Captain Clark at Pompeys Pillar
Oil Painting by J.K. Ralston
THE LEWIS AND CLARK TRAIL HERITAGE FOUNDATION, INC.


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ABOUT THE FOUNDATION

The purpose of the Lewis and Clark Trail Heritage Foundation, Inc., is to stimulate public interest in matters relating to the Lewis and Clark Expedition, the contributions to American history made by the expedition members, and events of time and place concerning the expedition which are of historical import to our nation. The Foundation recognizes the value of tourist-oriented programs, and supports activities which enhance the enjoyment and understanding of the Lewis and Clark story. The scope of the activities of the Foundation is broad and diverse, and includes involvement in pursuits which, in the judgment of the directors, are of historical worth or contemporary social value, and commensurate with the heritage of Lewis and Clark. The activities of the National Foundation are intended to complement and supplement those of state and local Lewis and Clark interest groups. The Foundation may appropriately recognize and honor individuals or groups for art works of distinction, achievement in the broad field of Lewis and Clark historical research, writing, or deeds which promote the general purpose and scope of activities of the Foundation. Membership in the organization comprises a broad spectrum of Lewis and Clark enthusiasts including Federal, State, and local government officials, historians, scholars and others of wide ranging Lewis and Clark interests. Officers of the Foundation are elected from the membership. The annual meeting of the Foundation is traditionally held during August, the birth month of both Meriwether Lewis and William Clark. The meeting place is rotated among the states, and tours generally are arranged to visit sites in the area of the annual meeting which have historic association with the Lewis and Clark Expedition.

President Foote’s message

It has been a pleasure to serve as your President for the past year. One of my goals during the year was to meet with as many of our members as possible. I’m happy to report that I was able to attend the following meetings and activities:

1. meeting of Idaho Chapter in Salmon, Idaho, on September 27, 1986
2. meeting of Headwaters Chapter in Bozeman, Montana, on December 2, 1986
3. meeting of Portage Route Chapter in Great Falls, Montana, on February 23, 1987
4. meeting with Bob Saindon in Helena, Montana, on February 28, 1987
5. special board meeting of Portage Route Chapter in Great Falls, Montana, on March 21, 1987
6. meeting of Sakakawea Chapter in Bismarck, North Dakota, on April 10, 1987
7. meeting of Travellers’ Rest Chapter in Missoula, Montana, on May 8, 1987
8. ribbon cutting ceremonies at Fort Union Trading Post Bourgeois House Visitor Center west of Williston, North Dakota, on June 7, 1987

THE COVER ILLUSTRATION...
It was not only enjoyable to meet with our members during these activities, but it was important to exchange information with them concerning the goals of the Foundation and the local entities. I would hope that future Presidents will make the same effort to represent the Foundation in as many places as possible.

All of our entities are very active and the following is a recap of some of their projects:

The Metro St. Louis Chapter is currently attempting to secure the Missouri-Kansas-Texas Railroad right-of-way on the north side of the Missouri River through the State of Missouri for a public recreation and historic trail. The Lewis and Clark Trail Heritage Foundation is officially supporting this project. If it is successful, the result will be the preservation of 162 miles of the Lewis and Clark National Historic Trail for posterity.

The Sakakawea Chapter has just completed preliminary plans for the 20th Annual Meeting of the Foundation which they will be hosting in Bismarck, North Dakota, in 1988. We can look forward to visiting Fort Mandan, Knife River Site, Fort Lincoln, Slant Village, Heritage Center, Missouri River sites and other very interesting places in the Bismarck area. The theme for this meeting will be "Lewis and Clark Among the Earth Lodge People." Prior to this meeting, a commitment has been made to place attractive informational signs at all the Lewis and Clark campsites in North Dakota which will be of great interest to all Foundation members traveling to the Bismarck Annual Meeting.

The Headwaters Chapter is busy planning for the 1989 Annual Meeting in Bozeman, Montana. The Museum of the Rockies is undergoing an extensive expansion program and it will be one of the highlights of the meeting. This Chapter has had a very active field trip program. They visited Camp Disappointment, Two Medicine Fight Site, Lower Portage Camp and the White Cliffs area on the Missouri River all in the month of June.

The Portage Route Chapter is sponsoring legislation in Congress to establish a Lewis and Clark National Historic Site in Great Falls, Montana. Representative Ron Marlenee and Senator John Melcher have introduced companion bills in the House and Senate to make this dream a reality. The Chapter has requested and received the Foundation's support on this worthwhile project. They are also making a serious attempt, with the help of an archaeologist from Montana State University, to locate the Lower Portage Camp and White Bear Island cache sites. Either or both of these sites may hold Lewis and Clark memorabilia left behind by members of the Expedition.

The Travellers' Rest Chapter is our newest entity. Their organizational meeting was held on May 8, 1987, in Missoula, Montana. I know from listening to the enthusiasm generated by the members that we can look forward to having an Annual Meeting in Western Montana sometime in the early 1990s. We wish them success in their future.

The Idaho Chapter, which will be hosting the 1990 Annual Meeting, has just selected Lewiston, Idaho, as our meeting site. Day trips to Weippe Prairie and other sites that can be feasibly reached at the lower end of the Lolo Trail will be included. The theme for this meeting will be "The Nez Perce Role in the Success of the Lewis and Clark Expedition." The Chapter has recently assisted the U.S. Forest Service in a special "Take Pride in America" campaign to clean up the Lolo Trail. Work included clean-up of trash and campsites, rehabilitation of signs, and installation of trail markers.

The Washington Lewis and Clark Trail Committee is promoting a "Washington Centennial Lewis and Clark Trail Run." This historic theme relay, in celebration of the state's 100th birthday, will span eight

Continued on page 38
Descendants of Lewis & Clark's
Horses Run Wild in
Pryor Mountains

By Ruth S. Burns

EDITOR'S NOTE: As valuable as relics and memorabilia are to Expedition enthusiasts and to those who are members of the Lewis and Clark Trail Heritage Foundation, a living ancestral relic of an important part of the exploratory undertaking is well worth our attention. If there is not a group of concerned individuals to fight for the preservation of the wild horses of the Yellowstone River area, they will cease to exist. Today they are being thinned out for reasons other than their own welfare. It is the hope of Ruth Burns that this article will interest some of our readers enough to encourage them to study these horses in relation to the Lewis and Clark Expedition, and become involved enough to help them live a free and unhampered life for generations to come.

The acquisition of horses from the natives was important for the success of certain phases of the route traveled by the Lewis and Clark Expedition. The explorers made many journal references to their horses, their use of horses, and to their horse trading. They also recorded the loss of 50 of these animals while in the area of the Yellowstone River. Today, over 180 years later, the descendants of those lost horses roam the mountains of southeastern Montana and northwestern Wyoming.

The author discovered the wild horses in Montana’s Pryor Mountains, and their Lewis and Clark connection, through the writings of Hope Ryden, the well-known horse fancier. In addition to being the author of several books, articles, and documentaries on the wild horses of America, Ryden has devoted 18 years to the study and the protection of those horses. Her expert observations are valued by the American Horse Protection Association, Inc., Washington, D.C. As a source of expert information, she has provided Congressional testimony on behalf of the Association, regarding the preservation of wild horses and their living evidence of our past. She has given particular attention to the wild horses of the Pryor Mountains,

1. The Pryor Mountains and the community of Pryor are located almost directly south of Billings, Montana, in Big Horn County on the Crow Indian Reservation, just north of the Montana-Wyoming stateline. The mountains and the community take their names from a small creek in the vicinity named by Captains Lewis and Clark after Sergeant Nathaniel Pryor, a member of their exploring party.
since they still carry the characteristics of the original Spanish horses acquired by the Expedition from the western Indians.

In her article "Running Wild" which appeared in *Country Journal*, February 1982, Ryden wrote:

"Congress in 1971 passed the Wild Free-Roaming Horses and Burro Act, giving recognition to the wild horse for the historic role it played in American history. Congress redefined the mustang. It created a new and special category for the animal. By an act of Congress, the wild horse became a 'National Heritage Species.'

The history of the Pryor Mountains mustang herd certainly merits this designation. Wild horses have inhabited that rugged area for longer than anyone is able to say. Old Bessie Tillett was only four years old when her family staked out a claim on the Wyoming side of the range in 1894, and hers was only the second family to settle there. Bessie was in her eighties when I got to know her, and before she died I heard her tell how on the night of their arrival at the claim site all of the men in their party went out to chase wild horses. 'When we came out to this country there were wild horses running all over,' and she said, 'They were always broomtails,' Their manes were long and had witch knots in them, and their tails all but dragged the ground. Not much difference in 'em now.'"

The record of horses on the Yellowstone River and near the Pryor Mountains region is documented in Captain Clark's journal for July 1806. Clark had directed Sergeant Pryor, with three privates and 26 horses, to go across land from the Yellowstone River at Clark's Fork to the Mandan Indian villages in present central North Dakota. The horses were the last of 50 that Clark's party had brought from Travellers' Rest (present Lolo, Mont.) The others had been stolen by Indians. All the horses had been purchased from several Indian tribes along the Expedition's route, or found along the way. They had been of

2. "Broomtails" and "witch knots" are descriptive horse lore jargon.

3. Reuben G. Thwaites (Editor), *Original Journals of the Lewis and Clark Expedition*, Dodd, Mead & Co., N.Y. 1903-1905, reprint editions. The three men were: George Shannon, Richard Woodsor (v:286), and Hugh Hall (V:290). Although Gibson's name appeared on Clark's instructions to Pryor, an injury he had received several days earlier from a fall off a horse prevented his joining Pryor's detachment.

4. As Clark's party headed for the Yellowstone River, Captain Lewis with nine men on horses headed east and north; crossed the Continental Divide to the Sun (the Expedition's "Medicine") River and followed that waterway to its confluence with the Missouri at the Great Falls. At the Falls, Sergeant Gass and five men awaited the arrival of Ordway's party, and then with the help of the horses, portaged the falls. Meanwhile, travelling north and west from the falls, Lewis and three men on horseback conducted a side exploration of the Marias River. Following the Marias River excursion and the portage, the horses were abandoned. Lewis' entire party of 19 men descended the Missouri in a boat and five dugouts to rendezvous with Clark's party below the mouth of the Yellowstone (present-day western North Dakota).
great value in the mountains between navigable waters. But now, Clark's party had arrived at the Yellowstone River\textsuperscript{5}. Here they constructed dugout canoes for river travel and the horses, no longer needed, had value as trading stock. The intent was that when Pryor arrived at the Mandan villages, some of the horses would be taken to the Northwest Company post in Canada and traded for much needed food and supplies.\textsuperscript{6} Pryor and his three men would then return to the Mandans and wait until the balance of Clark's party and Lewis's party, which was descending the Missouri from the Great Falls area, arrived. Once the members of the Expedition were all together again, they would continue on the last leg of their journey to St. Louis.

Sergeant Pryor's detachment met with misfortune the second day out. He later reported that during the night of August 8, all of the horses were stolen, and that in the morning he discovered the tracks of Indians. After following the tracks for a distance of five miles, he reported that "...there was not the smallest chance of overtaking them."\textsuperscript{7} We may assume that these horses, stolen by the Crow Indians, remained with them or strayed south of the Yellowstone River to the beautiful mountain range that was later to be named after the sergeant.

Hope Ryden in her Country Journal article made these additional observations:

\textquote{Whether the wild horses that run today in the Pryor Mountains and the Pryor Mountains National Horse Range are descended from the Expedition horses cannot be known for certain, but their ancestry probably does include the Indian pony. Bessie Tillett described what it was like in and around the Pryors in the early days: 'The Indians were moving around with big bunches of horses. I wouldn't be surprised if the wild horses up there had been some of theirs [the Expedition's]. There was so much horse stealing. The Piegans were stealing in the north and bringing horses [south] down here to the Crows. And the Crows were going up [north] and stealing Piegan horses.'}

\textquote{No one denies that at the present time outside blood from ranch animals, cavalry stock, and runaways have been absorbed into the wild horse herds that remain. But the genes of two million Spanish horses must also be present, for they would be difficult to eliminate even from the controlled population. Considering the Spanish horses' aptitude for survival, its bloodline is likely to account, in large measure, for the ability of today's wild horses to persist in the harsh environments bequeathed to them.}

\textquote{Hard evidence says that this is so, for horses of Coronado [1510-1554], Oñate [1549-1624] and the lesser known Spanish settlers who followed them to New Spain\textsuperscript{8} carried a genetic signature in their bones that can be read in mustang skeletons today. Owing to its Arabian derivation, the Barb horse of the Moors\textsuperscript{9} lacked a sixth lumbar vertebrae. And the modified Barb of the Andalusia and Seville [regions of Spain] showed a fused fifth and sixth vertebrae. When either trait is found in a mustang herd, it is fair to assume the animals' forebears carried Conquistadors\textsuperscript{10} on their short backs. One such herd inhabits the Pryor Mountains.'\textsuperscript{11}}

The Expedition's journals abound with interesting references to their use of horses and the problems involved with procuring horses from the Indians.

