"CLARK'S LOOKOUT"
Beaverhead Valley in Southwestern Montana
PHOTOGRAPH BY GARY E. MOULTON
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 NELL’S MESSAGE

After reading and reflecting on the incredible feats of the Lewis and Clark Expedition, I am in awe of the accomplishments of the greatest land exploration ever undertaken by our government. The hardships and uncertainties are impossible for us armchair historians with limited Trail experience to comprehend. Perhaps that is why we continue to explore everything we can on the many different views and mysteries of the journey. Study any segment of their Trail, and you can produce your own exciting discovery of history.

Those of us in the valley of the Headwaters feel that this is especially true here in the land of decisions. A discovery of history is awaiting you August 3-6, 1989, as you join us for the Foundation’s 21st annual meeting. This will be our opportunity to show you the Gates of the Rocky Mountains. It was here that the awesome reality of the Rockies really sank in for the members of the Expedition. We will also be taking you to that famous place where you will be able to “bestride the mighty & heretofore deemed endless Missouri”; and then on to Lemhi Pass, famous edge of the Louisiana Purchase, and Mecca of all Lewis and Clark enthusiasts.

Plan now to experience three full days of fascinating Lewis and Clark history, hosted by the Headwaters Chapter, Bozeman, Montana.

Donald F. Nell
President

We Proceeded On is the official publication of the Lewis and Clark Trail Heritage Foundation, Inc. The publication’s name is derived from the phrase which appears repeatedly in the collective journals of the famous Expedition.

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We Proceeded On

FEBRUARY 1989
ANNUAL MEETING TOURS TO COVER 450 MILES OF LEWIS AND CLARK TRAIL

The Headwaters Chapter has put together a most ambitious and intriguing program for the Foundation's 21st annual meeting. This is one you won't want to miss, but you might consider resting up a few days before you arrive. Tours covering 450 miles of the Lewis and Clark Trail are planned in an area that is rich in important Lewis and Clark sites: A boat tour through the Gates of the Rocky Mountains, visits to the Three Forks of the Missouri, Beaverhead Rock, Clark's Lookout, Rattlesnake Cliffs, Camp Fortunate, Lemhi Pass, Bozeman Pass, and the point at which Captain Clark finally reached the Yellowstone River.

The August 3-6 meeting which will be headquartered in Bozeman, Montana, should prove to be a winner. (See the annual meeting information included with the mailing of this issue of WPO.)

The Lewis and Clark Expedition reached the Gates of the Rocky Mountains on July 19, 1805. They were now 115 miles beyond the Great Falls of the Missouri; they had traveled a total of 2,712 miles (by their measurements); and were a year and two months into their arduous journey to the Pacific.

The previous winter, at their quarters in what is now central North Dakota, they were warned by their Indian neighbors that once they reached the mountains, game would become scarce. An unexpected delay caused by the time-consuming portage around the Great Falls did, however, give their hunters an opportunity to store up hundreds of pounds of provisions for the journey through the mountains.

They were now looking in earnest for the Shoshone Indians, from whom they hoped to purchase the needed horses to cross the mountains.

Advancing 136 miles beyond the "Gates," they reached the Three Forks of the Missouri. They were too early for the Shoshones to have arrived and set up their annual winter camp. The search for the natives would have to continue as the explorers progressed westward up the Jefferson fork.

At 145 miles up the Jefferson, they came to Beaverhead Rock, a landmark recognized by Sacagawea, who informed the captains that the summer camp of her people (the Shoshones) was not far ahead.

From the Beaverhead Rock area, Captain Lewis and three men went ahead while the main party continued to struggle up the Jefferson with their seven heaved cottonwood dugouts.

Near the present town of Dillon, Captain Clark climbed a 70-foot limestone bluff and had an excellent view of the Beaverhead Valley. (See "Clark's Lookout" on page 18.)

In the meantime, Captain Lewis had crossed the Continental Divide at present Lemhi Pass and made contact with the Shoshones. He brought a number of them back to the east side of the Divide. The main party finally passed through Rattlesnake Cliffs, and the two parties rendezvoused near present Clark Canyon Dam. Because of the good fortune of finally meeting up with the Shoshones, they named their camp "Camp Fortunate."

