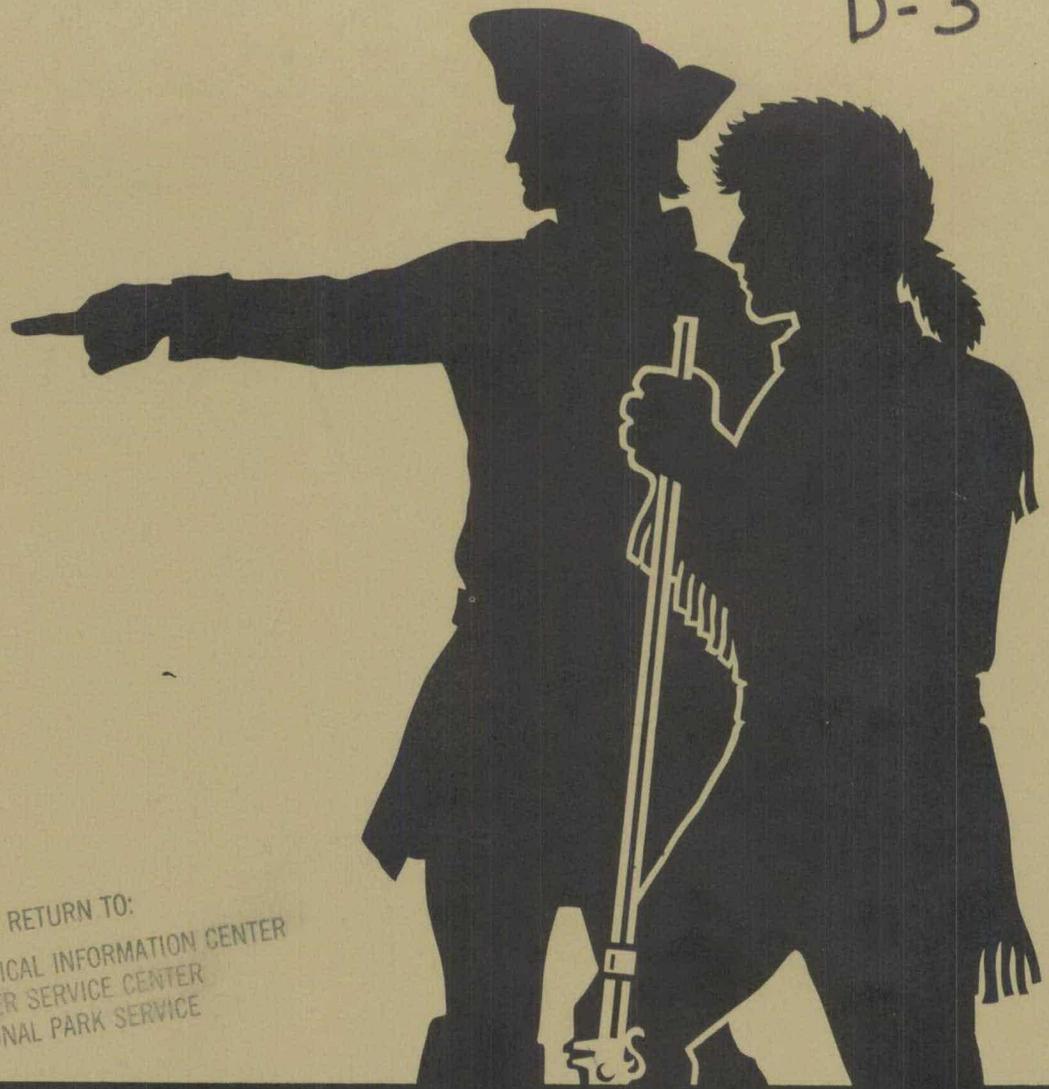


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April 1977

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THE LEWIS AND CLARK TRAIL

ON MICROFILM

A PROPOSED NATIONAL HISTORIC TRAIL

As the Nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public land and natural resources.

This includes fostering the wisest use of our land and water resources, protecting our fish and wildlife, preserving the environmental and cultural values of our national parks and historic places, and providing for the enjoyment of life through outdoor recreation.

The Department assesses our energy and mineral resources and works to assure that their development is in the best interests of all our people.

The Department also has a major responsibility for American Indian Reservation communities and for people who live in island territories under U. S. administration.



U. S. Department of the Interior

Bureau of Outdoor Recreation

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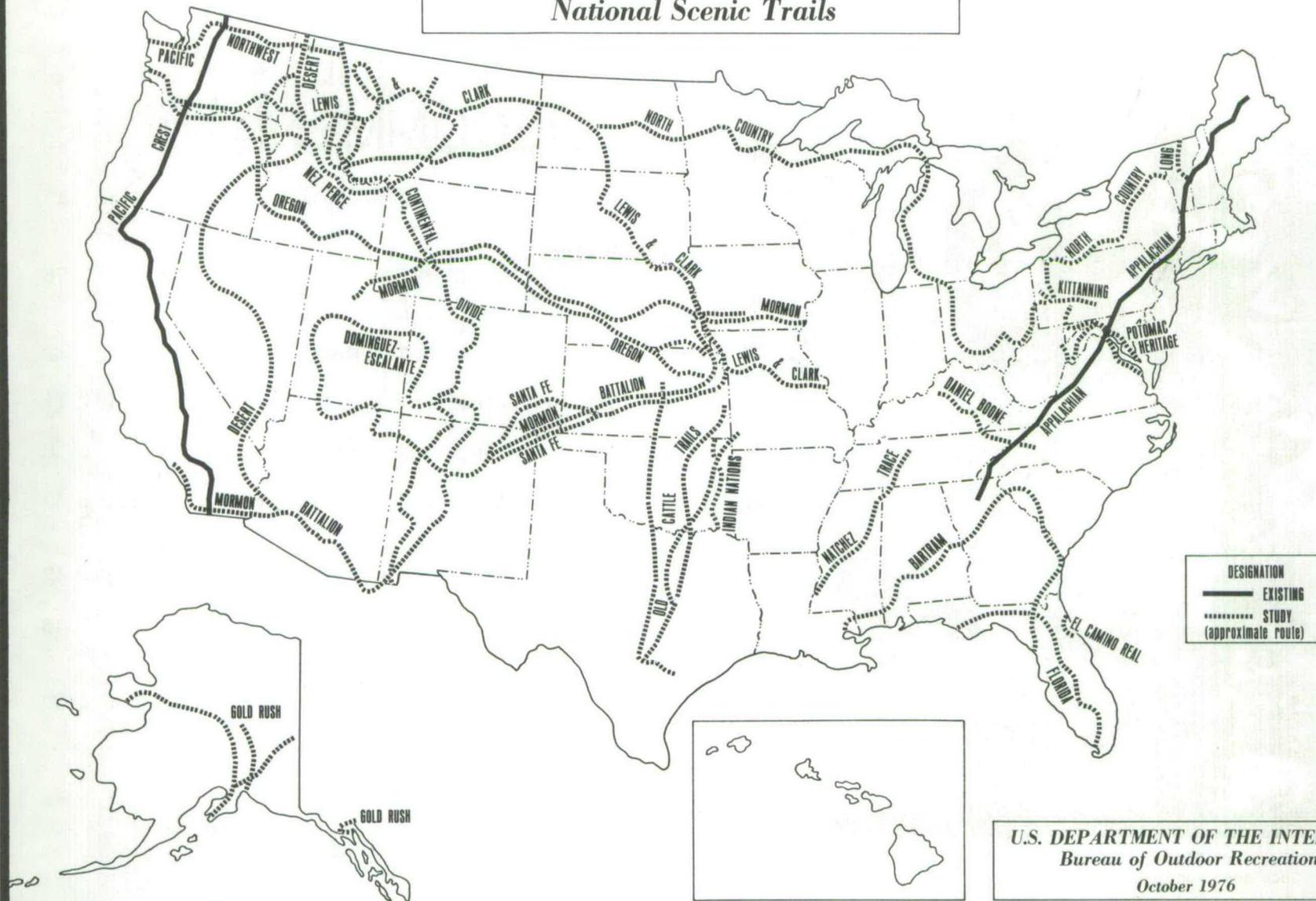
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Figure 1

NATIONAL TRAILS SYSTEM
National Scenic Trails



SUMMARY OF FINDINGS AND RECOMMENDATIONS

FINDINGS

1. The outbound and inbound routes of the 1804-1806 Lewis and Clark Expedition between Wood River, Illinois, and the Pacific Coast of Oregon merit national recognition commemorating the unique significance of this event in American history.
2. Despite extensive developments and alterations of the lands and of the water courses, substantial segments of the Expedition's route offer a variety of historical, scenic, and recreational opportunities.
3. Through the efforts of several Federal land managing agencies, the States, local governments, and private groups and individuals, much has already been accomplished in identifying and interpreting historic sites and developing recreation areas along the route.
4. Comparison of the Lewis and Clark Trail with the concepts set forth in the National Trails System Act and criteria subsequently developed for National Scenic Trails indicates that



Miniature Statue of Captain Lewis, Captain Clark, Sacajawea, and her son Baptiste.

substantial segments of the route do not qualify for National Scenic Trail designation.*

5. Appropriate memorialization may require that the Act be amended or supplemented to provide an additional category for National Historic Trails, as recommended in *Outdoor Recreation - A Legacy for America*, the first Nationwide Outdoor Recreation Plan.
6. The land ownership included along the proposed trail is 46 percent public, 5 percent Indian, and 49 percent private.
7. Following the courses of the Missouri, Yellowstone, Snake, and Columbia Rivers, the proposed trail will intersect other trail routes under consideration, including the Oregon, Mormon, North Country, and Continental Divide Trails, as well as the existing Pacific Crest Trail.

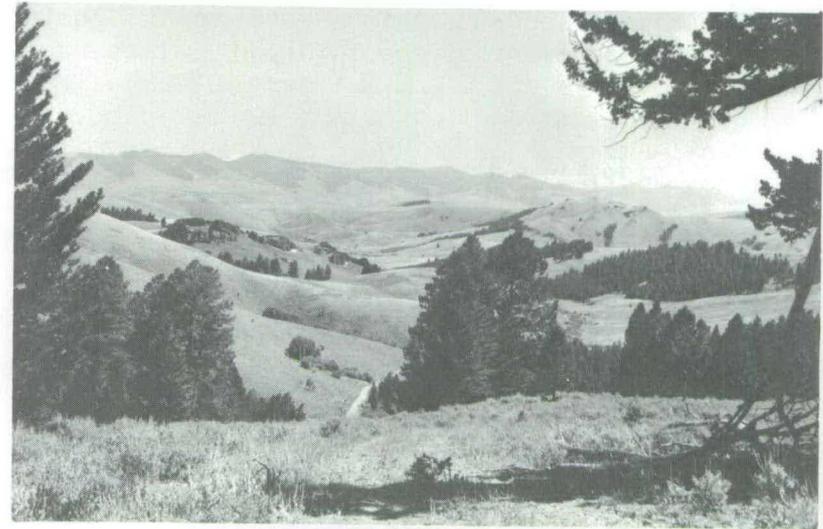
RECOMMENDATIONS

1. The entire 3,700-mile route be designated by Congress as the Lewis and Clark National Historic Trail.

* In comparing the Lewis and Clark Trail with the criteria established for a national scenic trail, it became clear that several segments of the trail would not qualify as a land based national scenic trail. The Lewis and Clark Expedition was primarily water based. A large portion of the trail has been destroyed by acts of man and nature. Many of the elements con-

sidered objectionable for a national scenic trail, including highways, motor roads, mining areas, power transmission lines, commercial and industrial developments, and range fences, are found along the route. Segments of the water route have been channelized or inundated by a series of large reservoirs, and, due to these and other actions, some expedition

campsites and other points of interest can no longer be seen. As a result, a non-motorized hiking route would probably not receive a significant amount of public use along its entire length. Therefore, a continuous hiking trail along the original Lewis and Clark route would be neither desirable nor practical. (See detailed discussion, page 44.)



View from Lemhi Pass.

2. Only those land- and water-based components of the Lewis and Clark Trail which are within the exterior boundaries of federally administered areas, as described in this report be established as the initial components of the Lewis and Clark National Historic Trail.
3. Complementing state and locally administered components including, but not limited to,

- those described in this report be designated by the Secretary of the Interior as components of the Lewis and Clark National Historic Trail upon application from State or local government agencies or private interests involved; provided these segments meet national historic trails criteria and are administered without expense to the United States.
4. The selected federal and complementing state and locally administered components along the 3,700-mile route be developed eventually to provide a total of 2,202 miles of land- and water-based trail (136 miles of land and 2,066 miles of water).
 5. The outdoor recreation capacity of selected federally administered areas identified in this report be expanded, and new lands and accompanying facilities be added as appropriate. Funding to be obtained from regular agency sources.
 6. The outdoor recreation capacity of complementing state and locally administered areas be expanded as described in this report and in accordance with State outdoor recreation and historical preservation plans.
 7. Overall coordination of trail matters be assigned to the Department of the Interior, acting in cooperation with heads of other Federal and State agencies where lands administered by them are involved. Close coordination be established and maintained among local agencies, Indian Tribes, the Lewis and Clark Trail Heritage Foundation and other private trail organizations along the route of the trail.
 8. Within three years of designation as a National Historic Trail, an overall master plan for development and management be prepared.

INTRODUCTION

On October 2, 1968, the President signed Public Law 90-543, the National Trails System Act which instituted a national system of recreation and scenic trails, designated the initial components of that system, and prescribed the methods and standards by which additional components may be added to the system. The Act directed the Secretary of the Interior or the Secretary of Agriculture, where lands under his jurisdiction are involved, to "make such additional studies as are herein or may hereafter be authorized by the Congress for the purpose of determining the feasibility and desirability of designating other trails as National Scenic Trails." Among these authorized studies is the Lewis and Clark Trail from Wood River, Illinois, to the Pacific Coast of Oregon, following both the outbound and inbound routes of the Lewis and Clark Expedition. This study report is submitted under the provisions of Public Law 90-543.

HISTORICAL BACKGROUND

In 1803 President Jefferson commissioned two Army officers, Captains Meriwether Lewis and William Clark, and their Corps of Discovery, as the Expedition was commonly known, to explore routes through the newly purchased Louisiana Territory and to secure and extend this claim to the Pacific Ocean. In May of 1804, the group left the prepara-



Great Falls, Montana.

tion camp near Wood River, Illinois, to cross vast regions of the Louisiana Territory and the Pacific Northwest in one of the most important events in Western United States history.

They followed the Missouri River upstream for approximately 2,400 miles to Three Forks in Montana, then the Jefferson River to its headwaters, and thence the Beaverhead River to the vicinity of the Continental Divide at Lemhi Pass. Proceeding toward the Pacific, the explorers followed the Salmon River, recrossed the Montana-Idaho border at Lost Trail Pass and continued through the Bitterroot Valley to the vicinity of Lolo, Montana. Again crossing the Montana-Idaho border, this time at Lolo Pass, the group began its westward descent along the Clearwater, Snake, and Columbia Rivers. In November 1805, they arrived at the Pacific Ocean.

On the return trip, the Expedition followed the same general route as far as Lolo, Montana, where they formed into two groups. Captain Lewis followed the Bitterroot, Clarks Fork and the Blackfoot Rivers to cross the Continental Divide at what is now Lewis and Clark Pass. He descended the Sun River and explored the upper reaches of the Marias River before proceeding down the Missouri River. Captain Clark traveled south to cross the Divide at Gibbon's Pass, descended the Beaverhead and Jefferson Rivers and then crossed to the Yellowstone River. He followed the Yellowstone downstream and joined Lewis below its confluence with the Missouri River.

Captain Clark and Captain Lewis together made the remainder of the trip down the Missouri and arrived at St. Louis in September 1806.

PREVIOUS STUDY AND COMMEMORATION EFFORTS

In past years, a series of efforts by many interested individuals and agencies has suggested a system of scenic and historic routes across the continent to recognize and commemorate the Expedition's route. In 1948 the National Park Service recommended a "Lewis and Clark Tourway" to follow the Missouri River from St. Louis to Three Forks, Montana. The idea was later expanded to include the entire cross-country trail, primarily through the efforts of J. N. "Ding" Darling in his proposed "Recreation Ribbon." A foundation was established in Mr. Darling's name to advance this proposal and formulate a plan of development.

The Bureau of Outdoor Recreation, in response to

the J. N. "Ding" Darling Foundation proposal, issued a report in September 1965 entitled *Lewis and Clark Trail - A Proposal for Development* which was the culmination of a Federal, State, and local interagency study of the route. The concept of a proposed Lewis and Clark National Scenic Trail was also presented in the Bureau of Outdoor Recreation publication *Trails for America: Report on Nationwide Trails Study* in December 1966.

In 1964, Congress, through Public Law 88-630, established the Lewis and Clark Trail Commission, whose mission was to stimulate Federal, State, and local agencies and individuals to identify, mark, and preserve for public inspiration and enjoyment the routes traveled by the Lewis and Clark Expedition. During its 5-year tenure the Commission was instrumental in the development of a uniform marking system for recreation and historic areas along the trail and was responsible for the designation and marking of the Lewis and Clark Trail Highway. An outgrowth of the Commission's work was the publication by various Federal, State, and local agencies of brochures and reports related to the trail. The Commission fulfilled its task in 1969 and published the *Lewis and Clark Trail, Final Report of the Lewis and Clark Trail Commission*. Today, the Lewis and Clark Trail Heritage Foundation, Inc., carries out much of the work started by the Commission.

The U. S. Army Corps of Engineers published two reports, *Recreation Aspects of the Lower Missouri River* and *Lewis and Clark Trail in the Pacific Northwest*, including maps and information for the utilization and full enjoyment of the trail route.

The Corps is currently updating master plans for water resource projects along the rivers and upgrading visitor facilities, accommodations, and interpretive programs for trail users. These activities should improve the opportunity for enhancing the recreational and historical aspects of the trail.

The Forest Service, USDA, has identified and located the various Lewis and Clark campsite areas along the Lolo Trail across the Clearwater National Forest in Idaho and in other areas. A recreation folder with maps traces the explorers' footsteps along both the westbound and eastbound routes and provides a brief description of each encampment.

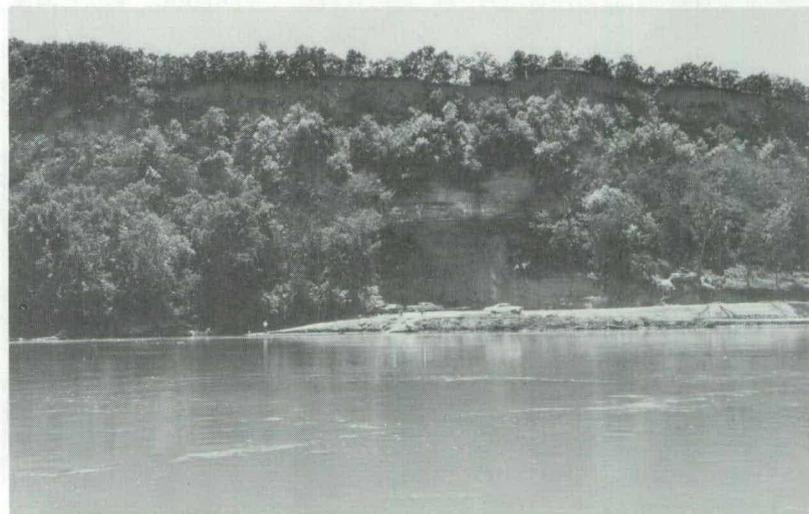
The Bureau of Land Management and the Forest Service have located the original trail in the Lemhi Pass area of Idaho and have installed over 200 directional and informational signs along this segment.

THE STUDY

This report describes the route of the Lewis and Clark Expedition, defining the associated scenic, historic, natural, cultural, and recreational qualities which establish the national significance of the route. In the study which formed the basis for this report, emphasis was placed on investigating those aspects of trail planning specifically listed in the National Trails System Act.

Documents prepared by various other Federal, State, and private organizations, including the 11 Statewide Comprehensive Outdoor Recreation Plans, were utilized in the preparation of this report.

The Lewis and Clark Expedition route, while primarily connected with the main river courses across half a continent, was studied within a 10-mile corridor. The proposal, being conceptual in nature, will give some flexibility for inclusion of other trail-oriented recreation areas and facilities to the administering agencies. However, in accordance with the National Historic Trails concept, the trail should adhere as accurately as practicable to the main historic route.



Ponca State Park in Nebraska.

DESCRIPTION



Monument to the Bird Woman, Sakakawea,
Bismarck, North Dakota

The Lewis and Clark Expedition of 1804-1806 is considered by many historians to be the single most important event in the development of the Western United States. Politically, it secured the then recent American purchase of the Louisiana Territory and extended American claims to the Pacific. Economically, it provided the first knowledge of the area's vast natural resources and eventually led to the development and settlement of western lands.

Few similar excursions were so well managed and so free from errors in judgment, miscalculations, and tragedies. The Expedition, covering about 7,500 miles in 2 years, 4 months, and 9 days, was boldly conceived, well planned, and led by capable men.

In this report, 11 individual State areas are used in describing and following the Expedition's outbound and inbound routes. These areas are depicted on the general route map, figure 2, and are consecutively numbered, beginning with Illinois on the Mississippi River and extending westward to the Oregon coast.

Narrative descriptions are provided, by State, to give the reader a brief review of the Expedition's journey. A one-day's excerpt from the trip's journal highlights a happening within each State. The State's recreation and historical attractions and resources relating to the trail are cited, and a synopsis of any statements in regard to trails, specifically the Lewis and Clark route in the Statewide Comprehensive Outdoor Recreation Plan, is included. The relationship between the Federal and State planning programs and the Lewis and Clark Trail within each State is also included.