In his journal for February 15, 1806, Meriwether Lewis provides an extensive description of the horses they had encountered, the Indians' use and breeding of horses, and their preference for mules. The following is his journal entry written while the explorers were waiting out the winter at their Fort Clatsop on the Oregon coast.

\textquote{"The horse is confined principally to the nations inhabiting the great plains of the Columbia extending from Latitude 40° to 50° N. and occupying the tract of country lying between the Rocky Mountains and a range..."}

\textsuperscript{5} Clark's party took 50 horses, i.e., "49 horses and a colt," on their journey. By the time they arrived at the Yellowstone River, constructed canoes, and no longer needed the horses for travel, there were only 26 horses that had not been stolen by the Crow Indians.

\textsuperscript{6} Clark knew that the horses would trade for many times more than they had paid to acquire them from the Shoshoni, Salish, and Nez Perce Indians. See also: We Proceeded On, Volume 3, No. 2, cover illustration and text on page 3.

\textsuperscript{7} Without horses and with Clark's party now far down the Yellowstone, Pryor and his men found it necessary to go back to the river, construct bull boats and descend the Yellowstone for 12 days before overtaking Clark and his party on the Missouri August 8, 1806, just east of the present Montana/North Dakota stateline.

\textsuperscript{8} Former Spanish territories in North America, including southwestern United States, Mexico, Central America north of Panama, West Indies, and also the Philippine Islands. Mexico City was the seat of government 1521-1821.

\textsuperscript{9} A horse related to the Arabian breed and noted for speed and endurance and introduced by the Moors to the Spanish when they conquered Spain in the 8th century.

\textsuperscript{10} The leaders of the Spanish conquest of America in the 16th century—especially Mexico and Peru.
[Cascade] of mountains which pass the Columbia river about the great falls or from Longitude 116 to 121 West. In this extensive tract of principally untimbered country so far as we have learnt the following natives reside (viz) the Sosone [Shoshoni] Indians, the Chopumish, Sokulks, Cutssahnims, Chymphnaps, Elchelutes, Eneshuh & Chilluckitquequaws, all of whom enjoy the benefit of that docile, generous and valuable animal the horse, and all of them except the last three have immense numbers of them. Their horses appear to be of an excellent race; they are lofty, elegantly formed, active and durable; in short many of them look like the fine English coarsers and would make a figure in any country. Some of those horses are pied [pied] with large spots of white irregularly scattered and intermixed with black brown bay [bay—reddish brown or chestnut color] or some other dark colour, but the much larger portion are of an uniform colour with stars snips [a white or light mark] and white feet, or in this respect marked much like our best blooded horses in Virginia, which they resemble as well in fleetness and bottom as in form and colours. The natives suffer them to run at large in the plains, the grass of which furnishes them with their only subsistence, their masters taking no trouble to lay in winters store for them, but they even keep fat if not much used on the dry grass of the plains during the winter. No rains scarcely ever falls in these plains and the grass is short and thin. The natives (except those near the R. Rocky) Mounts) appear to take no pains in selecting their male horses from which they breed, in short those of that description which I have noticed appeared much the most indifferent. Whether the horse was orrigenally a native of this country or not is out of my power to determine as we cannot understand the language of the natives sufficiently to ask the question. At all events the country and climate appears well adapted to this animal. Horses are said to be found wild in many parts of this extensive plain country. The several tribes of Sosones [Shoshoni] who reside towards Mexico on the waters of Clark's (Multnomah) river or particularly one of them called Sha-bo-bo-ah have also a great number of mules, which among the Indians I find are much more highly prized than horses. An elegant horse may be purchased of the natives in this country for a few beads or other paltry trinkets which in the U'States would not cost more than one or two dollars. This abundance and cheapness of horses will be extremely advantageous to those who may hereafter attempt the fur trade to the East Indies by way of the Columbia River and the Pacific Ocean. The mules in the possession of the Indians are principally stolen from the Spaniards of Mexico; they appear to be large and fine as we have seen. Among the Sosones [Shoshone] of the upper part of the S.E. fork of the Columbia we saw several horses with Spanish brands on them which we supposed had been stolen from the inhabitants of Mexico."

On August 14, 1805, Captain Lewis with an advance party of Drouillard, McNeal, and Shields had crossed the Continental Divide at Lemhi Pass on the present Montana-Idaho border, and descended into the Lemhi River valley to a camp of the Shoshoni Indians. Drouillard (Drewyer) with the use of sign language was their only means of communicating with Cameahwait the Shoshoni chief as Lewis's journal reveals:

"'The means I had of communicating with these people was by way of Drouillard who understood perfectly the common language of jesticulation and signs...it is true that this language is imperfect and liable to error but is much less so than would be expected. The strong parts of the ideas are seldom mistaken.

'I now told Cameahwait (via Drouillard) that I wished him to speak to his people and engage them to go with me tomorrow to the

forks of the Jefferson [River] where our baggage was [with Captain Clark and the rest of the party]...that I wished him to take with them about 30 spare horses to transport our baggage to this place where we would then remain...among them and trade with them for horses...Drewyer who had had a good view of their horses estimated them at 400. most of them are fine horses...I saw several with Spanish brands on them, and some mules which they informed me that they also obtained from the Spaniards.”

Clark, on October 5, 1805, reports that the Expedition had transepted the rugged terrain and early snow of the Lolo Trail through present-day Idaho’s Bitterroot Mountains, and had established their canoe building camp (near today’s Orofino, Idaho) on the Clearwater (their “Kooskooskee”) River. He mentions that they would have no use for the horses until their return journey, when they would return to this place in May 1806. The friendly Nez Perce Indians had agreed to look after their horses until the following spring. Clark’s journal details:

“...had all our horses 38 in number Collected and branded Cut off their fore top and delivered them to the 2 brothers and one son of one of the Chiefs...to each of those men I gave a Knife & Some Small articles &c. They promised to be attentive to our horses until we Should return.”

In April 1806, on the return journey, Sergeant Ordway, Captain Clark, and Captain Lewis documented in their journals the problems they had obtaining horses. They had ascended the Columbia River as far as the Cascade (their “Great or Grand Shite”), and the “Great Falls” and “Narrows” of the river, and having only limited or no further use for their canoes, needed horses in order to continue their journey. Their journal entries follow:

Ordway, April 16, 1806:

“a clear pleasant morning...Capt Clark and 8 more of the party went across the River and took Some mercandis & other articles in order to purchase horses &C. Capt Clark intends going up to the falls & See if any is to be had their. a number of Indians Came to our Camp. Some of them on horse back. the Indians ask more for their horses than our goods would admit of, but he was going up to the falls to git Some of their by giving a little more than has been offered as yet.”

Clark, April 18, 1806:

“about 10 A.M. the Indians came down from the Eneesher Villages and I expected would take the articles [in trade for the horses]...but to my astonishment not one would make the exchange to day.”

He notes that one of the Indian chief’s wives had sores and pain in her back, and that he treated her by rubbing camphor on her temples and back and applied a “worm flannel.” After doing this he notes that he had “nearly restored her to her former feelings.” He writes:

“...\(\text{He said}^{14}\) that he had “nearly restored her to her former feelings.” He writes:

“this I thought was a favourable time to trade with the chief who had more horses than all the nations besides. I accordingly made him an offer which he excepted and sold me two horses. Great numbers of Indians from different directions visited me at this place to day. none of them appeared willing to part with their horses...”

Clark, April 19, 1806:

“...wented up to the falls at which place I arrived about 8 p.M. in the course of this day I purchased 4 horses at the town [Indian villages] & Capt Lewis purchased one...we were compd to pay them emence prices and the horses were indifferent.

“We determined to make the portage to the head of the long narrows with our baggage and 5 small canoes, the 2 large canoes we could take no further and therefor cut them up for fuel. we had our small canoes drawn up very early and employed all hands in transporting our baggage on their backs and by means of 4 pack horses, over the portage.”

Clark, April 21, 1806:

“I found it useless to make any further attempts to trade with those unfriendly people who only crowd about me to view and make their remarks and smoke...at 12 oClock Capt Lewis came up from the Skillutes Villlage with 9 horses packed and one which bratten who was yet too weak to walk, rode...”

Lewis, April 25, 1806:

“The Pish-Quit-pahs, may be considered hunters as well as fishermen...both women and men ride extremely well. their bridles is usually a hair rope tyed both ends to the under jaw of the horse, and their saddle con-

sists of a pad of dressed skin stuffed with goats hair with wooden stirups. almost all the horses I have seen in the possession of the Indians have sore backs... the soil is not as fertile as above the falls, tho' it produces a low grass on which the horses feed very conveniently. it astonished me to see the order of their horses at this season of the year... I did not see a single horse which could be deemed poor and many of them were as fat as seals... this evening after we had encamped we traded for two horses with nearly the same articles we had offered at the village; these nags Capt. C. and myself intend riding ourselves; having now a sufficiency to transport with ease all our baggage and the packs of the men." 18

By early May 1806, the explorers were back in the Nez Perce Indian Country on the Clearwater (their "Kooskooskee") River (in the vicinity of present-day Orofino, Kamiah, and Kooskia, Idaho). Better still, they found that, despite some arguments and ill will among the Indian chiefs, the horses they left in their care the previous October (1805) were mostly in good order. Lewis's journal for May 8, 1806, tells us:

"The Indian Twisted hair said... he would collect such of our horses as were near this place and our saddles, that he would also send some young men over the Kooskooske to collect those in the forks [of the river] and bring them to the lodge of broken Arm [another Indian] to meet us. We told him that we should take his advice in every particular, that we had confided the horses to his care and expected that he would collect them and deliver them to us which when performed we should pay him the two guns and ammunition we had promised him for his that service." 19

The next day, May 9, 1806, Lewis's journal reveals:
"...they brought about half of our saddles, and some powder and lead which had been buried at that place... about the same time the young men arrived with 21 of our horses. the greater number of our horses were in fine order. five of them appeared to have been much injured by the Indians riding them last fall that they had not yet recovered and were in low order. three others had sore backs. We had these horses caught and hobbled." 20

Sergeant Gass's journal for June 2, 1806, mentions that Sergeant Ordway and two men returned from an exploration and fishing excursion to the Salmon (the Expedition's "Lewis") River. Private Frazer, one of the men, had traded an old razor with an Indian for some Spanish Dollars. 21 Gass makes this added observation:

"There are several [Spanish] dollars among these people, which they get in some way. We suppose the Snake Indians, some of whom do not live very far from New Mexico, get them from the Spanish in that quarter. The Snake Indians also get horses from the Spaniards."

As the Expedition traveled westward in 1805 and eastward on their return journey in 1806, the excerpts transcribed above from their journal writings reveal their frequent references to, and the importance of, horses to the success of the enterprise. We may assume that there is a possibility that the horses stolen from Clark and Sergeant Pryor while they were descending the Yellowstone River, may be the forebearers of some of the horses that are running wild in Montana's Pryor Mountains today.

The autograph of Captain William Clark inscribed upon Pompeys Pillar, a national historical landmark 28 miles east of Billings, Montana, is billed as the only remaining physical evidence of the Lewis and Clark Expedition along the historic 8,000-mile trail. Interestingly, this carving is not the only graffiti Clark left as he descended the Yellowstone River on his return from the Pacific Ocean in 1806. In fact, this graffiti is only one of many inscriptions that were burned, carved and painted by the explorers on rocks and trees during their 28-month round trip trek across the trans-Mississippi west. Their autographs were distributed upon the face of the land that 84 years later would be divided into the four northwestern most states of America.

In addition to the markings of Lewis and Clark that are mentioned in the Explorers' journals, there are at least three other old, mysterious rock engravings found in Montana that pretend to be "physical remaining evidences" of the Lewis and Clark Expedition. All three are in logical places, but their authenticity remains a mystery. And so arises an intriguing question: Is the inscription on Pompey's Pillar the only remaining physical evidence of the Lewis and Clark Expedition, or is there other evidence remaining to be discovered and verified?

By Bob Saindon

Eight years before Lewis and Clark set out on their epic journey to discover a northwest passage, another expedition had been organized by two other men for that same purpose and with very similar instructions. However, the latter expedition, unlike that of Lewis and Clark, was instructed to distinctly leave physical evidence of its presence along the route it chose to take to the ocean.

The year was 1796, the Louisiana Province belonged to Spain, and the two men determined to see that a trail would be blazed over a northwest passage were James Mackay and John Evans.

Spain had given permission to the recently formed Company of the Missouri to trade with all the Indians it discovered beyond what is presently the state of Nebraska in its quest to discover a practicable route to the Pacific Ocean. In addition, Spain offered a substantial reward if the company were to find the fabled passage.