Having purchased horses, the explorers were able to continue their journey to the Pacific, where they arrived in November and spent the winter.

On the return, Captain Clark and his detachment returned to Camp Fortunate where the boats and a number of other items had been cached the year before. When Clark's party again reached the Three Forks, it was divided. One group was sent with the boats to the Great Falls to meet Lewis's party; and the other, led by Clark, headed eastward to explore the Yellowstone River. Clark's party soon arrived at the site where the town of Bozeman now stands, and then headed for a gap in the mountains (present Bozeman Pass). They crossed over the dividing ridge into the Yellowstone River Valley and finally arrived at the Yellowstone River near the present town of Livingston.

That, then, is a brief account of the Lewis and Clark Expedition as it passed through the area that we will be visiting during the Foundation's 21st annual meeting. It promises to be a rewarding event.

Robert A. Saindon
Editor

THE COVER PHOTO

The cover photo, taken by Gary E. Moulton during the Foundation's annual meeting in 1981, gives us an excellent view of "Clark's Lookout" with the Beaverhead River in the foreground. This fascinating limestone outcropping is located in the Beaverhead Valley one mile north of Dillon, Montana.

It will be visited again this year during the Foundation's 21st annual meeting August 3-6.

For years the rock was known locally as "Lover's Leap." There is a local legend that says an Indian brave, unable to marry the maiden he loved, leaped from the rock to his death. Since the Foundation's 1981 meeting, the rock has become widely known as "Clark's Lookout." Captain Clark's August 13, 1805, journal entry, survey notes, and cartography verify that he used this eminence to view the Beaverhead Valley through his telescope, to make a number of compass readings, and to sketch a map of the area. (See related story on page 18.)

A good deal of interest in the landmark was generated among Foundation members during the 1981 meeting. Steps were taken to encourage local interest, and with Foundation assistance, the Dillon community was able to persuade the Montana Legislature to appropriate funds to purchase the rock and adjacent land for a state park.

Plans for the park have been approved, and the Parks Division of the Montana Department of Fish, Wildlife, and Parks is in charge of the project. Unfortunately, there have never been any funds appropriated to develop the site.
THE EMPTY ANCHORAGE

WHY NO SHIP CAME FOR LEWIS AND CLARK

BY ARLEN J. LARGE

"this rock Island is Small and at the South of a deep bend in which the natives inform us the 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 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."

CAPT. CLARK, NOVEMBER 16, 1805
Finally, the explorers of the Lewis and Clark Expedition were getting their first good view of the Columbia River's junction with the Pacific. "the Ocean is immediately in front and gives us an extensive view of it from Cape disappointment to Point addams," reported William Clark on November 15, 1805. But he saw no ships at anchor. Nothing.

Clark later made a map of that empty scene, with a forlorn little anchor showing where American and European ships put in from the Pacific to trade with the local Indians. And contrary to hope, Clark and co-leader Meriwether Lewis saw no trading vessels at that anchorage during the entire winter they spent in the vicinity. The home-bound captains started back up the river in March, 1806, wondering where all the ships had been.

Their non-rendezvous not only produced one of the most puzzling yarns of the Lewis and Clark adventure—for a Boston merchantman perhaps sailed in and out of the Columbia estuary unseen by any Expedition member—but also generated over the years a harvest of unwarranted speculation by some historians of the Expedition. These strained theories dealt with the state of mind of the American explorers upon reaching their Western goal, and the "inexplicable" failure of President Jefferson to send a ship to resupply or even rescue the transcontinental travelers.

In his instructions for the Expedition, Jefferson gave Lewis the clear option of coming home by sea if the overland trip to the Pacific had been so scary that it seemed "eminently dangerous" to go back the same way. Even if there were no such fears, Jefferson also gave a non-optional order to "send two of your trusted people back by sea," with a copy of the Expedition's records, aboard any ship encountered on the coast.