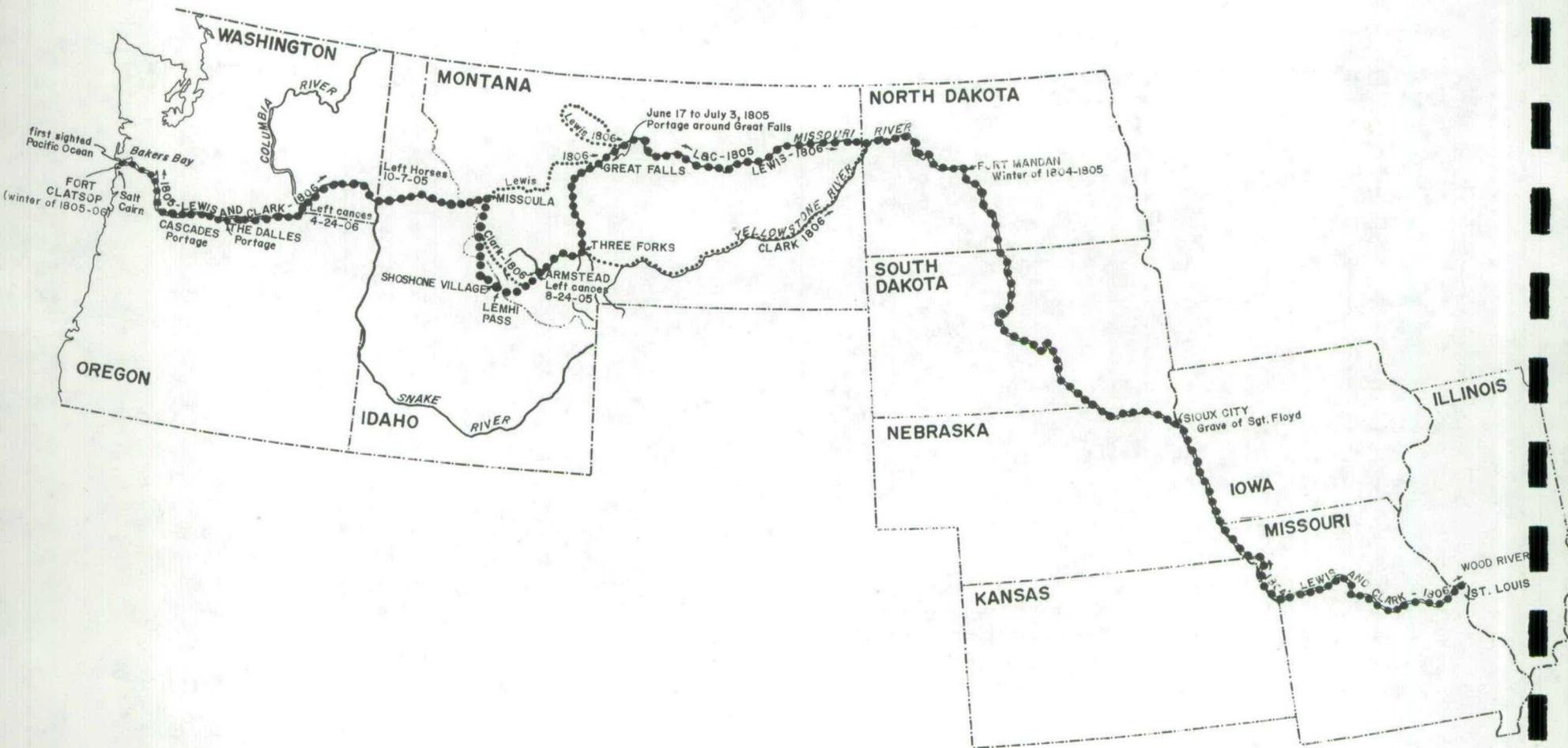


FIGURE 2 - VICINITY MAP, LEWIS AND CLARK TRAIL

MCRO-pmb



THE EXPEDITION

It was near the present City of Wood River, on the banks of the Wood (Dubois) River opposite the mouth of the Missouri River, that the winter preparation quarters for the Lewis and Clark Expedition were located. Since administration of the Louisiana Territory at that time was still in Spanish control, Lewis chose the American side of the Mississippi River for the camp in order to avoid conflict with the Spanish Commandant at St. Louis. Here, information was sought for the long trip ahead. Personnel were enlisted and military discipline was established. After the keelboat and canoes were equipped and supplied, the party left its Wood River Camp on May 14, 1804.

THE RIVER REGION

During the 170 years since the Expedition de-

JOURNAL EXCERPT

May 14, 1804 - *"proceeded on under a gentle brease up the Missourie"*

ILLINOIS

Area I - vicinity of Wood River, Illinois

parted the area, the original campsite has been washed away by the shifting rivers. Today, it lies somewhere under the Mississippi River. The mouth of the Wood River is located 20 miles north of St. Louis in a commercial and industrial area of East Alton, Illinois.

SUMMARY OF FEDERAL AND STATE EFFORTS

In the immediate vicinity of Wood River, The Corps of Engineers has made 170 acres of riverfront land available to the State of Illinois for park purposes. This land is in addition to the 6-acre Lewis and Clark State Park already set aside to commemorate the approximate starting point of the Expedition. Although not directly related to Lewis and Clark, five sites listed in the National Register of Historic Places are within the trail corridor in Illinois.

MISSOURI

Area 2 - confluence of the Missouri and Mississippi Rivers to the Kansas-Missouri border on the south bank; and to the Missouri-Iowa State line on the north bank

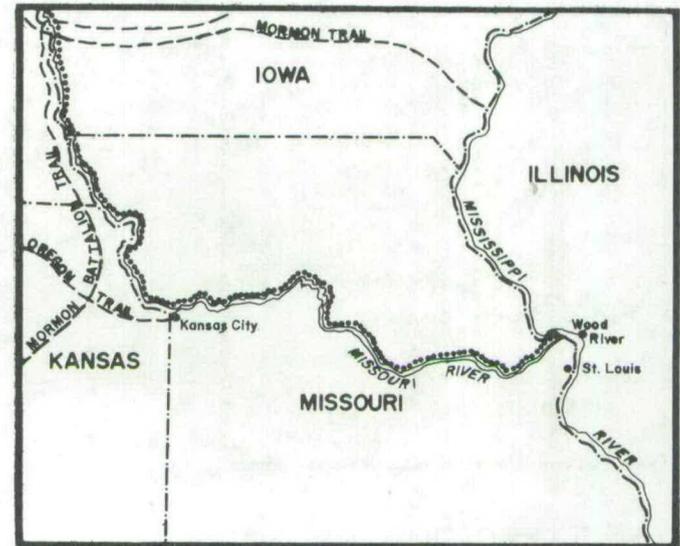
JOURNAL EXCERPT

May 21, 1804 - "*set sail in the afternoon, but were prevented by winds and rain from going more than three miles*"

THE EXPEDITION

The fleet of boats crossed the broad Mississippi and proceeded up the Missouri River. The party waited two days at St. Charles for Captain Lewis. They were well treated by the French inhabitants and a ball was held in their honor.

The Expedition spent a total of 43 days passing through Missouri. On the trip, the boatmen had difficulties with river currents, sandbars, fogs, and violent storms. The party passed many trading rafts, loaded with furs, returning to St. Louis. The journals for the return trip in the fall of 1806 do not give an accurate accounting of each night's campsite, but the Expedition completed the return journey on Tuesday, September 23, 1806, at St. Louis.



THE RIVER REGION

The region through which Lewis and Clark traveled in Missouri contains many outstanding and unique physical features. Rugged topography, unusual geologic formations, and extensive woodlands are common in the river valley. The entire Missouri portion of the river may be floated. Today, metropolitan areas are interspersed among the agricultural lands and forested tracts.

The St. Louis area offers several historical points of interest relating to the Expedition, including the Bellefontaine Cemetery, the Jefferson National Expansion Memorial, the St. Charles area, Babler State Park, and Marthasville. Elsewhere along the route, segments of the Santa Fe Trail, Oregon Trail, and Pony Express Trail, add



Marking the Lewis and Clark Trail in Missouri.

to the region's historical flavor. There are 70 recreational areas and 85 sites listed in the National Register of Historic Places, one of which relates to the Expedition.

SUMMARY OF FEDERAL AND STATE EFFORTS

Missouri has much to offer in terms of potential water based recreation and historical interpretation. The profusion of historic sites, a favorable climate, and a long vacation season constitute

a prime setting for development of Missouri's portion of the trail. The Missouri River, a vital recreation resource, serves as a guide in retracing the route that Lewis and Clark traveled over 170 years ago. Today, the vast water resources of the Missouri Valley are the center of a coordinated Federal-State-local program providing recreation, wildlife, conservation, and historical interpretation. The Corps of Engineers, in cooperation with non-Federal agencies, has proposed development of a network of access points which would enhance river recreation. These points, identified in the Corps of Engineers' *Recreation Aspects of the Lower Missouri River*, could be incorporated into the trail.

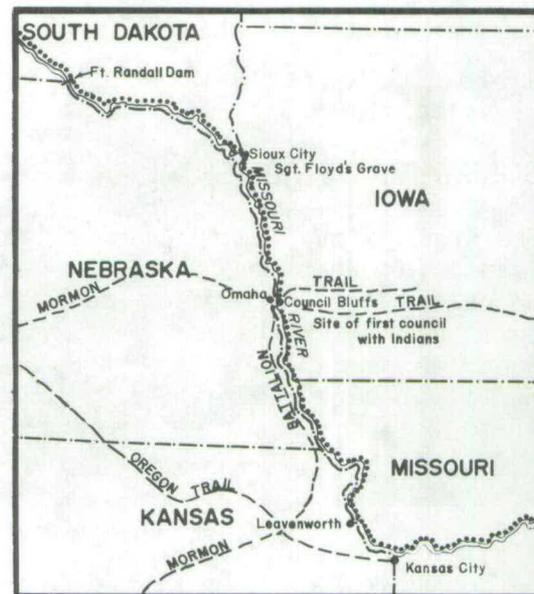
The Missouri trails program defined in the State-wide Comprehensive Outdoor Recreation Plan offers much potential for both outdoor recreation and historical interpretation. A State system for trails and those elements required to bring the system into being are major goals identified in *Trails for Missouri*. According to this report, the State will further explore the opportunities for trail development, including historic trails, and will recommend the actions necessary to implement a trails program.

KANSAS

Area 3 - Kansas City, Kansas, to the Kansas-Nebraska border

JOURNAL EXCERPT

July 4, 1804 - *"Announced by the discharge of our gun." Celebrated "only by an evening gun, and an additional gill of whiskey to the men.*



THE EXPEDITION

The outbound Expedition entered Kansas June 26, 1804, at the point where the Kansas River joins the Missouri. For the next 11 days they camped along the 112-mile border in what is now known as the northeastern "elbow region" of the State. Many of the campsites used by Lewis and Clark have been approximately located along the river. The first of two court-martials during the journey occurred at the Kansas River Camp. Little is recorded of the return trip; it is presumed they passed through the State between September 13 and 16, 1806.

THE RIVER REGION

The Kansas side of the river has steep bluffs bordering the flood plain. West of these bluffs the

terrain is typically rolling, wooded hills interrupted by flat, cultivated plains. This rugged area of northeastern Kansas contrasts sharply with the prairie to the west.

The Missouri Valley here is rich in historical lore, possessing sites associated with the Louisiana Territory, the "Opening-of-the-West," and Indian military expeditions.

The Pony Express, Mormon Battalion, Oregon, and Santa Fe Trails' lore, as well as Civil War events, add historical perspective to the region.

The Kansas area has 15 recreational areas suitable for supporting trail-related activities and 26

sites, unrelated to the expedition, listed in the National Register of Historic Places along the river corridor.

SUMMARY OF FEDERAL AND STATE EFFORTS

The U. S. Army Corps of Engineers' publication, *Recreation Aspects of the Lower Missouri River*, describes the recreation opportunities along the Lewis and Clark Trail in Kansas. Various Federal agencies, individual State agencies, and local communities, in a coordinated effort, have conducted historical research and identified the approximate location of 10 original campsites in the area. The State has marked and designated U. S. Highway 73 and State Highway 7 as the Lewis and Clark Trail Highway along the Missouri River.

A primary objective of the Kansas Statewide Comprehensive Outdoor Recreation Plan is to encourage and coordinate trail development in all phases of outdoor recreation planning. The plan proposes to accelerate efforts of locating and identifying historic sites and to acquire, protect, and preserve wherever possible significant scenic areas, historic sites, and public recreational areas. Accordingly, the State has proposed preparation of a



Barge on the Missouri River.

Scenic Corridor Master Plan along the Missouri River as part of its Scenic-Historic-Recreation Planning Program.

The *Kansas Planning for Development Report No. 31* delineates major goals and objectives for the entire Lewis and Clark Trail route in Kansas and recommends a linear park system that will provide land use control for the scenic, historic, and natural resources in the area. In addition, the plan recommends establishing side trips which will emanate from the established corridor. A scenic road is proposed within the corridor.

NEBRASKA

Area 4 - Falls City, Nebraska to Fort Randall Dam, South Dakota

JOURNAL EXCERPT

August 3, 1804 - *"This morning the Indians with their six chiefs were assembled under an awning. The ceremonies completed; the party set sail."*

THE EXPEDITION

On July 11, 1804, the Expedition party entered that portion of the Missouri River lying between Nebraska and Missouri. The first night they camped on a large island opposite the Big Nemaha River. They explored the river and reported artificial mounds, inscriptions, and marks made by the Indians. The Captains saw a large prairie along the route which they named "Baldpated Prairie." A council was held on August 3 to inform the Oto and Missouri Indians of a change in the government from Spain to the United States. At this site the name "Council Bluffs" was first mentioned. The explorers departed the State September 7.

THE RIVER REGION

The hills and bluffs adjacent to the flood plain are cut by the valley of the Missouri River. Agriculture is now the most important land use along the river. Scenic wooded bluffs, numerous islands, and wooded shorelines offer extensive areas for outdoor recreation development along the Lewis and Clark Trail in Nebraska.

In the immediate vicinity of this portion of the Missouri River, stabilized through channelization,



there are numerous oxbow lakes suitable for recreation uses. The Winnebago, Omaha, Santee, and Sac-Fox Indian Reservations lie in the path of the trail. The trail corridor is intersected at the Omaha-Council Bluffs area by Interstate 80 and by the Mormon Trail, which is also under study for designation as a National Historic Trail. Interstate 29 parallels the river route on the Iowa side. Lincoln, the other densely populated urban center in Nebraska, is within easy driving distance.

SUMMARY OF FEDERAL AND STATE EFFORTS

Gavins Point Dam and Lewis and Clark Lake along Nebraska's northeastern border are part of an

integral plan for water resource development along the trail route. The impounded lake, lined by jutting rock and wooded hills, offers a scenic shore along its 35-mile length. The remaining free-flowing portions of the Missouri River above and below Lewis and Clark Lake have been recommended in the *Nebraska State Water Plan* for protected river status. The Corps of Engineers is conducting an Umbrella Study to analyze the water resource problems of the Missouri River between Sioux City, Iowa, and Three Forks, Montana. An alternative which would be considered in this study is the potential inclusion of the Missouri River between Gavins Point Dam and Ponca State Park in Nebraska in the National Wild and Scenic Rivers System. In addition, the Corps of Engineers, by Congressional Resolution, has prepared a plan for development of 55 miles of the Missouri River from Blair, Nebraska, to the mouth of the Platte River. The proposal is compatible with the Missouri Riverfront Development Program of the Metropolitan Area Planning Agency (MAPA) in Omaha which recommends a scenic pleasure type parkway along both sides of the Missouri River. Development of this concept, encompassing a full range of recreation facilities, would be compatible with the trail's future development potentials in that area and in keeping with Nebraska's scenic highway proposals submitted under the Highway Act of 1973. Lewis and Clark Trail signs are posted along U. S. Highway 73 and State Highway 12.

The Nebraska Statewide Comprehensive Outdoor Recreation Plan recommends that high priority be given for recreation, scenic, and historic trail items in any future land use planning.



Omaha, Nebraska.

The plan indicates that visiting historical areas is the second most popular outdoor recreation activity and will increase 36 percent by 1990. Driving for pleasure continues to be the primary recreation activity for Nebraskans. A major recommendation in the State's Plan is to designate, develop, and promote routes which will enrich the Nebraska cultural experience by building upon the available scenic and historical resources.

An existing inventory of 35 recreation areas along the trail route includes State parks, river access points, and historical points. Forty historic sites which are listed in the National Register of Historic Places are found in the Nebraska portion of the trail. Only one, Fort Atkinson State Historic Park which marks the Council Bluffs site, relates to the Lewis and Clark Expedition.

The State is considering the development of a tour circuit along the Missouri River from Blair to Rulo, Nebraska, and the dry-docking of a dredge, named after Captain Meriwether Lewis, to be used as a river-related interpretive museum at Brownville.

IOWA

Area 5 - Missouri-Iowa State line to Sioux City, Iowa

JOURNAL EXCERPT

August 20, 1804 - *"We buried him on the top of the bluff 1/2 mile below a small river to which we gave his name. He was buried with the Honors of war."*



THE EXPEDITION

The Expedition entered Iowa on July 18 and spent nearly a month in the State. During their stay, they had numerous experiences ranging from counseling with the Oto and Missouri Indians to observing and describing a wide variety of wildlife.

The only fatality of the entire journey occurred when Sergeant Floyd died of what is believed to have been a ruptured appendix. The group passed the Big Sioux River and departed the State August 21, 1804. The return journey through the State was made in September 1806.

THE RIVER REGION

The Missouri River stretches 182 miles along the western border of Iowa. Typical land forms are rolling farmlands and timbered river bottoms. A row of loess bluffs along the Missouri River flattens into a level flood plain 5 to 10 miles wide on the Iowa side. The bordering hills of wind-deposited soil are a unique land form on this continent and represent an eloquent contrast to the broad flood plain. Council Bluffs and Sioux City are the major urban centers.

The course of the Missouri followed by the

Expedition has been altered from a meandering river to a stabilized channel throughout most of the 182 miles. Although altered and partially tamed by man's efforts, the river and its associated backwaters provide a scenic ribbon of water through the agricultural corridor to serve the recreation needs of western Iowa. Six sites listed in the National Register of Historic Places are located within the trail corridor, including the Sergeant Floyd Monument which has been designated a National Historic landmark.

SUMMARY OF FEDERAL AND STATE EFFORTS

Although Corps of Engineers projects have changed the natural landscape along the Missouri River, they have provided numerous opportunities for outdoor recreation. An example is the DeSoto Bend National Wildlife Refuge which is the result of attempts to straighten the river course. The refuge provides recreation, wildlife habitat, and historical interpretation potentials that could be integrated into the trail plan.

The Iowa Conservation Commission has developed a coordinated and comprehensive approach to a State trail system. A report entitled *Corridor Trail Network for Iowa Landscape - 1973* has listed the Lewis and Clark Trail as one of the most significant historic trails in Iowa.



Monument marking grave of Sergeant Floyd in Iowa.

The Iowa State Highway Commission has marked the Lewis and Clark Trail along U. S. Highway 75 in the State to provide the opportunity for interpretive recreation travel along the Missouri River. Recently, the Iowa Conservation Commission recommended designation of the Interstate Highway 29, which parallels U. S. 75, as the route of the Lewis and Clark Trail. Interstate Highway 29 would expose the trail to more travelers due to its larger volume of traffic. Locations are available for hiking, riding, and bicycling trails in areas on the front line of the loess hills. A trail on the bluffs would provide scenic and panoramic views of the Missouri Valley and would also offer greater topographic variation with fewer economic and land use conflicts than a trail located along the river bottom.

SOUTH DAKOTA

Area 6 - Sioux City Iowa, to the North Dakota border

JOURNAL EXCERPT

September 21, 1804 -
"between one and two o'clock the sergeant on guard alarmed the party by crying that the sand bar on which they were lying was sinking."



THE EXPEDITION

The explorers crossed the open, rolling prairie land on the most expeditious and obvious route - the Missouri River. They had been on the river exactly three months when they entered South Dakota on August 21, 1804. The first buffalo was killed near Elk Point. "Spirit Mound, The Tower" and many other famous landmarks were identified and described in their journal. Numerous councils were held with the Sioux, the Arikara, and other tribes along the route. The Expedition spent 54 days outbound and 14 days inbound in the State.

THE RIVER REGION

The river area can generally be described as rolling prairie lands frequently crossed by streams. Numerous small hilly areas, buttes, and hogbacks have elevations slightly higher than the general level of the plains. Most of the Missouri Valley Gorge, characterized by rugged bluffs and narrow flood plains, has been inundated by flood control reservoirs. The mouth of the Missouri Valley Gorge is at Gavins Point Dam, near Yankton, where the river emerges onto the central lowland prairies of Iowa and Nebraska. The area above Lake Sharpe is usually classed as semiarid and the area below

as semihumid. Both locales support mixed prairie grasses. Agriculture is the major land use, with Pierre and Yankton being the principal urban areas in the study corridor.

SUMMARY OF FEDERAL AND STATE EFFORTS

Recreation opportunities are many and varied along the route in South Dakota. Although many of the original campsites have been inundated as the result of river control programs, the route corridor abounds with important historical and archeological sites and offers outstanding potential for historical interpretation and outdoor recreation.

Federal efforts along the Missouri River in South Dakota include development of Lewis and Clark Lake, Lake Francis Case, Lake Sharpe, and Lake Oahe. These mainstem reservoirs provide over 400 miles of impounded Missouri River waters and constitute one of the most important water-based recreation portions of the entire route. The reservoirs and adjacent lands provide recreational sites administered by Federal, State, and local agencies and Indian Tribal Councils. These projects offer recreation in the form of motor boating, fishing, sailing, swimming, water-skiing, skin diving, and excursion boat tours to various historical and archeological sites. Twelve sites along the river in South Dakota are listed in the National Register of Historic Places, one of which relates to the Expedition.

The South Dakota Statewide Comprehensive Outdoor Recreation Plan indicates that opportunities exist for public trails along the Missouri impoundments.



Buffalo in South Dakota.