James Mackay was a Scotchman who had come down from the British posts in Canada to St. Louis in 1787 by first reaching the Mandan villages and then descending the Missouri River. He was given an interest in the company for his promise to manage "the discoveries that are proposed and [the] control of their interests..." as well as for "his honesty and intelligence." 1

John Evans was a Welshman who had come to America in 1792 in search of the "Welsh Indians." 2 He became an employee of the Company of the Missouri under the leadership of Mackay and was given orders to lead the company's northwest expedition to accomplish much the same tasks as was to be expected of Lewis and Clark eight years later.

The notes and references for this article are found on page 23.
Mark your route in all places where there will be a portage to pass from one river to another or from one water-fall to another by cutting or notching some trees or by piles of stones engraved and cut; and take care to place in large letters Charles IV King of Spain and below [that] Company of the Missouri, the day, the month, and the year when you do this in order to serve as unquestionable proof of the journey that you are going to make.

There is on the coast of the Pacific Ocean a Russian Settlement that they say is to the north of California, but there is reason to believe that it is not the only one and that the nations of the interior of the continent ought to have knowledge of it. Then, when you will have discovered the places that they inhabit, you will cease to make any sign of taking possession, for fear of having spring up with these foreigners any jealousy which would be prejudicial to the success of your journey...

L&C & MACKAY'S INSTRUCTIONS

When President Jefferson drew up his instructions to Captain Meriwether Lewis in June 1803, he gave no order to mark the Expedition’s route to the ocean. Nevertheless, we find that on at least fourteen occasions the Lewis and Clark party did in fact leave their marks in the wilderness.

Some historians might speculate that James Mackay had also advised the Lewis and Clark party to mark their trail on behalf of the United States government as "unquestionable proof of the journey." It appears that Mackay visited with Captain Clark at the Expedition’s Wood River Camp, located directly across from the mouth of the Missouri on January 10, 1804, only four months before the Lewis and Clark Expedition got underway. Thus, it could be speculated that Mackay at that time recommended to Clark that the Expedition mark its trail. We do know for certain that Lewis and Clark had Mackay's journal along with other Mackay/Evans papers. In any case, Lewis and Clark were in no way dissuaded from leaving their mark at the Pacific coast as had been the order in the instructions to Evans. Indeed, it was at the coast that they made their greatest effort to impress future visitors that a United States expedition had been there and had explored not only that land but also the land all the way from St. Louis.

It is interesting to find how closely the locations of the Lewis and Clark markings we will be looking at in this article coincide with the locations prescribed by
Mackay in his instructions to Evans.

It is not impossible that other Expedition markings besides the one on Pompeys Pillar near Billings, Montana, could have survived to the present. Cottonwood trees and pine trees can live long enough to survive the necessary 200 years. And if carvings in sandstone do not face the prevailing wind and are protected from the rain and snow by overhanging ledges, they will remain visible for many years. The red paint used by Indians on sandstone has lasted centuries in some places.

An interesting phenomenon with regard to the growth of trees is that a marking at five feet above the ground when the tree is young will still be at five feet when the tree gets older and taller. Any tree markings that were done by Lewis and Clark that may have survived would more than likely be found from four to seven feet above the ground.

The Company of the Missouri never got beyond the Mandan villages in central North Dakota and therefore Mackay's instructions for Evans to mark his trail from the headwaters of the Missouri to the Pacific Ocean came to naught. It is interesting, however, that Lewis and Clark had with them on their expedition Evans's maps of the Missouri River valley from St. Louis to the Mandan villages, as well as other Mackay/Evans papers. The captains added a certain amount of their own information to the Evans maps, but we see no indication on them that any markings were done on stone or trees between St. Louis and the Mandans, and there seems to be no such markings mentioned in the Lewis and Clark journals.

We cannot be certain of where Lewis and Clark first marked their names. It seems safe to assume that it would have been after they entered the land west of Mandan. There are three sources where we find evidence of their graffiti: Their maps, their journals and records of their courses and distances.

**THE EAGLE CREEK MARKING**

The first inscription of interest to us (one of which is not found in any Lewis and Clark writings) was discovered by Henry Osterman in the 1930s. It is located directly across the Missouri River from the mouth of Stonewall Creek (present Eagle Creek) in the White Cliffs area of Central Montana. Lewis and Clark had camped on the side opposite the carving on May 31, 1805.5

Mr. Osterman, who was born on Eagle Creek 88 years ago and still lives there, first saw the inscrip-
This is a copy of Capt. Clark's map used by Prince Maximilian in 1833. Unlike Clark's field map, this map shows his June 5, 1805, campsite on Tansy (present Teton) River. At about this location Clark marked his name on a tree on the north side near a ridge. Also, on an island in the mouth of Marias River, Capt. Lewis branded several trees with his military branding iron.

Clark's map shows his June 5, 1805, campsite on Tansy (present Teton) River. At about this location Clark marked his name on a tree on the north side near a ridge. Also, on an island in the mouth of Marias River, Capt. Lewis branded several trees with his military branding iron.

The next recorded markings of the explorers were done on June 11, not as a means of informing other whites of their passing, but to ward off Indians. On this day they branded several trees with Captain Lewis's military brand. This was
Both Capt. Clark and Private Reuben Field marked their names on a "rock tower" June 15, 1806, as indicated by the initials "W.C." and "R.F." A marking was also recorded below the Great Falls, and another may have been made above the falls.

The explorers inscribed their names on every occasion that they wished to mark their passage. They did this as a form of "medicine," i.e., to baffle any marauding Indians who might happen by.

On this day they were still at the mouth of the Marias River. Traveling up the Missouri River had become increasingly difficult. They therefore decided to bury some of their cargo and leave their larger boat on an island at the junction of the two rivers until their return the next year. A boat at this location was in danger of being stolen or having the metal stripped from her by the natives.

Captain Lewis gave no explanation for marking the trees. He simply wrote: "put my brand on several trees standing near by." Private Joseph Whitehouse left us with slightly more detail: "... branded several trees with the U.S. mark & Capt. M. Lewis & Ltd. &c." Sergeant John Ordway gave the reason: "... branded several trees to prevent the Savages from disturbing hir." 8

THE ROCK TOWER MARKING

In June 15, immediately before reaching an island located 2 1/4 miles below present Highwood Creek, Captain Clark sighted on a rock tower as one of his survey points. This "tower" is located on the north bank of the Missouri immediately opposite the downriver point of the island. Somewhere on this rock tower, Captain Clark and Private Reuben Field left their names. Although Clark does not mention the engraving in his journal, he does mention the "rock in the form of a tour [tower]." Both on his field map and his redrawn map of the Missouri River from the Mandans to the Great Falls he indicates that the tower has been inscribed. He notes on the maps "WC" and "RF."

If we could be certain that on every occasion that
party, to find the Great Falls of the Missouri (which they had learned about from the Indians at Fort Mandan the previous winter). He had also hoped to be able to determine the best route for a portage around the falls by the time the others arrived.

THE GREAT FALLS MARKING

By June 17, Captain Clark and the main party had also reached the falls and Clark had taken charge of establishing the portage route. Here we begin to see the relationship of Clark's markings with the markings prescribed in Mackay's instructions to Evans. On that day, just below the first of the five falls, Clark "dined at a fine spring 200 yards below the pitch near which place 4 cotton willow trees grew—on one of them I marked my name the date and height of the falls."  

Clark's marking at the falls was on the southside of the river. On his sketch of the Great Falls, he does seem to indicate a spring at about this location, but fails to label it as such; nor does he make any indication on his maps that he has left his name at the falls.

An entire month passed before the explorers finally completed their portage and got underway again. They had to leave their second boat below the falls, portage their six dugouts around the falls and build two more dugouts above the falls to replace the boat.

THE CANOE CAMP MARKING

Not too distant from the camp where they built the two new dugouts, is another mysterious inscription. This one, also carved in sandstone and with large letters, like the inscription at Eagle Creek, reads: "M. Lewis 1805." (Mackay to Evans: "...take care to mark in large letters...") This carving is also in an ideal location to be associated with the

THE BEAVERHEAD ROCK MARKING

In August 10, 1805, Sacagawea recognized a land formation that closely resembled a swimming beaver. The predominant point of this formation was the beaver's head, and was so called by her people, the Shoshones.

This interesting and historically significant formation is today a National Historic Landmark. Again, there is no mention in the writings of the explorers that any of them left his name on this rock. Nevertheless, there is reason to believe that they did.

In the vertical file of the Montana Historical Society is a sworn statement by an August Mailey made in 1972. Mailey's father homesteaded only a half mile east of Beaverhead Rock in 1873, and August was born there in 1885. The statement in part reads: "My father was honest. He told me more than once, about why he had to blast off the rock where Lewis and Clark had left their names and the date there in 1805. They had painted it. What they used for paint no one
knows. The Indians were great for paint. The inscription was on what we called the little point and parallels the present road.”

August went on to explain that the reason his father had to blast the rock was for an irrigation ditch. He ends his statement by saying, “My father always felt bad about it. They did not pay so much attention to history then, but he always felt bad about it.”

THE LEMHI PASS MARKINGS

By the middle of August the explorers had reached the Continental Divide at present Lemhi Pass, and were among the Shoshone Indians trading for the horses they would need to cross the mountains. It would certainly seem that the Continental Divide would be a logical place for the Expedition to mark its trail. It would be in line with what Mackay would have suggested to the Expedition. Upon examining the written material of Lewis and Clark, we find an interesting bit of information on Clark’s map.

Lewis and the main party were delayed at “Camp Fortunate” on the east side of the Divide while Clark and a party of eleven men set out on a scouting expedition to see if it would be possible to build dugouts on the westside (Idaho side) of the Divide and descend the Salmon River to the Columbia River and on to the ocean.

On the map we find marked on each side of the Divide “W.C. Camp.” This may not seem too significant at first, since it’s obviously a designation of two of the campsites of Clark’s party on their way to check out Salmon River. However, it is interesting because it appears that the practice of Clark to write his initials on his map is to indicate that he has left a mark at that site. This also seems to be the case when he uses his initials with the word “camp.” Furthermore, it is interesting to find that none of his other campsites on the Salmon River journey are marked on his map. Why just these two, and why the “W.C.” if not to indicate markings?

THE INDIAN CREEK MARKING

Clark and his party followed down the Salmon to a point that made it obvious that the river was far too dangerous to attempt navigation. On August 24, they began their return up the Salmon to rejoin the main party. At the mouth of Berry Creek (present Indian Creek), a northern tributary of the Salmon, Clark carved his name in a tree. He wrote in his journal: “at the Mouth Marked my name on a pine Tree.” He also wrote “Pin marker” and his initials on his field map to indicate that he had left his mark at this place.

The Expedition continued northward, re-entered present Montana near what is today called Lost Trail Pass, and continued down present Bitterroot River until they came to Travelers’ Rest (present Lolo Creek). Here they turned west and crossed the Bitterroot Mountains for the third time near present Lolo Pass. They continued to follow the Nez Perce Trail to the Clearwater River where they built dugouts, navigated down to what is known today as the Snake River, and on to the Columbia which carried them down to the ocean.
At the mouth of present Indian Creek on Salmon River in Idaho, Capt. Clark marked his name on a pine tree ("pin marker W.C.").

THE HALEY'S BAY MARKINGS

It was the hope of the explorers that when they reached the ocean they would find white sailors there. On November 14, Captain Lewis and three men left their camp, which was located on the Washington state side of the Columbia, on the lee side of Point Ellice, and directly across the river from Astoria "to examine if any white men were below within our reach." They returned to camp three days later. Either Lewis wasn't keeping a journal at this time, or his journal has been lost. In any case, there does not seem to be an account of what all transpired on that journey. However, we do know from Captain Clark's journal that Lewis did leave his name on a tree during his excursion.14

The day after Lewis's return to camp (November 18) Captain Clark and 10 men set out on a trek to see the ocean and to explore the coast. On their walk, they came to a place in Haley's Bay near Cape Disappointment where the natives informed them that "Ships anchor, and from whence they receive their goods in return for their peltries and Elk skins &c. this appears to be a very good harbor for large Ships. here I [Clark] found Capt. Lewis name on a tree. I also engraved my name, & by land the day of the month and year, as also several of the men."15

THE FORT CANBY, WASHINGTON MARKING

The next day Clark and his party continued their walk around Cape Disappointment until they reached the end of the "high rocky hills." They then proceeded 4 miles further along the coast to present Fort Canby where Clark marked his name and the day of the month on a pine tree. At this point, on a sketch-map, Clark writes: "W. CLARK 19TH NOVR. 1805." From that point they turned back to camp where Lewis and the rest of the party awaited them.

