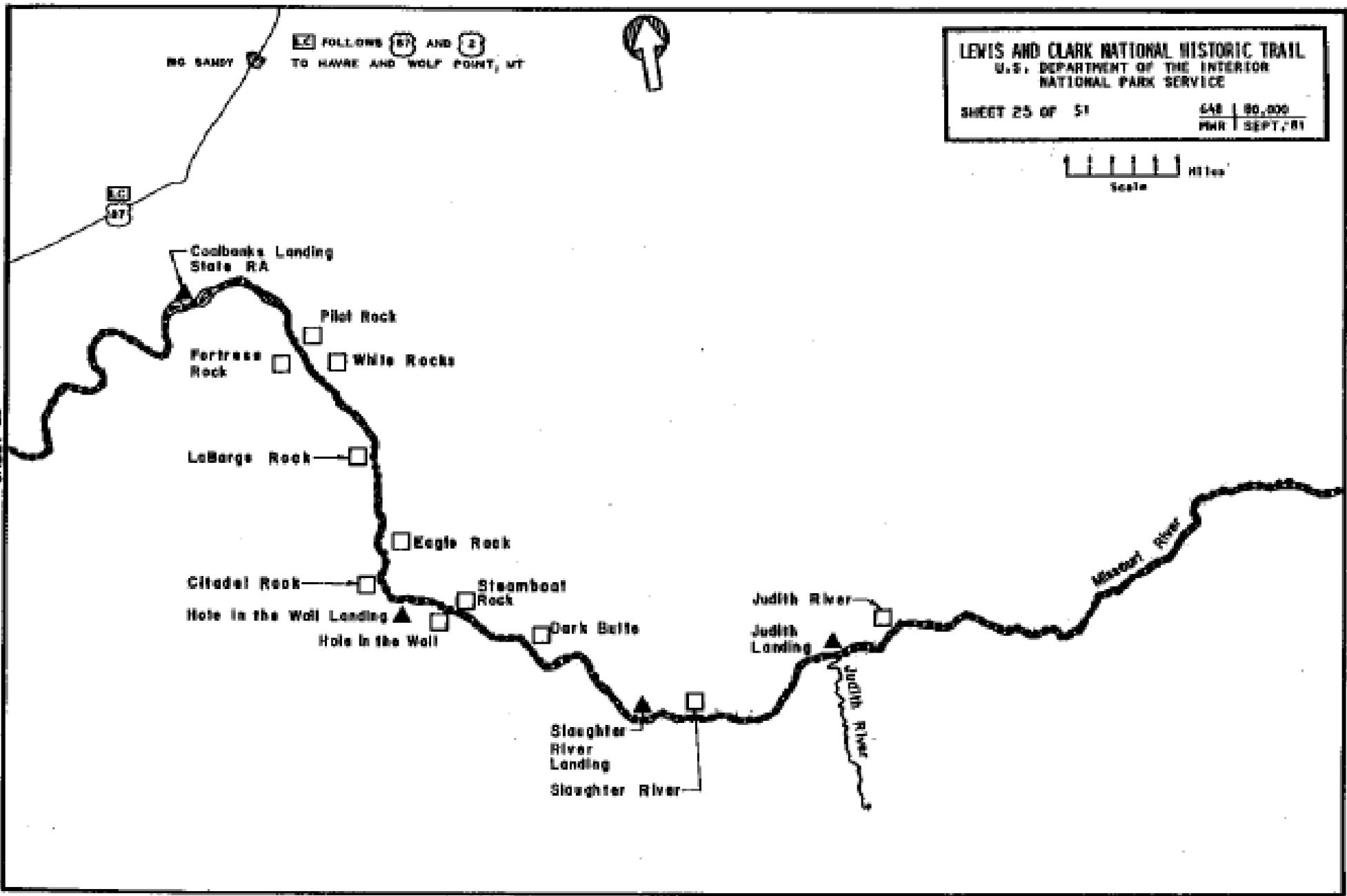


NO SANDY  FOLLOWS  AND 
TO HAVRE AND WOLF POINT, MT

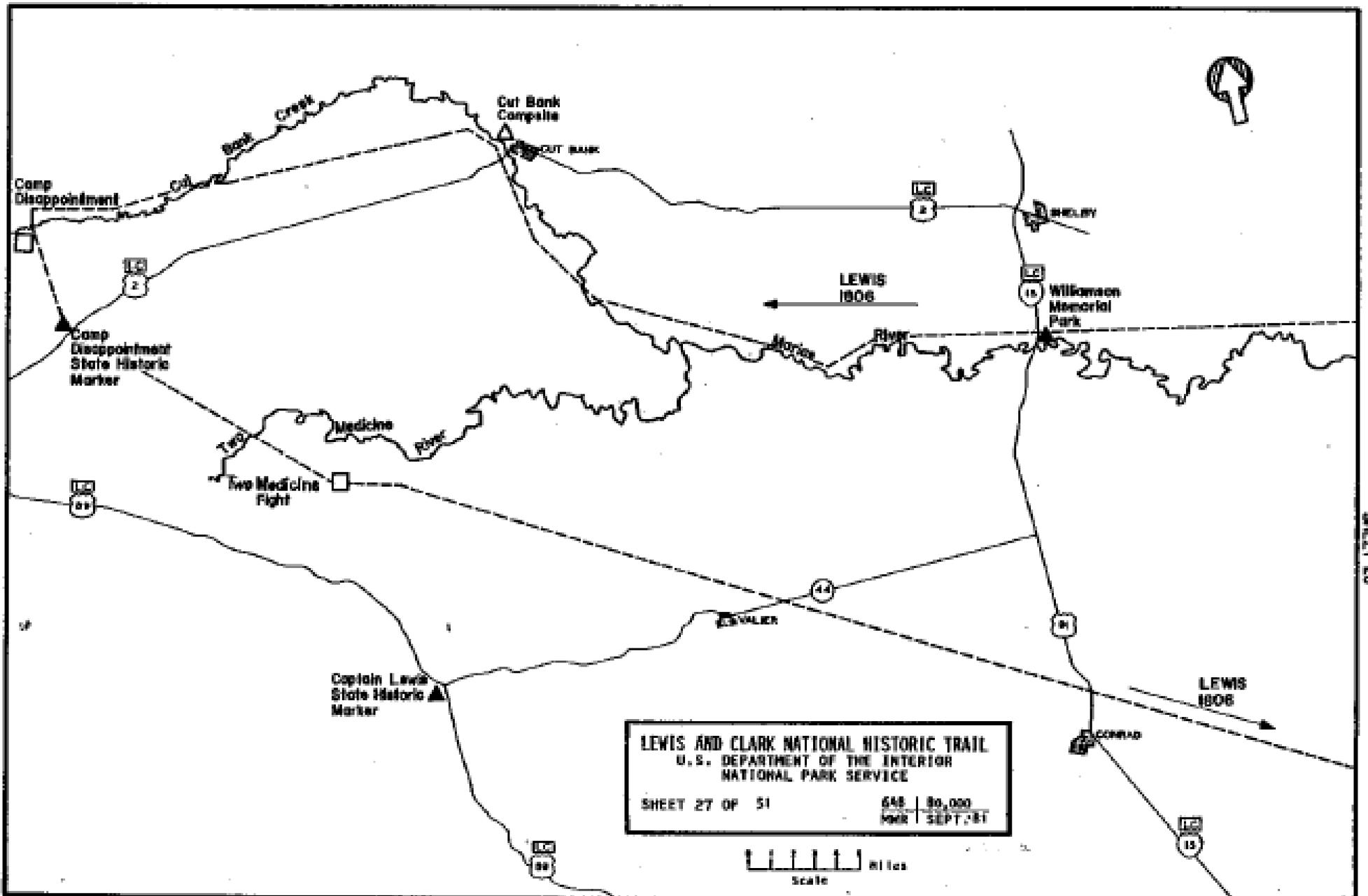


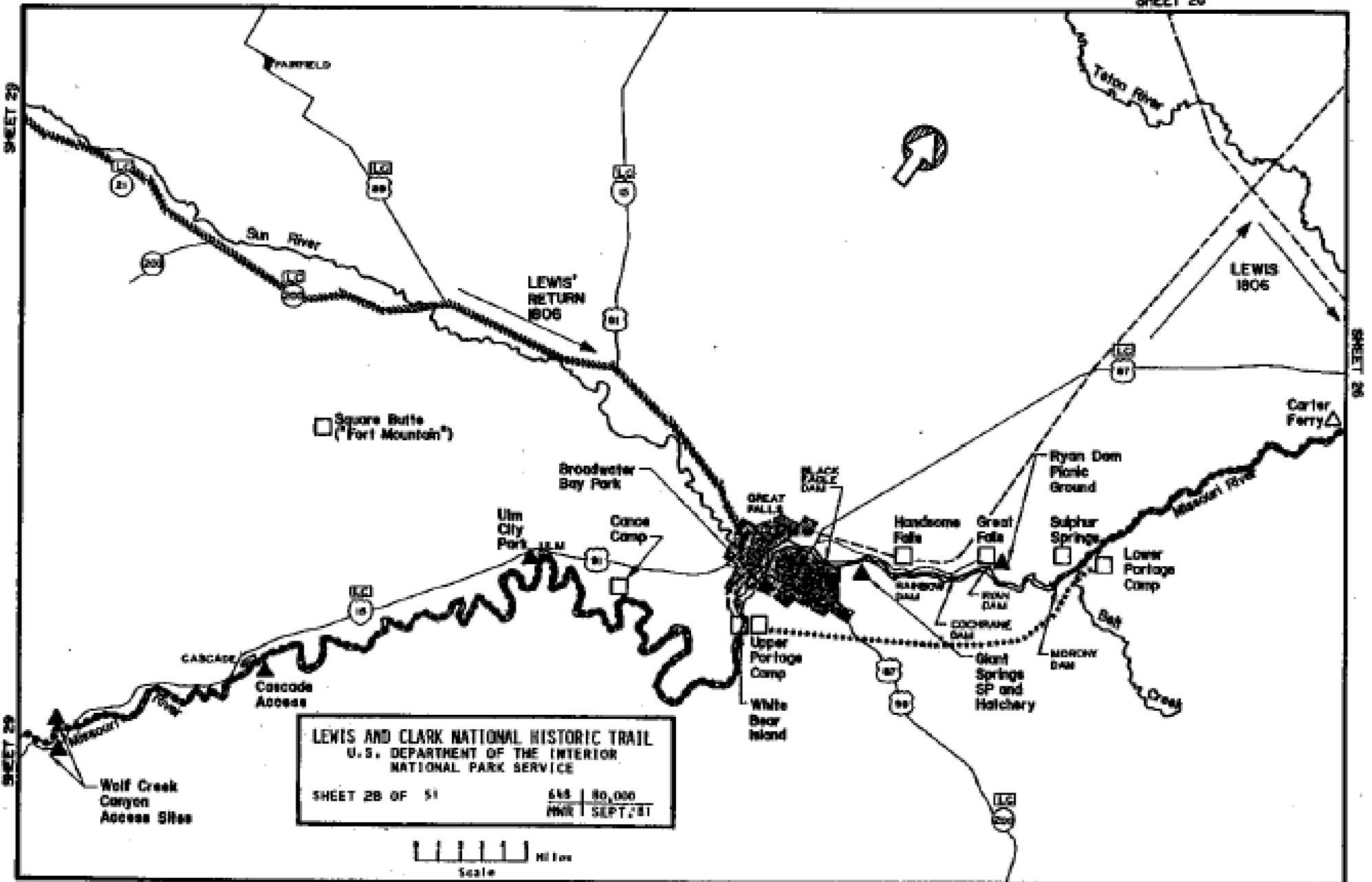
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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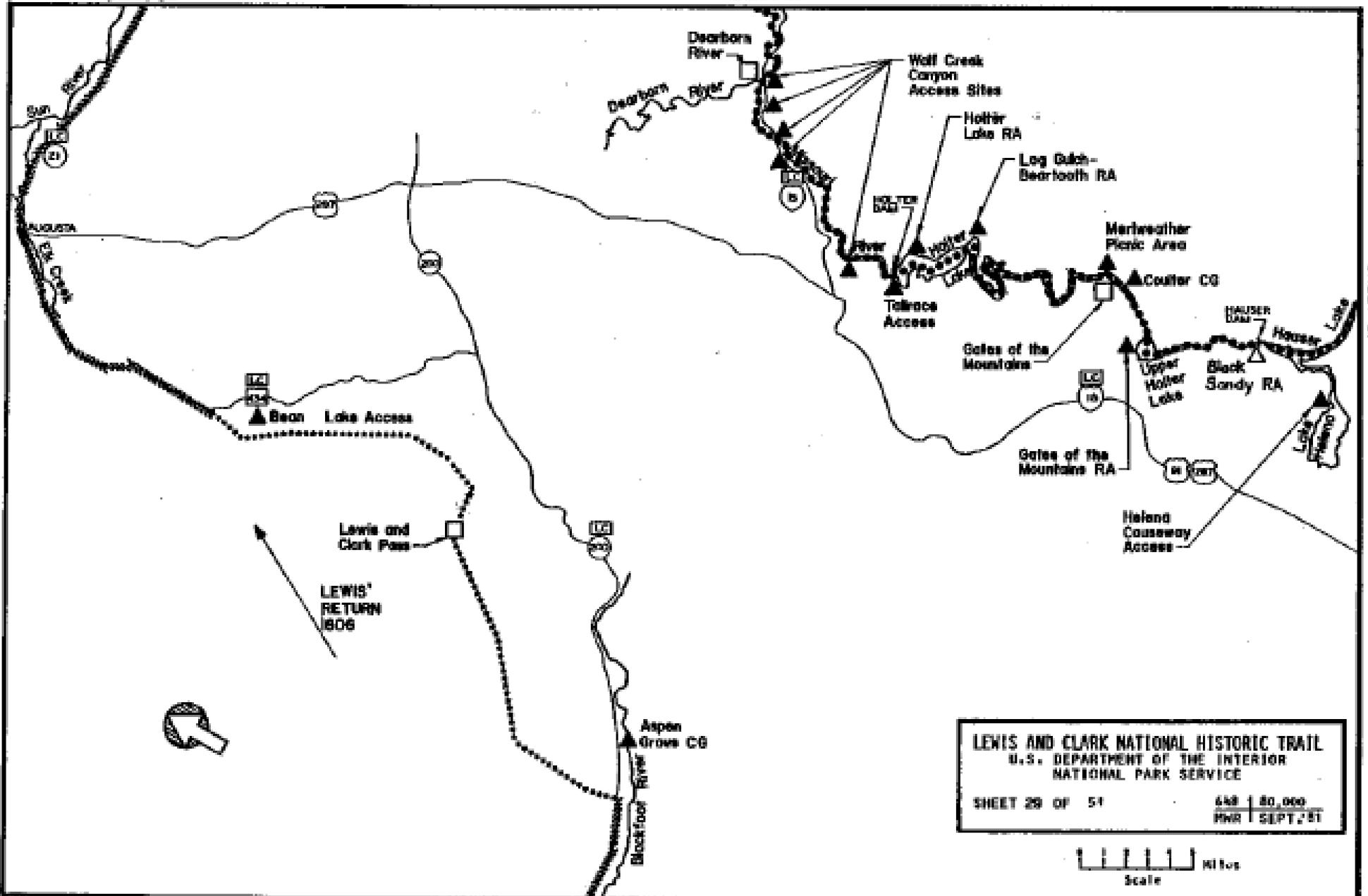
SHEET 24