A Missouri River historic sites survey and preservation development plan is being coordinated with Bureau of Outdoor Recreation proposals which appeared in *The Middle Missouri: A Rediscovery*. In accordance with these guides, the State Department of Game, Fish and Parks recommends the establishment of a Lewis and Clark historical canoe route along the length of the Missouri River in South Dakota to provide approximately 400 linear miles of waterway route.

The Great Lakes of South Dakota Association and the Boy Scouts of America have established the Lewis and Clark Historic Canoe Trail extending from near Pickstown, South Dakota, to Sioux City, Iowa. This 160-mile stretch of river and lake waters offers a wide variety of scenic benefits and adjacent historical areas.

NORTH DAKOTA

Area 7 - from the South Dakota-North Dakota border to the North Dakota-Montana border

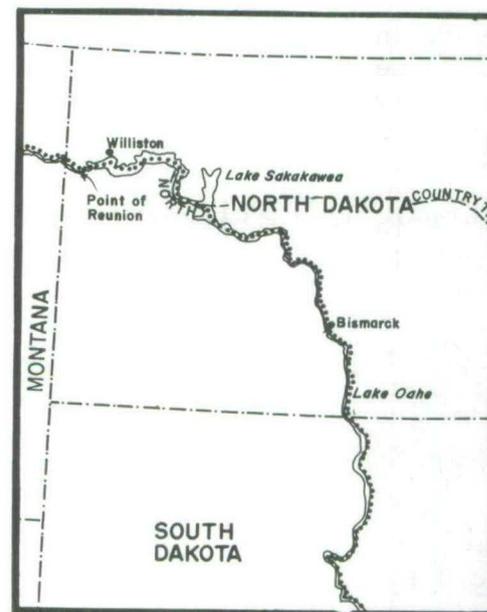
THE EXPEDITION

The Lewis and Clark Expedition spent more time in North Dakota than any of the other 11 States through which it traveled. The winter of 1804-1805 was spent in Fort Mandan. Some of the actual sites and ruins of Indian villages described by the explorers in their North Dakota journal may be visited today.

The Expedition entered the State on October 14, 1804, and departed April 27, 1805. The Captains counseled with the Indians continually to obtain information about the country lying ahead of them. The members were kept busy during the winter making a number of dugout canoes from large cottonwood trees. The "Corps of Discovery" was joined in North Dakota by Sakakawea (also known as Sacajawea), a Shoshone Indian, and her husband, Toussaint Charboneau, who served as guides and interpreters.

JOURNAL EXCERPT

October 29, 1804 - *"After brackfust, we were visited by the old cheaf of the big bellies, This man was old and had transfered his power to the sun."*



THE RIVER REGION

The North Dakota section of the river abounds with recreational opportunity and historical values that have not yet been developed. Ancient Indian tribes left clear evidence of their civilization in the valley.

Numerous military forts and fur trading posts were established along the trail. Literally hundreds of archeological and historical sites are found adjacent to the river. A series of Indian wars and military expeditions occurred along the general route. The Knife River Indian Village located just north of Stanton and the Fort Union Trading Post, a National Historic Site located on the Montana-

North Dakota State line, are both important historical centers.

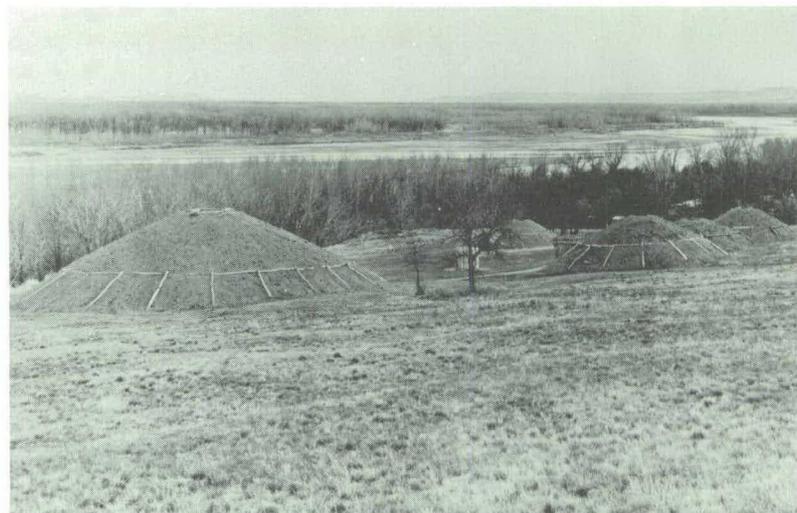
The completion of the Oahe and Garrison Dams has flooded many of the campsites associated with the Lewis and Clark Journey. The last remaining segment of natural Missouri River bottomland in North Dakota is that 80-mile reach of river south of Garrison Dam.

SUMMARY OF FEDERAL AND STATE EFFORTS

The Corps of Engineers and the North Dakota State Historical Society, State Highway Department, and Game and Fish Department have worked together to establish recreational and historical interpretation areas along the river corridor to help meet increasing demands.

The Corps of Engineers constructed a rolled earth dam across the Missouri River Valley in developing Garrison Dam. The resulting Lake Sakakawea was named in honor of the remarkable Indian girl who accompanied the party across the plains, through the Rockies, and to the Pacific Coast. The reservoir area provides numerous water-oriented recreation opportunities.

North Dakota recommended that a National Lewis and Clark Historic Trail be designated and that the route be developed as a waterway trail on the Missouri River. Such a route would be suitable for camping, picnicking, canoeing, boating, and floating. North Dakota has also recommended the inclusion of the North Country Trail in the National Trails System. This proposed trail would meet the



Earthen lodges near Fort Mandan, North Dakota.

Lewis and Clark route at the south end of Lake Sakakawea near Riverdale. Within the State there are 81 recreational sites and 3 non-Expedition sites listed in the National Register of Historic Places along the trail.

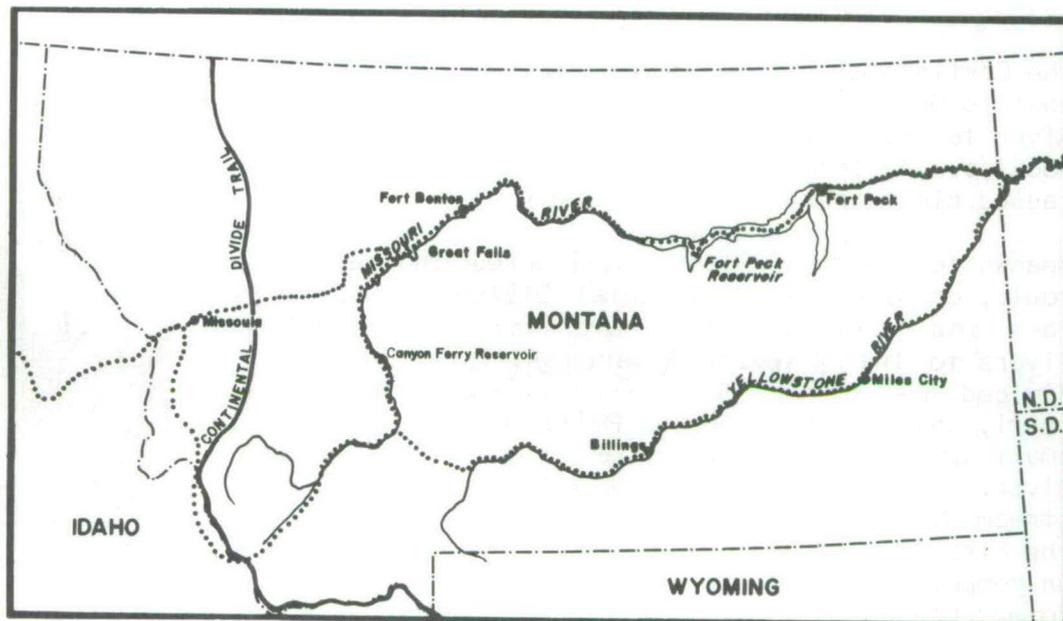
Three land units which focus on the exploration route have also been proposed by the State for recreational and historical use. The first, an abandoned Soo Line Railroad right-of-way extending from Fort Rice to Bismarck, for a distance of 20 miles, could be utilized for a hiking trail. The second, a 10-mile loop trail, is part of the master plan for the Knife River Indian Villages National Historic Site. The Fort Mandan loop trail on the east side of the Missouri River is the third unit and would aid in the interpretation of the historical area around the Fort.

MONTANA

Area 8 - from the Montana-North Dakota border to the Montana-Idaho State line at Lolo Pass

JOURNAL EXCERPT

May 26, 1805 - *"felt a secret pleasure in finding myself so near the head of heretofore conceived boundless Missouri."*



THE EXPEDITION (OUTBOUND)

The Montana portion of the Expedition's outbound journey began on April 27, 1805. This was the White Man's first recorded trip into this vast, unknown region. Tragedy was to threaten the party more often here than anywhere else on the journey. The party encountered an arduous month-long portage around the Great Falls of the Missouri, reaching the vicinity of Three Forks in late July. From there they followed the Jefferson River and its tributary, the Beaverhead, upstream to a point near the Continental Divide where they traded with the Shoshone Indians for horses necessary to carry their supplies and equipment across the mountains. They first left Montana by crossing the Continental

Divide at Lemhi Pass and soon found that travel along Idaho's Salmon River - the "River of No Return" - was impossible. The Corps then returned to Montana via Lost Trail Pass and continued northward down the Bitterroot Valley to the vicinity of Lolo Creek where they established "Travelers Rest" campsite. From here they turned westward, again leaving Montana at Lolo Pass.

THE EXPEDITION (INBOUND)

On the return trip the following year, the party divided into two groups to permit exploration of different routes. Captain Lewis followed the Bitterroot River, then the Blackfoot River, crossed

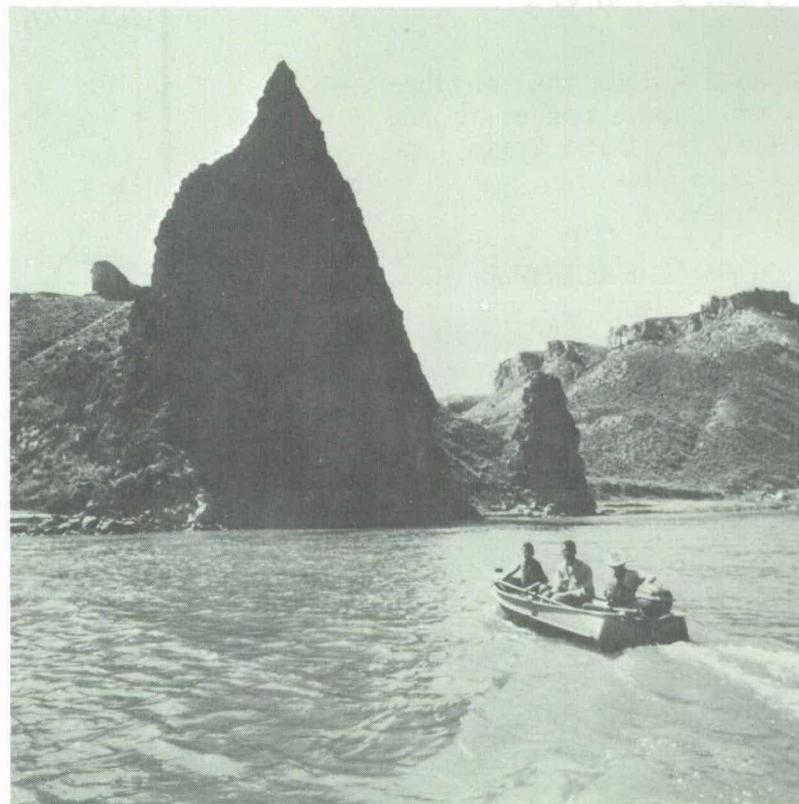
the Continental Divide, and descended the Sun River east to Great Falls. He then followed the Marias River to try to locate an easy passage through the Rockies. An encounter with the Blackfoot Indians caused him to return to the Missouri.

Meanwhile, Captain Clark backtracked the eastern route, crossed the Continental Divide at Gibbons Pass and followed the Beaverhead and Jefferson Rivers to the Missouri River. At Three Forks he divided his force. Boats were sent down the Missouri, while he went up the Gallatin Valley with a small group and crossed over to the Yellowstone River. From there, they followed the river downstream to the confluence of the Yellowstone and the Missouri. Captain Clark left his name carved on Pompeys Pillar near Billings. The Expedition's total travel through Montana encompassed almost six months.

THE MOUNTAIN AND RIVER REGION

Montana is a land of contrasts. In the western region, 6,000- to 13,000-foot mountain ranges covered with forests are interspersed with broad, flat valleys. Eastward, the mountains give way to broad, rolling prairies, rugged breaks, and badlands along the stream courses. The major drainage system is the Missouri River and its myriad tributaries, including the Yellowstone, Marias, Jefferson, Madison, and Gallatin Rivers - all except the Missouri named by Lewis and Clark.

The trail corridor in Montana offers abundant recreational opportunities and historical features in an area which recites the dramatic and tragic



Cathedral Rock on the Missouri River in Montana.

episodes of struggling White Men and Indians. This fascinating region is blessed with an abundance of water, forests, and wildlife.

SUMMARY OF FEDERAL AND STATE EFFORTS

Fort Peck Dam and Reservoir, constructed by the Corps of Engineers in the early 1930's, provides a lake with about 1,600 miles of shoreline. Although

the waters are administered by the Corps of Engineers, the surrounding project lands serve as the Charles M. Russell National Wildlife Range and are administered by the U. S. Fish and Wildlife Service. This range provides ample opportunity for wildlife viewing and recreation experience at the 30 recreation sites situated along the lake.

Canyon Ferry Dam and Lake, located 34 miles east of Helena, provides a 25-mile-long lake administered by the Bureau of Reclamation. The Bureau also administers the 10-mile-long Clark Canyon Reservoir located about 80 miles south of Butte on the Beaverhead River. Both reservoirs have recreation facilities provided by Montana State agencies.

Along the route in Montana, the Forest Service administers the Helena, Beaverhead, Bitterroot, and Lolo National Forests, as well as Lemhi Pass (a Registered National Historic Landmark). The Forest Service has long recognized the historical importance of the Lewis and Clark Trail in the State and has developed numerous historical sites along the trail.

In 1968, the Bureau of Outdoor Recreation in its report *The Middle Missouri: A Rediscovery* recommended the protection of the free-flowing segment

of the Missouri River between Coal Banks Landing and the west boundary of the Charles M. Russell National Wildlife Range as the Missouri Breaks National River. This is part of the area which was recently studied under Section 5(a) of the National Wild and Scenic Rivers Act (P.L. 90-542).

Montana's State Comprehensive Outdoor Recreation Plan has recognized areas of national importance which must be considered in their planning programs including the Lewis and Clark Trail Program which has excellent potential for stimulating national recreational interest. Montana recommends that trail development emphasis be placed on that segment of the route from Fort Benton to the headwaters of Fort Peck Reservoir, an area which most nearly represents the lands as the explorers saw it. This is approximately the same segment mentioned above which has been added to the National Wild and Scenic Rivers System recently. The State has developed several camping sites along this stretch of river, including the James Kipp State Recreation Area. Within Montana there are 89 recreational areas and 25 sites listed in the National Register of Historic Places along the trail. Of the 25 historical sites, 6 relate to the Lewis and Clark Expedition.



THE EXPEDITION

The Lewis and Clark Expedition route in Idaho was primarily overland. The "Corps of Discovery" first entered Idaho by crossing the Continental Divide on August 26, 1805, at Lemhi Pass. The Salmon River was found to be an impassable route; the party therefore crossed back into Montana at Lost Trail Pass. The second entry into Idaho occurred at Lolo Pass where snow and freezing weather made the crossing one of the most difficult segments of the entire journey. After completing their overland trek, they built canoes at Canoe Camp on the Clearwater River for their remaining float to the Pacific. They left the present State of Idaho on October 11, 1805, and returned the following spring, recrossed the mountains, and finally left the State on June 29, 1806, at Lolo Pass.

JOURNAL EXCERPT

October 2, 1805 - *"Most of the party are convalescent, and work has continued on the canoes. The hunters returned with nothing except a small prairie wolf; therefore, a horse was killed to eat and provide soup for the sick."*

IDAHO

Area 9 - Lemhi Pass to Lost Trail Pass; Lolo Pass to the mouth of the Clearwater River on the Idaho-Washington border

THE MOUNTAIN REGION

Idaho is rich in the historical heritage of Lewis and Clark. The Lolo Trail (a segment of the original route) generally slopes westward from the high ranges near Lolo Pass to the lowlands near Lewiston. This segment of the Expedition's route crosses the mid-section of the State through the Bitterroot Mountain Range and contains some of Idaho's most magnificent mountain scenery. Visitors today can follow either the Lolo Trail in the Clearwater National Forest or the nearby Lewis and Clark Highway, U. S. Highway 12, which parallels the Lochsa River, a tributary of the Columbia River.

SUMMARY OF FEDERAL AND STATE EFFORTS

Most of the route across the high backbone of Idaho's mountains is on Federal land. Although sections of the Lolo Trail are paralleled and crossed by roads and have undergone some timber cutting, the terrain is much the same today as when the explorers passed through. The Forest Service,

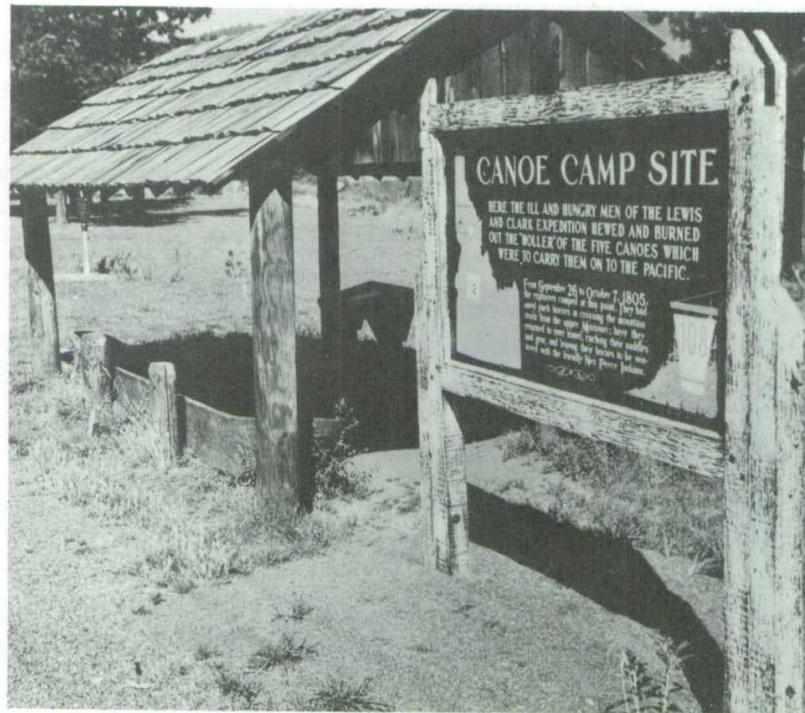
and National Park Service have jointly provided informational signs and facilities at 26 points along the Lolo Trail to commemorate the Expedition and the ancient Nez Perce "Buffalo Road" across the Bitterroots to the plains. The Lolo Trail has been approved as a National Historic Landmark and is listed in the National Register of Historic Places.

The National Park Service administers the Nez Perce National Historic Park at Spalding. Other Lewis and Clark areas interpreted by the National Park Service, in conjunction with the Idaho Historical Society and the Idaho Department of Highways, are the Canoe Camp, the Long Camp, and the Weippe Prairie.

The Corps of Engineers has constructed Dworshak Dam and Reservoir just off the trail on a tributary of the Clearwater River. Day use, overnight camping, and marina facilities are available at the reservoir.

The Bureau of Land Management has scattered ownership along the Lewis and Clark Trail in Idaho. Parcels of the public land near the Snake, Salmon, and Potlatch Rivers have potential for trail use. The Bureau has made efforts to commemorate the trail along a 16-mile stretch in Idaho, including a protective withdrawal request, an inventory of potential campsites, development of 2 recreation sites, and installation of directional and informational signs.

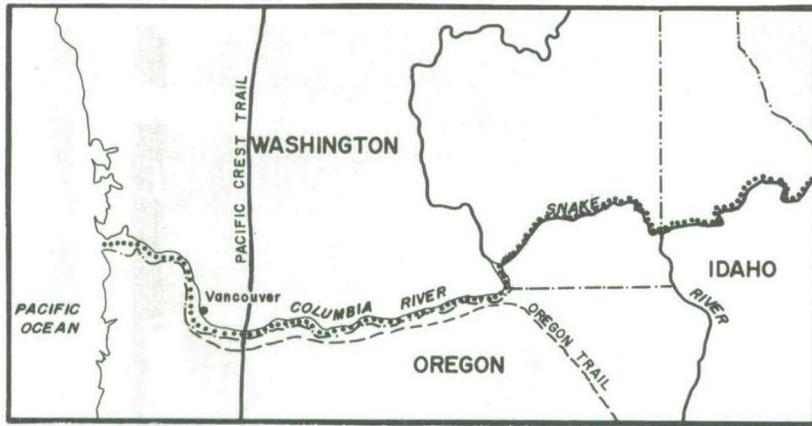
The Idaho Statewide Comprehensive Outdoor Recreation Plan recognizes the trail needs of the State



Canoe Camp Site on Clearwater River in Idaho.

and sets a high priority on Federal agencies creating portions of the National Trail System in Idaho. The 1974 Idaho Legislature passed a bill which established a State recreation trail system, and a full-time trails coordinator was appointed in October of that year.

Various Federal, State, and local agencies provide 40 recreational areas for trail users, as well as administering 5 sites listed in the National Register of Historic Places, of which 3 relate directly to Lewis and Clark.