Along the Washington/Oregon coast, the members of the Expedition left their names in several places. Four of those places are in the area represented on this map showing Cape Disappointment.
THE OLD CHINOOK VILLAGE MARKING

From November 16 to 25 the Lewis and Clark party was camped near an old Chinook Indian village on present Baker Bay at the mouth of the Columbia River, and also on the present Washington state side. Clark located this camp on his map at S. 41° W, seven miles from the tip of Point Adams. In his first journal entry for November 23, Clark wrote: "I marked my name the Day of the Month & year on a Beech tree & (By Land) Capt. Lewis Branded his and the men all marked their names on trees about the camp." His second draft for that same day reads: "CAPT. Lewis Branded a tree with his name Date &c. I marked my name the Day & year on a alder tree, the party all Cut the first letters of their names on different trees in the bottom."16

THE POINT WILLIAM MARKING

By November 27, the explorers had moved their camp to the present Oregon state side of the Columbia on the isthmus of a point the officers called Point William in honor of Captain Clark (present Tongue Point). The campsite is located a short distance northeast of present Astoria, Oregon. Although Clark's maps indicate that they were camped on the isthmus only until November 30, the journals indicate that they remained there until December 6, when high water forced them to move their camp to higher ground.

On December 3, however, Captain Clark wrote the following in his Journal: "I marked my name on a large pine tree immediately on the isthmus. William Clark December 3rd 1805. By Land from the U. States in 1804 & 1805."17

On December 7, they relocated their camp to near Netul River (present Lewis and Clark River), in the vicinity which Lewis had selected for their winter encampment, and here they constructed Fort Clatsop.

THE PAPER NOTICE MARKINGS

Related to the graffiti that Lewis and Clark left on trees and stones were copies of a notice they had prepared, distributed among the Indians and posted in the area of Fort Clatsop. This was done in March 1806 before setting out on their return journey to St. Louis. On these sheets of paper were listed all the names of the party, and on the reverse of some of them was "added a sketch of the connection of the upper branches of the Missouri with those of the Columbia, particularly of it's main S.E. branch, on which we also delineated the track we had come and that we meant to pursue on our return where the same happened to vary." On the front of the paper was written:

"The object of this list is, that through the medium of some civilized person who may see the same, it may be made known to the informed world, that the party consisting of the persons whose names are hereunto annexed, and who were sent out by the government of the U' States in May 1804, to explore the interior of the Continent of North America, did penetrate the same by way of the Missouri and Columbia Rivers, to the discharge of the latter into the Pacific Ocean, where they arrived on the 14th of November 1805, and from whence they departed the [23rd] day of March 1806 on their return to the United States by the same rout they had come out."18

Unknown to Lewis and Clark, the brig Lydia from Boston was in the Columbia estuary during the time Lewis and Clark were on the Coast. Under the command of a Captain Hill, the Lydia remained along the northwest coast until August and returned to Boston in May, 1807. Captain Hill obtained a copy of the Lewis and Clark document that had been posted about Fort Clatsop, and brought it back to the United States. In The Trail of Lewis and Clark by Olin Wheeler we read that Hill's copy of the Lewis and Clark notice reached Philadelphia.19

The Expedition's graffiti, like the Expedition itself, does not end at the ocean. There was now more land to be explored and marked.

When they reached Travelers' Rest again on their return journey, the Captains divided the Expedition into two parties. Captain Lewis led a party westward over unexplored land until he again reached the Great Falls of the Missouri. From there he divided his party and took three men to explore the far reaches of the Marias River. It would seem that on this journey Lewis would have left his name at Camp Disappointment since this was the northernmost point reached by the Expedition. But there has been nothing found on land or in any of Lewis's writings that would indicate that his party did so.

For Captain Clark's party it's a different story. On at least four different occasions Clark found a reason to mark his name along his eastbound trail. He led his detachment from Travelers' Rest to the Three Forks of the Missouri by retracing the Expedition's 1805 route up the Bitterroot Valley. Then, near pres-
ent Lost Trail Pass, they crossed the Continental Divide and entered into the upper limits of the present Big Hole Basin in southwestern Montana which they crossed under the guidance of Sacagawea and eventually reached the Three Forks of the Missouri.

At the Three Forks Clark divided his party as Lewis had done at the Great Falls. One detachment continued on down the Missouri to meet the party Lewis had left at the Great Falls. Clark with the other detachment set off across land toward the Yellowstone River in order to explore that great tributary of the Missouri.

From the Three Forks he set out in the direction of present Bozeman Pass, again under the guidance of Sacagawea. Once more we find that Clark does as Mackay had instructed Evans to do, i.e., mark the portage from one river to another. Clark marked his name on both sides of present Bozeman Pass which is situated between the Missouri and Yellowstone Rivers.

**THE BOZEMAN, MONTANA MARKING**

In July 14 Clark noted in his "Course and Distance" record: "Marked my [name] W.C July 14th 1806, with powder on a cotton tree at the river [present East Gallatin]." The initials also appear on Clark's field map. The exact location of this marking has not been determined for sure, but a tentative study places it somewhere near the East Gallatin River a mile or so north of the Bozeman, Montana, Fair Grounds.

**THE LIVINGSTON, MONTANA MARKING**

The next day Clark's party crossed over the pass and descended the east slope of the mountains to the Yellowstone River. On this day Clark wrote: "2 Miles [north] on a direct course from the gap of the mountain to a few cotton trees under the bank and on the West or Larboard Side of the river & on a Small Chanel. I marked my name with red paint and the day of the month & year [July 15, 1806] also the distance & course of the portage on one of the Cotton trees."

On his map, Clark wrote: "W.C. on a tree July 15, 1806." This marking is not far east of present Livingston, Montana.

**THE POMPEYS PILLAR MARKING**

At 4 p.m. on July 25, Clark and his party arrived at "a remarkable rock," which he called Pompy's Tower in honor of Sacagawea's year-and-a-half-old son whom Clark affectionately called Pompy. Today the rock is called Pompeys Pillar from an error to that effect made by the editor of the original (1814) narrative of the Expedition.

About this rock, which is so well known today by Lewis and Clark enthusiasts, Clark wrote: "The natives have ingraved on the face of this rock the figures of animals &c. near which I marked my name and the day of the month & year." However, Clark does not

Continued on page 22
The pathos of the ending of the relationship between Dr. Benjamin Rush and Thomas Paine, two great patriots and one-time friends, was impressed upon me recently while vacationing in Old Deerfield, Massachusetts. I was browsing in the Silver Shop along the shelves of beautiful antiques—as Rush and Paine had browsed in the bookshops of Philadelphia—when a particular silver bowl attracted my attention. Close inspection revealed the inscription engraved on it: "To my esteemed Friend Dr. Rush, from Thomas Paine. 1775" This bowl with its inscription disputes Hawke's statement that "The two (Rush and Paine) never became more than acquaintances..."
Thomas Paine, an Englishman dissatisfied with his homeland, and untutored and unhampered with formal education but unsatiated in self-learning, burst upon the scene of the impending American Revolution with an incandescence of expression with his mother tongue that seldom flowed from the pens of his most learned countrymen or fraternal rebels he found in the colonies. Rush's interest in politics did not conform to established religious concepts, flowing from the pens of his most learned countrymen or fraternal rebels he found in the colonies. Forsaking his apprenticeship as a corset maker, and leaving behind him two unsatisfactory marriages, Paine departed England to come to Philadelphia in 1774 in the hope of improving his personal fortunes. He taught himself well enough that he could "give it a try" at teaching in a school for young ladies. His continued yearning for knowledge, and the desire to sort out and formulate his ideas, led him to browse relentlessly in the bookshops of Philadelphia. Thus it was inevitable that in time Paine would meet with another avid book browser, the eminent Dr. Benjamin Rush. They met in one of the city's prominent bookshops, that of Robert Aitken. This was the beginning of a relationship that grew into mutual high regard and warm friendship during the flowering of the Revolution, only to crumble later into expressed vitriolic disrespect on the part of Rush toward Paine.

Perhaps this unfortunate result was fore-ordained by the temperaments and divergent beliefs of the two men; their association was held together only by and during their mutual fervor for American independence. Paine was a thorough revolutionary in all regards, seeing in the establishment only impediments to freedom. Paine's objective was not just freedom for the colonies, but freedom for man everywhere—he was a world revolutionary. Freedom to him was expressed in a lack of decorum in civil association that ultimately was not acceptable to either loyalists or rebels.

In contrast to Paine's meager formal education, Rush was extremely well educated for his time: a graduate of Princeton, then a graduate in medicine from the University of Edinburgh at a time when only ten percent of "doctors" possessed medical degrees, followed by a stimulating journeying on the continent. He was well-mannered, almost courtly compared to the uncouth Paine. He wrote well and extensively, and rarely missed an opportunity to publish contrary and caustic opinions.

**Common Sense** broke over the fermenting colonies like a scintillating comet. It has been estimated that some 500,000 copies were printed, and these passed around for a much wider reading. It was given high praises by all of the Revolutionary leaders. George Washington wrote that "...the sound doctrines and unanswerable reasoning contained in the pamphlet 'Common Sense' will not leave numbers at a loss to decide upon the propriety of a separation." 3 Howard Fast, a biographer and

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unsigned admirer of Thomas Paine, wrote of him: "... a man whose writing shook the world... one of the most learned and erudite figures in a time that sparkled with him of learning, erudition and wisdom." 4

Rush certainly perceived these qualities and abilities in Paine when he chose him to compose Common Sense. Their intimate association in the production of the pamphlet turned out to be the high point of a close but fragile friendship.

Why was the bond broken between these two men? Why did Rush forget—ever turn against—the man he chose to express his revolutionary ideas when he himself was reluctant to stand forth and accept probable ridicule from fellow citizens who were not of a mind to dissolve the tie to the mother country?

Rush recorded the answer in written words in later years, when the revolutionary fervor that held Paine and him together had passed. In his Autobiography, under the date of June 8, 1809, he wrote: "Died at New York Thomas Paine, author of 'Common Sense,' 'Rights of Man' and 'Age of Reason,' and many other political and deistical publications. I knew him well soon after his arrival in America... He wrote his 'Common Sense' at my request. I gave it its name. He possessed a wonderful talent of writing to the tempers and feeling of the public. His compositions, though full of splendid and original imagery, were always adapted to the common capacities. He was temperate and otherwise debauched in everything he did or said. He once said he was at a loss to know whether he was made for the times or the times made for him. His 'Age of Reason' probably perverted more persons from the Christian faith than any other book that ever was written for the same purpose. Its extensive mischief was owing to the popular, perspicacious, and witty style in which it was written, and to its constant appeals to the feeling and tempers of his readers." 5

It was Benjamin Rush who brought Thomas Jefferson and John Adams together again in a beautiful exchange of letters, although not in person, a few years after his feeling following their comradeys days of the Revolution. It is a contrasting, sorry note in the relationship of Paine and himself that Rush did not act as magnanimously and graciously toward Paine, especially when the latter had responded so willingly to Rush's request to write Common Sense so that Rush could evade possible public obloquy. To the contrary, Rush wrote in a letter to James Cheetham on July 17, 1809: "I did not see Mr. Paine when he passed through Philadelphia a few years ago. His principles avowed in his Age of Reason were so offensive to me that I did not wish to renew my intercourse with him." 6

The silver bowl that had been given to Rush by Paine was made by Joseph Richardson. One would have expected, hopefully, that it might have been made by another colonial silversmith whose name was prominent in the American Revolution: Paul Revere.

Common Sense was published in January 1776, the year following the date on the silver bowl. Thus it was during the time of warm congenial association while collaborating on the production of this historical masterpiece that Paine was moved to express his regard for Rush in words as imperishable as others immortalized by his pen. Perhaps this gift, not an inexpensive one for a man of little wealth, indicates the American patriot for whom Paine had the highest regard during his glory days in the cause of American freedom. And this silver bowl from Paine constitutes one of the greatest tributes Rush ever received.

Regrettably, the two volumes of the Letters of Benjamin Rush do not contain a note of acknowledgement of receiving the bowl. Rush surely must have verbally expressed appreciation. Or might it be that the friendship of these two men cooled so rapidly that Paine never presented the bowl to Rush?

Whatever may be the answer, the bowl and the inscription on it speaks for a moment in American history when the minds and words of two great patriots coalesced to produce one of the great documents in man's struggle for liberty.

7. The bowl was purchased as a part of the Watson-Creighton Collection of American Silver, in London, in 1954, by Mr. and Mrs. Henry N. Flynt, who then gave the collection to Historic Deerfield, Inc. The Flynts were the benefactors/restorers of Historic Deerfield. The author of this article wishes to express appreciation to Pamela Tozzi Hodgens, registrar of Historic Deerfield, Inc., for providing photographs and information about the bowl.

About the Author

Eldon G. "Frenchy" Chuinard, M.D., perhaps best known among Lewis and Clark enthusiasts for his book Only One Man Died: The Medical Aspects of the Lewis and Clark Expedition, is a long-time scholar of the Expedition. Frenchy and his wife, Fritz! have recently moved from Tigard, Ore., to reside in Lacey, Wash. He was the Foundation's second president, and founder of WPO. He is chairman of the Oregon Lewis and Clark Trail Committee. Frenchy is a frequent contributor to WPO as well as to other historical magazines and historical society quarterlies.

Markings

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indicate on his map that he "in­graved" his name on Pompy's Tower.