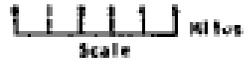
SHEET 28

SHEET 28

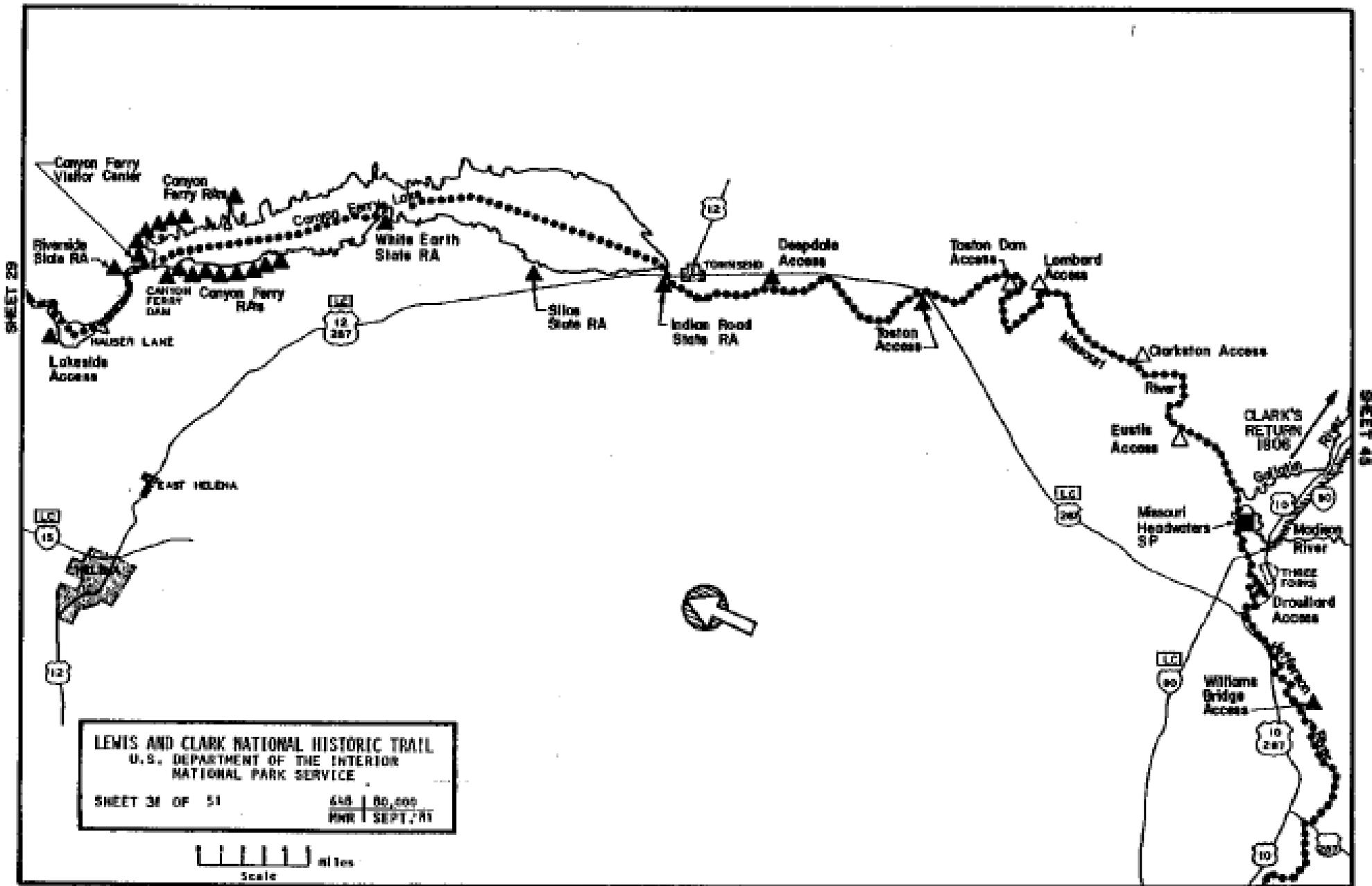


SHEET 31

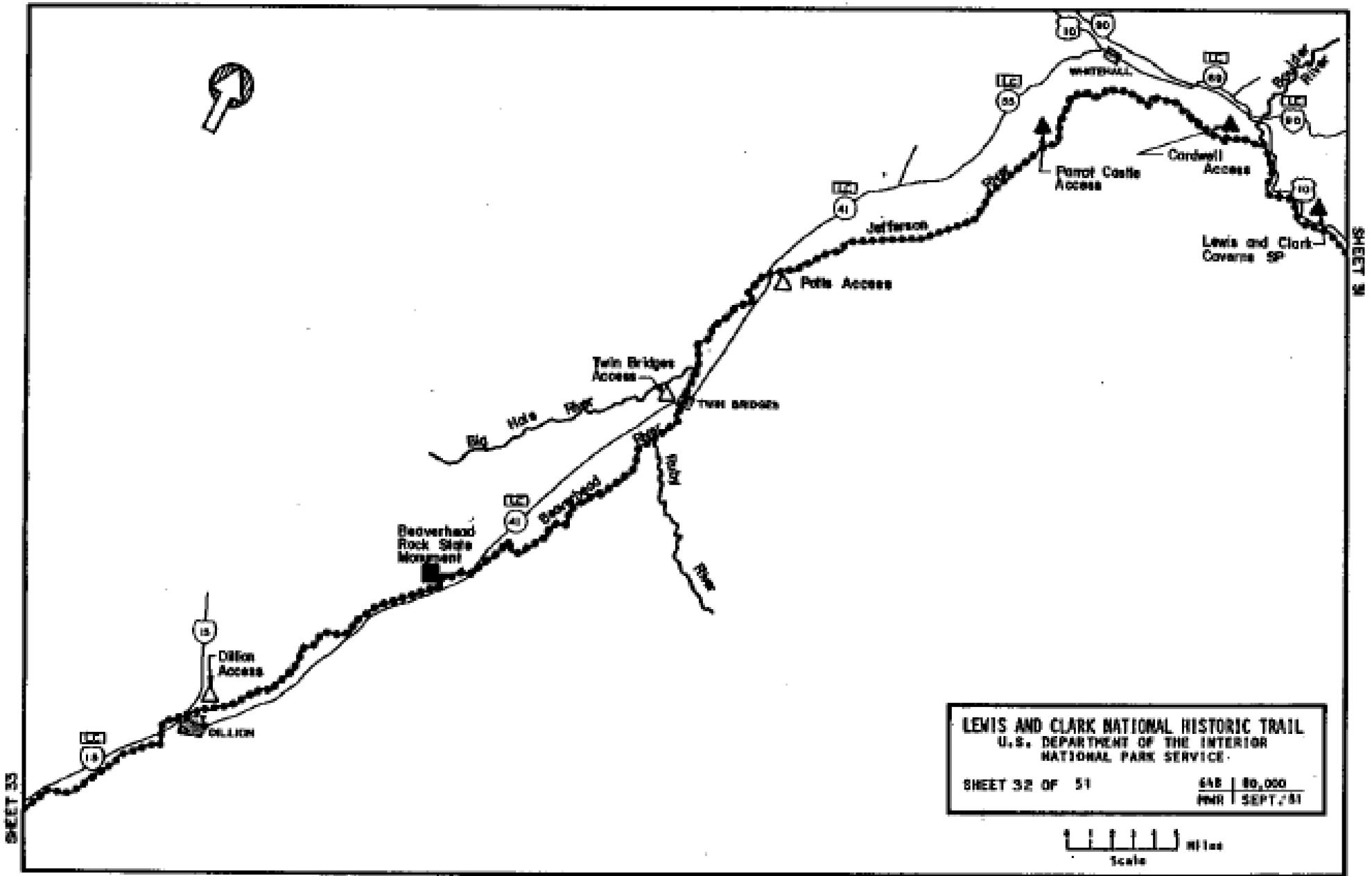
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
 U.S. DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE
 SHEET 28 OF 51
 648 | 80,000
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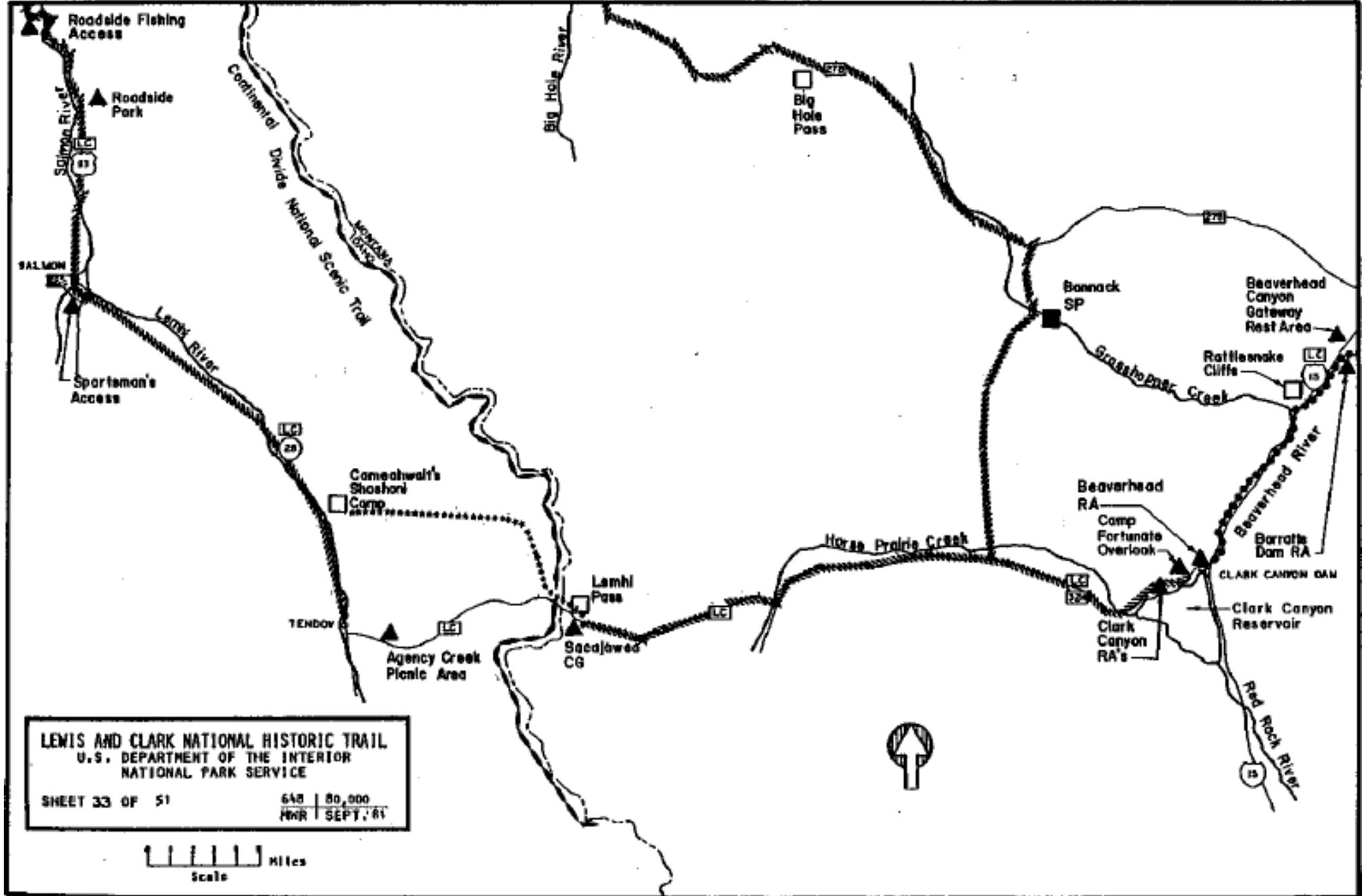


SHEET 30



SHEET 32





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 U.S. DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE

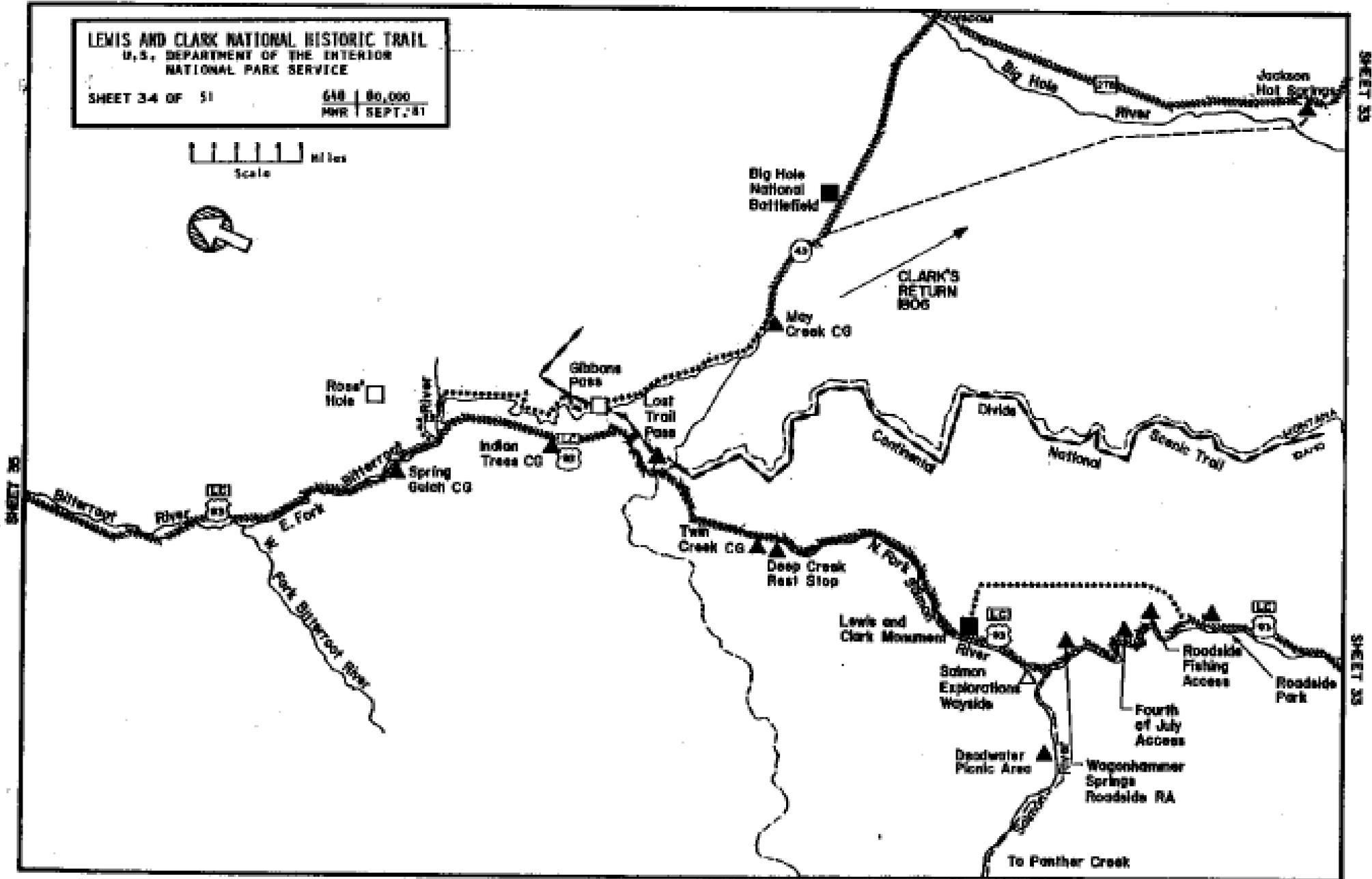
SHEET 33 OF 51 648 | 80,000
 NHR | SEPT., 81