That the captains couldn't hook up with a ship during their four-month stay at the Columbia's mouth was "the greatest disappointment of their journey," concluded John Bakeless in his 1947 book on the Expedition. "They would much rather have gone by ship," wrote Western historian David Lavender in a 1958 account of the non-rendezvous. Yet the upbeat sentiments recorded in the captains' journals support neither conjecture, and Lavender has abandoned that earlier view in his excellent new Lewis and Clark book, The Way to the Western Sea.

Certainly the tired and tattered traveling party would have been delighted to stumble upon a Yankee trading vessel at the Columbia anchorage, with its news of home and a trove of luxuries the men were in want of—salt, tobacco, whiskey. Indeed, the hope of a ship's arrival was a factor in the captains' decision to endure a rainy winter at the river's mouth instead of seeking drier quarters inland. According to the Indians, ships would start arriving by February.

Far from regarding the sea as an escape route home, the just-arrived leaders were already fitting a ship's stores into their plans for going back by land. Tobacco and new clothes would of course be nice, but Clark ranked other items more important in a journal entry written just nine days after his first view of the empty anchorage. From a ship, he said, "we might procure a fresh Supply of Indian trinkets to purchase provisions on our return home."

No trinkets would be needed at sea, or in the ports of Hawaii or China. But the Expedition was desperately low on trashy blue beads, the don't-leave-home-without-them currency of tribes the party would encounter on the way back over the Rockies. After their relatively peaceful outward trip Lewis and Clark couldn't think it "eminently dangerous" to meet those Indians again in order to tie up some important loose ends of Western geography. Lewis wanted to check out
JEFFERSON'S LETTER OF CREDIT

Dear Sir,


In the journey which you are about to undertake for the discovery of the Columbia, and towards the West Coast, and of the most convenient water communication from hence to the Pacific ocean, your party being small, it is to be expected that you will encounter considerable dangers from the Indian inhabitants. Should you escape these dangers and reach the Pacific ocean, you may find it inconvenient to obtain a return the same way, and be forced to seek a passage round by sea in such a latitude as you may find on the Western coast; but you will be without money, without clothes & other necessaries, as a sufficient supply cannot be carried with you from hence; your resources in that case can only be in the credit of the U.S. for such purposes. I hereby authorize you to draw on the Secretaries of State, of the Treasury, and of the Navy of the U.S., according as you may find your demands will be most reasonable, for the purpose of obtaining money or necessaries for yourself & your men; and personally pledge the faith of the United States, that these demands shall be paid punctually at the date they are made payable.

I also ask of the treaty agents, merchant vessels of any nation with which we have intercourse, or money to furnish you with such supplies which your necessities may call for, allowing them honorable and prompt reimbursement, and our own credit in foreign parts above you may happen to be, on friendly intercourse, or with whom you may happen to be, and should immediately require to be aiding them to you in whatever may be necessary for procuring your return back to the United States. And I give you entire satisfaction & confidence, that you may be disposed to aid you.

Jefferson, President of the United States; America, have written this letter of general credit with my own hand, and signed it with my name.

To,

Capt. Meriwether Lewis.

JEFFERSON PAPERS
LIBRARY OF CONGRESS

Above is a facsimile of a letter of credit provided Captain Lewis by President Jefferson. The letter of credit, if needed, was to be used as outlined in Jefferson's instructions to Lewis, which read in part:

On your arrival on that coast, endeavour to learn if there be any port within your reach frequented by the vessels of any nation, and to send two of your trusty people back by sea, in such way as shall appear practicable, with a copy of your notes; and should you be of opinion that the return of your party by the way they went will be imminently dangerous, then ship the whole, and return by sea, by the way either of Cape Horn or the Cape of Good Hope, as you shall be able. As you will be without money, clothes, or provisions, you must endeavour to use the credit of the United States to obtain them, for which purpose open letters of credit shall be furnished you, authorising you to draw on the Executive of the United States, or any of its officers, in any part of the world, on which draughts can be disposed of, and to apply with our recommendations to the consuls, agents, merchants, or citizens of any nation with which we have intercourse, assuring them, in our name, that any aids they may furnish you shall be honorably repaid, and on demand.

a shortcut between the Bitterroot mountains and the Great Falls of the Missouri, missed during the looping outbound journey, and to probe the northern extent of the Louisiana Purchase at the Marias River watershed; Clark knew the President would be interested in an eyewitness account of the fabled Yellowstone. There was plenty to make the land, not the sea, their preferred route home.