The story of this National Historic Landmark, 28 miles east of Billings, Montana, has been told in many publications over the years. It need not be retold here. 22
a cotton tree near my camp, and Set out at an early hour..." 23 On his field map, however, he clearly writes that he marked his name on "3 trees with paint."

Although the possibility remains that somewhere out there along the trail there are several Lewis and Clark markings yet to be found, at least for the present, we must concur that the inscription of Captain William Clark upon Pompeys Pillar is the only known physical evidence of the Lewis and Clark Expedition along the trail. 24

NOTES

2. This mythical tribe was believed to have descended from the 12th century Prince Madoc of Wales who claimed to have discovered a new land. He never returned from his second voyage to this mysterious place. Well into the 19th century Welshmen searched the North American continent in the hope of finding the Madocian Indians. Many intriguing claims of success were reported but no substantial evidence of any such Indian was ever presented.


5. The author was briefly in this area in 1982 in search of the carving, but to no avail.

6. This information is from a telephone conversation between the author and Harold Linde in Montana in January 1987. According to Harold G. Stearns of Helena, Mont., a photograph of this Eagle Creek inscription was taken by Emil DonTigny of Havre, Mont., in the 1930s. A collection of DonTigny’s photos, maps and papers relating to the White Cliffs area of the Missouri were given to the Montana Historical Society in 1970 by Mrs. DonTigny after the death of Emil. The author has looked over the 195 slides of the White Cliffs area in the DonTigny Collection at MHS, but found none of the donated photos to show any Lewis and Clark inscriptions.

7. Clark’s field map and “connected map” do not indicate this campsite and carving. However, the copy of one of Clark’s maps used by the Maximilian Expedition in 1833 does identify this campsite with “W.C. camp 5th June.” See: Moulton, Gary E., ed. Atlas of the Lewis and Clark Expedition. Lincoln: University of Nebraska Press, 1983. map 51. All the maps referred to in the present article are found in Moulton’s atlas.

8. Capt. Clark’s journal indicates that he marked his name with red paint “on a tree,” but here we see that he had actually marked his name on “3 trees” at the mouth of the Big Horn River.


12. The author went to the marking near “canoe camp” in 1981 and again in 1984. The inscription is dim. It appears that the “wis” in Lewis may have been redone some years after the original engraving, and without too much care.

13. Found in the vertical file of the Montana Historical Society under “Beaverhead Rock.” The signature on the 1972 statement by August Mailey (then 87 years old) has been notarized on an attached sheet.

14. Among the items Lewis purchased for the expedition were several pounds of vermilion. This was primarily to be used as Indian presents, but may well have been the medium used in the several places that the Expedition left its mark in red paint. Also, on July 28, near present Townsend, Montana, the explorers had passed a remarkable crimson bluff where, Sacagawea informed them, the Shoshones came to get red paint. Red markings by the early Indians are not uncommon upon rocks in the general area of Beaverhead Rock.

15. "W.C." is found on a map of the Pacific coast near the mouth of Chinooken River. It reads: "W.C. Camped 19th Nov." Earlier this day and also on the previous day Clark records the markings of his name both in his journal and with “W.C.” on his map. So, it’s possible that the “W.C.” at the mouth of Chinooken River is also meant to indicate a marking.


24. It may well be argued that the rocks gathered by the men of the Lewis and Clark Expedition near present Seaside, Oregon, for the purpose of making a stove to render salt from ocean water is also remaining physical evidence of the Expedition.
Bismarck trio to follow L&C by seaplane

By Virgil C. Luyben

The sandbar-laced Missouri River near Washburn, North Dakota, was the scene of a history-making departure on Monday, July 13, when three Bismarck hunting companions took off in a DeHavilland Beaver seaplane to retrace the route of the famed Lewis and Clark Expedition of 1803-06. Leading the modern-day expedition is veteran flier Dr. Norbert "Norb" O'Keefe, radiologist at St. Alexius Medical Center. Accompanying him as co-adventurers are Charles "Chuck" Eastgate, local funeral director, and Christ Welle of Bull Shoals, Arkansas, formerly Bismarck manager for Fargo Paper Company.

A boyhood engrossed in model airplanes piqued Norb's zest for flying, but he had to wait impatiently until his 16th birthday to pick up the pilot's license he earned while attending high school in Williston. Too young to fly in World War II, he avidly followed events of the air war, with particular admiration for the Mosquito bomber, built by the Toronto-based DeHavilland company. When the war was over DeHavilland converted its production facilities to the manufacture of a plane for bush pilots, with a choice of wheels, skis or floats. The plane was acclaimed as one of the top ten engineering achievements in the world.

Norb knew he could not rest easily until he was able to fly one. Being a practical man, however, he felt that he should have a justifiable reason to sport such an expensive hobby.

The reason was not long aborning when he noted the heightened interest in the Lewis and Clark Expedition. When told that the Lewis and Clark Trail was quickly snapped up, but Norb had his oar in the swiftly moving waters, and when his chance came, he was ready. He quickly contacted his buddies and they formed a corporation called Eager Beavers, Inc., and bought the plane. They named their newly adopted baby "Spirit of Lewis and Clark" and began preparations for an exciting journey.

After the takeoff from near the reconstructed Fort Mandan (1805 wintering site of the Lewis and Clark Expedition near the present city of Washburn), they stopped for fuel at LaCrosse, Wisconsin, and headed for Monticello, Indiana, noted for its architecturally impressive bank building modeled after the Virginia home of Thomas Jefferson. At first denied landing rights in Monticello because of regulations, the plane's way was cleared after intercession by the Seaplane Pilots' Association and the chamber of commerce.

Their next stop, and farthest east, was on the Monongahela River near Pittsburgh, as near as possible to Colonel Baird's shipyard, where the Expedition's 55-foot keelboat was built, with irksome delays said to be due to the Colonel's fondness for Demon Rum. Other industrial development elbowed out the old shipyard in later years. With a good deal of difficulty, this boat was sailed and pulled down the Ohio River to St. Louis.

THEY'LL "HANG LOOSE" AND DO THEIR OWN THING

A precise itinerary of all their stops is not possible at the time of this writing because they plan to "hang loose" and let the sights and sounds they encounter be the guide to the frequency and length of their stops. St. Louis, St. Charles and Wood River Camp will be important stops because that was where the captains and their men wintered before setting out. Their preliminary plan showed 22 stops. At many other places where they would like to stop, they will have to be satisfied with flybys and video shots from the air. This is necessitated mostly by time considerations and stream changes caused by river development. They do plan a stop at Sioux City, Iowa, to see the burial place and monument for Sergeant Floyd, the only explorer to die on the trip. At each stop they will leave a packet containing letters from North Dakota Governor George Sinner, Mayor Marlan Haakenson, and Allen Fisk, president of Sakakawea...
Chapter, as well as maps, buttons and a news release.

Westward from Bismarck, after returning from the East, stops are planned at Williston, Fort Benton, Cut Bank and Clark Canyon Reservoir near Lemhi Pass in Montana, where the Expedition buried their canoes and obtained horses from the Shoshones to cross the mountains. Because of expected difficulty in quickly spotting good water landings in the mountains, O'Keefe will have an experienced flyer from Dillon, Montana, lead him across. After landing at the seaplane base on Seeley Lake, they will fly over Lolo Pass to Orofino or Lewiston, Idaho, for fuel and an overnight stop, and then non-stop to Portland, Oregon.

FORT CLATSOP, SALT CAMP AND WHALE BLUBBER

Northwest of Portland they will view the reconstructed Fort Clatsop, originally built by Lewis and Clark in the fall/winter of 1805 as a wintering place on Netul (present Lewis and Clark) River. From this headquarters, the explorers walked to the salt-making camp near the present site of Seaside, Oregon, and, eight miles further south, the beached whale from which the Indians sold them a supply of blubber.

On the trip West the fliers will have followed the Expedition's outward trip, but in coming back they will take the route traveled by Captain Clark after he and Lewis split up at a place they called "Travellers Rest" near the mouth of present Lolo Creek, 11 miles south of Missoula, Montana. Lewis returned along the Missouri so that he could accomplish Jefferson's desire that the northern tributaries of the Missouri be explored, which he did by following the Marias River nearly to its source in order to back up territorial claims. Clark took a southerly route, following the Yellowstone River to its mouth near Williston, North Dakota, where Captain Lewis rejoined him.

"BILLINGS, HERE WE COME! YOUR PROGRAM LOOKS EXCITING!"

It is while retracing this Yellowstone leg of the return trip that the fliers will attend the 19th annual meeting of the Lewis and Clark Trail Heritage Foundation August 2-5 in Billings. There will be side trips to the Custer Battlefield, Pompeys Pillar and Canoe Camp near Park City, where the Expedition found trees large enough to make the dugout canoes they needed. At Pompeys Pillar National Landmark appears Captain Clark's inscription of July 25, 1806, the only remaining physical evidence of the entire Lewis and Clark Expedition.

The return trip from Billings will include stops at Williston and Bismarck before a final return trip to St. Louis, the physical starting point of the Expedition. Perhaps the latter day explorers want to try to relive the feelings experienced by their original prototypes when, on September 23, 1806, they paddled their canoes up to Wood River Camp after 28 months on a grueling yet exhilarating experience, awaiting the acclamations building up for them at the teeming port of St. Louis.

A fitting finale for the record-breaking trip being completed by Bismarck's flying trio will be the spectacular Gateway Arch, designed by famed architect Eero Saarinen and completed in 1965 by the Jefferson National Expansion Memorial Association and the National Park Service as one of the architectural and engineering marvels of the century. Seventy-five feet higher than the Washington Monument, with elevators to an observatory at the top of the 630-foot structure, and straddling a dazzling underground Museum of Westward Expansion, it is said to be an awe-inspiring spectacle.

REAL MEANING OF THE WEST: ESCAPE — DISCOVERY — FREEDOM!

Its real meaning to Americans, says Dr. O'Keefe, can be expressed no more eloquently than in these memorable words of Dayton Duncan from his absorbing new book on the Lewis and Clark Expedition entitled "Out West—An American Journey":

"Out West" is where we went as a nation to escape whatever it was we wanted to leave behind us, to discover something new, to strike it rich, to grab and settle our own plot of land—to be free. We have been a people on the move, and from the time the first colonists set foot on the rocks of the Atlantic coast our movement has been in one direction: west. Thomas Jefferson, our greatest westward dreamer, expanded the dream with the Louisiana Purchase. Out West is where he sent Lewis and Clark, and out West is where many would follow them, pursuing the American Dream as Americans settling their own land rather than as Europeans settling colonies. This is where we would chase the sunset and the rainbow's end, creating our own myths and our own national identity—"out West," not 'back East.'

ABOUT THE AUTHOR:
Virgil C. Luyben is a certified public accountant and tax accountant in Bismarck, North Dakota. He is a long-time member of the Foundation and is currently serving as Special Projects Chairman for the Sakakawea Chapter. The present article was prepared by Virgil as a handout for the Chapter's July 11 meeting. At that time the seaplane was to have departed on its history-making adventure. However, inclement weather prevented the plane from getting underway until July 13.
The state of Washington has planned a 490-mile Lewis and Clark Trail Run for April 2-9, 1989, as one of the most energetic events to celebrate the state's centennial. In cooperating with the Washington State Centennial Commission, the State Lewis and Clark Trail Committee, the Olympia Rain Runners and the Washington State Parks and Recreation Commission have joined their energies and visions in planning the 8-day event. The Lewis and Clark Trail Committee will convey the historic message of the Expedition, the Rain Runners will direct the run, and the State Parks and Recreation Commission will give logistic support. Communities along the route and many other organizations will add their local, personal touch to this centennial tribute.

The relay run, which has already drawn the attention of runners from all over North America, will cross the state, moving west from Clarkston to Cape Disappointment on the Washington coast. Specially designated runners will travel the Trail, pausing in each community along the way for festivities filled with local flavor and history. Evenings will be spent in or near Washington State Parks along the route.

"All who take part in this once-in-a-lifetime experience will be captivated by the story of Lewis and Clark for eight exhilarating days," according to a State Parks and Recreation Commission brochure. "The route the runners will follow is stunning, and the communities along the way have expressed interest in participating with ceremonies and support."

The 490-mile course is divided into eight daily treks of 50-70 miles each. It passes through 12 counties and 49 communities. Up to 19,000 runners will be able to participate in the following ways:

1. "Racing" relay teams, of up to 10 runners, will compete for awards over the entire distance, during the eight days.
2. "Fun run" relay teams will cover one trek simply to participate in this centennial celebration event.
3. A specially clad, ceremonial team of invited dignitaries and representatives from communities and cooperating organizations will pass a baton over the entire route, pausing to help communities celebrate local centennial themes.

All competitive relay teams will receive awards and special commemorative gifts. Fun Run and ceremonial team members will receive commemorative gifts.

Communities from start to finish will host the run with appropriate Centennial celebrations, allowing additional thousands of Washington residents to join in the celebration.

At the end of each running day, the host community will accommodate the runners and conduct finish line and evening festivities.