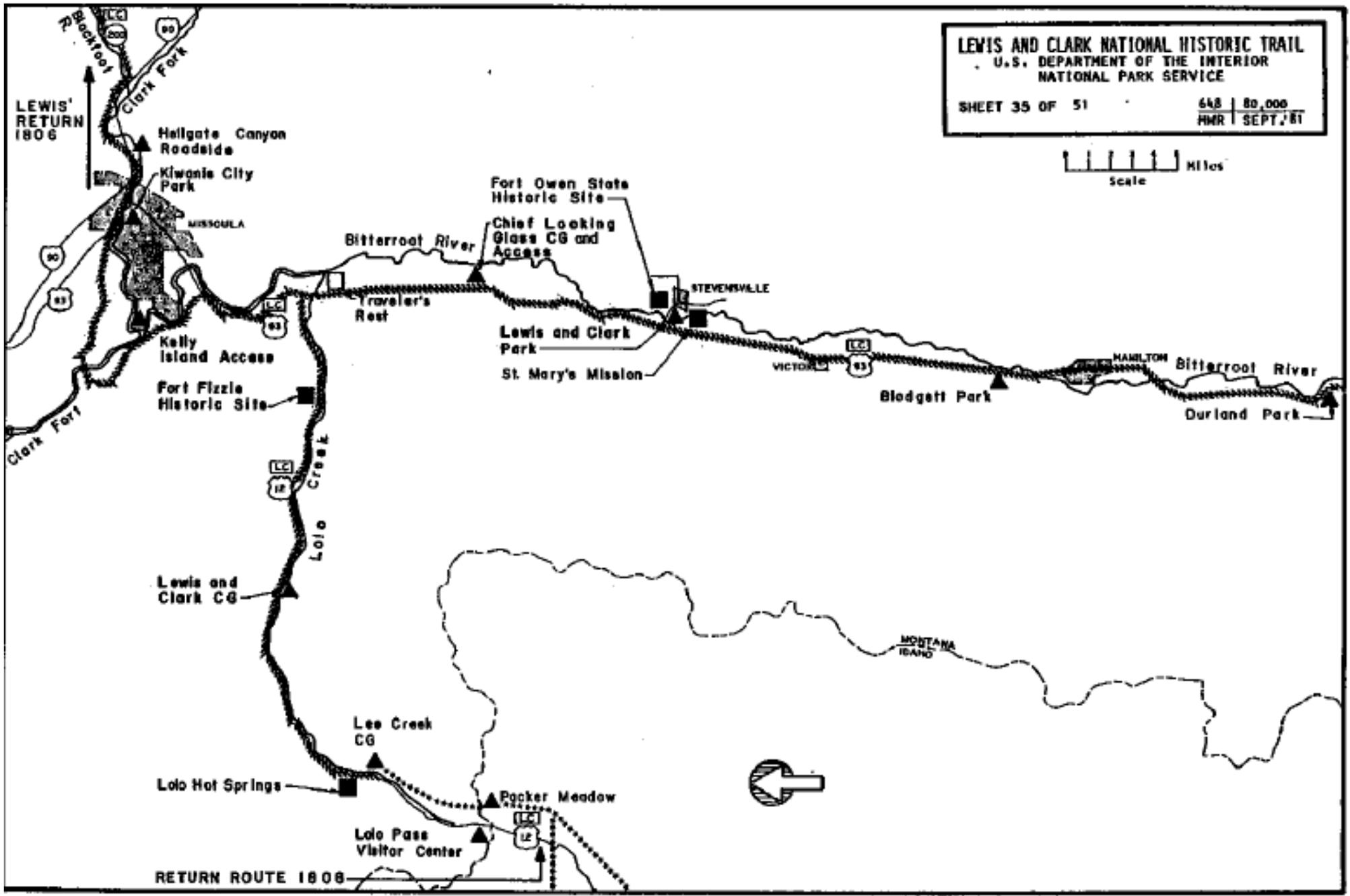


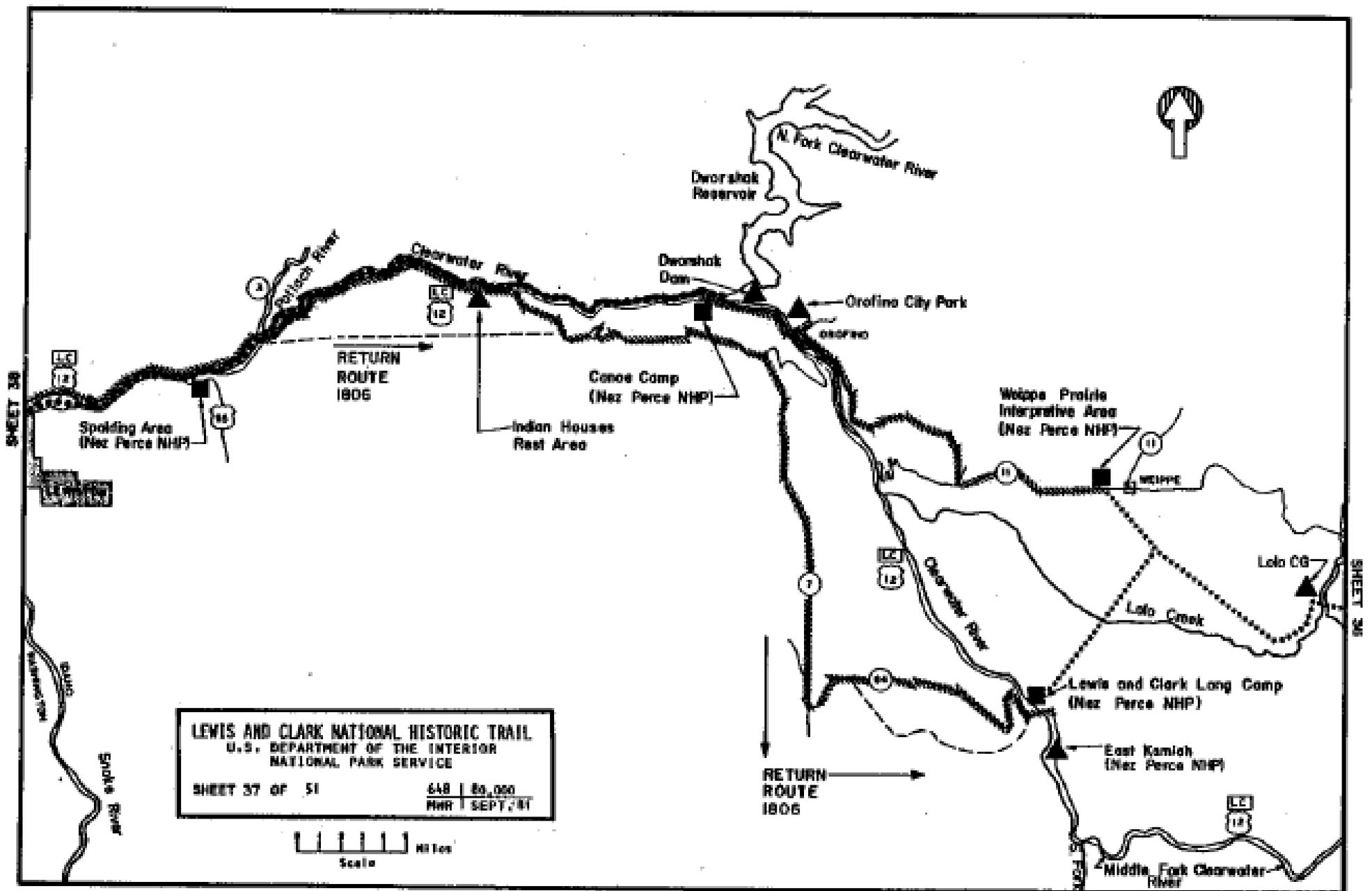
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