THE EXPEDITION

The Expedition entered the State of Washington on October 11, 1805, canoeing up to 40 miles a day down the swift and hazardous Snake River. On October 16, the Expedition reached the Columbia River where they had to portage several rapids. A scarcity of food forced them to stop frequently to barter with the Indians and occasionally to hunt. By November 2, 1805, the last of the series of falls was passed and 12 days later Lewis, accompanied by 5 men, finally reached the headland of Cape Disappointment at the mouth of the Columbia River and their final destination - the Pacific Ocean. On the return trip the following spring, the Expedition traded their canoes for horses upstream from Celilo Falls, now inundated by Lake Celilo. From there the route was overland on the Washington side of the Columbia to a crossing near the mouth of the Walla Walla River and then cross country to the Snake River just below the mouth of

JOURNAL EXCERPT

November 7, 1805 -
*"great joy - we are
 in view of the Ocean,
 which we been so long
 anxious to see."*

WASHINGTON

Area 10 - Washington-
 Idaho State line to
 the Pacific Ocean

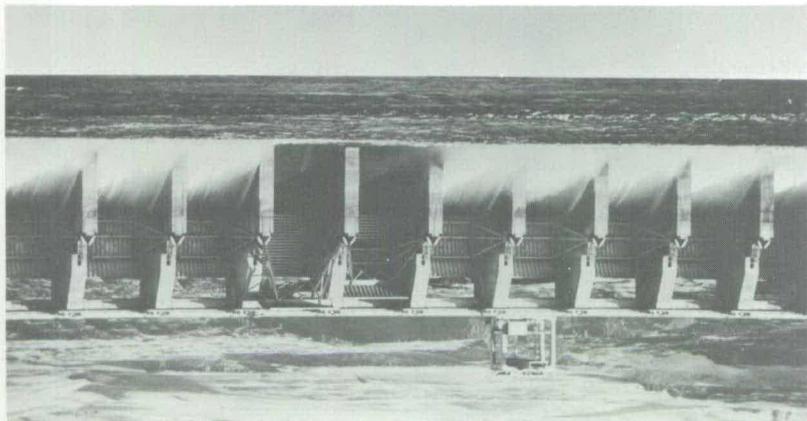
the Clearwater. On May 5, 1806, they left the State of Washington.

THE RIVER REGION

The Lewis and Clark Trail route along the Columbia and Snake Rivers in Washington includes sections of spectacular freshwater shorelines, tidelines, wetland areas, upland plains, mountain ranges, and intervening valleys.

The Cascade Mountain Range in the western half of the State intersects the Lewis and Clark Trail. Within the Cascades, glaciation has produced outstanding scenery. The Columbia River Gorge, shared by Washington and Oregon, bisects the Cascades and is perhaps one of the more unique scenic areas of the Nation.

The water resources of the Columbia River and its tributaries provide a wide range of opportunities for year-round recreation activity.



The Dalles Dam on the Columbia River

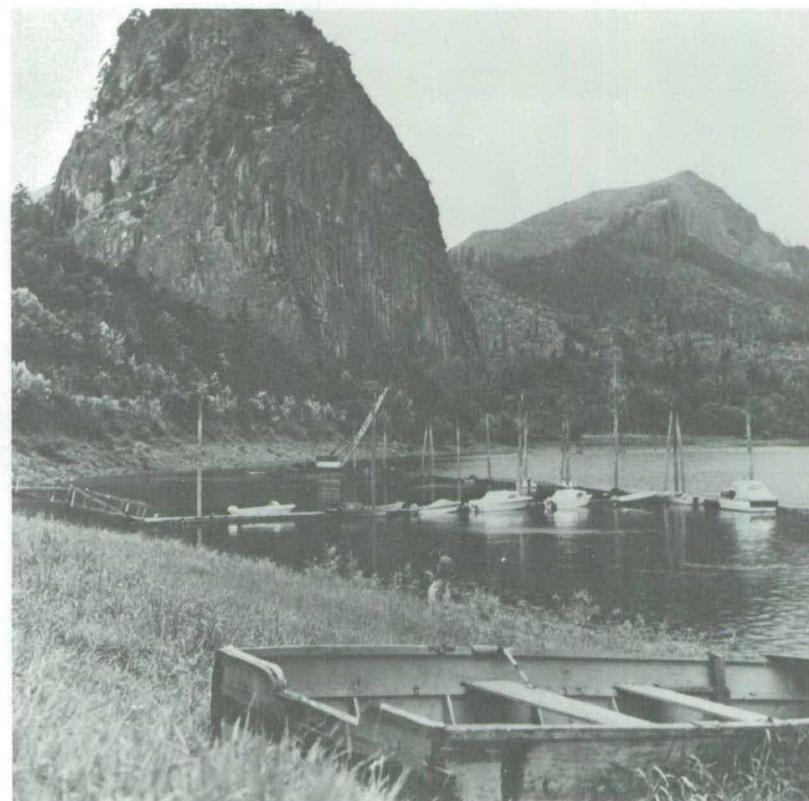
SUMMARY OF FEDERAL AND STATE EFFORTS

The Corps of Engineers administers four reservoirs on the lower Snake River: Lower Granite Lake, Lake Bryan, Lower Monumental Lake, and Lake Sacajawea. They also administer Lake Wallula, Lake Umatilla, Lake Celilo, and Bonneville Lake on the Columbia River. These dam and reservoir projects provide flood control, power production, and slack water recreation, including camping, picnicking, boating, fishing, and other water related recreation opportunities. Marmes Rock Shelter, a major archeological site, was flooded by the backwaters of Lower Monumental Lake. In July of 1964, near the mouth of the Palouse River, an archeologist found one of the original 1801 Jefferson Presidential Medals which had been given by Lewis and Clark to an Indian chief.

The Forest Service administers the Pacific Crest National Scenic Trail in Washington. This trail,

established in 1968, extends from the Canadian border south through Washington, Oregon, and California to the Mexican border. It follows the ridges of the Cascades and crosses the proposed Lewis and Clark Trail near Bonneville Dam on the Columbia.

The Washington Statewide Comprehensive Outdoor Recreation Plan recognizes the significance of the



Beacon Rock State Park in Washington.

vast and unexploited natural, scenic, recreational, and historical attributes of the lower Columbia River. The Plan emphasizes the proximity of these resources to the large urban population centers and recommends that trail study emphasis be directed toward urban needs. Future efforts to develop the Lewis and Clark Trail in the lower Columbia River will assist in meeting those needs.

On the Washington side of the trail there are 52 recreational areas and 15 sites listed in the National Register of Historic Places. Only one of these, the Cape Disappointment Historic District, has significance to the Expedition.

The Washington State Legislature in 1955 officially designated the highway between Clarkston and Vancouver via Walla Walla as the Lewis and Clark Trail Highway. In 1967 the Legislature added an alternate route between Waitsburg and Burbank and extended the official designation to include the route from Vancouver to Ilwaco.

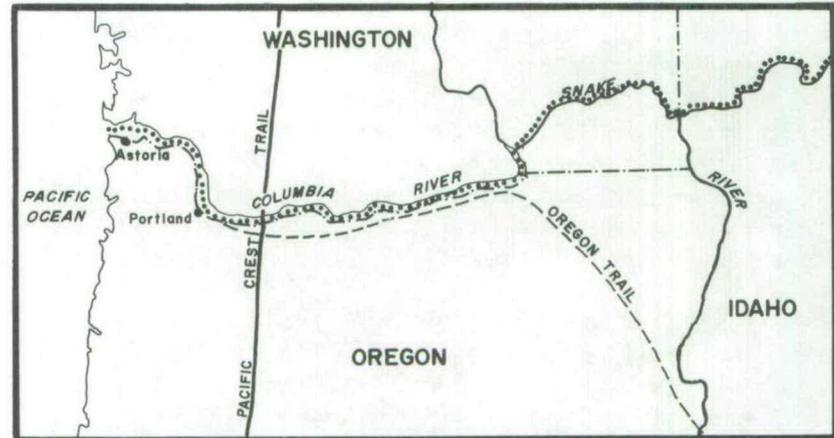
The Columbia and Snake Rivers are designated as water trail corridors in the *Washington State Recreation Trail Program - 1974*. Bicycle, foot, and horse trail corridors also follow the rivers, and future trails will be developed within these corridors.

OREGON

Area II - Washington-Oregon border on the east bank of the Columbia River downstream to the Pacific Ocean

JOURNAL EXCERPT

March 17, 1806 - *rained all night, air somewhat colder this morning.*"



THE EXPEDITION

The Corps made its epic 310-mile journey down the Columbia along the Oregon border. Many rapids and falls were encountered, notably the Great Celilo Falls, the once famous, but now inundated, salmon fishing area. After wintering at Fort Clatsop, the Expedition began its homeward journey March 23, 1806, retracing its route up the Columbia River. They traveled by canoes to the vicinity of The Dalles where, on April 18, 1806, they left the State of Oregon for the last time. Crossing over to the Washington shore, they traded their canoes for horses and continued overland.

THE RIVER REGION

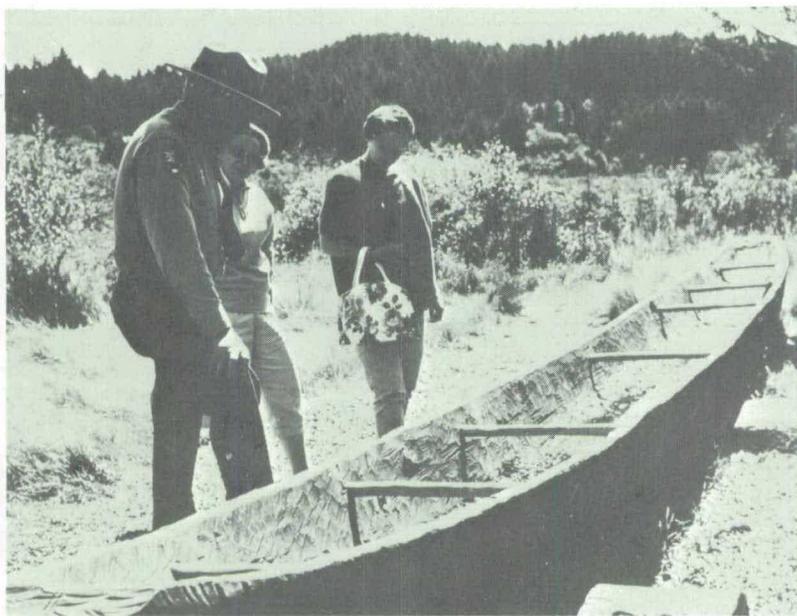
Oregon's northern border is a land of enormous natural contrasts. Resources include a rugged coastline, the timbered Cascade Range, broad river valleys, and extensive plains along the Columbia

River. In Oregon, the upper plain of the Columbia lies on a great interior plateau between the Cascade Range and the Blue Mountains. A dramatic spectacle of river and rock dominates the northern portion of Oregon's Cascades.

Oregon, the terminus for many early settlers, has a rich heritage. Overland movement into the Pacific Northwest followed the explorations of the Lewis and Clark Expedition. Fur companies established a series of forts along the Columbia that served as the forerunner to settlement of the area. Portions of the Oregon Trail also follow the Columbia River and the explorers' route.

SUMMARY OF FEDERAL AND STATE EFFORTS

The Corps of Engineers has provided recreation opportunities and access to many scenic attractions along the trail corridor. Their publication, *Lewis and Clark Trail in the Pacific*



A replica of the dugout canoe used by Lewis and Clark is displayed at Fort Clatsop National Memorial.

Northwest, describes the Expedition's route in the Columbia River area. During the course of a year, the party traveled over 1,600 miles and stayed at 117 campsites in the Pacific Northwest. Most of their campsites were along the Columbia River on lands which have since been covered by waters of the four mainstem reservoirs. A number of existing and proposed parks and lake areas have been or will be named after members of the Lewis and Clark party. Others will retain names of prominent landmarks mentioned in their journals. The Corps of Engineers is recognizing and commemorating the journey by placing historical markers at appropriate locations along this portion of the route.

The Forest Service provides numerous facilities along the river in this region, particularly in the Columbia River Gorge. These include campgrounds, picnic grounds, interpretive facilities, and the Pacific Crest National Scenic Trail which crosses the Lewis and Clark Trail in this area.

The National Park Service administers Fort Clatsop National Memorial, located 4 miles south of Astoria, Oregon. The fort was the winter quarters (1805-1806) of the explorers. Nothing of the original fort remains, but using Clark's floor



Indian petroglyph in Winquatt Museum at The Dalles, Oregon.

plan, a replica was constructed in 1955 as a monument to their ordeal.

Some 14 miles south of Fort Clatsop, Tillamook Head National Recreation Trail, a 6-mile foot trail in Ecola State Park, provides access to the Pacific Ocean headlands. Clark and other members of the Expedition followed this trail to see a whale beached near present-day Cannon Beach, Oregon. Expedition members also traveled to the nearby salt cairn during their winter stay on the coast.

Oregon has numerous State parks and recreation areas along the Columbia River below Bonneville Dam. Among these are Lewis and Clark, Benson, and Rooster Rock State Parks, and, near the mouth of the Columbia, Fort Stevens State Park. They provide boating, camping, fishing, picnicking, and other recreation opportunities.

In addition to the outdoor recreation areas, facilities, and opportunities which the State provides to meet the growing needs of Oregon's residents, the State also encourages all other government agencies and citizens' recreation groups to work cooperatively in meeting those needs. Along the trail in Oregon there are 75 recreational areas and 24 sites listed in the National Register of Historic Places. Fort Clatsop is the only historic site directly associated with the Lewis and Clark Expedition.

The Oregon Department of Transportation, primarily through its Parks Branch, has in years past accomplished a great deal toward identifying and marking important sites and events along the route. More than ten years ago, Oregon conducted a thorough investigation of historic places and events associated with the Expedition. This inventory was followed in 1966 with a Highway Division program to mark rights-of-way which parallel or intersect segments of the Expedition route along the Columbia River. The Lewis and Clark Trail Highway in Oregon was officially designated in June of 1966 and over 100 trail markers have been installed for historical recognition.

In addition to the trail marking program, the State has furthered historical interpretation of the Lewis and Clark explorations by providing interpretive signs in Hat Rock and Lewis and Clark State Parks and Tillamook Head in Ecola State Park.

The State has recently established a recreational trails system. The first component, known as the Oregon Coast Trail, extends from Fort Stevens south past the salt cairn at Seaside and over Tillamook Head to Cannon Beach and beyond. A complementary program of trail study and development has also been initiated in the Columbia Gorge as part of the Oregon Recreational Trails System.



The Missouri River from Blackbird Hill near Macy, Nebraska.

BACKGROUND

The Lewis and Clark Expedition of 1804-1806 is considered by many to be one of the most important factors in the expansion of the Continental United States. It paved the way for the settlement and development of the Northern Plains, the Rocky Mountains, and the Pacific Northwest. This journey had a profound and lasting effect on the political, economic, and geographic development of the western half of the Nation.

The need for exploration of the western portions of the continent had become apparent to President Jefferson long before Napoleon made his offer to sell the Louisiana Territory. In his address to Congress on January 18, 1803, Jefferson asked for and was granted an appropriation of \$2,500 for an

NATIONAL SIGNIFICANCE

expedition across the continent to the Oregon Country.

Later that year, Napoleon offered to sell all of the Louisiana Territory for \$15 million. Jefferson took this opportunity and on October 25, 1803, the United States Senate ratified the Louisiana Purchase Treaty.

On May 14, 1804, with the firing of a cannon shot, the Lewis and Clark Expedition set forth from their winter camp at the mouth of Wood River, Illinois, to secure the American claim. The trip lasted 2 years, 4 months, and 9 days and encompassed about 7,500 miles. Few similar journeys were so well managed and so free from errors in judgment, miscalculations, and tragedy. Only an incident with the Sioux Indians at the mouth of the Bad River and another with the Blackfeet which resulted in the deaths of two Indians marred the trip. The only death among members of the Expedition was that of Sergeant Floyd and is presumed to have resulted from a ruptured appendix.

The contacts made with the Indians by Lewis and Clark were of great political importance in the Government's later dealings with the various tribes. By completing a journey up the Missouri River and then down the Columbia to the Pacific Ocean, the

Americans strengthened their claim to the Oregon Country.

There were significant economic benefits resulting from the Expedition. Trappers and then traders gradually penetrated this rich land. Lewis and Clark established that beaver were abundant and exploitation began almost immediately. The fur trade was the principal industry of the area until the late 1830's when the price for pelts declined.

Descriptions and specimens of the flora and fauna taken back by members of the Expedition added considerably to the scientific knowledge existing at that time. Birds, small mammals, hides, and boxes of Indian articles were returned to the East. Detailed descriptions of the pronghorned antelope, the Columbia blacktailed deer, beaver, bobcats, foxes, wolves, and squirrels were prepared.

Geographically, the Expedition had more far-reaching effects. Prior to the journey, it was generally assumed that a mere 20 miles separated the Missouri headwaters from the headwaters of the Columbia River which could be followed to the sea. They had not anticipated mountains as extensive as the Rockies. Instead of 20 miles, they were forced to traverse almost 200 miles of rugged territory to reach a tributary of the Snake River. Most significant, however, was the final realization that a northwest water passage to the Orient could never exist.

NATIONAL QUALITIES

On this 7,500-mile journey, the Lewis and Clark

Expedition traversed a wide variety of physical environments. From the hardwood forests of the northern Ozarks to the rolling grasslands and cottonwood river bottoms of Kansas, Nebraska, and Iowa, they followed the muddy Missouri River into what is now the Dakotas. Bison, antelope, and other game were plentiful along the rolling grasslands.

In Montana, the explorers passed through the desolate, but beautiful, Missouri "Breaks," where spectacular rock formations bordered both sides of the river. In western Montana, the Expedition encountered pine-covered slopes of the Rocky Mountains. After crossing the snow-capped Continental Divide, they descended tributaries of the Columbia to the Pacific. Here they spent a cold, damp winter on the densely forested Pacific Coast. Portions of this wilderness which the explorers crossed have been drastically changed by man, while other portions remain virtually unchanged from the way they appeared to Lewis and Clark.

The Missouri River has since been channeled and impounded. Numerous towns and cities appear along the banks. Although much of the river is no longer wild, much of its charm remains. The river is lined with cottonwoods and flanked by cultivated fields, creating a pastoral scene. Waterfowl still follow the Missouri in their seasonal migration, and catfish are found in the old oxbows and along the river banks.

The great change has been the construction of six large dams on the river from Nebraska to central Montana. These reservoirs, which are almost

end-to-end through the Dakotas, have inundated many of the historic sites and scenic features related to the Expedition. The loss to historians has been a gain for recreationists. The large lakes now offer abundant opportunities for boating, swimming, and fishing.

West of Fort Peck Reservoir in Montana are the Missouri Breaks. The beauty of this area prompted one member of the party to record, "These hills exhibit a most extraordinary and romantic appearance as the water has worn the soft sandstone into a thousand grotesque figures which seem the productions of art, so regular is the workmanship..." This stretch of river between Fort Peck Reservoir and Fort Benton remains, today, in its appearance and in its wild nature, much as it was in 1805.

After a long portage around the Great Falls of the Missouri and a difficult decision at Three Forks, the party chose the Jefferson River and followed it and the Beaverhead to the Continental Divide at Lemhi Pass. Along this stretch they first experienced the ruggedness and the beauty of the Rocky Mountains. Portions of this area have been developed, but the beauty still remains.

The Salmon River and the Lolo Trail followed by the Expedition through the Idaho Mountains remain relatively untouched by modern man. The area is characterized by steep valleys, coniferous forests, lakes, and rapidly flowing streams.

The remainder of the party's westward journey followed the Snake River, and finally, the Columbia River to the Pacific Coast. Both of these rivers

have undergone major development and modifications. The impoundments on the Snake are in remote, isolated canyons, while those on the Columbia are paralleled by good roads and are easily accessible.

Many changes in the character of the land and water have occurred during the last 165 years. Much of the wild land has been tamed. The rivers have been harnessed by large dams. Although the wildness has been diminished, the opportunities for fishing, boating, and camping have been increased many fold as a result of the river development projects.

PUBLIC INTEREST

Public interest in preserving and commemorating the route can be traced as far back as 1948. At that time the National Park Service recommended a "Lewis and Clark Tourway" to follow the Missouri River from St. Louis to Three Forks in Montana.

In 1962, the J. N. "Ding" Darling Foundation presented to the Secretary of the Interior the late Mr. Darling's idea for a "Recreation Ribbon" along the Lewis and Clark Trail. The Secretary then directed the Bureau of Outdoor Recreation to work with State and local governments to study the proposal and identify means of conserving and commemorating the route. In response, *The Lewis and Clark Trail - A Proposal for Development* was published by the Bureau of 1965. In 1964, while that study was still in progress, Congress established the Lewis and Clark Trail Commission to promote public awareness and appreciation of the route and

to encourage development of outdoor recreation facilities along the trail. The Commission had 28 members, composed of representatives from the Congress, interested Federal agencies, the J. N. "Ding" Darling Foundation, and the 11 States adjacent to the trail.

During its 5-year tenure, the Commission did much to further the commemoration of the Expedition. Among other things, it was instrumental in the development of a uniform marking system for recreation and historic areas, including the designation and marking of the Lewis and Clark Trail Highway. Many of the accomplishments resulted from the 11 State Lewis and Clark Trail Committees set up by the Commission. These committees prompted their respective States to identify original campsites, publish brochures, nominate sites to the National Register of Historic Places, and mark the various historic sites within each State. As its final task, in 1969 the Commission published *The Lewis and Clark Trail, Final Report of the Lewis and Clark Trail Commission*. The Lewis and Clark Trail Heritage Foundation, Inc., carries out much of the work started by the Commission.