The explorers were ready to start back up the Columbia in late March, 1806, and still no trading vessels had appeared. Surely a sail would soon poke above the Pacific horizon; from Indian information Lewis and Clark had made a list of 13 sea captains who regularly came to trade or hunt elk. To follow the spirit of Jefferson's instructions the party might have been expected to leave two note-book-laden enlisted men behind, waiting to catch the first seaborne ride home. But Lewis decided against it, rationalizing that his 31-man force was "too small to think of leaving any of them to return to the U.S. by sea, particularly as we shall be necessarily divided into three or four parties on our return in order to accomplish the objects we have in view." Besides, he said, the overland group probably would get home ahead of any wandering sea trader.

Matters would have been greatly simplified had a U.S. Navy frigate stood into the Columbia estuary during that winter, expressly dispatched by Jefferson to meet whatever needs the explorers had. Why didn't he do it? "Jefferson's failure to send a ship to the mouth of the Columbia is inexplicable," wrote Bernard DeVoto in his condensed edition of the journals. That was "one of the great mysteries connected with the Lewis and Clark expedition," said Richard Dillon, Lewis's biographer.

It was a judgment call that might be debated, but the President's reasons weren't that mysterious: his small Navy was fighting a war elsewhere,
which would have made a relief voyage quite difficult, both logistically and politically.

When Jefferson entered office in 1801, the Navy was just unwinding from the recent undeclared sea war with France. Frigates hastily built during that war were being laid up, which at first was fine with the new President, who saw the Navy as a symbol of Big Government. As Vice President in 1799 he had opposed a blue-water force which, he said, “by its own expenses and the eternal wars in which it will implicate us, will grind us with public burthens, and sink us under them.”

But Jefferson soon found himself conducting a new naval buildup. Ships from the Barbary states of Morocco, Algiers, Tunis, and Tripoli had for some years been raiding American and European trading vessels in the Mediterranean, unless bribes were paid to call them off. By early 1802, half of the U.S. Navy’s 14 commissioned frigates were either protectively cruising the Mediterranean or under orders to go there; all the rest were under repair or laid up. Ships of the Mediterranean fleet were rotated home as their crews’ enlistments expired, and replaced by others taken out of mothballs for the Barbary war. In August, 1803, as Lewis waited for drunken Pittsburgh carpenters to complete the Expedition’s keelboat, the frigate Constitution—later famed as “Old Ironsides”—sailed from Boston for three years of Mediterranean duty.

In October, 1803, the 36-gun frigate Philadelphia ran aground off Tripoli and was captured; three months later an American raiding party led by Capt. Stephen Decatur blew her up. The loss of the Philadelphia, Jefferson told Congress, “renders it expedient to increase our force, and enlarge our expenses in the Mediterranean.”

When the President wrote Lewis’s instructions in June, 1803, nobody knew when—or whether—the explorers would reach the Pacific at the Columbia or anywhere else. It would have required a wild guess for the government to peel off a warship from its hard-pressed fleet for a precision linkup with the land party, so Jefferson just outlined his opportunistic plan for hitchhiking on any available merchant vessel. The next decision-point for sending a ship was in July, 1805, when Lewis’s first report of the Expedition’s progress reached Washington from Fort Mandan. Lewis told the President the Columbia’s mouth was still his goal, but gave no target date except to suggest misleadingly that he didn’t plan to linger there, but instead might make it all the way back to “this place” by the winter of 1805-1806.

Instead of sending emergency orders to the nearest port, Jefferson promptly left for the cool breezes of Monticello. Clearly, the Expedition’s timetable was still too fluid to plan a Columbia rendezvous when the Navy already had six frigates, four brigs, two schooners, one sloop, two bomb vessels, and 16 gunboats stationed on the other side of the world. Besides, it looked like bad politics. Diverting one of the handful of ships then on home duty, such as the new 18-gun brig Hornet, might have provoked cries from Federalists that the President was gambling with national security to promote his Louisiana Purchase boondoggle. The President could have chartered a civilian ship for a Lewis and Clark rendezvous, but that would have just added to a rising $1.4 million naval budget that his own Republicans in Congress were already complaining about.