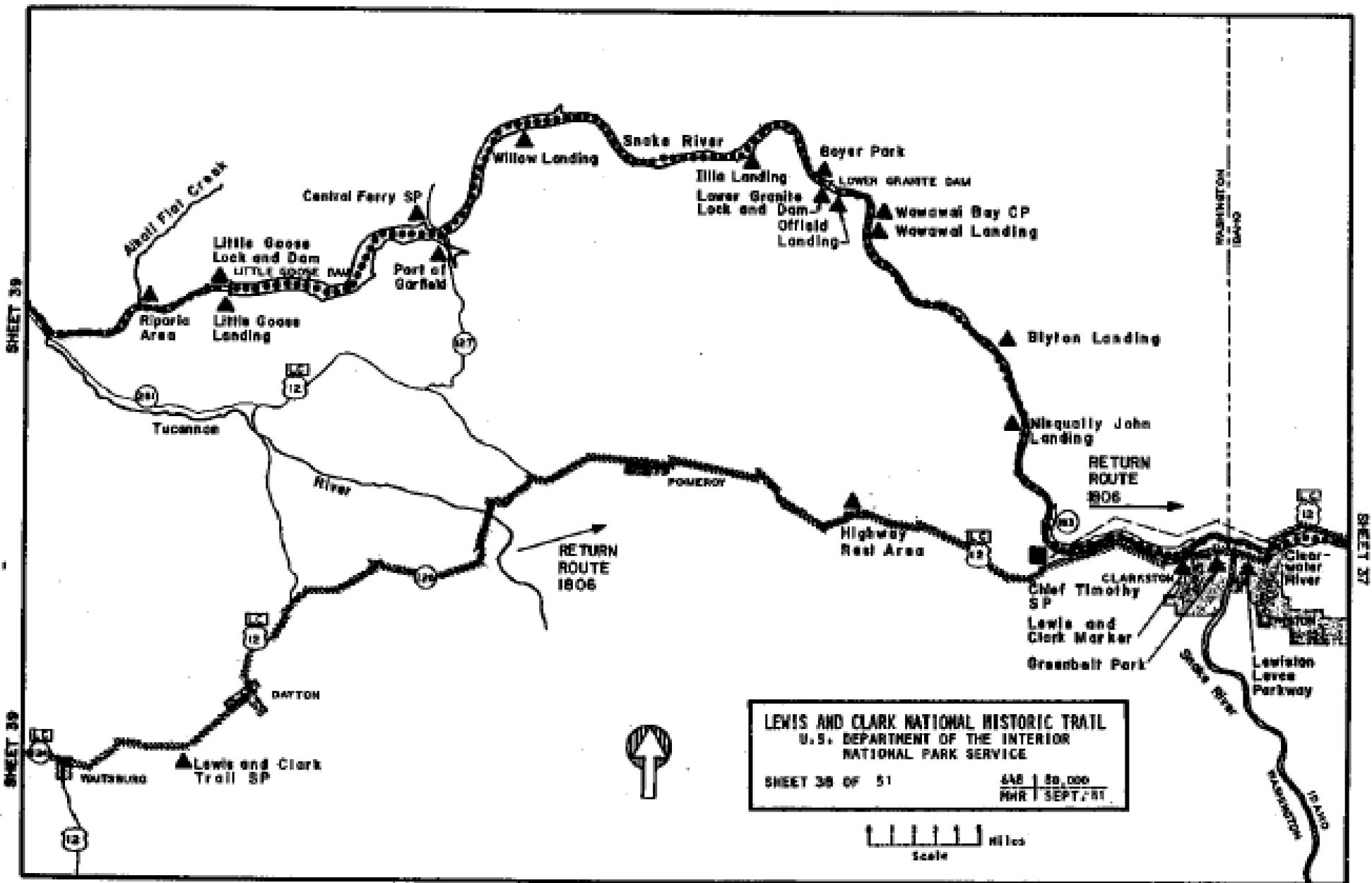
SHEET 3-4 OF 51

648 | 80,000
MWR | SEPT:81

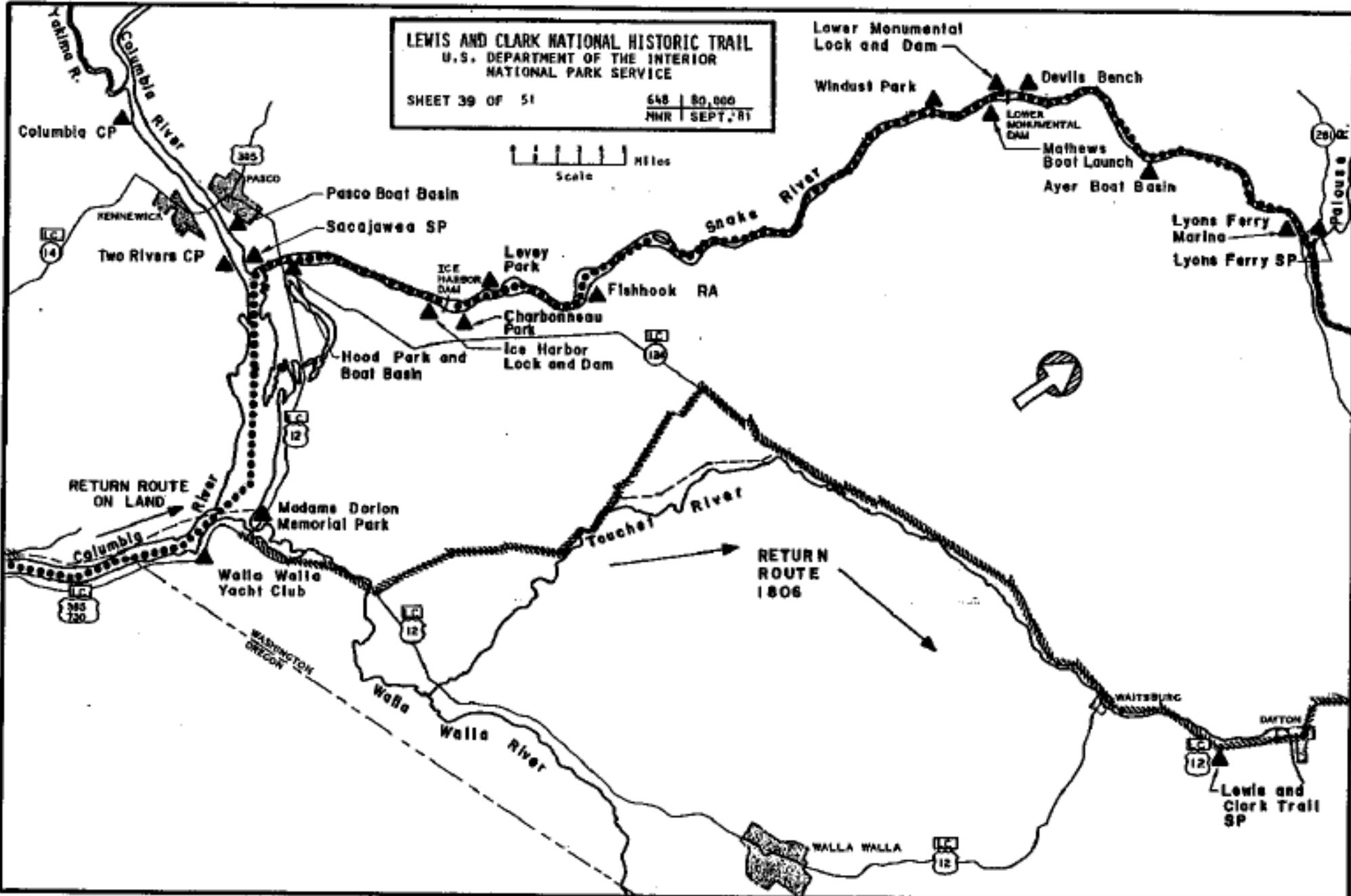


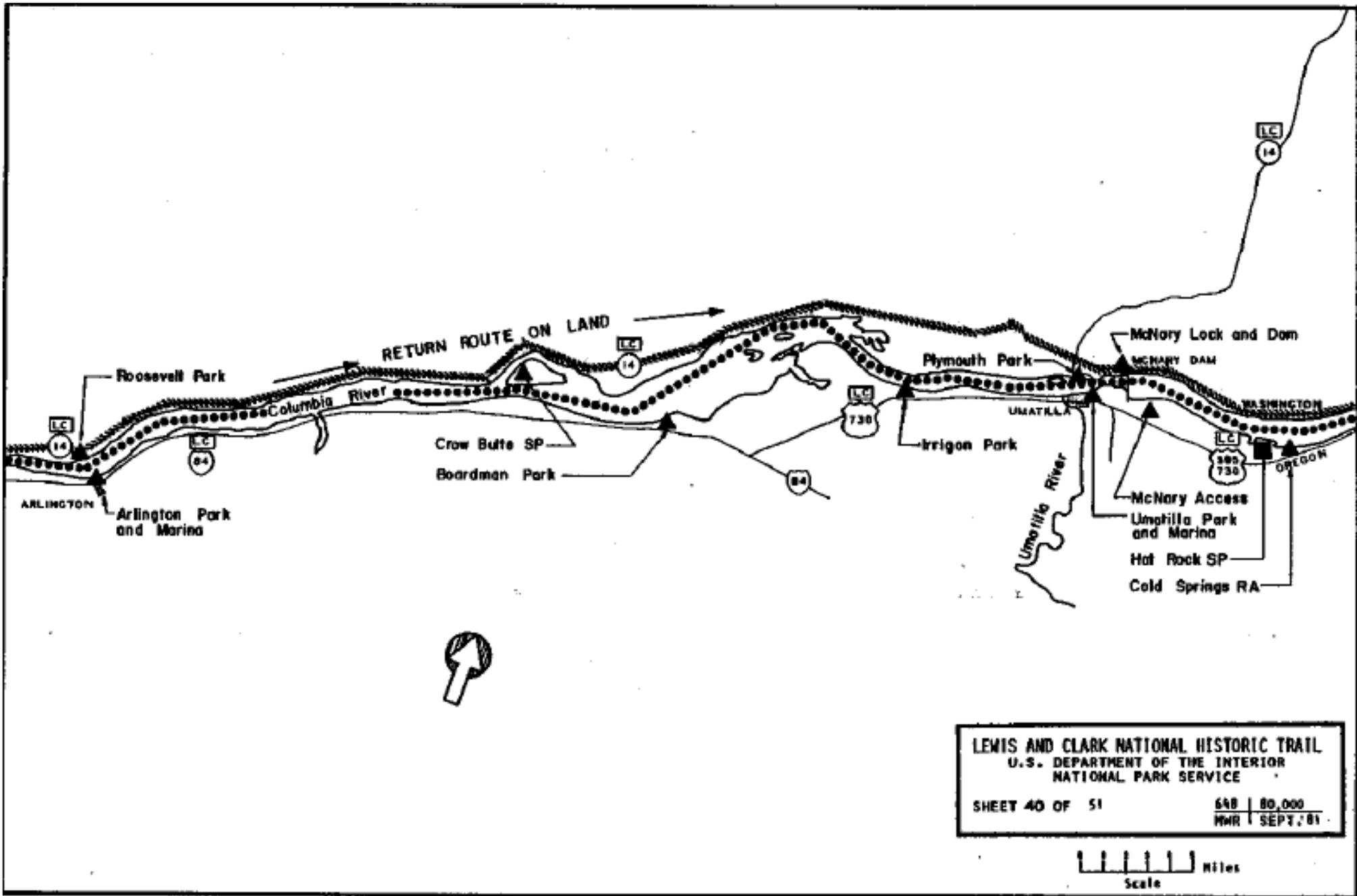


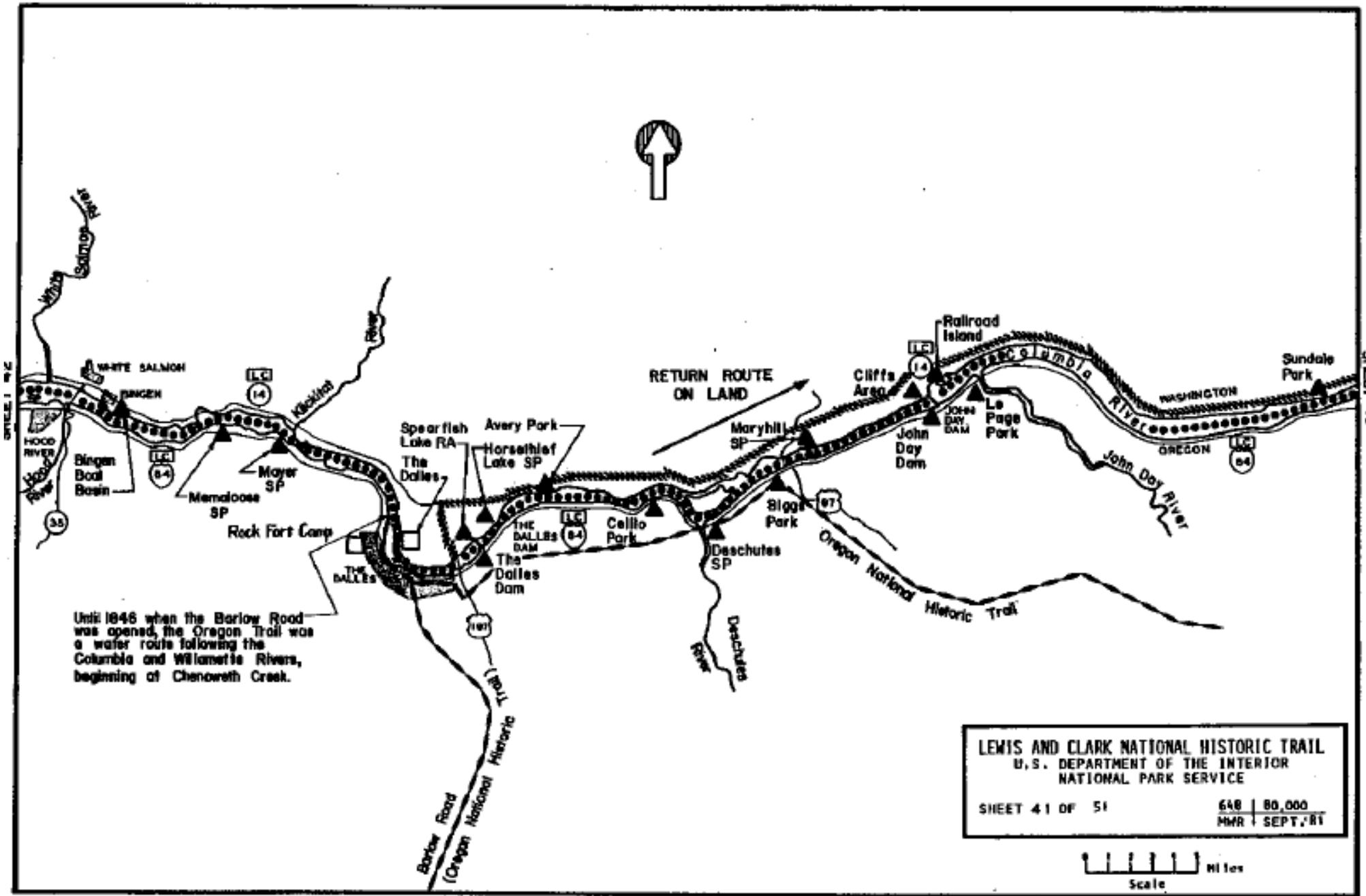




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 U.S. DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE
 SHEET 39 OF 51 648 | 80,000
 NHR | SEPT., '81







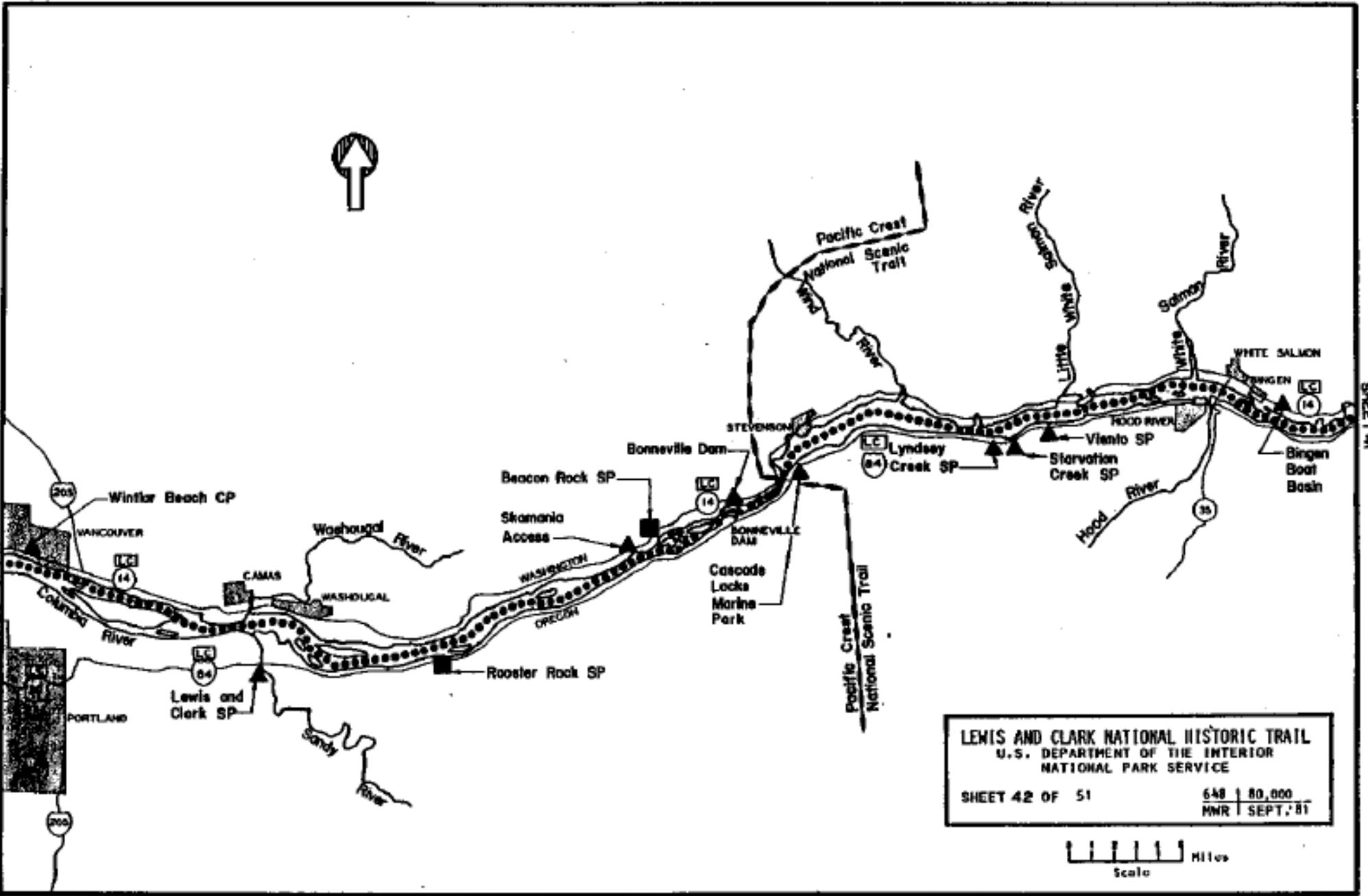
Until 1846 when the Barlow Road was opened, the Oregon Trail was a water route following the Columbia and Willamette Rivers, beginning of Chenoweth Creek.