The daily Lewis and Clark themes are:
- Lewis and Clark—Following a Vision (4/1/89)
- Cultures Joining Hands (4/2/89)
- Sacagawea—History and Myth (4/3/89)
- In Concert with a New Country (4/4/89)
- Columbia River—Past and Present (4/5/89)
- Scenic Observations (4/6/89)
- Trail West Rendezvous (4/7/89)
- Images in Wood (4/8/89)
- A Pacific Celebration (4/9/89)

On April 4 of this year the run route was dedicated and tested by specially formed running teams composed of both Olympia Rain Runners and local community runners. Each of eight teams tested one trek of the course. "Public support of the runners was exceptional," said Dick Clifton, of the Washington State Parks and Recreation Commission. Forty-nine communities and 12 counties were presented with special, limited edition silk screen prints of the logo, and were asked to display them in public places.

The following day, April 5, representatives from each team assembled in Ilwaco with members of the Governor's Lewis and Clark Trail Committee and reviewed the course and the results of the dedication and test run. Both were declared a "marvelous success."

Persons interested in more information about the Lewis and Clark Trail Run may write: Washington State Parks and Recreation Commission; Operations Division; 7150 Cleanwater Lane, KY-11; Olympia, WA 98504-5711.
L&C IN RECENT PERIODICALS


This special edition of Hoofprints, published to honor the 19th Annual Meeting of the Lewis and Clark Trail Heritage Foundation, Inc., carries six articles on the Expedition, a map of the Expedition's Yellowstone River campsites, six reproductions of J.K. Ralston art depicting Expedition events, and nine photographs of scenes along the Yellowstone River.

"With William Clark on the Rochejohne—Nineteen Days Along Elk River" by Hoofprints editor John Willard, who has been well acquainted with that area for many years, accurately describes the scenes and events of Captain Clark's exploration of the Yellowstone River valley. Furthermore, the author/editor illustrates his article with five, large photographs of the area.

The second article, "Clark to the Crows—A Speech Never Delivered," describes the speech Clark had prepared for the Crow Indians if they should be met—they never were.

A third article, "Yellowstone's William Clark—Soldier, Explorer, Governor and Chief of Indian Affairs," presents a brief biography of William Clark.

The Map of Clark's campsites, prepared by John A. Popovich of Billings, is followed by "Clark's Campsites"—photographs of three campsites with a brief article about the mouth of Big Horn River, and Private John Colter's later trek in that area.

The next article, "Firearms of the Lewis and Clark Expedition," was written by William Clark Adreon, great grandson of William Clark. The editor describes Mr. Adreon's article as "a well-researched and definitive piece."

And still another brief article, "Clark Name Remains on State Landmarks," tells of the preservation of Clark's, as well as other names left by the explorers on geographical features in Montana.

Single copies of the Spring-Summer 1987 issue of Hoofprints are available at $5 each. For those outside of the Billings area interested in becoming corresponding members of the Yellowstone Corral of Westerners, a $7.50 annual dues fee will also include the special Lewis and Clark issue. Send requests to: Editor, Hoofprints, Box 355, Billings, MT 59103.

KATY Trail funds appropriated

The 200-mile-long abandoned KATY Railroad Line, which follows the Lewis and Clark Trail in Missouri, may have come another step closer to becoming a reality as a hiking-cycling trail. At least the Missouri legislature has appropriated about $228,000 for the purpose of policing and maintaining the 60-mile pilot section of the trail, according to a front-page story in the June 14 edition of the St. Louis Post-Dispatch. However, "the bill containing the trail money indicates that the appropriation would be void if the federal law under which the trail would be developed should be ruled unconstitutional."

A suit pending in the courts, brought about by a group of property owners along the rail line, challenges the state's authority to acquire the land and develop the trail. The opponents of the trail maintain that the land along an abandoned rail line becomes the property of the adjacent landowners.

The debate over the appropriations for the KATY Trail, and the state attorney general's budget, was compromised behind closed doors on the afternoon of June 14, the day before the legislature planned to adjourn.

A note from Foundation director Winifred George, in early July, states: "GOOD NEWS! We have our L&C Trail! The governor will act on the transfer as quickly as possible. I hear by the grapevine that letters are out to the farmers advising that the Missouri Department of Natural Resources is taking over, and the transfer will probably be in the middle of August. This is not confirmed yet, but pretty sure. We are elated, but not stopping here. We need increased appropriations for the development, etc., of the rest of the trail, which will surely come after this pilot section proves successful, as they have everywhere else."
‘Travellers Rest’ organized

Good news from Missoula, Montana! The “Travellers Rest” chapter of the Lewis and Clark Trail Heritage Foundation held its first meeting on May 8, 1987. Ten Foundation members were present to elect officers and discuss future events. In addition, Foundation President John Foot, along with Executive Secretary Bob Saindon and his wife, Pat, were present to answer questions and discuss the national Foundation.


In 1976, John was scheduled to give the awards banquet address for the Foundation’s eighth annual meeting in Great Falls, Mont.; however, due to illness he was unable to attend. His paper, “The Summer of Decision: Lewis and

Allen featured speaker at Humanities Day

Foundation member John Logan Allen, historical geographer at the University of Connecticut, was the featured speaker at “Humanities Day, April 25, 1987,” held at Wausau Insurance Company’s Westwood Conference Center, Wausau, Wis. Allen’s afternoon address was “The Trans-Mississippi West: Great American Desert or Garden of the World.”

John is best known among Lewis

Meriwether Lewis Run ‘Outstanding’

A Meriwether Lewis Run, sponsored by the Portage Route Chapter of the Lewis and Clark Trail Heritage Foundation, was a successful effort to bring to the people of Montana a deeper awareness of the rich Lewis and Clark heritage in the Great Falls area. A total of 200 runners participated in the two July 4 races. A 15-stars and stripes flag flew over the start/finish line.

The start and finish was set in the recently developed West Bank Park near the spot where Lewis was chased by a grizzly bear into the Missouri River on June 14, 1805. The route of the 3.5-mile run followed the Missouri, crossing the river twice and returning to the place of origin. The route of the one-mile run made a loop in the park.

The Meriwether Lewis Run was the start of the celebration of the Montana Centennial, which will be held in 1989. Each year, a run at this place will be dedicated to a member of the Expedition or a special happening in the Great Falls area. This year’s run was dedicated to Meriwether Lewis and his exploration of the Great Falls area on June 14, 1805.

Local track star Derek Stordahl won the 3.5-mile event in 19 minutes and 25 seconds. Jacque Stinglley, outstanding distance runner in Montana, won the women’s division in 21 minutes and 58 seconds.

Race director Ella Mae Howard indicated the response to this first-time event was outstanding. It was anticipated that perhaps a hundred runners might participate. Each runner received a T-shirt designed by local Chapter member Ken Sievert.

Assisting Howard in this project were Jeff Mahon, Ben Rangel, Phil Scrivener and Dick Martin. Many other Chapter members also volunteered their services on race day. Local runner Jim Johnson fired off his black powder musket to start the run. “Meriwether Lewis’ (portrayed by Dick Martin) gave out the awards following the run.

Submit by Bill Reich
President
Committee hears Salt Works Trail proposal

At the June 13 meeting of the Oregon Lewis and Clark Committee, Jean Halleux reported on her subcommittee's progress in developing a trail from Fort Clatsop to the Salt Works and on to the Whale Site. This is the route taken by Captain Clark and a small party on January 6, 1806, from Fort Clatsop to the place where the men were rendering salt from the ocean water and then on over Tillamook Head to the place where a large whale had beached. Jean presented information and a map proposal for the trail.

Dr. E.G. Chuinard, chairman of the Oregon Committee, reported that about 40 percent of the $50,000 needed for a Clark-York-Indian monument at the University of Portland, on Waud Bluff, has been raised.

The committee reviewed a list of Lewis and Clark sites in Oregon that have been marked or that are still to be marked. Most of the sites on the list for proposed signing have been approved by the National Park Service, Omaha Office. Dr. Chuinard displayed a sample 20x24-inch sign board to be used at the less important sites which have less visitor exposure.

The committee also reviewed the long list of its main accomplishments over the years as well as projects currently underway and recommended.

Sign commemorates grizzly bear encounter

Great Falls Council Woman Shirley Kuntz and Jeff Mahon of the Portage Route Chapter unveil a new Lewis and Clark sign at West Bank Park in Great Falls during July 4, 1987, ceremonies.

A sign commemorating the event of Captain Meriwether Lewis being chased into the Missouri River by a grizzly bear has been erected on the very site where the incident took place June 14, 1805.

The Portage Route Chapter of the Foundation was in charge of the signing project and the dedication ceremony which took place July 4, at the West Bank Park along the Missouri River in Great Falls, Montana.

Master of ceremonies for the morning program was Jeff Mahon, who introduced Dick Martin, a Great Falls attorney decked out in an authentic, leather outfit. Martin has played the role of Captain Lewis for many local events in the past three years. He spoke briefly about his fascination with the Lewis and Clark saga. In addition to Martin's pertinent remarks, Bob Saindon of Helena, Mont., executive secretary of the Foundation and editor of We Proceeded On, took the Fourth of July holiday opportunity to be present and to say a few words about the patriotism of the members of the Expedition as shown by their struggle to find a northwest passage that would provide their country with access to the west coast. He mentioned that the endurance of the strenuous 18-mile portage and the courageous encounters with grizzly bears, as experienced on the present site, were demonstrations of the patriotism of these noble Americans.

Shirley Kuntz, member of the Great Falls City Council, was also on hand for the sign dedication. She talked about the recent development of West Bank Park—a beautiful lawn-covered area that stretches out along the west bank of the Missouri, not too far above Black Eagle Falls. The park gives visitors an opportunity to picnic, view boaters and relax in an area that is part of our nation's fascinating Lewis and Clark heritage—and now marked so that all visitors will better understand the historical significance of the site.
Two Chapters unite for special field trips

On the weekend of June 13-14 the Headwaters and Portage Route Chapters of the Foundation united for two "great" days of field trips to remote Lewis and Clark sites of special significance. Thirty history buffs from nine cities and three states joined together on the first day for visits to Camp Disappointment, a monument that honors Captain Meriwether Lewis built by the Great Northern Railroad, and the Two Medicine Fight Site. The second day several more joined the group to visit various points on the Expedition's portage route around the falls of the Missouri as well as the upper and lower portage campsites. And then on the weekend of June 27-28, members of the two chapters joined again for a float trip through the scenic White Cliffs area of the Missouri—the section so picturesquely described by Captain Lewis in May, 1805.

On the first day, the group met at 9:30 a.m. at the home of Wilbur and Marty Werner in Cut Bank, Montana. The Werners were to be the guides for the day's outing. From there the caravan of ten four-wheel drive vehicles proceeded to Camp Disappointment. Here, on the upper Marias River drainage, Captain Meriwether Lewis and his small detachment of three men established the northernmost campsite of the entire Lewis and Clark Expedition.

"It was a moment of awe," explained Don Nell of the Headwaters Chapter, "when we reflected on the agony and disappointment Meriwether Lewis must have felt when he found that the waters of the Marias River did not reach 50° North, thus extending the northern border of the U.S. across the Louisiana Territory at the same latitude established by the 1783 Treaty of Paris for the U.S. territory east of the Mississippi River. And we sensed the frustration that he must have had waiting three days for the sky to clear so that he might make his meridian reading to determine exactly what latitude they had finally reached."

From Camp Disappointment, the Werners led the group to the monument erected many years ago by the Great Northern Railroad along U.S. Highway 2 to identify the farthest point west of Captain Lewis' journey up the Marias River.

"We almost flipped when we saw the monument surrounded by colorful pinto and paint Indian ponies," said Nell. Could these possibly be descended from the horses Lewis and his men had left behind 181 years earlier?"

With the Werners continuing to lead the group around fences and ditches, over hills and through creeks, they finally arrived at a high hill overlooking the Two Medicine Fight Site. Here again, the show was almost stolen by another herd of Indian ponies.

As Nell described the scene: "What an exciting experience, not a fence or building in site, in the distance Alkali Lake, to the west foothills and 125 miles of the Continental Divide and Glacier Park and circling below curious and colorful Indian ponies. This is truly an area that must look the same as it did 181 years ago. It is Blackfeet Indian country!"

Portage creek on the bottom flowing into the Missouri River across from Sulphur Springs.
These modern-day explorers found the three cottonwood trees described in Lewis’s journal at the site where Lewis and his three men camped July 26, 1806, with a band of Blackfeet Indians. The following morning the Indians arose early and attempted to steal guns and horses from Lewis’s party. Unfortunately, a fight ensued and two Indians were killed. Lewis and his men beat a hasty retreat back to the Missouri and reunited with the men who were coming down the river in boats.

Today the trees at Two Medicine Fight site are fenced off and the site has been signed, thanks to the work of the Nuooska** District Boy Scouts and Wilbur Werner. In 1981, two of the three trees were set on fire and badly damaged. Don Nell reports that “One tree is still growing, one destroyed and the other, although badly burned, has one small green limb surviving.”