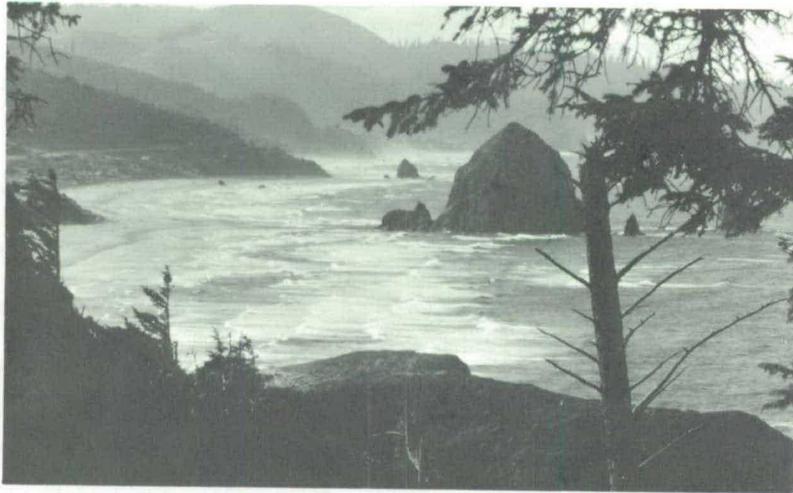
Several Federal agencies have made efforts to preserve and commemorate the trail. The Forest Service has identified the various Lewis and Clark campsites along the Lolo Trail across the Clearwater National Forest in Idaho. In addition, they have prepared a folder which traces the explorers'

footsteps along both the westbound and eastbound routes and gives a brief description of each encampment.

The Bureau of Land Management, in cooperation with the Forest Service, has located the original trail in the Lemhi Pass area of Idaho and has installed over 200 directional and informational signs along that segment of the trail. They have also identified many potential recreation sites in Montana associated with the trail, particularly through the Missouri Breaks region.

The Corps of Engineers has given consideration to Lewis and Clark in their development of the various reservoirs along the trail. Signs and interpretive devices have been installed where appropriate at the development sites surrounding the reservoirs. The Bureau of Reclamation has made similar efforts at three reservoirs--Canyon Ferry, Clark Canyon, and Tiber--along the trail in Montana.

Interest by Americans in the heritage of their country is increasing yearly. This is witnessed by the expanding numbers of people visiting our National Historic sites each year. The Lewis and Clark Expedition is an excellent example of the bravery and spirit of the founders of the Nation. Commemoration of the route they followed will enhance the awareness of our National Heritage for future generations.



Hay Stack Rock on Cannon Beach, Oregon.

Legend has placed both Vikings and Spaniards in the Missouri River Valley during early times. There is evidence that the Verendryes Brothers buried lead plates in South Dakota in 1743 to establish a French claim to the frontiers of the West. However, the Lewis and Clark Expedition was the event that beckoned civilization and opened the frontier to the fur trappers, hunters, and miners, and later settlement of the western region by farmers and ranchers.

The primary route of the Expedition discussed in this report covered 3,700 miles, 3,400 of which were traversed by water. Along some segments of the route, the water course has been changed and manipulated to fit man's agricultural, commercial, and industrial needs. However, historical and recreational use of the river route is compatible with many of these uses and should be encouraged.

RELATION TO PEOPLE

VISITATION

In 1970, according to the U. S. Census, there were approximately 20 million residents in the 10 States

TABLE I - POPULATION OF THE TEN-STATE STUDY AREA

State	Population ¹		
	1970	Projections	
		1980	2000
Missouri	4,693,000	5,071,200	5,717,000
Kansas	2,248,000	2,228,000	2,322,200
Iowa	2,830,000	2,913,400	3,053,500
Nebraska	1,490,000	1,498,800	1,609,800
South Dakota	666,000	654,500	637,000
North Dakota	618,000	578,000	545,200
Montana	697,000	669,700	656,500
Idaho	717,000	707,900	755,400
Oregon	2,102,000	2,334,600	2,680,100
Washington	3,414,000	3,549,900	3,992,100
TOTALS	19,475,000	20,206,000	21,968,800

¹U. S. Water Resources Council, OBERS Projections. *Regional Economic Activity in the U. S., Series E Population* (Washington, D. C., 1972).

encompassing the Lewis and Clark Trail. Table I shows the number of residents in each State and the projected population to the year 2000. Within these States, there are 13 large urban population centers within 100 miles of the trail corridor. These Standard Metropolitan Statistical Areas (SMSA's) shown in figure 3 represent 32 percent of the total 10-State population. By including the remaining population in the study area, nearly 75 percent of the total 10-State population, or almost 15 million persons, live within 100 miles of the trail corridor. The 1980 population projections indicate 17 million persons will reside within this 100-mile zone. By the year 2000, the zone's population is expected to increase 45 percent to around 22 million. In addition to this, energy development has the potential to cause an increase in the population in the Northern Great Plains States by 15 to 100 percent depending on the level of development.

The total estimated trail use in the corridor route is based on the *1970 Survey of Outdoor Recreation Activities*, published by the Bureau of Outdoor Recreation in 1972 and the 1980 Bureau of Census projections. It is estimated that the proposed trail would receive approximately 1,500,000 activity days of use annually within 3 years of designation. Potential uses would include boating, floating, swimming, hiking, horseback riding, picnicking, bicycling, and historical interpretation. These would occur principally during an extended summer season of approximately 20 weeks. Where winter sport conditions prevail, the off-season use of the trail is expected to increase total visitation by 15 percent. Primary winter uses include snowshoeing, ski-touring, and snowmobiling.

Intensity of visitor use on segments of the Lewis and Clark National Historic Trail will vary according to (1) nearness to large population centers, (2) proximity to established recreation areas, (3) attractiveness of the terrain through which the trail passes, and (4) length of the trail use season.

Several portions of the trail are already heavily used. These areas, located along the lower Missouri River and the Columbia River are readily accessible to large population centers and will continue to receive the largest amount of trail use. Although the large reservoirs in the Dakotas and Montana are established recreation areas, they are located in less populated regions and will continue to receive a smaller percentage of the total use. A shorter recreation season in these areas also limits use.

Only a very small percentage of the total use of the Lewis and Clark Trail is expected to come from people attempting to trace the entire route. In the past a few persons have followed the entire route of the Lewis and Clark Expedition; however, this is an arduous task which takes several weeks and would not appeal to most trail users. Much of the use near the large population centers will be day use by individuals and groups. As the distance from population centers increases the percentage of overnight use will also increase.

ACCESS

According to the U. S. Bureau of Public Roads, approximately 50,000 travelers intersect the route

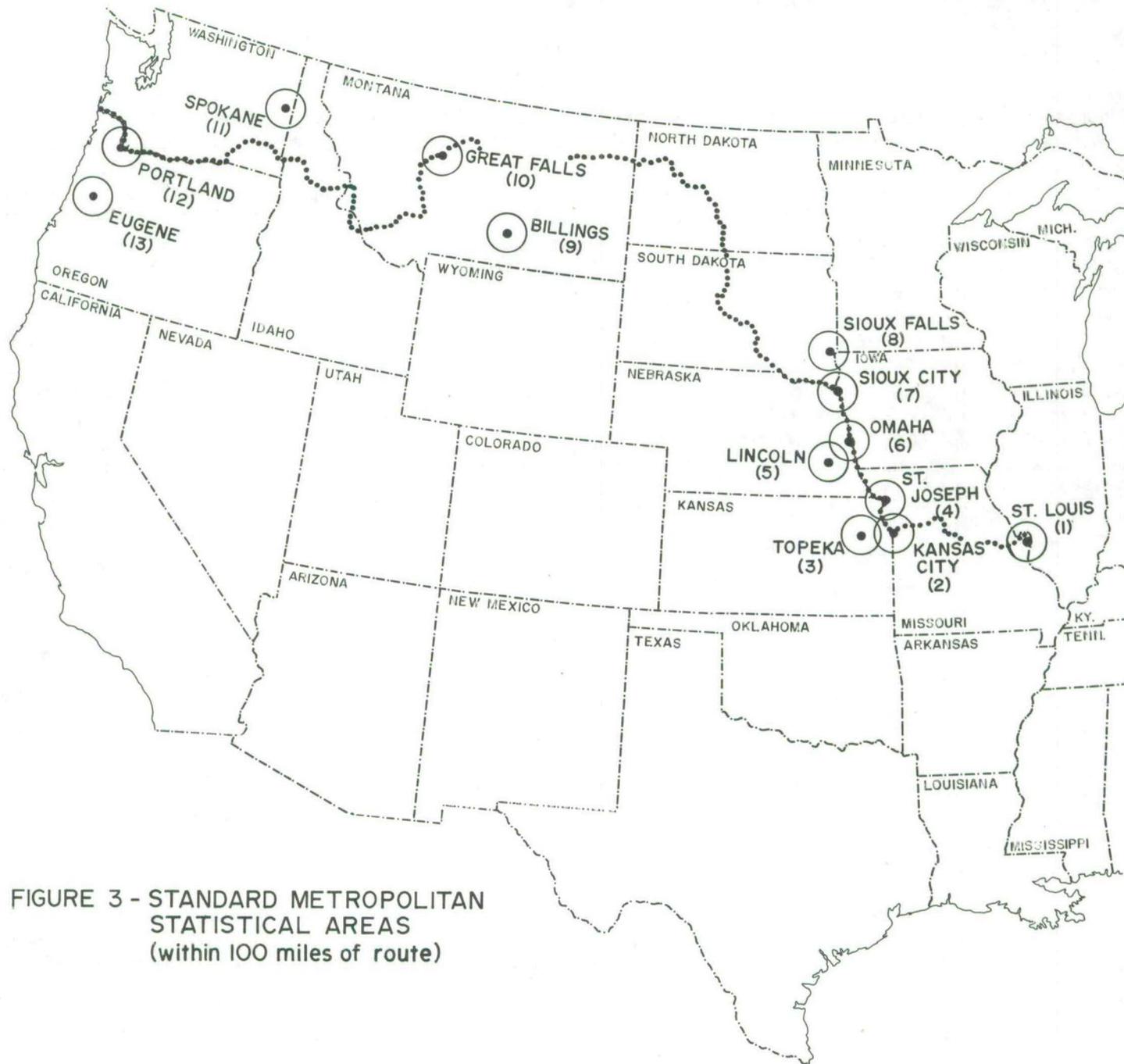


FIGURE 3 - STANDARD METROPOLITAN
STATISTICAL AREAS
(within 100 miles of route)

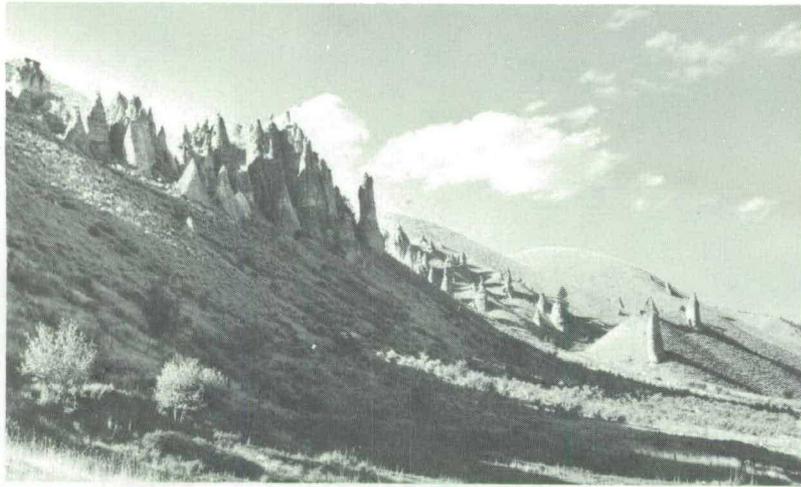
each day. Most of the travel is along the several interstate highways that cross the region. Interstate 90 in South Dakota and Interstate 94 in North Dakota run east-west along the upper study region to the Pacific Northwest. The major north-south route, Interstate 29, extends to the Canadian border and intersects the main east-west route, Interstate 80, at Omaha and Council Bluffs. Along the Missouri portion of the trail, Interstate 70 joins St. Louis and Kansas City. Supporting the interstate system is a vast network of highways paralleling much of the route. Their convenient location and scenic qualities provide continuity and access to the recreational, historical, and wildlife areas along the study corridor. A large number of the highways closely

following the route are designated and marked as part of the Lewis and Clark Trail Highway.

Access to the route is also available by plane, bus, and train. Major airports along the route are located at St. Louis, Kansas City, Omaha, Billings, Great Falls, and Portland. Bus lines have connections to points over the entire route. Amtrak provides access to the route at Omaha and Portland.

The Pacific Crest National Scenic Trail provides access to the proposed route where they intersect on the Columbia River at the Bridge of the Gods, near Cascade Lock, Oregon. The State of Oregon's coastal trail intersects the route at the mouth of the Columbia River.

LAND OWNERSHIP AND USE



Tower Rocks northwest of Lemhi Pass in Idaho.

OWNERSHIP

The Lewis and Clark Expedition traveled 7,500 miles from Wood River, Illinois, to the Pacific Coast and back. Of this total, about 5,500 miles were along the Missouri River and its tributaries, some 1,000 miles were overland, and about 1,000 miles followed the Columbia River System.

As previously stated, today's measurement of the route spans about 3,700 miles across the western part of the Nation. Approximately 46 percent of those miles are on public land, 49 percent are owned by the private sector, and the remaining 5 percent are in Indian ownership.

To effectively portray the route and associated land ownership patterns, the entire primary route

has been divided into five general planning regions which include the following:

Planning Regions	Linear Miles	Percent of Total
1. The Lower Missouri River	879	23.7
2. The Upper Missouri River	1,487	40.2
3. The Yellowstone River	457	12.3
4. The Mountain Route	427	11.5
5. The Columbia River System	450	12.3
	<u>3,700</u>	<u>100.0</u>

Figure 4 provides a further breakdown of the ownership pattern by public, private, and Indian lands in each of the regions. Lands adjacent to the trail along Oahe Reservoir, Lake Sharpe, and Lake Francis Case, even though bordered in many places by Indian lands, were considered to be in public ownership because of Federally owned shorelines.

LAND USE

Major land uses along the trail include forestry, agricultural, residential, recreational, and some commercial and industrial use. As can be seen in table 2, the predominant land use is agriculture.

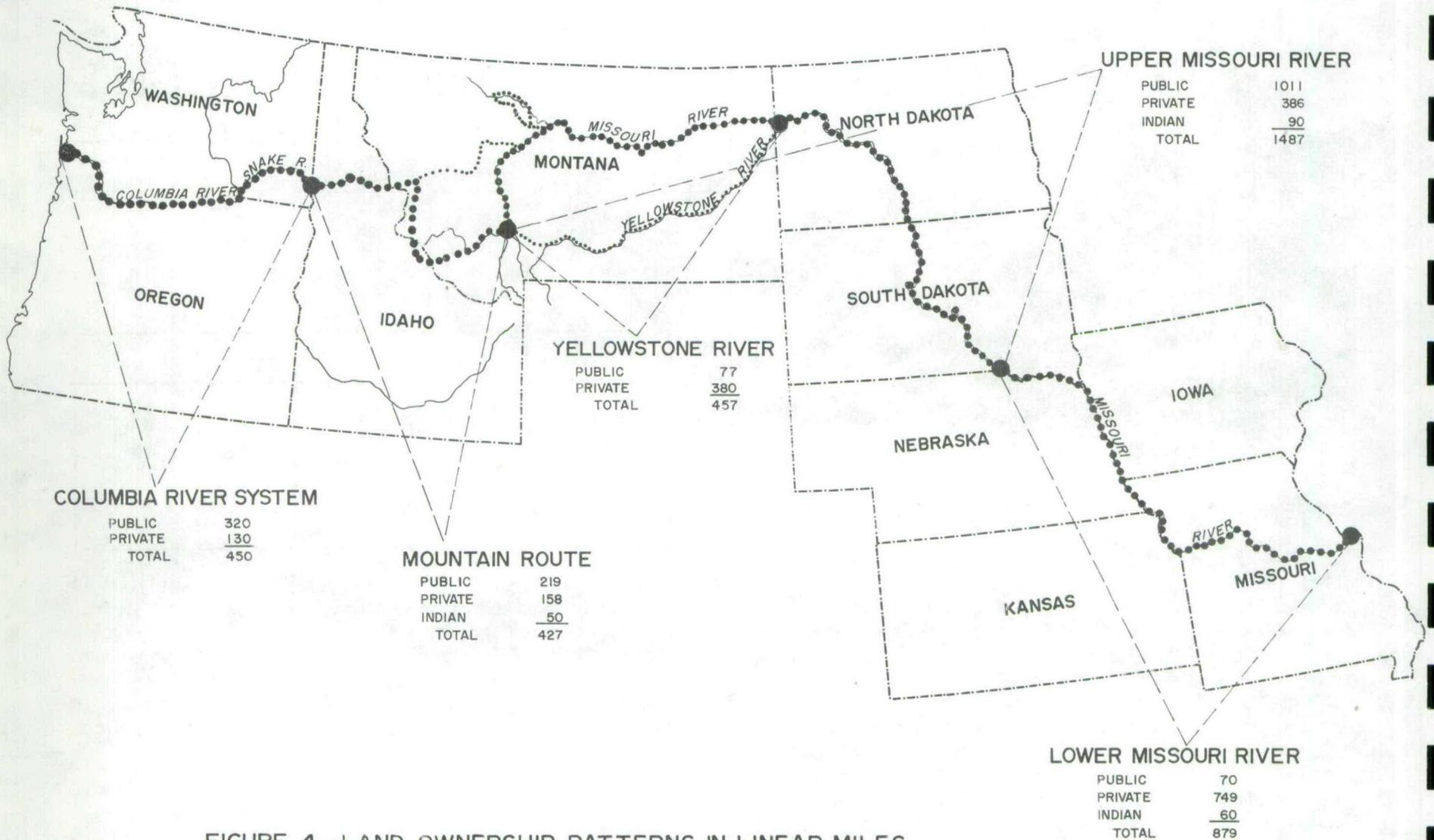


FIGURE 4 - LAND OWNERSHIP PATTERNS IN LINEAR MILES
ALONG THE PRIMARY LEWIS AND CLARK ROUTE

Residential development is limited primarily to the urban areas along the rivers. Scattered vacation home developments can be found along the entire route.

There are few foreseeable shifts in land use with the possible exception of coal extraction in Montana, North Dakota, and South Dakota. Additional water projects may occur on the rivers followed by the Expedition. Nevertheless, the present mix of land uses that exists along the route is not expected to change significantly.

TABLE 2 - LAND USE PATTERNS

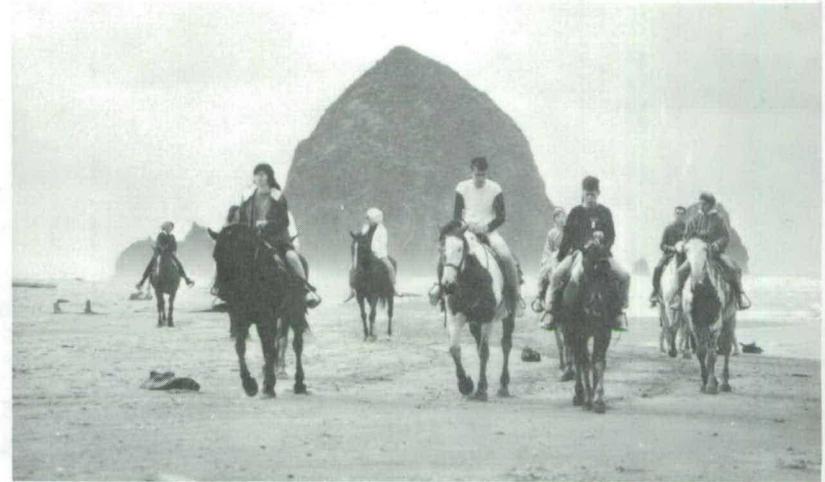
Planning Regions	Type of Land Use (in linear miles)			
	Urban ¹	Agriculture	Forest	Total
Lower Missouri River	61	644	174	879
Upper Missouri River	32	1,233	222	1,487
Yellowstone River	5	447	5	457
Mountain Route	6	271	150	427
Columbia River System	54	293	103	450
TOTAL	158	2,888	654	3,700
PERCENT	4.3	78.0	17.7	100.0

¹Includes residential, recreation, commercial and industrial use.

TRAIL PLAN

The environment along the Lewis and Clark Trail ranges from alternating high density urban and agricultural settings in the Lower Missouri Valley to rangelands, forests, and pristine wilderness areas in the Northern Rockies. The topography along much of the waterway is typical rolling prairie. The natural conditions experienced by the Expedition, their campsites, and many points of historical interest have been lost in the reservoir regions. In contrast, the Missouri Breaks in Montana and the cross-Idaho hiking areas remain relatively unchanged.

In comparing the Lewis and Clark Trail with the criteria which have been established for evaluating national scenic trails, it became clear that several segments of the trail would not qualify. Many of the elements to be avoided by national scenic trails, including highways, roads, mining operations, power transmission lines, commercial and industrial developments, range fences, and private operations are found along the route. The Expedition followed the Missouri River into Montana and then the Snake and Columbia Rivers to the Pacific Coast. Large dams have since been constructed on these rivers, inundating many of the Expedition's campsites and other points of interest. Due to the extent of these recent altera-



Horseback riding on Cannon Beach in Oregon.

tions by man, a national scenic trail providing a continuous hiking experience along the original route was not deemed desirable nor practical.

Even though the trail was found to lack qualities necessary for national scenic trail designation, it does possess historical qualities deserving commemoration. Consequently, to provide a means of commemorating this and other trails within the National Trails System, a National Historic Trails category has been proposed. The Lewis and Clark Trail is proposed for inclusion in the system under this new category as the Lewis and Clark National Historic Trail.

The basic concept of this plan is the establishment of a land- and water-based trail along which travelers could retrace portions of the route followed by the Lewis and Clark Expedition. This

trail would supplement historical interpretation facilities which exist throughout the route.