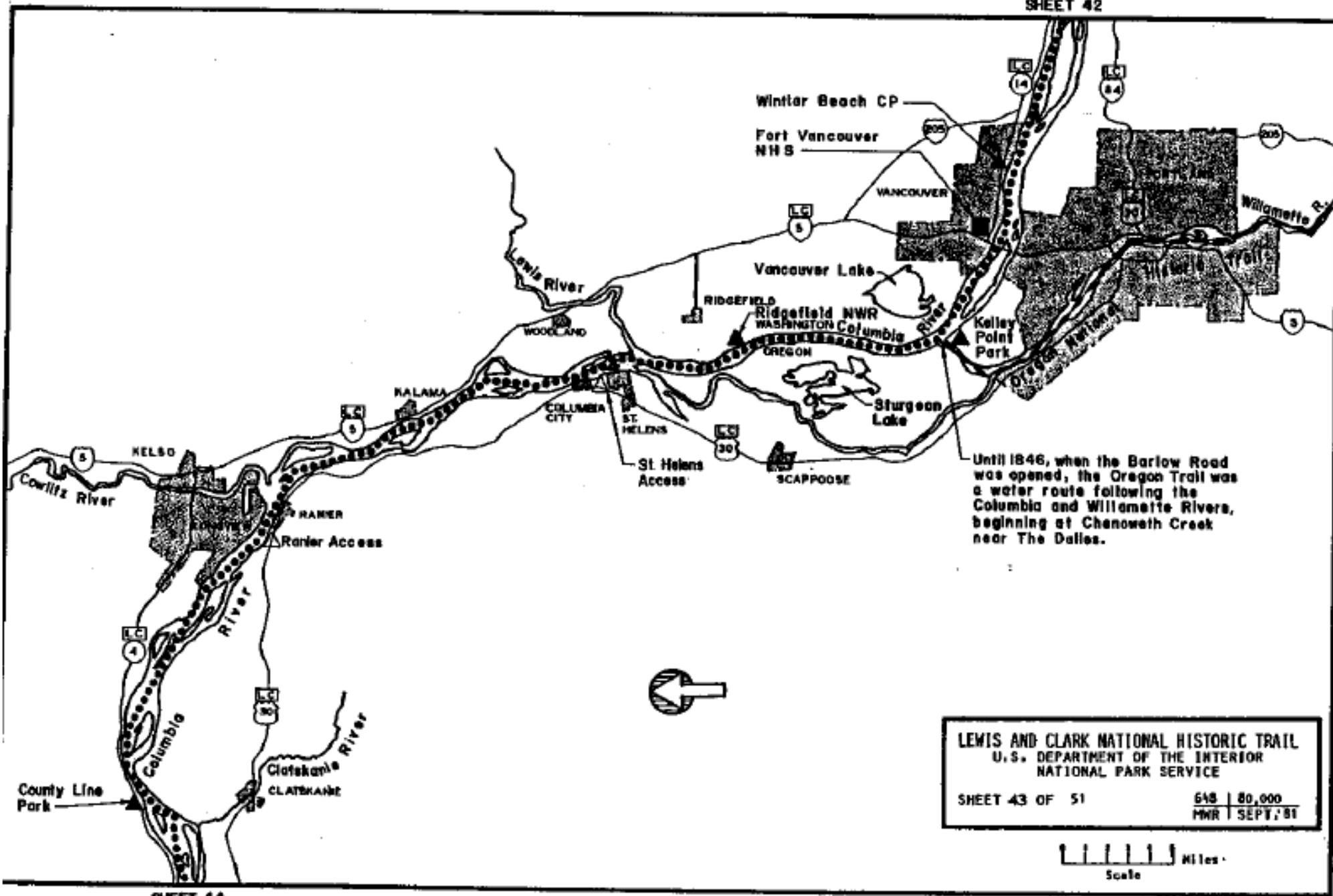
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
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SHEET 41 OF 51

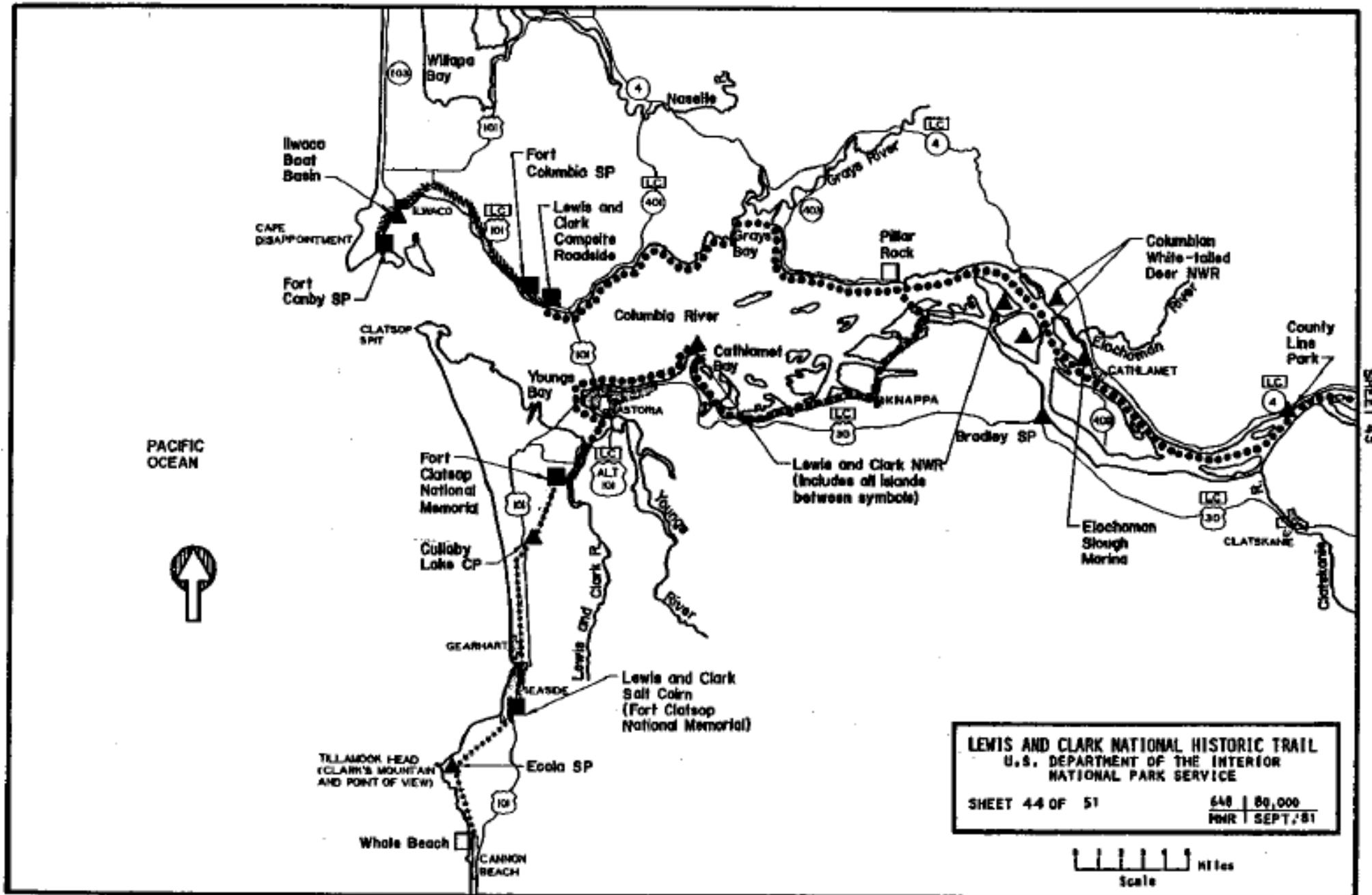
648	80,000
MNR	SEPT. RT







LEWIS AND CLARK NATIONAL HISTORIC TRAIL
 U.S. DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE
 SHEET 43 OF 51
 648 | 80,000
 MWR | SEPT. 81

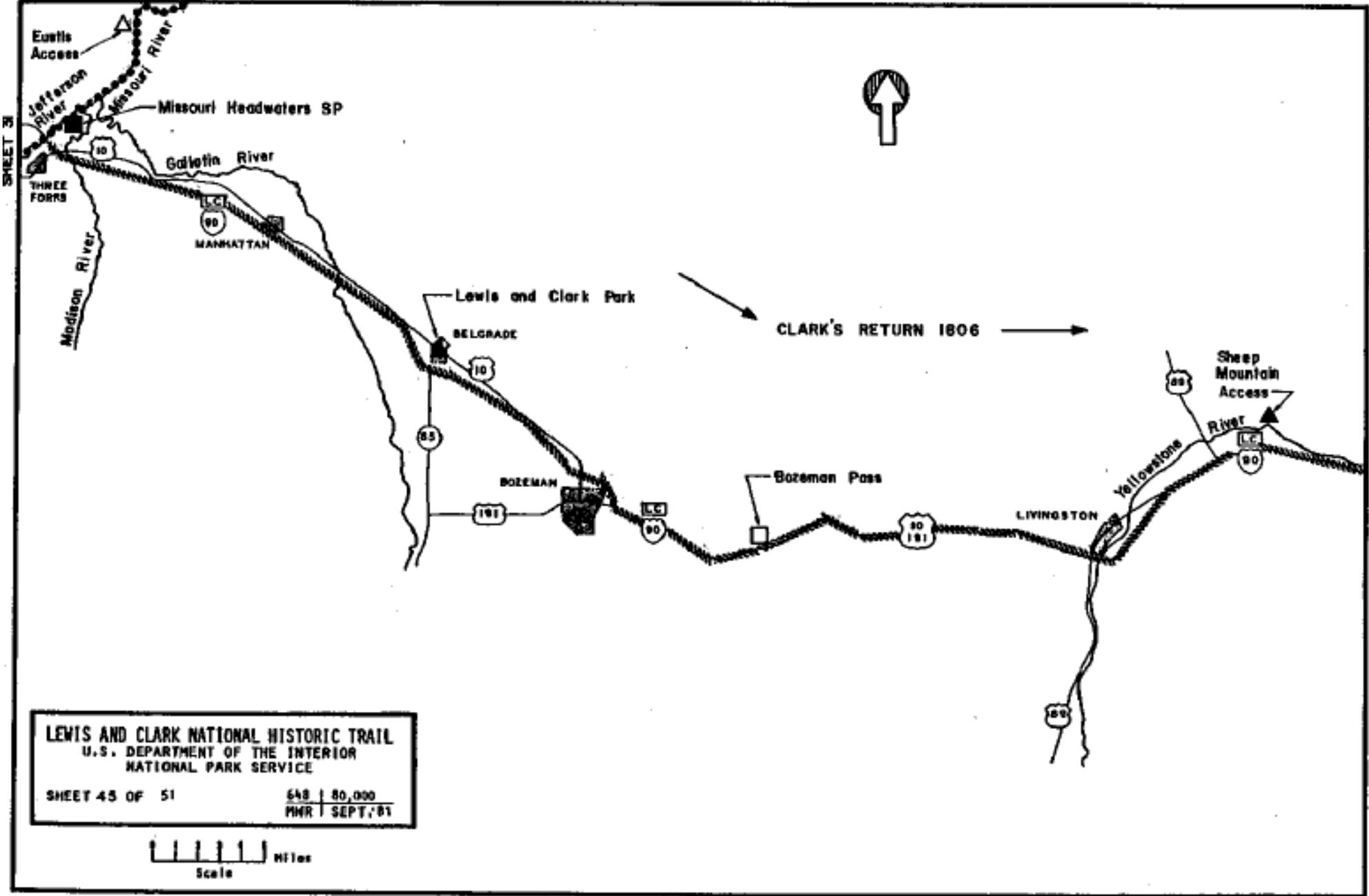


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 U.S. DEPARTMENT OF THE INTERIOR
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 NWR | SEPT. '81