Whether Navy or chartered, a Lewis and Clark resupply ship leaving an East Coast port would have had to reach the Pacific Northwest by way of stormy Cape Horn—still no pleasure cruise in 1805. Sailing ships could fight their way around the tip of South America in a lucky seven or eight days, or be stuck there for weeks by contrary winds. The uncertain

**ABOUT THE AUTHOR**

Arlen J. Large of Washington, D.C. is a Foundation past president (1983-1984), and a frequent contributor to WPO. He is a retired correspondent of the Wall Street Journal. He serves on the editorial board of WPO.
At the right is manuscript page 12 of the unpublished Autobiography of Samuel Hill and Other Matter About Him. Hill was the Captain of the brig *Lydia*, which may have barely missed a rendezvous with Lewis and Clark on the Pacific Coast. On this page, Captain Hill tells of receiving a letter from a John R. Jewitt who was being held as a slave by the Nootka Indians on Vancouver Island. Hill goes on to explain his determination to rescue Jewitt in spite of opposition from other ship personnel. Hill was eventually successful in rescuing Jewitt.

Autobiography of Samuel Hill; Rare Books and Manuscript Division, the New York Public Library; Astor, Lenox and Tilden Foundations

JOHN R. JEWITT 
AFTER HIS RESCUE

8 WE PROCEEDED ON
timing was hardly ideal for a sea captain trying to match movements with an overland expedition on a slippery schedule of its own.

True, such voyages were being made rather routinely in the blossoming Northwest fur trade. Captain Samuel Hill, of Boston, gave this account:

"I sailed in the Lydia on the 31st of August 1804, and proceeded round Cape Horn, touched at the Sandwich Islands and arrived in safety on the North West Coast, at Columbia River, on the 5th April 1805 where we remained near a month, during which time I ascended the main or S. Eastern Branch of the Columbia, to the Great Rapids in my boat, a distance I believe of about 140 miles or perhaps less."13

So it took Hill seven months to sail from Boston to Cape Disappointment. If in July, 1805, Jefferson had issued instant drop-everything orders to a Navy ship conveniently in port, a similar seven-month trip would have brought it into the Columbia estuary in February, 1806. Perfect timing: Lewis and Clark were rustling in the rain at Fort Clatsop, still hoping to see a sail. But what if Lewis had been able to stick to his optimistic schedule sent to Washington the year before? He would already have been gone, perhaps shivering back in North Dakota. Or what if the outbound explorers had blithely paddled up the Marias River, thinking it was the Missouri, and getting stranded without horses in the mountains? What if storms had blocked Cape Horn, or corrupt providores in Norfolk had delayed the supply ship's departure? In retrospect Jefferson's non-action seems justified by so many "what ifs"—including the actual course of events in a risky naval mission proved unnecessary to the expedition's success. No more blue beads? Lewis and Clark instead wangled Indian provisions with a fake medical practice, and even sold the buttons off their uniform coats. One way or another, they coped.

The non-rendezvous story is incomplete, of course, without a further account of Captain Hill's Boston brig, *Lydia*. The most common version of this strange tale was well summarized here in *We Proceeded On* by Robert E. Lange in an October, 1977, article titled: "The Brig *Lydia* Misses 'A Rendezvous With History.'" Back then, however, the magazine's readership was much smaller than now, so the *Lydia's* adventures are worth examining again, with some elaboration from Captain Hill's manuscript autobiography.

After his first call at the Columbia's mouth in April, 1805, (when Lewis and Clark were just leaving Fort Mandan), Hill steered north toward the well-established Indian fur trading center at Nootka Sound, on Vancouver Island. At a stop along the way he was given a letter signed by Englishman John R. Jewitt, begging to be rescued from captivity by Indians at Nootka. A vocal faction of the *Lydia*'s crew advised against getting involved, but Hill sailed to Nootka and freed Jewitt and a companion. The onboard controversy about this dramatic rescue evidently was Hill's one big memory of the whole voyage. "Thus it pleased the Almighty will, that I should succeed in effecting what so many of my countrymen laughed me to scorn for wishing to attempt," the captain gloated years later.14