The trail would receive an estimated 1,500,000 annual days of use. In accordance with the emphasis on serving urban needs in *Outdoor Recreation - A Legacy for America*, the first Nationwide Outdoor Recreation Plan, the Lower Missouri section would be readily accessible to the residents of Kansas City and St. Louis, Missouri. In the Pacific Northwest, the trail would be directly accessible to the people of Oregon's largest city, Portland.

The importance of the Lewis and Clark Expedition in American history, combined with the extensive recreational developments and numerous historical sites within the trail corridor, makes the route worthy of National Historic Trail designation.

The following discussion of objectives, trail components, and guidelines should be considered in coordinating and planning the development and management of the Lewis and Clark National Historic Trail.

PLANNING OBJECTIVES

The plan recommends the designation of the continuous 3,700-mile route followed by the Expedition as the Lewis and Clark National Historic Trail. Development is proposed for 22 selected federally administered and complementing State and locally administered components. These separate components will eventually provide 2,202 miles of land- and water-based trail which is about 60 per-

cent of the entire route. Of this, about 2,066 would be in the form of a water trail and 136 miles would be land-based hiking trail.

Areas close to the centers of population in the eastern and western portions of the trail would receive heaviest use and should be developed first. For most of the trail, existing Corps of Engineers sponsored facilities are readily adaptable for incorporation into the Lewis and Clark Trail plan. Many existing facilities are sufficient for immediate use if the trail proposal is adopted. Designation of the route as a National Historic Trail should act as a catalyst for expansion of existing and new facilities.

A major objective of the plan is the provision of overnight facilities within each component, spaced at an average day's travel distance of about 8 to 12 miles. Major trail access points will be located at approximately 50-mile intervals with additional stops developed where needed for other related uses. Basic facilities will be required to serve hikers, horse riders, canoeists, boaters, sightseers, and visitors to historic areas. The frequency and extent to which these facilities will be developed, or access provided to both the trail and historic sites, are given in general terms for preliminary planning purposes.

TRAIL COMPONENTS

Twenty-two separate trail components have been selected for development and are listed in table 3. Initially only those components within federally administered areas would be established.

Complementing State and locally administered components would be designated by the Secretary of the Interior upon application from the State or local government agency or private interest involved, provided they meet national historic trails criteria and are administered without expense to the United States.

The first component shown in figure 5 is a 712-mile reach of the Missouri River extending from Wood River, Illinois, to the Iowa-South Dakota border. The river crosses the mid-section of Missouri between St. Louis and Kansas City. North of Kansas City the river forms the western border of Missouri and Iowa and the eastern border of Kansas and Nebraska. This reach of the "Big Muddy" is characterized as a river of continuous bends and loops winding through a picturesque wooded valley.

This area, one of the complementing State and locally administered components previously mentioned, now offers abundant opportunities for water-based recreation, including parks, shrines, access points, public use areas, and recreation sites, closely integrated through efforts of the Corps of Engineers and non-Federal agencies. Notable sites include the Sergeant Floyd Monument near Sioux City and the Missouri Riverfront Development Program in the Omaha-Council Bluffs area. In addition, many of the original Lewis and Clark campsites have been located along this stretch of river. Some 75 historic sites and 140 wildlife and recreation areas currently existing in the 5 involved States would be available to trail users. Of these, 51 have camping facilities.

To provide camping facilities at 1-day travel intervals, about 10 additional camping areas, spaced between the existing areas, are needed. With these new facilities, users could retrace this continuous 712-mile stretch of the Lewis and Clark Trail.

The next five trail plan components extend through a series of impoundments in Nebraska, South Dakota, and North Dakota. These large lake areas - Lewis and Clark Lake, Lake Francis Case, Lake Sharpe, Lake Oahe, and Lake Sakakawea - provide flood protection, recreation, and hydroelectric power. The nationally famous mainstem reservoirs, often called the Great Lakes of the Dakotas, are administered by the Corps of Engineers in cooperation with other Federal, State, and local agencies. Combined, the lakes provide 630 miles of water-based trails, dotted with archeological, cultural, and social features of the western frontier which include trading posts, explorers' camps, Indian agencies, military posts, and steamboat landings. Today, the scenic beauty of the rugged shorelines, bays, inlets, and lakes combine to offer a variety of recreation opportunities.

In the 3 States, there are approximately 50 historical and 140 recreation sites associated with the reservoirs, including Fort Mandan, the Expedition's quarters during the winter of 1804-1805. Among these, about 70 have camping facilities. Addition of approximately 10 camping areas would provide facilities for continuous travel on each of the 5 lakes. The establishment of the historic trail through the river region is compatible with proposals for development of the natural resources

TABLE 3 - SUMMARY OF TRAIL PLAN COMPONENTS

Name	Area	State	Ownership/ Administration	Linear Miles
1. Lower Missouri River	Missouri River	Missouri/Kansas/Iowa Nebraska	Various	712
2. Lewis and Clark Lake	Missouri River	Nebraska/South Dakota	Corps of Engineers	35
3. Lake Francis Case	Missouri River	South Dakota	Corps of Engineers	85
4. Lake Sharpe	Missouri River	South Dakota	Corps of Engineers	90
5. Lake Oahe	Missouri River	North and South Dakota	Corps of Engineers	260
6. Lake Sakakawea	Missouri River	North Dakota	Corps of Engineers	160
7. Fort Peck Reservoir	Missouri River	Montana	Corps of Engineers	120
8. Missouri Breaks	Missouri River	Montana	Bureau of Land Management	128
9. Canyon Ferry Lake	Missouri River	Montana	Bureau of Reclamation	25
10. Clark Canyon Reservoir	Beaverhead River	Montana	Bureau of Reclamation	10
11. Lemhi Pass Trail	Bitterroot Mountains	Idaho	Bureau of Land Management/ Forest Service	16
12. Lolo Trail	Bitterroot Mountains	Idaho	Forest Service	100
13. Lower Granite Dam and Lower Granite Lake	Snake River	Washington	Corps of Engineers	20
14. Little Goose Dam and Lake Enoch A. Bryan	Snake River	Washington	Corps of Engineers	37
15. Lower Monumental Dam and Lower Monu- mental Lake	Snake River	Washington	Corps of Engineers	29
16. Ice Harbor Dam and Lake Sakajawea	Snake River	Washington	Corps of Engineers	31
17. McNary Dam and Lake Wallula	Columbia River	Washington/Oregon	Corps of Engineers	39
18. John Day Dam and Lake Umatilla	Columbia River	Washington/Oregon	Corps of Engineers	72
19. The Dalles Dam and Lake Celilo	Columbia River	Washington/Oregon	Corps of Engineers	22
20. Bonneville Dam and Bonneville Lake	Columbia River	Washington/Oregon	Corps of Engineers	45
21. Columbia River	Columbia River	Washington/Oregon	Various	146
22. Mouth of the Columbia River	Columbia River	Washington/Oregon	Various	20
TOTAL				2,202

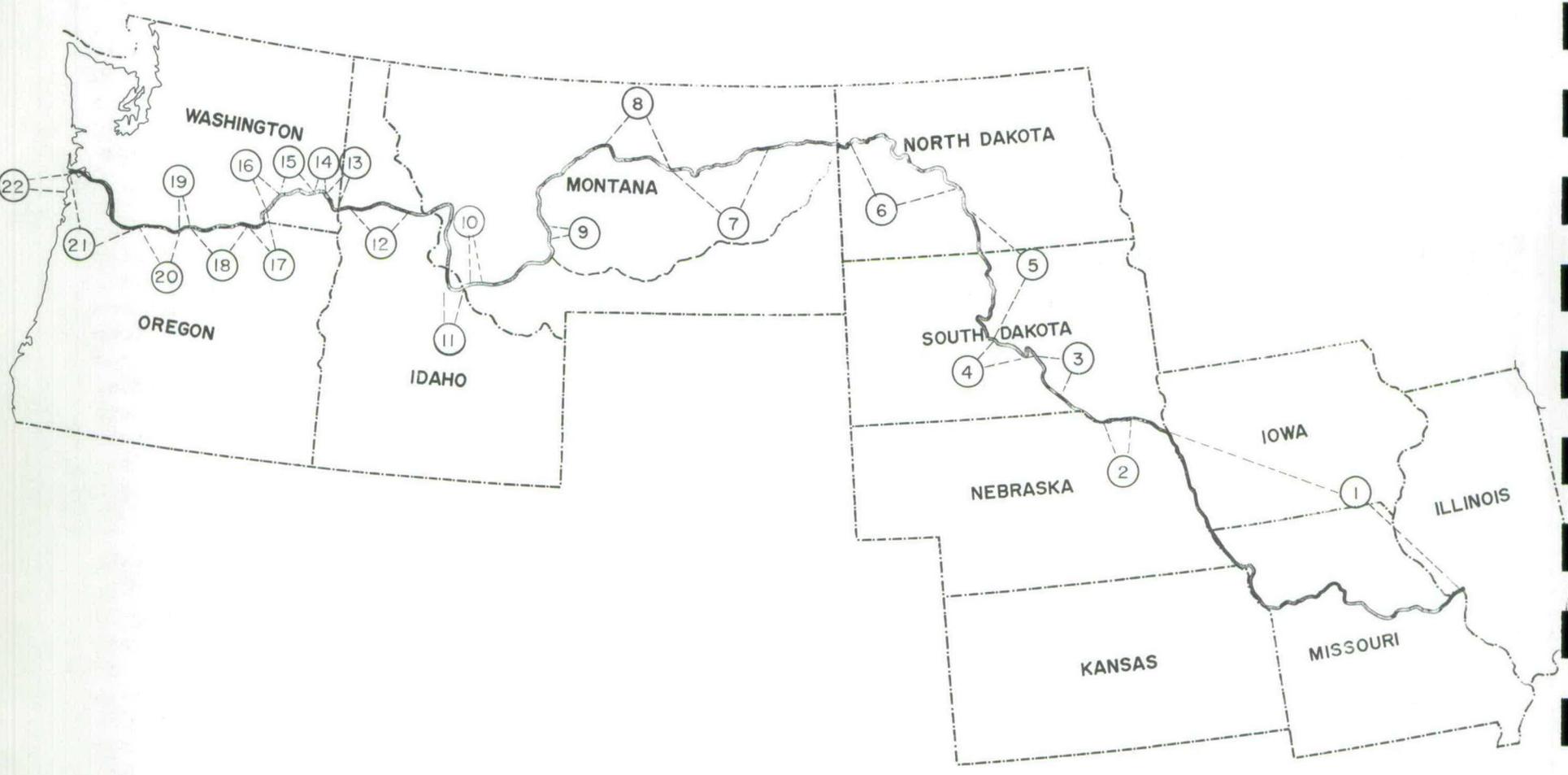


FIGURE 5 - PROPOSED TRAIL COMPONENT LOCATIONS

17 TRAIL PLAN COMPONENTS

MCRO-pmb

in the *Missouri River Basin Comprehensive Framework Study*.

Fort Peck Lake, the seventh component, is formed by one of the world's largest dams, Fort Peck Dam. The project was authorized for construction under the Public Works Administration in 1933 and is administered by the Corps of Engineers. The lake is nearly 120 miles long and provides over 1,500 miles of shoreline with excellent recreation opportunities. The adjacent lands comprise the Charles M. Russell National Wildlife Range which is administered by the U. S. Fish and Wildlife Service. This range offers wildlife viewing and recreation experiences at the 2 historic and almost 40 recreation sites situated along the lake. Sixteen of these areas have camping facilities. Three additional primitive campgrounds are necessary to provide a continuous string of facilities along the length of the reservoir for waterway travelers.

The eighth trail plan component is the Missouri Breaks area. This 128-mile stretch of river from Fort Peck Reservoir to Virgelle, Montana, remains virtually unchanged from the time it was viewed by Lewis and Clark. The spectacular river valley, with its striking rock formations and pristine condition, offers a wilderness-type recreation experience. Six primitive campgrounds have been provided by Montana. In addition, there are eight historical sites located along this section of the river.

This component coincides with a portion of the recently designated Missouri Wild and Scenic River which extends 149 miles from Fort Benton

downstream to Robinson Bridge. The 16 primitive and 2 standard campsites proposed for development in the Wild and Scenic River area will provide a continuous boat trip of almost 130 miles. The use of this segment of the river as a component of the Lewis and Clark National Historic Trail is compatible with designation and management under the Wild and Scenic Rivers Act.

Canyon Ferry Lake, located in the scenic mountain region of central Montana, is the ninth trail plan component. This Bureau of Reclamation facility, situated 18 miles northeast of Helena, was authorized in 1944 under the Flood Control Act and constructed in 1949. The 3 developed areas located on this 25-mile-long reservoir are administered by The Recreation and Parks Division of the Montana Department of Fish and Game. Two of these areas provide camping facilities. Only one more primitive campground would be needed to accommodate a boater traveling the length of the lake.

A second Bureau of Reclamation facility, Clark Canyon Reservoir, is the tenth component. This 5,900-acre reservoir is located approximately 20 miles upstream from Dillon, Montana, on the Beaverhead River. Camp Fortunate, the meeting place of the Expedition with Chief Cameahwait of the Snake Indian Tribe, was near the junction of Red Rock River and Horse Prairie Creek just upstream from Clark Canyon Dam. The lake, locally known as Hap Hawkins Lake, has one swimming beach, three boat ramps, five picnic areas, and five camping areas provided by the Montana Department of Fish and Game. No additional camping facilities would be required for this component.

A 16-mile overland trail located on the west, or Idaho side, of Lemhi Pass is the eleventh trail component. Here, the Expedition first crossed the Continental Divide. Beginning at Lemhi Pass, the trail extends in a northwesterly direction toward the Salmon River Valley. Adjacent lands are generally administered by the Bureau of Land Management. Three sections managed by the Salmon National Forest and a section managed by the Beaverhead National Forest are located near the pass.

The Bureau, in cooperation with the Forest Service and local civic groups, has installed about 200 directional signs and 3 large interpretive signs along the trail, and in addition, has developed a campground and has plans for 3 other campgrounds and 1 picnic area. One of these proposed campgrounds is to be located on the Expedition's first campsite in Idaho. These additional campgrounds will fulfill the requirements for this component.

The Lolo Trail in Idaho is the twelfth trail plan component and offers additional land-based trail. The 100-mile-long Lolo route was followed by the Expedition in its 2 journeys through the mountains. The trail is located in the Clearwater National Forest. The eastern terminus begins at the Lolo Pass Visitor Station on the Montana-Idaho State line and extends westward across the mountains to a terminus on the Clearwater River near Kamiah, Idaho. The trail, for much of its length, remains almost the same today as when it was traveled by the Expedition. Approximately 10 overnight campgrounds would be needed to provide for overland travelers on this virtually undeveloped trail. The area would serve as an essential connecting link

between the Missouri and Columbia River components of the plan.

The thirteenth through sixteenth trail plan components are the lower Snake River's Dam and Reservoir units in southeastern Washington. Slack water opportunities exist between Lewiston, Idaho, and Pasco, Washington. Corps of Engineers dams, Lower Granite, Little Goose, Lower Monumental, and Ice Harbor, provide a 117-mile water route offering historical sites, visitor centers, and recreational areas for public use. Of the approximately 25 existing recreation areas, about 10 provide for camping. Three additional overnight camping areas would be needed adjacent to these reservoirs.

The next 4 trail plan components, 17 through 20, cover a 178-mile reach of the Columbia River. Included are a series of four large Corps of Engineers reservoirs along the Washington-Oregon border. These slack water areas, formed by the McNary, John Day, The Dalles, and Bonneville Dams, are integral units of the Columbia River Basin Comprehensive Plan.

The first of these components begins at the confluence of the Snake and Columbia Rivers and extends about 40 miles downstream on the Columbia to McNary Dam. The second unit begins below the dam where the 72-mile-long Lake Umatilla, extending to the John Day Dam, provides a water area with 240 miles of shoreline. The third and smallest water area, Lake Celilo, extends 22 miles and inundates the historic Indian fishing site of Celilo Falls before reaching The Dalles Dam. The fourth area

is the backwaters of Bonneville Dam. A number of facilities in the immediate vicinity are designed to commemorate members of the Expedition or events and landmarks mentioned in their journals. Altogether there are about 15 historical and 40 recreation sites associated with these 4 reservoirs. Approximately 8 additional camping areas would be required to supplement the 13 which presently exist.

The twenty-first trail component is a free-flowing segment of the Columbia River extending for 146 miles from the tailwaters of Bonneville Dam to the Pacific Ocean. This stretch of the trail is another complementing segment to be developed by State and local agencies. It is bordered on the north by Washington and on the south by Oregon. Both States, as well as many of the counties bordering the river, have already developed many recreation facilities along the Columbia River. Some of the more important landmarks associated with the Expedition are protected and commemorated in existing State parks. Examples of these are Beacon Rock on the Washington shore, about 5 miles below Bonneville Dam, and Lewis and Clark State Park at the mouth of the Sandy River on the Oregon shore. Altogether there are about 34 recreation areas and 10 historical sites along this portion of the river. Three of these provide overnight facilities. Addition of about 10 campgrounds in this area would provide overnight facilities for travelers along this river segment. In addition, it would complete a continuous stretch of trail from the Idaho border to the Pacific Ocean.

The last trail component is located on both sides

of the mouth of the Columbia River and would be developed by interested State and local agencies as a complementing segment. The area consists of a complex of sites and landmarks associated with the activities of the Lewis and Clark Expedition during the winter of 1805-06 on the Washington and Oregon coasts. On the Washington shore, the Lewis and Clark Campsite State Park commemorates the site where the Expedition first viewed the Pacific Ocean. At Fort Canby State Park, plans are underway for a new interpretive building relating to the Expedition. On the Oregon shore is the site of the winter camp, Fort Clatsop. This log fort has been designated as Fort Clatsop National Memorial and is administered by the National Park Service. Nearby, in Seaside, Oregon, is a replica of the salt cairn used by the Expedition to extract salt from sea water.

Captain Clark followed what is now Tillamook Head National Recreation Trail in Ecola State Park to see a whale beached at present-day Cannon Beach. This trail is a link in Oregon's coastal trail, presently extending for approximately 60 miles south of the Columbia River. This last component contains 13 recreation areas and 5 historical sites, 3 of which provide overnight facilities. No additional campgrounds would be required in this component.

GUIDELINES FOR DEVELOPMENT

The type of trail to be developed is dependent upon meeting historical and recreation needs identified along the route's corridor. Priority in development should be given to those areas

which (a) may be in danger of incompatible development, (b) contain important historical attributes, and (c) are near large urban areas. In all developments agencies should give emphasis to preserving the historical integrity of the trail.

Planning guidelines similar to those used in establishing the Pacific Crest Trail are needed to provide environmental protection, to provide adequate access, and to permit only compatible uses of both the land and water portions of the trail.

Provisions would be made to obtain sufficient land control and to protect the trail view, prevent overuse, and preserve the historical integrity throughout the extended length of the trail. Appropriate standards would be developed for signing along both the land- and water-based route.

Facilities are needed to serve both day and overnight trail users. Primary needs are for suitable access locations and for primitive overnight camping along the floatways and hiking trails. In most cases, these needs will be met at approximately 500 existing developed areas within the trail plan components.

Section 4(f) of the Department of Transportation Act of 1966, as amended, which prohibits the use of public recreation lands on federally aided transportation projects unless no feasible or prudent alternative exists, will not apply to highway agency activities such as modifications or changes or repairs of a routine nature within trail components. However, any existing public

recreation, wildlife, or historic feature or any which may develop as a result of this proposal would be subject to section 4(f).

Trail Access - Access points, designed primarily to handle the launching of rafts and boats, would be developed in conjunction with key locations along the trail. Parking and basic facilities for public health and safety would be required at these points. Powerboats, which have a much longer range, would normally be launched from existing Corps of Engineers developed access areas and developed State parks and recreation areas.

Trail Use - In keeping with the plan concept of providing travelers the opportunity to retrace the route followed by Lewis and Clark, overnight facilities would be required at an average day's travel interval within each component. There are approximately 155 existing camping areas accessible from the trail. To meet the plan objective, about 40 additional overnight use areas would be needed. Of the new campgrounds, about half would be standard type campgrounds and half would be primitive.

The standard campgrounds would usually be located at 2-day travel intervals. Facilities would include drinking water, parking spurs, comfort stations, tables, fireplaces, trailer spaces, and boat ramps, as appropriate.

The primitive camping areas would usually be spaced at a day's travel interval between the standard campgrounds. These areas would generally be used by canoeists, floaters, and other boaters

traveling the rivers and by hikers on the overland trail segments (components 11, 12, and 22). Being primitive in nature, the facilities provided would usually be limited to comfort stations, fireplaces, and garbage pits.

Where the trail goes overland, only the most primitive of trails should be developed. Trail construction may consist of only general trail signs to show a "vicinity route." Trailheads, trail access areas, and provision for fire protection would be required at designated key points.

Motorized travel has become common over the length of the trail and in most instances should be allowed to continue. On those portions of the overland trail (components 11, 12, and 22) which maintain their historical integrity and where dictated by ecological considerations, motorized vehicles should be prohibited.

Interpretation Programs - Points of historical, archeological, geological, cultural, and biological significance have been identified in the trail corridor. A listing of these will be made available to the agencies responsible for plan implementation. Trail signing would be needed for information, directional guidance, and interpretation.

Historical Sites - The study has identified approximately 130 existing and potential historical sites that are associated with the trail plan components. Extensive surveys have not been completed for all portions of the trail at this time; however, requirements of E.O. 11593 and the His-

toric Preservation Act will be met during the master planning process and prior to trail development. Future development would be closely coordinated with State, local and private historical societies in order to achieve maximum benefits.

Land Use Control - Land use controls required in conjunction with the development of hiking trails, facilities, access points, and historical interest areas would be provided by the appropriate public land managing agencies. Trail development would include the use of existing Federal, State, local, and private areas and facilities. Minimal amounts of private land are involved; however, access should be acquired over an 11-mile length of trail traversing small, privately owned tracts of land located west of Lolo Pass in the Clearwater National Forest. Approximately 130 acres are involved and access should be obtained through an easement agreement. This figure is based on a 200-foot right-of-way or 25 acres per mile.