The day was a great success, according to Nell. “As a bonus the wind was blowing, and so Lewis’s ‘musquetoes uncommonly large and weather troublesome’ were no trouble for us.”

The following day, the same group, joined by others from Great Falls, were escorted by Bob Bivens, Ella May Howard and George Eusterman of the Great Falls chapter to the various overviews of the Expedition’s 18-mile portage route around the falls of the Missouri. They visited the White Bear Islands area where the Expedition had its upper portage camp; Willow Run, a place used to camp and rest during the portaging; and the site on Portage (Belt) Creek where the Expedition’s six dugouts were drawn out of the water and where the portage commenced.

Through the courtesy of Rose Forder and the Forder Land and Cattle Co., the group was able to drive down to the lower portage campsite. At the mouth of Portage Creek they could look across the Missouri and see “sulphur springs” flowing into the river. It was from these springs that Lewis got the water that seemed to be of help to Sacagawea during her near fatal illness.

Again, Don Nell describes the scene: “By looking across to the sulphur springs and surrounds you could not help but get an eerie feeling that things have not changed much since the time of the Expedition. And you feel weary just imagining the almost impossible task of struggling up Portage Creek with six dugouts and tons of cargo.”

On the weekend of June 27-28, members of the two chapters joined again, this time to float the White Cliffs area of the Missouri with Bob Singer of Fort Benton.

**This Boy Scout District comprises 5 counties and the Blackfeet word for 3 is nuooska.

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**CORRECTION**

Seaman, NOT Scannon!

In the last issue of WPO, the editor did not catch an error on page 30 which identified Lewis’s dog as “Scannon.” For many years the name of the dog was thought to have been Scannon because of the poor penmanship and spelling of the explorers. In 1985, Dr. Donald Jackson uncovered convincing evidence that demonstrates that the dog’s name was in fact Seaman (see WPO Vol. 11, No. 3).

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**Foundation Gift Memberships**

If you have someone on your gift list who is interested in American history and the contribution of the Lewis and Clark Expedition to our nation’s westward expansion, a membership in the Foundation, which includes the quarterly issues of We Proceeded On, would be an appreciated gift.

The Foundation has an attractive gift membership card which will list you as the sponsor of a membership. Send your gift membership fee together with the name of the gift recipient and the occasion (friendship, birthday, graduation, or holiday) you wish to honor to the executive secretary whose address appears on page two.

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**REMEMBER**

If you are about to move, it would be much appreciated if you would provide us with your new address (the USPS has a card for this purpose, Form 3576)—it will save the Foundation money as well as administration time.

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The challenge of building a full-scale replica of the 55-foot keelboat used by the Lewis and Clark Expedition has been undertaken by the "Friends of Discovery," a group organized in Onawa, Iowa, along with officials at the Lewis and Clark State Park there (see WPO Vol. 11, No. 4). The park, which is located at the site of Lewis and Clark's August 9, 1804, camp, was granted National Historic Trail Site status in June 1986 by the National Park Service.

The replica is being fashioned after a 1/12 scale model done by Butch Bouvier of Council Bluffs and from drawings and descriptions found in the writings of Lewis and Clark, as well as from information gathered from the Smithsonian Institution and a book by Leland Baldwin entitled *The Keelboat Age on Western Waters*.

According to Park Ranger Ron Williams, businesses and organizations in the Onawa area, the local Chamber of Commerce, the Onawa Public Library, the Mayor's Office, the Kiwanis Club and many others have been assisting and supporting the construction project.

The volunteers began work on the keelboat in October 1985, and have continued construction on the first and third Saturdays of each month and on specially scheduled days when needed. The project is being funded by private donations.

The Iowa Department of Natural Resources is supplying native oak from their state forests for the project. The boat is being constructed with 4x4 ribs spaced 4 feet apart. In May 1986, the bow section and all of the ribs were erected upside down. The keel was then built along the entire length of the bottom in such a way as to tie all the ribs together. Next the outside was planked with 6"-wide oak. The planking was completed in early March 1987.
During the winter of 1986-87, a truck tarp covering was constructed over the worksite to allow volunteers some protection while planking the hull.

All joints were then caulked with brown oakum, an oil impregnated jute roping that has been used for centuries in caulking boats. The joints on the bottom of the boat and up the sides at least as far as the water line were also packed with white lead paste. This area was then coated entirely with white lead.

Although early-day boats used a lot of "treenails" or wooden pegs, the Iowa group has opted to use modern galvanized ringshank nails, carriage and machine bolts and metal reinforcing plated where necessary. Since the boat will be sitting in dry dock most of the year, it was felt that wooden pegs would dry out enough to weaken the structure.

On May 9 of this year, three local utility boom trucks set up on both sides of the boat and carefully lifted the 9x55-foot hull was launched. It floated beautifully and proved very stable. It drafted about 8 inches deep next to the keel, and about 3 inches deep at the chine. It is expected that as the wood soaks up water and the lower decks, lockers, cabins and mast are added the weight of the craft will be increased to about 10 tons and will draft about 8 inches at the chine.

On the weekend of June 5-7, during the third Onawa Lewis and Clark Festival, walkways were installed on the inside along the sides, setting poles were cut and applied by volunteers and the boat made its first excursions along the shore of Blue Lake. The men pushing the poles and cordelling from shore soon found that the work of moving the boat was every bit as hard as they had imagined it would be. The keelboat activity proved to be a highlight of the festival and will continue to be a highlight at Lewis and Clark Park the second weekend of June every year.

There still is a good deal of work to do before the keelboat is completed. The rear cabin has to be added, as well as the side wall lockers and walkways, the decks, the mast, awnings and riggings. This work is expected to be done in the next year, and the christening is to take place during the June 10-12, 1988, festival.

The ultimate goal of the Friends of Discovery is to have a living history demonstration during the annual festival to acquaint the public with the rigors of the crew of the Lewis and Clark Expedition as they struggled up the Missouri River in their keelboat in 1804. Although they won't be able to give the public rides on the boat, they do anticipate having the boat moored near the shore so that the public can at least be on board for a supervised visit and interpretive activity.

For further information or to offer support for this project, contact: Friends of Discovery; Lewis and Clark Park, Onawa, IA 58040.
St. Louis Chapter to present Journals

On May 16, the Metro St. Louis Chapter held its meeting in St. Charles, Missouri, to coincide with that city's annual commemoration of the Corps of Discovery's embarkation from its riverfront.

Along the St. Charles riverfront today are permanent reminders of the Expedition: a stone marker, a visitors' information center, the Lewis and Clark Center (a hands-on museum especially popular with school groups). And one weekend each May there are historical re-enactments, craft exhibits, and people costumed in authentic 19th century attire. The annual event attracts thousands.

At its luncheon meeting the Metro St. Louis Chapter discussed the progress of improvements being made at the Wood River (Illinois) site where the Expedition had its winter camp.

The Chapter also decided that it would present a set of The Journals of the Lewis and Clark Expedition edited by Gary E. Moulton to the St. Louis Public Library, with the first volumes being presented in September to mark the 181st anniversary of the Corps of Discovery's successful return to St. Louis.

—Submitted by Ann Rogers

Fort Clatsop begins entrance fee collection

Superintendent Frank Walker has announced that Fort Clatsop National Memorial has begun collecting a $1 per person or a maximum of $3 per family entrance fee at the visitor center. The new policy began April 13. Walker explained that children under 13 years of age and seniors age 62 and over are exempt from the permit fees. The permits are valid for seven days. Walker also announced that park ranger programs and other activities are now being offered on weekends.

For frequent visitors to Fort Clatsop, an annual $10 family pass is available. Visitors are also able to purchase the federal Golden Eagle Passport to all National Parks and Forests and these passes are honored at the Memorial for entry. The free Golden Age and Golden Access Passports are also available and honored at the Memorial.

Although Fort Clatsop has never had an entrance fee since its establishment in 1958, the primary reason for this new fee, authorized by the U.S. Congress, is to help offset at least a small portion of the costs of operating the National Park Service site. Fort Clatsop is benefiting directly from the new fees by adding new spring and fall ranger programs, re-establishing the "Ranger on the Road" educational programs, new informational brochures, an Historic Landscape Management Plan and increased summer staffing.

New fee schedule at Fort Clatsop

<table>
<thead>
<tr>
<th>Single Entrance Fee: [Valid for seven days]</th>
<th>Individual [ages 13-61]</th>
<th>Family</th>
</tr>
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<tbody>
<tr>
<td>$1.00</td>
<td>$3.00 [maximum]</td>
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Optional Entrance Permits:

Fort Clatsop Annual Pass — $10.00 — Good for 1987 calendar year visits to Fort Clatsop National Memorial for the card holder and immediate family.

Golden Eagle Passport — $25.00 — Good for 1987 calendar year visits to any National Park Service area for the card holder and immediate family.

Golden Age Passport — Free — Lifetime entrance permit for anyone ages 62 and over and their immediate family. This permit also provides a 50% discount on recreation use fees, such as camping, in parks and other federal recreation areas.

Golden Access Passport — Free — Lifetime entrance permit for blind or permanently disabled persons who are eligible to receive benefits under federal law. This permit holds the same privileges as the Golden Age Passport.
Window display promotes annual meeting

A display of Lewis and Clark-related art, artifacts, photos, books, magazines, brochures, posters and a 15-star U.S. flag are neatly arranged in the window of Thomas Minckler Gallery, 2907 2nd Ave. North in downtown Billings, Montana. The window display, which was done by Foundation President John Foote and art/book dealer Tom Minckler in late May, will remain from June 1 to Aug. 5, as a promotion for the Foundation’s 19th Annual Meeting being held in that city Aug. 2-5.

In addition to graciously donating the use of his display window for two months, Minckler, a member of the Foundation, has also been spending a considerable amount of time giving out Foundation membership applications, annual meeting information and information about the Foundation’s Lewis and Clark bronzes.

We extend to Tom our sincere thanks for his kind support of the Foundation.

Limited edition print ready for sale

Artist and Foundation member Robert F. Morgan [left] looks over a press proof with a pressman at Color World Printers in Bozeman, Montana, during the final run of the limited edition printing of Morgan’s oil painting “Take the Horses to the Mandans.” The painting, which depicts Captain Clark’s party on the Yellowstone River, was reproduced on the cover of WPO Vol. 13, No. 2.

Morgan gave the reproduction rights of his mural-size painting to the Foundation in 1981, and has also gratuitously signed and numbered the 500 prints. The original is the property of the Sheraton Hotel in Billings, Montana.

The Foundation is selling the 12x20-inch prints for $75 each and the proceeds are being used to endow the work of the Foundation’s executive secretary.

Persons interested in purchasing one of these limited edition prints may do so by sending a check or money order in the amount of $75 made out to the Lewis and Clark Trail Heritage Foundation, to: Morgan Print, 172 Briarwood, Helena, MT 59601.
Travellers Rest Chapter issues first newsletter

Travellers Rest Journal, Vol. I, No. 1, the newsletter of the newly formed Travellers Rest Chapter of the Foundation, has been issued. The two-page issue was the work of Chapter President Bill Reich, who advised that the "first few installments will be short by necessity," but the intent is for the size of the publication to grow as the Chapter grows.

The newsletter, mailed out July 6, announced the Chapter barbecue at Caras Park in Missoula, Mont., Saturday, July 11. The program for the afternoon get-together included a visit to the Missoula County Courthouse to view the E.S. Paxson murals and to hear a talk by President Reich on Paxson paintings. The group then returned to Caras Park (which is along the Expedition's trail) to eat their meal and listen to a talk by Chapter Vice President Harry Fritz, professor of history at the University of Montana.

The Chapter is seeking a logo, according to the newsletter, with a design that relates to Travellers Rest.

The spelling of "Travellers Rest" as used in the Chapter's name is taken from the Sept. 9, 1805, Journal of Meriwether Lewis. President Reich explains: "We thought that it would be appropriate to keep the original spelling."

Persons interested in joining the new Chapter may do so by sending a check for $5/single or $8/family to Stuart Crook, Treasurer; Travellers Rest Chapter; 812 Cherry St.; Missoula, MT 59802.

Wilderness Theatre glorifies the Journals

Wilderness Theatre—the Lewis and Clark Expedition in pageant—will be presented at Clackamas County Fair Grounds in Canby, Oregon, Sept. 5, 6 and 7.

The Wilderness Theatre project was taken on by Mabel Johnson of Boring, Oregon, who feels that the unique journal writings of members of Meriwether Lewis and William Clark can stand on their own in a dramatic situation. She invites people to come and "listen to the cadence of those mispelled words written by candlelight at the end of exhausting days of travel." The narrations will be presented directly from the Lewis and Clark Journal as the pageant is mimed.

Admission to Wilderness Theatre will be $3.50 for adults and $1.50 for children under the age of 12. The Clackamas County Fairgrounds are located off Highway 99E, seven miles south of Oregon City, Oregon. For more information, contact Mabel Johnson; P.O. Box 7; Boring, OR 97009.