Jewitt was saved on July 19, 1805. As a passenger on the *Lydia*, he picked up the story in a ghost-written narrative published in 1815, after Lewis and Clark had become heroes. "Nearly four months" after the rescue, said Jewitt's narrative, the *Lydia* again put into the Columbia estuary to get timber for new masts. "We proceeded about ten miles up the river, to a small Indian village, where we heard from the inhabitants, that captains Clark and Lewis, from the United States of America, had been there about a fortnight before, on their journey overland, and had left several medals with them, which they shewed us."15

Jewitt gave no date for this encounter, and Hill didn't mention it at all, but a post-rescue sail of "nearly four months" would have put the *Lydia* into the Columbia estuary in November, 1805. That meant Lewis and Clark had arrived at the western end of their overland journey about two weeks before the *Lydia* met the Indians, so the brig and the Expedition seemingly were in the vicinity at the same time. For some reason, the Indians never told Lewis and Clark of the ship's visit. Thus the *Lydia* missed its "rendezvous with history."

But not entirely. Its Indian trading mission completed, the *Lydia* sailed for China in August, 1806, reaching Canton on November 2, 1806 (Hill's date). The brig carried a "paper" left with the Indians by Lewis and Clark before their departure the previous March. As described in a Lewis journal entry for March 18, 1806, the document told of the Expedition's arrival at the Pacific, listed the party's names and mapped its overland route. Interestingly, the paper's conveyance by the *Lydia* is mentioned neither in Jewitt's narrative nor in Hill's autobiography. We know about it only from a third writer, Philadelphia lawyer Nicholas Biddle, in his 1814 authorized narrative of the Expedition. Biddle reported that in January, 1807, a "gentleman at Canton" made a copy of the paper and forwarded it on the *Lydia*'s final homeward leg to "his friend in Philadelphia," with this explanation:
“Captain Hill, while on the coast met some Indian natives near the mouth of the Columbia river, who delivered to him a paper, of which I enclose you a copy. It had been committed to their charge by Captains Clarke and Lewis, who had penetrated to the Pacific Ocean.”

The *Lydia* left China in February, 1807, and reached Boston the following May, with both Jewitt and Hill still silent about any “paper.” However, the copy somehow got into Biddle’s hands in time for him to use it in his 1814 narrative. (Was Biddle himself the “friend in Philadelphia”? Thus the *Lydia’s* tenuous Lewis and Clark connection has been part of the Expedition’s literature almost from the beginning.

There are, however, loose ends to the *Lydia* story. At face value, the historical record describes two separate incidents connecting the *Lydia* and the Expedition: Jewitt’s claim of encountering Indians who had seen the explorers in November, 1805, and Biddle’s story of Captain Hill getting the Lewis and Clark “paper” from Indians after the Expedition’s departure in March, 1806. Were there really two? Jewitt’s memory could have been shaky. He kept a diary of his Nootka captivity, but stopped it after his rescue in July, 1805. Years later, Connecticut ghostwriter Richard Alsop used “repeated interview” with the freed sailor to produce the Jewitt narrative published in 1815, including recollected details of what happened after the rescue.

What if the *Lydia’s* Columbia visit for new masts—the one Jewitt recalled happening in November, 1805—actually occurred in April, 1806? That would have precluded the poignant tale about the near-miss between the brig and the Expedition, while allowing Captain Hill to pick up the Lewis and Clark “paper” in line with Biddle’s story. The idea is plausible enough to have persuaded David Lavender in his new book that Jewitt probably got his Columbia estuary dates mixed up, and that “there was no ship there during the Americans’ stay.”

The fact remains, however, that Jewitt was there and Lavender wasn’t. The argument finally hinges on the credibility of an eyewitness. The *Lydia*, alas, seems fated for an enduring stormy voyage through history.