Connecting or Side Trails - Major trails (existing or proposed) which would intersect or parallel the Lewis and Clark Trail corridor (figure 6) are:

1. Oregon Trail - from Independence, Missouri, to near Fort Vancouver, Washington; approximately 2,000 miles; connects with the Lewis and Clark Trail at Independence and also parallels about 200 miles of the Lewis and Clark route along the Columbia River.
2. Mormon Trail - from Nauvoo, Illinois, to Salt Lake City, Utah; crosses the Lewis and Clark Trail at the Council Bluffs-Omaha area.

3. North Country Trail - from the Appalachian Trail in Vermont through the Lake States to the Lewis and Clark Trail near Riverdale and Lake Sakakawea in North Dakota; approximately 3,200 miles.
4. Continental Divide Trail - 3,100 miles from the Canadian border to the Mexican border generally along the Continental Divide; crosses the Lewis and Clark Trail at Lemhi Pass, Lewis and Clark Pass, and Gibbons Pass in Montana.
5. The Pacific Crest Trail - from the Canadian border to the Mexican border; intersects the Lewis and Clark Trail near the Bonneville Dam in Oregon.

In addition to these major trails, several existing or proposed side trails would intersect or coincide with the Lewis and Clark Trail (figure 6) including:

1. Tillamook Head National Recreation Trail - in Ecola State Park; this 6-mile foot trail provides access to the Pacific Ocean headlands and is part of the Oregon Coast Trail which extends from the Columbia River to Tillamook Bay.
2. Bozeman Trail - This trail served as an emigrant route from the Oregon Trail near Brid-

gers Ferry, Wyoming, to Bozeman, Montana, and the mining country from 1864 to 1868.

3. Lolo Trail - an ancient Indian buffalo trail in Idaho which the Lewis and Clark Expedition followed in 1805 to cross the Bitterroot Mountains.
4. Soo Line Right-of-Way - an area adapted as a multi-purpose recreation trail for hiking and biking using the abandoned Soo Line Railroad right-of-way stretching for 25 miles from Fort Lincoln State Park south of Mandan, North Dakota, to Fort Rice State Historic Site.
5. Knife River Loop Trail - a 3-mile-long hiking trail in North Dakota is proposed for development in conjunction with the Knife River Indian Village National Historic Site proposal.
6. Fort Mandan Loop Trail - the Lewis and Clark winter camp (1804-1805) was located on the north bank of the Missouri about 15 miles below Garrison Dam. A proposed loop trail two miles long would feature a nature study walk and provide opportunity to interpret the area around the fort.
7. Fontenelle Forest National Recreation Trail - a 4-mile foot trail in the Fontenelle Forest, affording a wide vista of the Missouri River near the Omaha-Council Bluffs area in Nebraska.

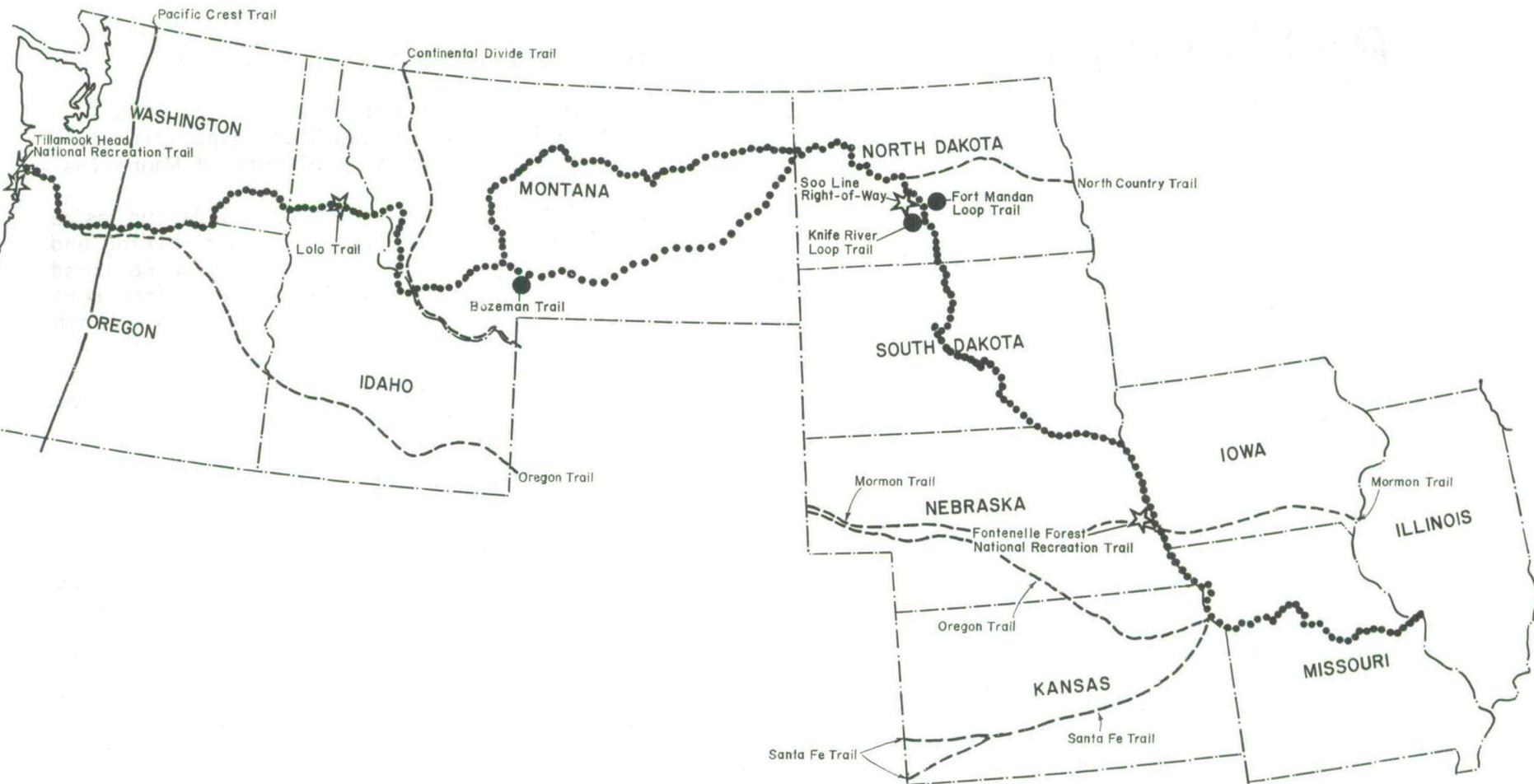


FIGURE 6 - EXISTING AND PROPOSED CONNECTING AND SIDE TRAILS

- ★ EXISTING
- PROPOSED
- EXISTING NATIONAL SCENIC TRAILS
- - - STUDY TRAILS
- LEWIS AND CLARK TRAIL

MCRO - pmb

TRAIL COSTS

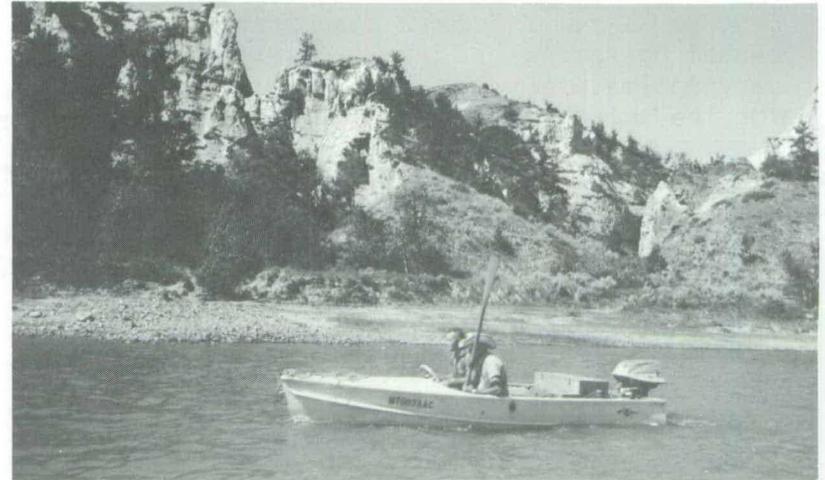
LAND ACQUISITION

Since the components are generally publicly administered, little acquisition will be required. Easements will be required on approximately 172 acres: 130 along the Lolo Trail and 42 along the Fort Clatsop Trail in Oregon. A trail easement agreement, similar to the one the Forest Service has with the Burlington Northern Railroad for the Pacific Crest Trail, should be made in this case. This written agreement requires an easement for right-of-way at a nominal cost (\$1). Easements for improvements are subject to negotiation.

About 1 acre, or 4 lots, surrounding the salt cairn in Seaside, Oregon, will require fee purchase as a means of protecting the small publicly owned park (.23 acre).

CONSTRUCTION COSTS

Trail expenditures would include the construction of approximately 24 standard and 30 primitive campgrounds within the federally administered components. Construction costs for standard campgrounds are calculated on the basis of a 20-unit system at \$3,000 a unit for a total of \$60,000 per campground. This figure was doubled



Boating on the Missouri River in Montana.

in the remote areas of Idaho. Construction costs for 10-unit primitive campgrounds are estimated at \$500 per unit for a total cost of \$5,000 per campground. In addition, an average cost of \$500 for signing was included for each campground. Construction cost figures submitted by the Forest Service were used for the Lolo Trail component.

OPERATING COSTS

A figure of \$0.25 per annual visit was used to estimate the annual maintenance costs. Administrative costs are calculated at one-half the maintenance figure.

Figures submitted by the Forest Service were used for the annual administrative and maintenance costs of the Lolo Trail component in Idaho.

Table 4 presents a summary of the estimated total Federal costs for land and construction and the annual operating and administrative costs necessary to implement the plan. No figures are given for the complementing State and locally adminis-

tered components, since the degree to which they will be developed cannot be determined. No costs for the Missouri Breaks component are given because these figures are part of the Wild and Scenic River.

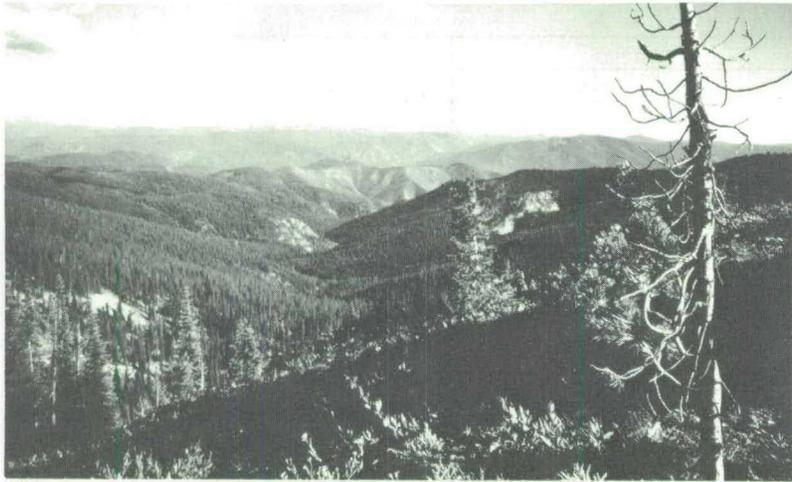
TABLE 4 - ESTIMATED FEDERAL CAPITAL AND ANNUAL OPERATING COSTS

Component	Capital Costs						Annual Operating Costs		
	Land Based Trail			Water Based Trail			Total	Adminis- tration	Main- tenance
	Total	Acqui- sition	Con- struction	Total	Acqui- sition	Con- struction			
Lower Missouri River	*	*	*	*	*	*	*	*	*
Lewis and Clark Lake	--	--	--	\$ 8,000	--	\$ 8,000	\$ 85,000	\$ 28,000	\$ 57,000
Lake Francis Case	--	--	--	9,000	--	9,000	39,000	13,000	26,000
Lake Sharpe	--	--	--	5,000	--	5,000	27,000	9,000	18,000
Lake Oahe	--	--	--	461,000	--	461,000	84,000	28,000	56,000
Lake Sakakawea	--	--	--	93,000	--	93,000	33,000	11,000	22,000
Fort Peck Reservoir	--	--	--	31,000	--	31,000	18,000	6,000	12,000
Missouri Breakst Canyon Ferry Reservoir	--	--	--	--	--	--	--	--	--
Clark Canyon Reservoir	--	--	--	10,000	--	10,000	6,000	2,000	4,000
Lemhi Pass	\$158,000	--	\$158,000	--	--	--	2,000	1,000	1,000
Lolo Trail	750,000	--	750,000	--	--	--	39,000	9,000	30,000
Snake River Projects	--	--	--	163,000	--	163,000	25,000	8,000	17,000
Columbia River Projects	--	--	--	476,000	--	476,000	145,000	48,000	97,000
Lower Columbia River	*	*	*	*	*	*	*	*	*
Mouth of the Columbia River	*	*	*	*	*	*	*	*	*
TOTALS	\$908,000	--	\$908,000	\$1,260,000	--	\$1,260,000	\$505,000	\$164,000	\$341,000

* Cost figures for state and locally administered sections are not presented since the degree to which they are developed by State and local agencies cannot be predicted. Included in these segments are 42 acres of easements along the Fort Clatsop Trail and 1 acre of fee purchase at the site of the salt cairn in Seaside, Oregon.

† Cost figures carried in the Wild and Scenic River proposal.

TRAIL ADMINISTRATION



The Lolo Trail in Idaho.

Overall responsibility for coordination of Lewis and Clark National Historic Trail matters would be assigned to the Secretary of the Interior, in consultation with the heads of other Federal and State agencies where lands administered by them are involved. Such responsibility would include establishing the specific trail route, as provided for in section 7(a) of the National Trails System Act, preparing a plan for development and management of the trail within three years after designation, and identifying those segments of the trail within the exterior boundaries of federally administered areas that are suitable for establishment as the initial components of the Lewis and Clark National Historic Trail.

In addition, close coordination and cooperation among local agencies, Indian Tribes, the Lewis and Clark Heritage Foundation, and other private

trail organizations along the route would be established and maintained.

The Secretary of the Interior in cooperation with the Federal and State agencies will establish guidelines within which the managing Federal agencies will develop detailed plans for administration, development, and preservation of the trail. The Secretary will encourage non-Federal agencies responsible for the complementing State and local segments to develop plans within these guidelines.

These guidelines will include the specific administrative responsibilities of the individual agencies including any modifications of management practices which may be required to protect trail values.

The Department of the Army, through the Corps of Engineers, would continue to administer sections of the trail along the following bodies of water: Lewis and Clark Lake, Lake Francis Case, Lake Sharpe, Lake Oahe, and Lake Sakakawea along the Missouri River System; Lower Granite, Little Goose, Lower Monumental, and Ice Harbor Reservoirs along the Snake River System; and McNary, John Day, The Dalles, and Bonneville Dam and Reservoir areas along the Columbia River System.

The Department of the Interior, through the Bureau of Reclamation, would continue to administer the trail along Canyon Ferry and Clark Canyon Reservoirs, through the U. S. Fish and Wildlife Service at the Charles M. Russell National Wildlife Range, through the Bureau of Land Management in the Missouri Breaks and Lemhi Pass areas, and through the National Park Service at National Historic Sites and Monuments which may be located on the route. The Department of Agriculture, through the Forest Service, would continue to administer the Lolo Trail in the Clearwater National Forest and the 4 sections on the Lemhi Pass Trail within the Salmon and Beaverhead National Forests.

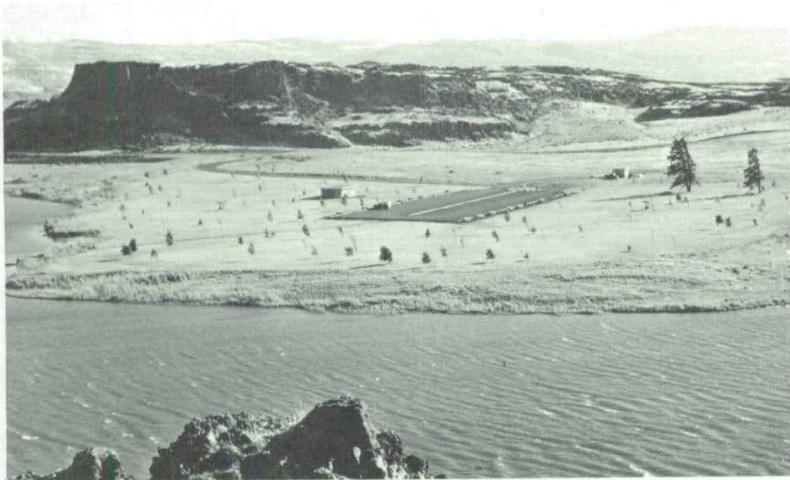
The States of Illinois, Missouri, Kansas, Nebraska, and Iowa, through their parks and recreation agencies, would be encouraged to administer, with the cooperation of the Corps of Engineers, an interstate water trail along the lower Missouri River extending from Wood River, Illinois, to the Iowa-South Dakota border. The States of Washington and Oregon, through their appropriate agencies, would be encouraged to cooperatively administer the Columbia River section below Bonneville Dam, including the complex of sites at the river's mouth not now under Federal management.

Where governmental authority exists below the State level, it is suggested that the trail facilities be acquired, developed, and maintained through a coordinated state-local partnership. The parti-

cipation of trail groups is encouraged. Where appropriate authority exists in State agencies dealing with trail resources, those agencies should take the initiative to expand the trail. Where necessary, enabling legislation should be prepared and submitted to the respective State Legislatures. Such legislation should consider establishment of a Statewide Trails System where such a system is not already in existence.

The Federal Government would work through the Secretary of the Interior to encourage State and local governments to enter into agreements with landowners, private organizations, and individuals to develop additional portions of the trail. The type of development is at the discretion of the developing agency and could include land-based trails, highway travelways, and access points along the rivers. In situations where the trail route passes through state-administered lands, the States are urged to develop and maintain the route in accord with the policies and standards set by the overall administering agency. Where the trail passes through local parks, or on local right-of-way, local jurisdictions would be encouraged to become partners in the enterprise to the extent of their authority and capabilities. Such organizations as the State Lewis and Clark Trail Committees, the Lewis and Clark Trail Heritage Foundation, and other public and private agencies would be encouraged to participate in the construction and maintenance of the trail.

ECONOMIC EFFECTS

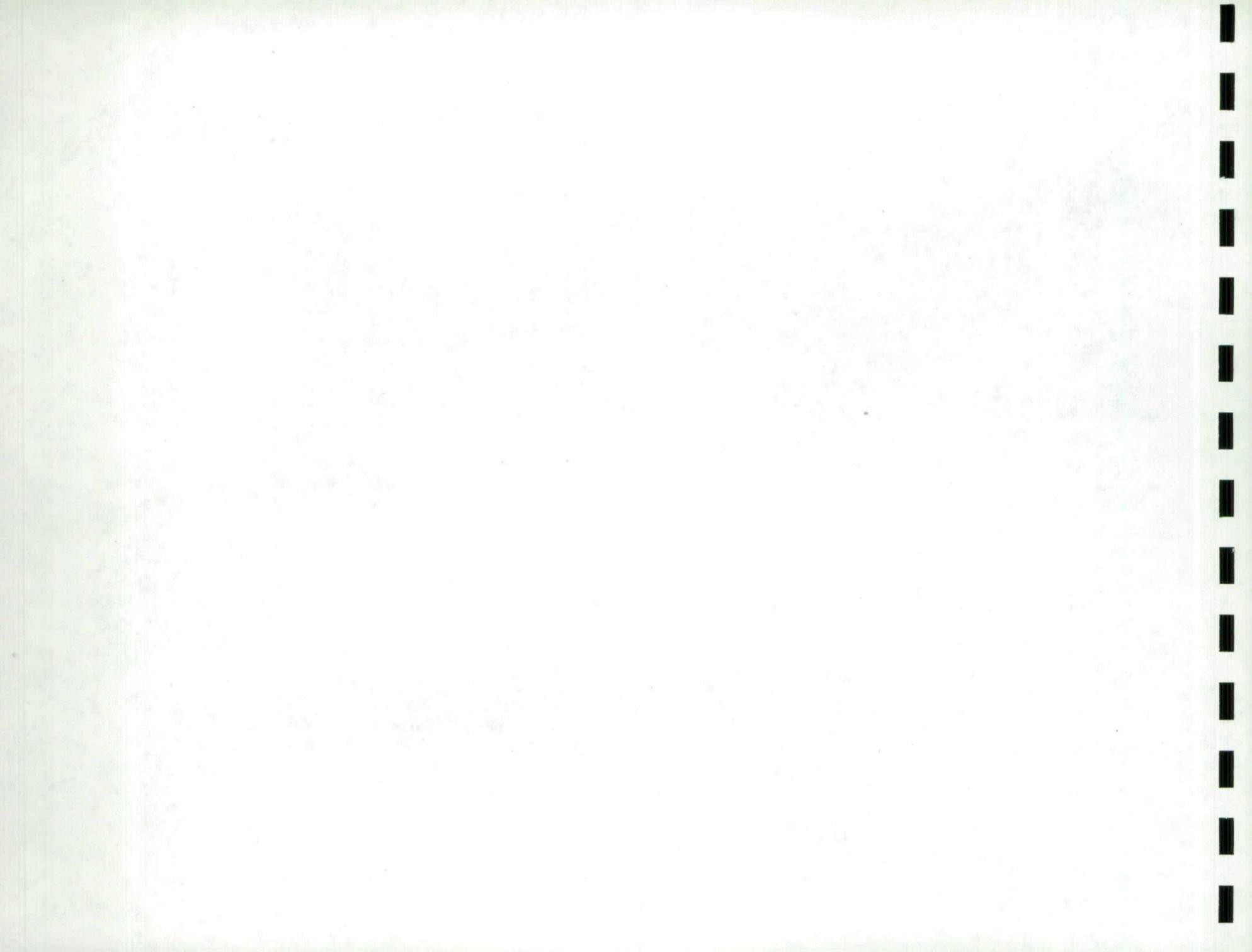


Horsethief Lake Park in Washington.