Scale Miles

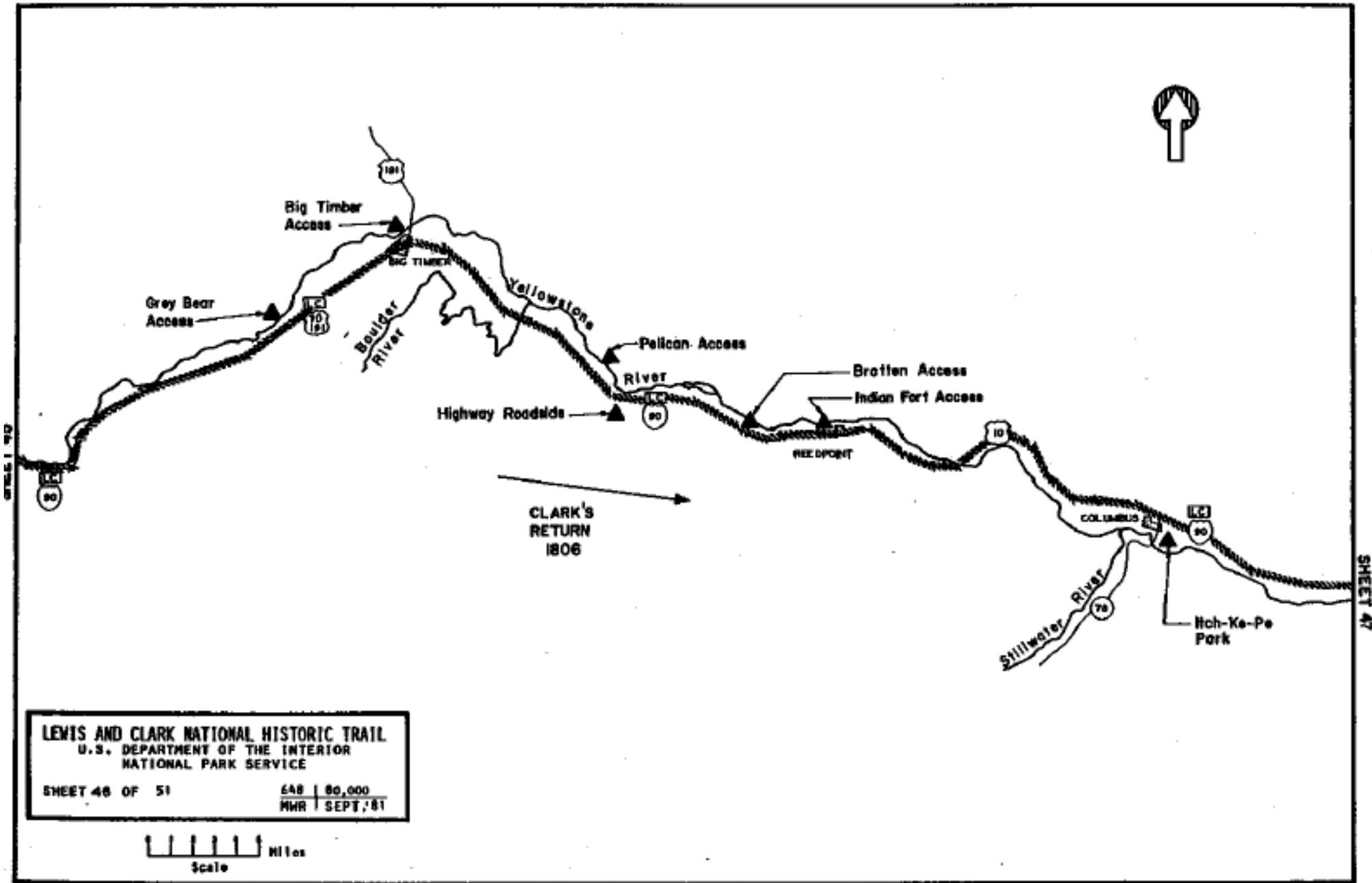
SHEET 51

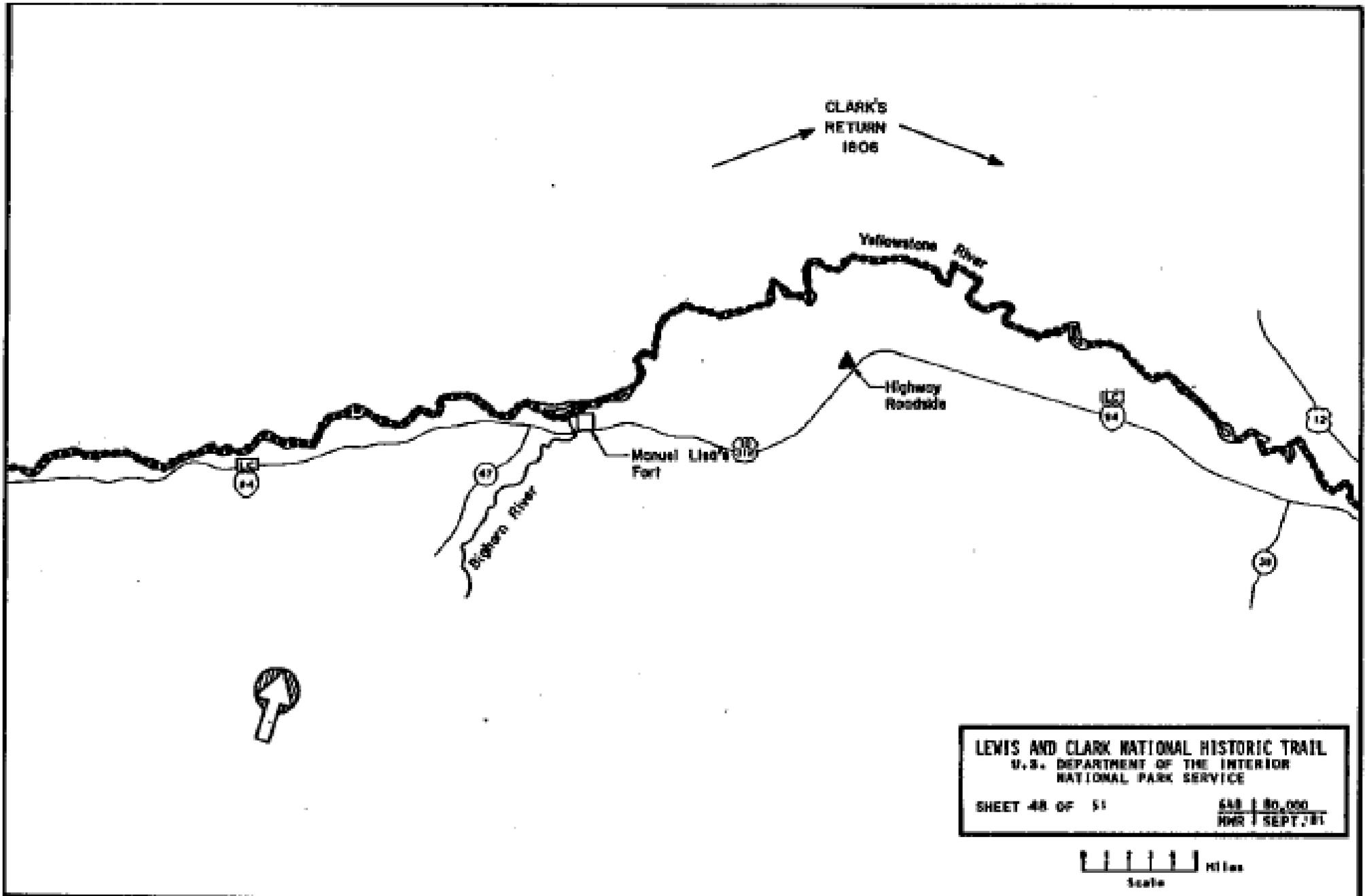


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 U.S. DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE

SHEET 45 OF 51 648 | 80,000
 MNR | SEPT, '81





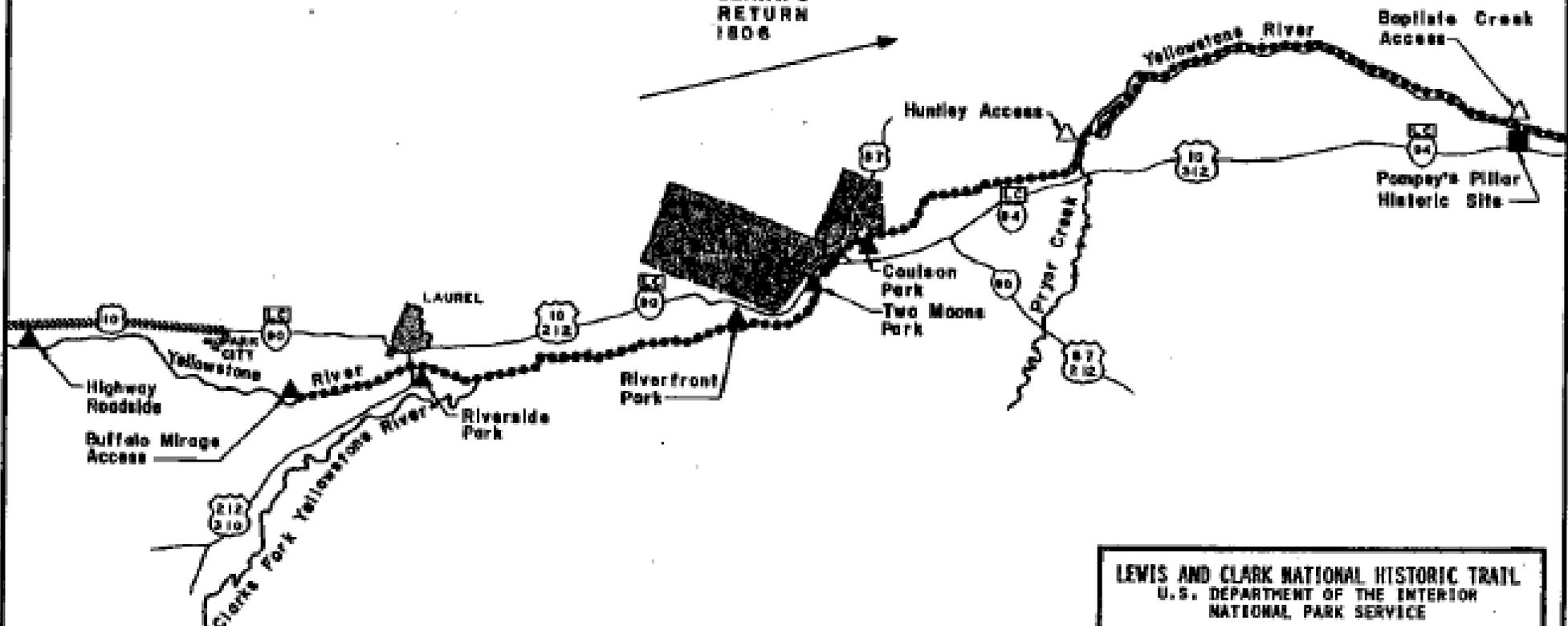




CLARK'S
RETURN
1806



SHEET 46

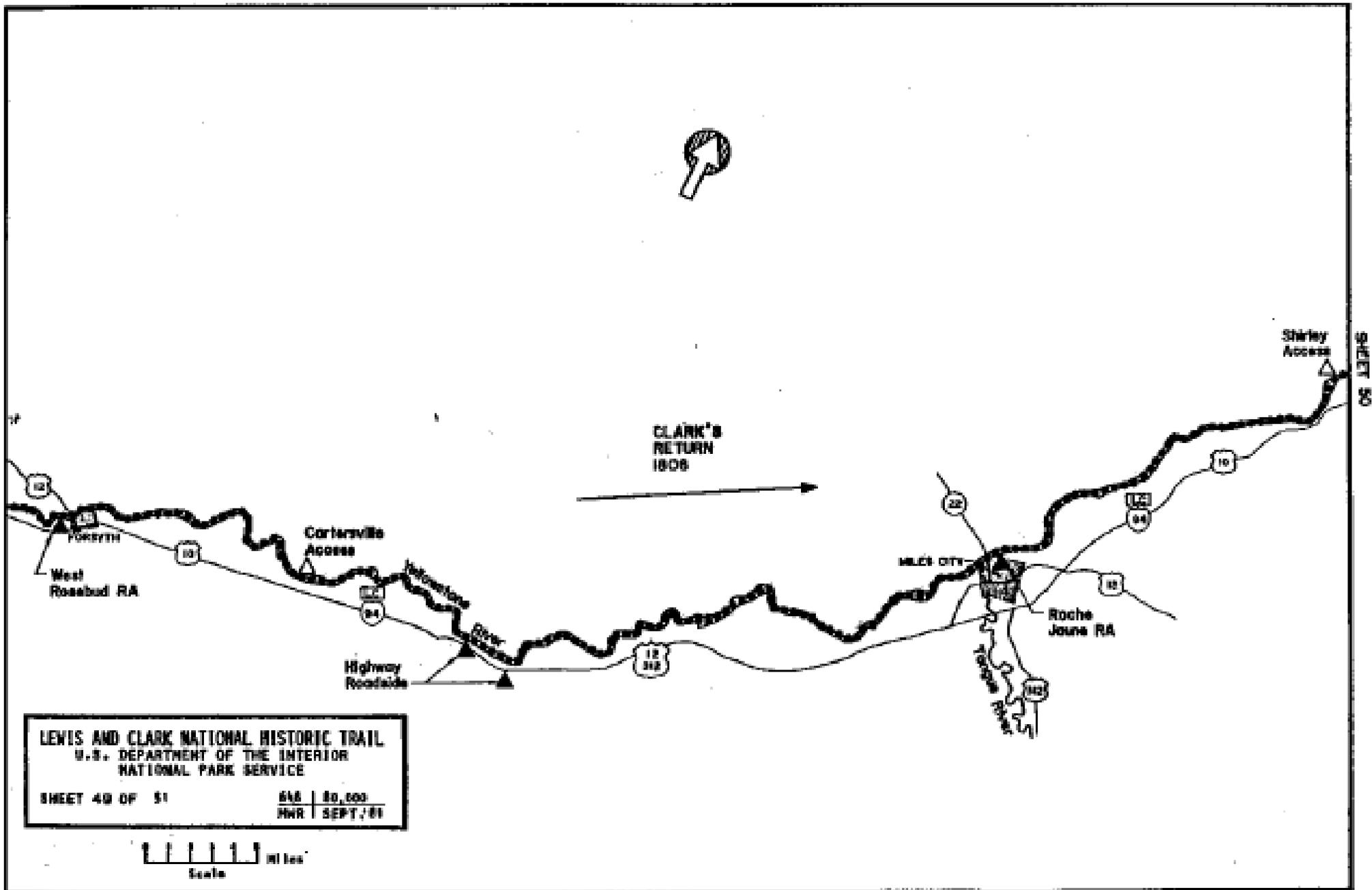


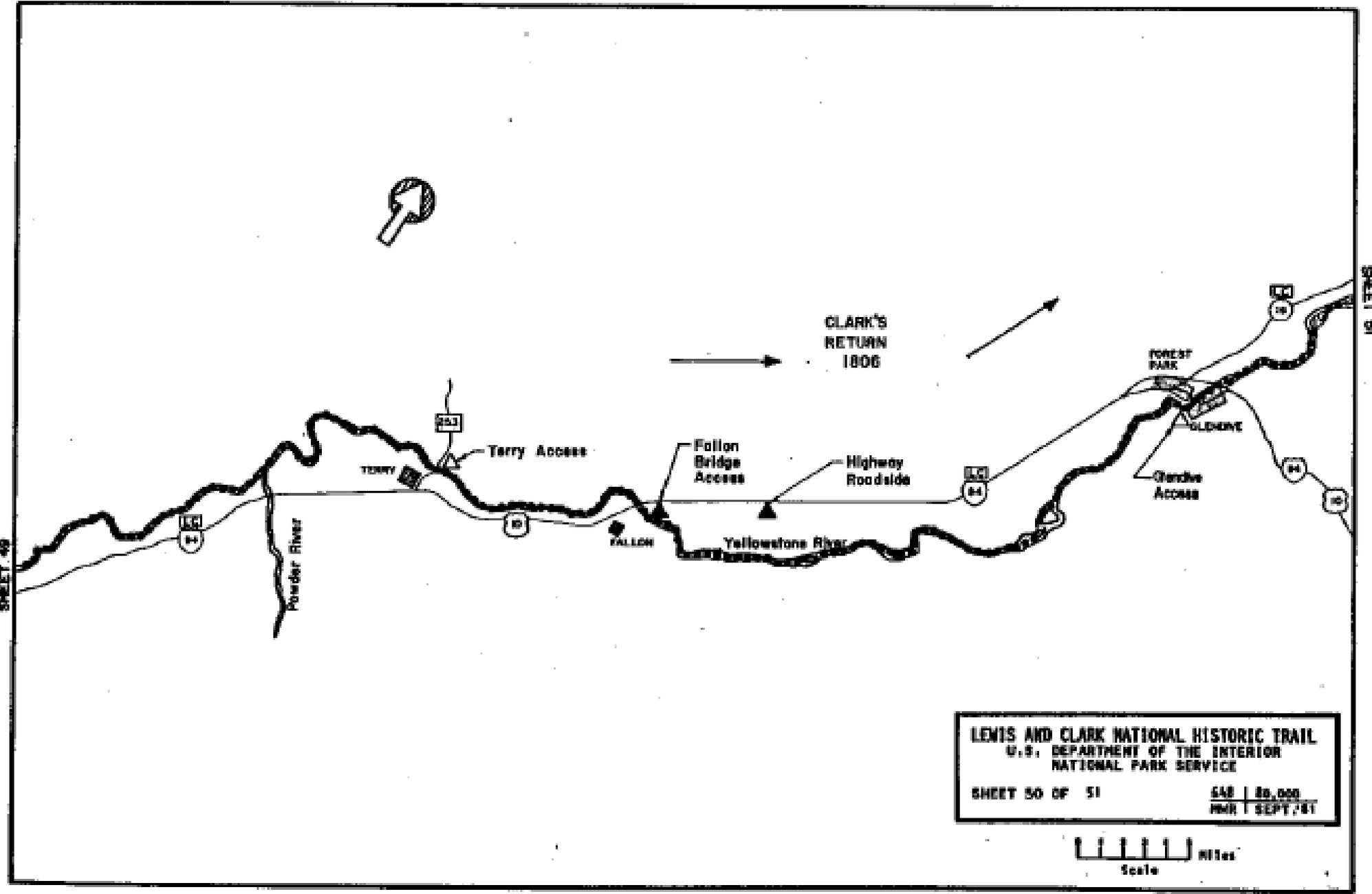
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
 U.S. DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE

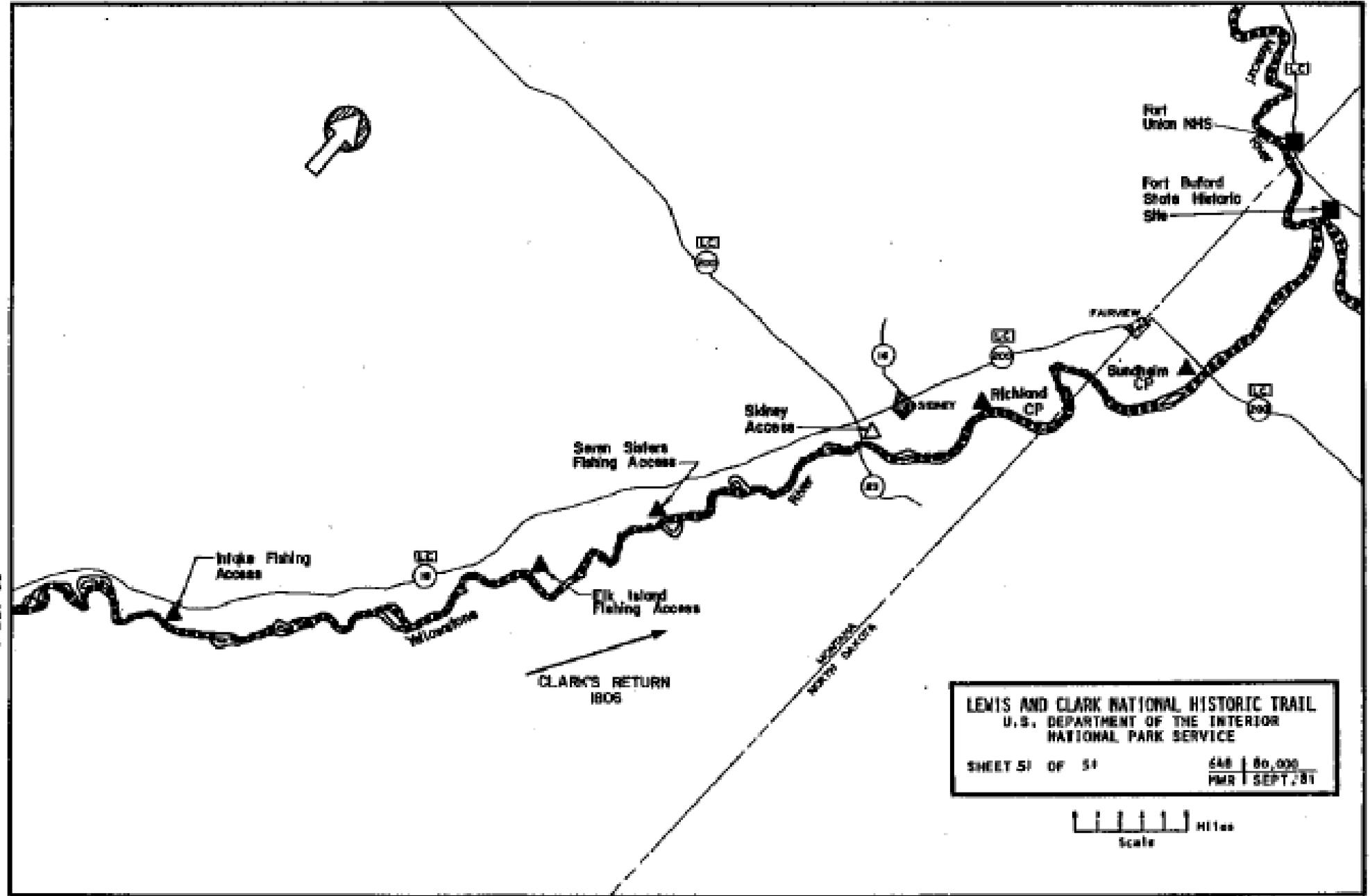
SHEET 47 OF 51

648 | 80,000
 MMS | SEPT '81









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 NATIONAL PARK SERVICE

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648 | 80,000
 PMR | SEPT. 81