Spring meeting focuses on Weippe Prairie

As part of their Spring meeting, members of the Idaho Chapter were treated to a field trip on the Weippe Prairie with personal commentary provided by author and Lewis & Clark Trail authority Ralph Space. Long-forgotten Indian camps and a close estimate of the trail location were among the features pointed out by Space.

Retired state historical officer Merle Wells and former Forest Service recreation specialist Andy Arvish also accompanied the group and provided valuable insights.

Arvish and Space were the featured speakers at the chapter's dinner meeting, reminiscing about their experiences in the U.S. Forest Service. Both men are well known for having re-established much of the trail route across the Bitterroot Mountains and for developing some of its first interpretive materials.

1990 FOUNDATION MEETING SITE DETERMINED

At the chapter's business meeting, it was decided that Lewiston, Idaho, will be headquarters for the 1990 national meeting, with day trips to Weippe Prairie and points along the lower end of the Lolo Trail and Clearwater River. A post-meeting trip to Salmon and vicinity will also be organized along with other attractive activities that take advantage of Idaho's wild rivers and mountain wilderness areas.
Recently discovered negatives may show early L&C event at Pompeys Pillar

While recently rummaging through a pile of old letters, photos and negatives in a second-hand store in Billings, Montana, WPO editor Bob Saindon came across the negatives of the two photos shown above, taken during some doings at Pompeys Pillar. The negatives are printed here actual size. It is thought that the event taking place is the May 24, 1928, dedication of a bronze plaque honoring the Lewis and Clark Expedition. The plaque was one of many placed by the Montana Society of the Daughters of the American Revolution at various Lewis and Clark sites to honor the Expedition, beginning in 1908.

During her term at State Regent MSDAR (1976-78), Lorene Burkes of Great Falls had a booklet published titled “Historical Events,” which covered the Society’s activities in preserving Montana’s history between the years 1899 and 1977. When Kate Schwidde of Billings was Regent MSDAR (1982-84), she had a supplement to the earlier booklet put together which showed pictures of all the markers placed by the various Montana chapters of the DAR.

During the 1928 ceremonies the name of Captain Clark, carved in Pompeys Pillar, was reinscribed to assure that it would last longer so that future generations could enjoy the only remaining physical evidence of the Lewis and Clark Expedition.
President's message
Continued from page 3

days from April 2 to 9, 1989, and will follow the entire Lewis and Clark Trail through the State of Washington. It is estimated that 3,000 runners will participate in this event which should attract national attention to the Lewis and Clark National Historic Trail.

Members living in areas without a Foundation entity are encouraged to form one. We now have an excellent Guide for Organizing an Entity which can assist you in recruiting Lewis and Clark enthusiasts in your area to become members of the Foundation and form a local interest group. You can receive this guide by making a request to the Executive Secretary of the Foundation.

I want to take this opportunity to thank each one of you for supporting me in this busy and productive year for the Foundation. Your new President, John Montague, deserves your continued support as the Foundation is involved in many activities spread over a large geographic area. Please help carry the torch to light the way for all of our new Lewis and Clark friends who will follow the trail behind us.

John E. Foote
President

BOOK REVIEW

OUT WEST
AN AMERICAN JOURNEY

DAYTON DUNCAN


Lewis and Clark authorities won't learn much more about Lewis and Clark, but this opus is a superior treasury of American heritage. The reader will follow the two captains' hegira but in so doing will also get to learn the terrain, the flora and fauna of the West which was found by these two Virginians and their entourage way back in 1804 to 1806.

After being regaled by Duncan's invigorating prose, we're sure the reader will vow to dedicate his or her efforts to restore what of nature's beauties are still retrievable from the despoilers and developers.

Duncan took his time in following the dauntless pioneers of the Expedition and he found an astonishing variety of Lewis and Clark fans along the way—farmers, ranchers, bar keeps and patrons, ordinary and extraordinary, in cities and small hick towns, where untutored but knowledgeable aficionados revealed their kinship with the dauntless members of the first party.

The author, once he got enraptured by the story, delved deeply to learn from John Logan Allen, Donald Jackson, Paul Cuitright, Elliott Coues, Reuben Thwaites, John Bakeless, Eldon Chuinard, Bernard DeVoto, James Ronda, and many more in order to know of Indians and other seekers of what lay west.

And in so doing he speculates on what's happened and what can be done to preserve what's left.

I reveled in Duncan's version of what Lewis and Clark really accomplished. I had personally started out learning from an unlettered man, Emil DonTigny of Havre, Montana, who each weekend, 50 years ago, boated through the White Cliffs area and took me along. And then I began reading, and became enthralled by finding the explorers' campsite of August 5, 1805, on my father-in-law's ranch on the Jefferson River, and then reading what Lewis wrote on his 31st birthday at Lemhi Pass, and viewing Charles M. Russell's paintings of incidents along the trail, and the graves of Lewis and Clark, and the Gates of the Mountains, and Fort Clatsop and what the folks at Stanton and Washburn, North Dakota have done in rebuilding the fort of the winter of 1804-05...and etc., etc.

You, too, will wonder if York would be welcomed warmly in 1987, long after the Emancipation, and if Frenchy Chuinard's modern medicine could have saved Srgt. Floyd.

Just how did mere uneducated
practical woodsmen identify shrubs, plants, grasses, animals and birds, and be such accomplished geographers? Today's college graduates and holders of PhDs can't measure up. Truly there were men in those days!

Duncan will regale you with stories of Colter and Potts and Drouillard who revisited the Three Forks of the Missouri where the latter two were to suffer their demise years after 1805-06.

And you'll also learn how a pretty biathlete was kidnapped by two 1984-model "mountain men." And you'll be happy to know Elfreda Woodside of Dillon, Montana, is still a Lewis and Clark fan; and that Wilbur Werner and William Clark Adreon and lots more also are.

As frosting you'll find out buffalo are still hunted in the Black Hills, and wherever you go from St. Louis to Astoria, Oregon, or Lewiston, Idaho (where Marcus Ware sent the party on its way to the Pacific) you'll find hundreds of Lewis and Clark and Sacagawea and Little Pomp and Cruzatte buddies.

This is an All American book. It's living history and these 438 pages are mighty entertaining and informative, even to the well informed.

Hal G. Stearns
Helena, Montana

LETTERS

Editor's note: The following exchange of letters between Ralph Space and Otiss Peterson is worthy of sharing with our readers. It was the editor, not Mr. Peterson, who stupidly (not ignorantly) identified Lolo Pass as a pass over the Continental Divide. In editing down the length of the original article, "Administering the L&C route over the Lolo Trail," the editor carelessly made the error. My apologies to Otiss Peterson.

Dear Mr. Peterson:

Your article in We Proceeded On about L&C passage over the mountains and the Forest Service plans for management of their route is interesting. It is unfortunate that you got badly mixed up in some of your geography.

The Lolo Pass is not on the Continental Divide. It is a passage through the Bitterroot Mountains. The Continental Divide is much further east.

The L&C route follows the divide between the North Fork of the Clearwater and the Lochsa Rivers. The N. Fork and Middle Fork do not have a divide between them.

In one of the captions for one of the pictures the name Oquirrh is used instead of Lochsa. I have never heard this name before and I wonder if you got badly mixed up in some of your geography.

Now how did it happen that L&C took the trail via Powell on their way west? They do not say, which makes it a matter of opinion based on a few facts. Here are the facts.

1. On the return trip Clark states that the trail to Powell was much more worn and pleasant than the Lolo Trail due to use by the Flathead Indians.

2. There is a canyon in the Lochsa River but it is many miles down river from the Wendover Ridge. L&C do not mention any canyon.

3. L&C did not cut cross country when climbing to the Lolo Trail. They were following an Indian trail, very steep, cracked, and with many windfalls.

4. L&C had a Shoshone Indian guide.

Putting all this together I conclude that there were two Indian trails. One via Powell and the other via Rocky Point. L&C Indian guide took them the more difficult way. Did he miss the turn or did he just take the way he knew? Either way he was following a trail.

Sincerely,
Ralph S. Space

Dear Mr. Space:

I appreciate your comments on my article in WE PROCEDED ON... [Bob Saindon] did some rewriting to curtail the length of my article and some place along the way Lolo Pass was identified as the Continental Divide crossing. I am forwarding this exchange of correspondence to Mr. Saindon, with a recommendation that he make an errata note in the next WPO because that journal is used for research by many Lewis aficionados and it should be as authentic as possible.

I cannot conceive of my identifying the Lolo Pass as the Continental Divide because I have made many trips up there since I first called on you several years ago, and Lemhi Pass on the Continental Divide has been foremost in my mind at all times.

Concerning the route over the Lolo Pass, I have been on the Lolo Trail several times and looked northward at the vast expanse of forested acreage and I am convinced that the north side of the Lolo Trail drainage ended up in the north fork. The north fork and the Middle Fork are so named and they come together at Orofino.

You are correct that the Lochsa River is that passing the Powell Ranger Station shortly below to lesser streams coming together. As far as the trail to Powell is concerned, you are correct in that a Shoshone guide, Old Toby, took them to the head of the Lolo Trail but, as I understand it, he refused to go further because of his fear of the Nez Perce Indians.

As I understand it, a trail existed up to the Lolo Trail from the Powell Ranger Station area and I could find no reason for them making the climb up the Wendover Ridge if the river below was passable. Before U.S. 12 was ever heard of, the slopes on both sides of the river came to the river edge and the river bottom was filled with large pebbles and rocks which made it impassable for horses.

I lost my eyesight in April 1986 and have consequently been forced to drop my plans for a book detailing the land passage of Lewis and Clark. If you are going to the next Foundation meeting in Billings in August, I will be glad to discuss this article further with you, if I manage to get there. Best wishes to you.

Sincerely,
Otis Peterson
J. K. Ralston

When we think about studying the Lewis and Clark Expedition, our minds automatically turn to the many volumes that have been written about it, but there have been many good works of art that tell the story as well. Montana artist James Kenneth Ralston is among those who have chosen to tell about the Expedition through oil paintings and pen and ink sketches. His research has been every bit as intense as that of the writers. Over the past 40 years, Ralston has produced 26 pieces of art work portraying Expedition scenes. Eighteen of these pieces depict scenes of the Expedition's return journey, which is so commonly glossed over by writers and artists.

Ralston was born in Choteau, Montana, in 1896. In the fall of 1903, he attended school in Helena where he received his first art lessons. The Raistons moved to a ranch in northeastern Montana in 1906. Shortly thereafter, Ken began working for different cattle outfits. Many of his later paintings were done from scenes that were impressed upon his memory during those years as a cowhand.

He executed his first oil painting in 1911, with a set of oil paints he received from his mother, and in 1915 he had already sold several of his paintings in Montana and Chicago. He enrolled in the Chicago Art Institute in 1917, enlisted in the Army in 1918, but was back at the Institute again in 1920 to complete his second term.

Ralston's last year of working as a cowhand for a big cattle outfit was in 1923—the year he married Wille Arthaud (his bride for 51 years). He spent the next five years as a commercial artist. He took over the old Ralston ranch in 1930, but, like many others, was eventually forced out by drought, grasshoppers and depression. It was in 1936 that he and his wife and two children finally moved to Billings where he has remained to this day.

Western art first became popular in the 1950s, and was seen as a type of art that was uniquely American. By that time, Ralston has been capturing the West through his art work for nearly ten years. In 1955, he produced what some western art enthusiasts call his finest work: "After the Battle." The piece is an 18-foot oil painting, representing years of intense study of the Custer Massacre on the Little Bighorn. Ralston has incorporated 39 incidents, reflecting most of the significant facts about the event that were uncovered by historians. The painting is now on display at the Custer Battlefield National Monument. It is estimated that more than two million people have viewed this painting.

In 1963, Ralston was one of five nationally known artists commissioned by the Jefferson Expansion Memorial Commission to create a painting for the Museum of Westward Expansion in St. Louis. Ken's Lewis and Clark painting, "Into the Unknown," is a 4x6-foot oil depicting the Expedition with the Shoshone Indians at Camp Fortunate in southwestern Montana near the Continental Divide. It hangs today in the Old Courthouse in St. Louis.

Ralston, who is now 91, has for some years been retired from his art work. He is best known for his paintings and their historical accuracy. Before ever touching a brush to canvas, he spent many hours of painstaking research.

The awards and honors that have been bestowed upon J.K. Ralston over the years, as well as the books written and movies produced, are far too numerous to list here. One can only assume that among the proudest moments of his life was on June 10, 1978, when he was elected to the Hall of Fame of Great Westerners at the National Cowboy Hall of Fame in Oklahoma City. The citation reads: "To Ken Ralston, a great Montana artist; a pioneer in the finest cowboy tradition and a great Westerner."

It is an honor for us to reproduce Ralston's oil painting "Captain Clark at Pompey's Pillar" as our cover illustration for this issue of WE PROCEEDED ON.