At present, expenditures for outdoor recreation and associated services contribute significantly to the economy of most States located along the Lewis and Clark Trail. Expansion of commercial and recreation services resulting from National Historic Trail designation is likely to proportionately increase the local tax revenues and employment levels. In addition, direct and indirect benefits to outfitters, trail guides, boating marinas, and equipment retailers are likely to occur. Expenditures for transportation, food, gifts, souvenirs, and lodging would also aid local economies.

Except for small tracts of land along the Lolo

Trail and near Fort Clatsop, most of the lands comprising the 22 trail components are currently in public ownership and are utilized for recreation. Consequently, development of the trail should increase recreation opportunities without significant economic loss to the adjacent landowners. Due to the present land ownership and management patterns along the route, National Historic Trail designation is not likely to restrict opportunities for future alternate land uses, other than some modification of timber harvesting practices along the Lolo Trail. Also, the use of the waterways for trail purposes should not be detrimental or adversely affect the commercial or navigational functions of the rivers.



APPENDIX

LETTERS OF COMMENT
FROM
STATE GOVERNMENTS
AND
FEDERAL DEPARTMENTS



STATE OF ILLINOIS

DEPARTMENT OF CONSERVATION

605 STATE OFFICE BUILDING
400 SOUTH SPRING ST.
SPRINGFIELD 62706

ANTHONY T. DEAN
DIRECTOR

HAROLD L. ELLSWORTH
ASSISTANT DIRECTOR

CHICAGO OFFICE—ROOM 100, 160 N. LA SALLE ST., 60601

September 15, 1975

Mr. Douglas P. Wheeler
Deputy Assistant Secretary
of the Interior
United States Department of
the Interior
Office of the Secretary
Washington, D. C. 20240

Dear Mr. Wheeler:

Governor Walker has requested that I respond to your letter of August 19, 1975 concerning the development and implementation of the Lewis and Clark Trail proposal.

Although Illinois' involvement in the overall scope of the project is limited, I found the Trail proposal to be quite comprehensive, thus providing potential trail travelers with a valuable recreational and historical experience.

The Illinois Department of Conservation will continue to administer and maintain the Lewis and Clark Memorial in a manner befitting the significant accomplishments of the Lewis and Clark Expedition.

As plan development and implementation proceeds, I would appreciate being advised as to the progress of this project.

Sincerely yours,

Anthony T. Dean

ATD/c
cc: Governor Walker

Recycled Paper



EXECUTIVE OFFICE
STATE OF MISSOURI
JEFFERSON CITY

CHRISTOPHER S. BOND
GOVERNOR

September 18, 1975

Mr. Kent Frizzell, Acting Secretary
U. S. Department of the Interior
Office of the Secretary
Washington, D. C. 20240

Dear Mr. ~~Frizzell~~ *Kent*:

Reference is made to your request for review and comment on the Lewis and Clark Trail Study (D3819).

As noted in the study, "the region through which Lewis and Clark traveled in Missouri contains many outstanding and unique physical features." This portion of the river, as pointed out in the plan, lends itself well to water based activities and your recommendations deal primarily with enhancing these opportunities. Many of the same features which are desirable to the water user are desirable for land based activities such as hiking, biking and horseback riding. For this reason it is felt that some provision should be made for land based trails along portions of the river in Missouri.

The Missouri State Trails Plan which has recently been completed, also recommends development of both water and land based trails in the Missouri River corridor. Funds to implement the plan have not been appropriated at this time.

Thank you for the opportunity to review the study and I hope my comments will be useful.

Sincerely,

GOVERNOR

prw



ROBERT D. RAY
GOVERNOR

Office of the Governor

STATE CAPITOL
DES MOINES, IOWA 50319

September 22, 1975

Mr. Douglas T. Wheeler
Deputy Assistant Secretary of the Interior
United States Department of the Interior
Office of the Secretary
Washington, D. C. 20240

Re: D3819-Lewis and Clark Trail

Dear Mr. Wheeler:

I would like to thank you for giving this office the opportunity to review the draft of the Lewis and Clark Trail Study (D3819). The Lewis and Clark Expedition was an event of such significance in our history that national attention toward its historic interpretation and recreational potential is certainly warranted, especially as the bicentennial year approaches.

In May, 1974, the Iowa Conservation Commission was asked by the Bureau of Outdoor Recreation to comment on "The Lewis and Clark Trail - A Potential Addition to the National Trails System - Summary of Findings and Alternatives." This report contained a number of alternatives for both the designation of a Lewis and Clark Trail, and for its subsequent administration.

In his agency's response to the B.O.R., Mr. Fred Priewert, Iowa Conservation Commission Director, recommended the adoption of trail establishment alternative four:

Designate the entire corridor length as the Lewis and Clark National Historic Trail and establish a continuous combined Land and Water Trail along the entire 3,643 miles of public and private lands.

This alternative would involve the acquisition of over 9,000 acres of land in fee title, easement, or agreement in order to augment existing public recreational and historic areas within the trail corridor. Mr. Priewert's letter also contained the strong recommendation that "a multi-purpose trail be developed along Iowa's Loess Bluffs in the southwestern part of the state and along the Missouri River north of the Little Sioux River."

Mr. Douglas T. Wheeler
September 22, 1975
Page Two

In addition, Mr. Priewert voiced his agency's endorsement of the formation of a Lewis and Clark Trail Council as the most feasible administrative alternative (number one) posed in the report.

The current draft recommends the designation of a Lewis and Clark National Historic Trail. However, development would be confined to 21 federal, state, and locally administered components encompassing 2,110 miles (1,875 miles on water, 135 miles on land). The proposal would primarily involve the use of existing public lands and waters; easements would be required on approximately 172 acres of land; one acre of land in Seaside, Oregon, would be acquired in fee title. Approximately 40 new campgrounds would be constructed along the trail (from South Dakota to Oregon). This development would occur on existing public recreation lands. Administration of the trail would be carried out by the Secretary of the Interior, acting in concert with a 20 member Lewis and Clark National Historic Trail Advisory Council composed of federal, state and private sector representatives.

I feel that the designation of a Lewis and Clark National Historic Trail is fully appropriate, as is the formation of a trail advisory council. However, it is my opinion that such a trail should be a continuous one, offering a variety of recreational and historic-interpretative experiences. In this regard, I would reiterate the Iowa Conservation Commission's earlier endorsement of the continuous trail concept involving considerably more land acquisition and easement than the current proposal. Such an action would be more costly, but would, I feel, better recreate for its users the spirit and significance of the expedition itself.

As a final point, I would again pose the recreational potential of an Iowa trail segment along the rugged Loess Bluffs. Such a location would afford the trail user an opportunity to experience a unique land form rich in natural, recreational, and historic significance; a much better trail site in these regards than the greatly modified Missouri River itself or its heavily farmed bottomlands. Such a trail would, in addition, provide panoramic views of the Missouri River Valley, unobtainable along the river itself.

I hope that my comments on this matter will be of use to you. Please do not hesitate to contact this office at any time in the future.

Sincerely,

Robert D. Ray
Governor

RDR:kjd



STATE OF SOUTH DAKOTA
EXECUTIVE OFFICE
PIERRE
57501

RICHARD F. KNEIP
GOVERNOR

September 26, 1975

Secretary of the Interior
Office of the Secretary
United States Department of the Interior
Washington, D. C. 20240

Dear Mr. Secretary:

Thank you for your letter of August 28th, concerning the Lewis and Clark Trail (Reference: D3819).

The State of South Dakota has reviewed the Department of the Interior's proposed report on the Lewis and Clark Trail study. We feel that the Lewis and Clark Expedition was an important event leading to development of the Western United States. Designation of the route followed by this expedition as a National Historical Trail will help preserve the significance of this important historical event.

On behalf of the State of South Dakota, I commend the Department of the Interior for preparing the report entitled, "The Lewis and Clark Trail - A Proposed National Historic Trail". South Dakota supports the findings and recommendations found within this report and urges that its implementation be expedited.

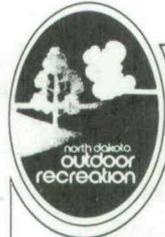
With every best wish, I remain

Sincerely,

RICHARD F. KNEIP
GOVERNOR

RFK:wrđ

cc:Secretary Popowski



NORTH DAKOTA STATE OUTDOOR RECREATION AGENCY

State Office Building, 900 East Boulevard,
Bismarck, N. D. 58501 (701)224-2430

September 8, 1975

Honorable Douglas P. Wheeler
Deputy Assistant Secretary
U.S. Department of the Interior
Office of the Secretary
Washington, DC 20240

Dear Mr. Wheeler:

The North Dakota State Outdoor Recreation Agency has had an opportunity to review the draft report of the Department of Interior's Lewis and Clark Trail Study and is pleased to offer the following comments for consideration.

The Lewis and Clark 1804-1806 Expedition is of enough national prominence and importance that it should be given national recognition as part of the National Trails System. We agree completely with the conclusion of the report that the trail be given national recognition and urge the Interior Department to pursue the legislation establishing the National Historic Trails Section within the National Trail System Act as soon as possible.

Several minor revisions of the North Dakota narrative description on page 24 of the draft report should be made. In the second paragraph, line 3, the statement should read "an 80 mile reach of river south of Garrison Dam" rather than the 60 miles indicated. The fourth paragraph on page 24 tends to stress a leadership role not historically attributed to Sakakawea. Although Sakakawea did play a significant role in the Expedition's success, her major contribution was in the assistance gained in obtaining horses from the Shoshone Indians with which to cross the Rocky Mountains.

The fifth paragraph on the same page indicates that the North Country Trail would intercept the Lewis and Clark Trail somewhere south of Lake Sakakawea. It is our understanding that the trails would intercept near the Garrison Dam in the vicinity of Riverdale, ND.

We appreciate having had this opportunity to comment on your proposal.

Sincerely yours,

GARY LEPPERT
Parks and Recreation Director

c1s

AGENCY MEMBERS

Arthur A. Link Governor of North Dakota Chairman	Walter R. Hjelte Commissioner State Highway Department	Russell W. Stuart Commissioner State Game & Fish Dept.	Joe Satrom Director State Travel Department	Dr. Robert Johnson State Forester
Vernon Fahy Executive Officer State Engineer	Einar L. Johnson Director State Parks Service	Gary L. Puppe Executive Secretary State Soil Conservation	James E. Sperry Superintendent State Historical Society	Dr. James Amos State Health Officer
				General L. A. Melhouse State Adjutant General



STATE OF IDAHO
OFFICE OF THE GOVERNOR
BOISE

CECIL D. ANDRUS
GOVERNOR

May 6, 1976

Darrell P. Thompson
Regional Director
Bureau of Outdoor Recreation
P. O. Box 25387
Denver Federal Center
Denver, CO 80225

Re. - Lewis & Clark Trail Study

Dear Mr. Thompson:

We are writing to thank you for the opportunity to review the Lewis & Clark Trail Study. We concur with the recommendations put forth in the study to designate the total trail as the Lewis & Clark Historic Trail and the development of the 21 sites identified in the study.

We also support the inclusion of the Lewis & Clark Trail to the National Trails System. As you know, this trail is very important to Idaho because it helped in the development and settlement of the state. Therefore, we are very interested in seeing this trail preserved.

The proposal to develop the 21 sites along the trail, we feel, is both feasible and prudent. Two segments of the 21 are in Idaho (#10 and #11). We are very interested in the proper development of these two sites because, as you know, these two portions of the trail are still just as beautiful and wild as they were when Lewis & Clark went through Idaho.

Darrell P. Thompson
Page #2
May 6, 1976

Again, we strongly recommend the inclusion of this trail into the National Trails System.

I hope our comments will be of assistance to you and if you should have any questions, please feel free to contact us.

Sincerely,


CECIL D. ANDRUS
Governor

DJT/jm



THOMAS L. JUDGE
GOVERNOR

State of Montana
Office of the Governor
Helena 59601

April 29, 1976

The Honorable Douglas P. Wheeler
Deputy Assistant Secretary of the
Department of Interior
Washington, D. C. 20240

Dear Sir:

As Governor of the State of Montana, I wish to express my appreciation for your efforts in implementing plans for the Lewis and Clark National Historic Trail. The historic significance associated with this great expedition deserves the type of recognition proposed by the plan.

Montana and its historic development have close relationships to the discoveries and exploits of the Lewis and Clark Expedition.

This important endeavor has my total support. I look forward to working with your agency and those agencies and individuals at the local level involved with implementing the plan.

Sincerely,


THOMAS L. JUDGE
Governor

cc: Mr. Derrell P. Thompson
Regional Director
United States Department of Interior

MAIL ROOM 



STATE OF WASHINGTON
OFFICE OF THE GOVERNOR
OLYMPIA

DANIEL J. EVANS
GOVERNOR

September 12, 1975

Secretary of the Interior
U.S. Department of the Interior
Office of the Secretary
Washington, D.C. 20240

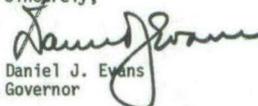
Dear Sir:

Thank you for providing me with a copy of your agency's proposed report on the Lewis and Clark Trail study (reference D3819-Lewis and Clark Trail).

We in the State of Washington are pleased that this study was undertaken, thus giving recognition to the Expedition and this great American epic. We are particularly pleased because it was in this state, at Cape Disappointment, that the explorers accomplished their principal objective -- reach the Pacific Ocean.

Your study will be reviewed by members of my Lewis and Clark Trail Committee that functions through the Washington State Parks and Recreation Commission. You will be hearing from them soon.

Sincerely,


Daniel J. Evans
Governor

DJE:bk

cc: Charles H. Odgaard, Director
Washington State Parks and Recreation Commission



ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

October 1, 1975

-2-

Mr. Douglas P. Wheeler
Deputy Assistant Secretary
of the Interior
U. S. Department of the Interior
Office of the Secretary
Washington, D. C. 20240

Dear Mr. Wheeler:

We have reviewed the proposed Lewis and Clark National Historic Trail Study recently provided by your office, and have the following comments.

We strongly believe that the Lewis and Clark Trail is exceptionally well qualified for designation as a National Historic Trail. A new category for historic trails is needed in the National Trails System Act for the Lewis and Clark Trail and other historic routes which do not meet all the criteria of National Scenic Trails.

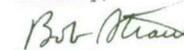
I was pleased to note that the segments on the lower Columbia River and near the mouth of the river (#20 and 21) have been included in the list of initial trail components. I feel that these areas have much to offer in the way of recreation, interpretation, and preservation of the natural and historic attractions of the Lewis and Clark route. Please note that the Tillamook Head National Recreation Trail (pp. 53 and 56) is part of the recently designated Oregon Coast Trail, which extends from the Columbia River to Tillamook Bay. The Oregon Coast Trail was mentioned on page 53, but not listed on page 56 as a connector.

Administration of the trail by the Secretary of the Interior, in cooperation with a Lewis and Clark National Historic Trail Advisory Council, is a logical approach to a route which spans more than half the continent. Overall coordination and leadership by one agency/council is definitely needed. The individual states should have plenty of opportunity for input

through their representatives on the Advisory Council, local Lewis and Clark Trail committees, and state agencies involved in the development and maintenance of the trail.

In Oregon, at the end of the Lewis and Clark Trail, we have long recognized the significance of this historic route in opening the way to the West. I can think of no more fitting tribute to the Lewis and Clark Trail than its designation as a National Historic Trail. We support such designation wholeheartedly.

Sincerely,


Governor

RWS/jh
cc: Dr. E. G. Chuinard



DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20250

October 30 1967

Honorable Nathaniel P. Reed
Assistant Secretary of the Interior
Washington, D.C. 20240

Dear Mr. Reed: -

Thank you for the opportunity to review and comment on your Department's proposed report on the Lewis and Clark Trail study.

We have reviewed the report and concur with the concept of the Lewis and Clark Trail being proposed as an addition to the National Trail System. Our main concern is with what our potential involvement and impacts on current and planned programs will be. The report should clearly identify management constraints which would surely be implemented along the various trail segments passing through National Forest lands if the proposal were accepted. This is necessary in order to more adequately assess the probable impacts and trade offs. It should also be stated that the Department of Agriculture, through the Forest Service, will continue to manage all segments of the trail on National Forest lands.

Following are more specific comments regarding the proposed plan:

Page 7 - The "tenth" trail component in the Lemhi Pass area passes through three sections of National Forest lands managed by the Salmon National Forest, R-4, and one section managed by the Beaverhead National Forest, R-1. The text of the report should indicate Forest Service management responsibilities. The material contained in the second paragraph on page 51 and paragraph 3 on page 63 should also be changed to reflect this situation.

Page 27 - The second paragraph should name the Bitterroot National Forest as one of the National Forests along the route. There is no "visitor center" as such; however, the Lemhi Pass itself is a registered National Landmark managed by the Forest Service. Table 3 should also reflect this change.

Page 29 - Paragraph 2 is correct in stating the terrain is much the same as it was when Lewis and Clark passed through. The environments, however, have been modified. Some sections are closely paralleled by roads, crossed by roads, and have experienced timber cutting. The Lolo Trail is a National Landmark and is on the National Register of Historic Places for both Idaho and Montana. The exact location of the trail is unknown in many areas and stretches of the trail have been obliterated. The Lolo Trail is not totally synonymous with the route Lewis and Clark took through this country.

Page 34 - No mention is made of facilities on the Nation Forests in Oregon, especially in the Columbia River Gorge. These include Eagle Creek Campground, Herman Creek campground, Overlook and Wakeena picnic grounds, Multnomahs Falls area with a lodge and interpretive facilities, Old Wagon Road Historical Area, Pacific Crest National Scenic Trail and numerous other trails in the Columbia Gorge which overlook the Lewis and Clark route.

Page 54 - Paragraph 4 implies that all cultural properties have been identified along the trail. Long segments of the trail in Montana and Idaho are not located on the ground. There has been no inventory of cultural resources in these areas as required by Executive Order 11593.

Page 59 - Land Acquisition. The last sentence regarding the Burlington Northern Railroad and Forest Service trail agreement should read "This written agreement requires an easement for right-of-way at a nominal cost (\$1). Easement for improvements are subject to negotiation for consideration."

Construction Costs. We believe the construction cost data reported here are low. Costs have increased greatly in the past several years due to inflated wages, materials, increase sanitation standards, etc. Probably \$4,500 per unit for a "standard" campground and \$1,000 per unit for "primitive" would be more comparable.

Page 62 - Trail Administration. The report should indicate here that the Department of Agriculture, through the Forest Service, should manage any segments of the trail located within the National Forests.

Page 63 - Paragraph 2 states that Historic Trail designation is not likely to restrict opportunities for alternative land uses other than some modification of timber harvesting practices along the Lolo Trail. We suspect this may be more significant than is implied.

Again, we appreciate the opportunity to review this report. Our comments on the environmental statement will be forthcoming at a later date.

Sincerely,




IR
INSTALLATIONS AND LOGISTICS

OFFICE OF THE ASSISTANT SECRETARY OF DEFENSE
WASHINGTON, D. C. 20301

3 OCT 1975

Mr. Douglas P. Wheeler
Deputy Assistant Secretary
Department of the Interior
Washington, D. C. 20240

Dear Mr. Wheeler:

This is to advise that we have reviewed your Department's proposed report on the Lewis and Clark Trail study, conducted pursuant to the National Trails System Act (PL 90-543) and have no comment thereon.

We do appreciate your courtesy in making this study available for our review.

Sincerely yours,

Perry J. Fliakas
Deputy Assistant Secretary of Defense
(Installations and Housing)





FEDERAL ENERGY ADMINISTRATION
WASHINGTON, D.C. 20461

OCT 7 1975

OFFICE OF THE ASSISTANT ADMINISTRATOR

Honorable Douglas P. Wheeler
Deputy Assistant Secretary of the Interior
Washington, DC 20240

Dear Mr. Wheeler:

Thank you for your letter dated August 20, 1975, with the enclosed copy of the Lewis & Clark Trail Study. The proposed Lewis and Clark National Historic Trail Draft Environmental Impact Statement has just been received in our office and we are in the process of reviewing it. Therefore, we shall defer final comment on the proposal until the Environmental Impact Statement review is completed.

We appreciate the opportunity to review and comment on this report.

Sincerely,

Roger W. Sant
Assistant Administrator
Energy Conservation & Environment



DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
WASHINGTON, D.C. 20410

OCT 3 1975

OFFICE OF THE ASSISTANT SECRETARY
FOR COMMUNITY PLANNING AND DEVELOPMENT
Office of Environmental Quality

IN REPLY REFER TO:
CSP

Honorable Douglas P. Wheeler
Deputy Secretary of the Interior
Washington, D. C. 20240

Dear Mr. Wheeler:

Secretary Hills has asked me to reply to your letter of August 20 requesting our comments on the Department of the Interior's proposed report on the Lewis and Clark Trail study, conducted pursuant to the National Trails System Act. We also received a letter on September 2, 1975, from Mr. Derrell P. Thompson, Regional Director, of the Bureau of Outdoor Recreation, asking for our comments on the draft environmental impact statement on the proposed authorization and designation of the Lewis and Clark National Historic Trail as a component of the National Trails System Act.

My major comment is that there is no analysis of the people who now use existing parts of the trail or who are expected to use the trail in the future. Where do users come from, what ages are they, what income levels are represented? How many people come to the trail as individuals and how many come as groups? How will this change with the possible designation as a National Trail? Analysis of the people using the trail by considering the total number of inhabitants of the State through which the trail passes or borders, as is done in the present report, is too gross to be useful.

As more detailed analysis of present and possible future user patterns might determine that trail use is confined to a relatively narrow socioeconomic level. If this is so, means might be sought to broaden the range of the public interest in the trail.

I appreciate the opportunity to comment on the report.

Sincerely,

Richard H. Broun
Director