**Notes**


4 Just as Lewis and Clark moved homeward up the Columbia the Sitka-based Russian ship Juno, commanded by Count Nikolai Rezanov, appeared at the river’s mouth. Bad winds and currents prevented entry, and Rezanov continued his urgent voyage to San Francisco to buy food for the Sitka fur traders. On his return to Sitka in June, 1806, Rezanov heard, via the visiting Boston ship O’Cain, that the previous year “60 men had left the United States overland to settle on the Columbia River.” Despite the party’s exaggerated size, that obviously was Lewis and Clark, but Rezanov didn’t realize how close he came to meeting them. Rezanov, Nikolai, *The Rezanov Voyage to Nueva California in 1806.* (Private Press of Thomas C. Russell, San Francisco, 1926) pp. 5-8: 69-72.


11 In his 1893 edition of Nicholas Biddle’s *The History of the Lewis and Clark Expedition.* (Francis P. Harper, NY), Elliott Coues observed that the advantage of sending a relief ship to the Columbia was “so self-evident that there must have been some strong reason why it was not made.” Vol. II, pp. 720-1, n. 2. He suggested a diplomatic one: Jefferson didn’t want to do anything that looked like “interference” with Spain’s interests on the Pacific coast. While that may have been a factor, it should be recalled that Jefferson had already offended Spain by sending out Lewis and Clark in the first place, and that by 1805 the Pacific Northwest had ceased to be Spanish turf. Logistical problems and domestic politics probably counted more heavily.

12 Cape Horn’s capacity for torpedoing schedules was shown vividly during the notorious voyage of HMS Bounty, attempting in 1788 to sail westward into the Pacific to collect island breadfruit. Capt. William Bligh battled angry gales just off the cape for 29 days, but was unable to double it. Giving up, he reversed course and sailed eastward toward Tahiti’s breadfruit and his own rendezvous with history. See Reisenberg, Felix, *Cape Horn.* (Dodd, Mead, NY, 1939) pp. 215-17.

feared it would hurt his standing with Lewis and Clark. Much of his memoir dealt with his early life of seafaring sin and a subsequent religious conversion. By 1819, when Hill finished his 42-page life story, bad memories of that "voyage of much trouble and anxiety of mind" had submerged any recollection of second-hand contact with Lewis and Clark. Much of his memoir dealt with his early life of seafaring sin and a subsequent religious conversion.

PROGRESS CONTINUES ON CAMP DUBOIS PROJECT

The Wood River (Illinois) Chapter of the Lewis and Clark Historical Society has come up with the necessary $25,000 for a down payment on the 39 acres to be developed into a Lewis and Clark Camp Dubois interpretive site and visitors center. The land, located across from the mouth of the Missouri River near Hartford, Illinois, was made available to the group for $125,000 provided they could come up with a $25,000 down payment by September 15, 1988. In order for the chapter to meet the deadline they had to borrow some of those funds.

Robert Colter, president of the Wood River organization, said the money was raised over a one-year period, primarily from individuals. However, because of the necessary loan, they are still in need of donations. He pointed out that anybody who makes a $1,000 donation will get his name on a bronze plaque in the visitors center.

According to an article in The Telegraph, St. Louis, Missouri, the local group hopes the balance of the $125,000 will come from the federal government.

The site is very significant to the nation's (and Illinois') Lewis and Clark Heritage. It was in the vicinity of this 39-acre parcel of land that Lewis and Clark established their 1803-1804 winter camp (Camp Dubois). Here they spent five months preparing for their 28-month trans-Mississippi journey to the Pacific and back.

Using the concept developed by the National Park Service for the Fort Clatsop interpretive site (Lewis and Clark's wintering camp on the Pacific coast), the local group plans to build a replica of Camp Dubois as an interpretive center. Captain Clark sketched a ground plan of Camp Dubois in his field notes. It is from this sketch that the local group has based its plan for the replica.

In 1986, the Fort Clatsop Interpretive center drew 170,000 visitors. It is estimated that such an interpretive center at Camp Dubois would draw double that number each year.

MONTANA TRAVEL AGENCY TO OFFER THREE-DAY L&C TOUR

Vagabond Travel of Helena, Montana, has announced that it will be offering a special Lewis and Clark tour through portions of central and southwestern Montana during the summer of 1989.

Bob Saindon, a past president of the Lewis and Clark Trail Heritage Foundation, Inc., and editor of the Foundation's quarterly magazine, We Proceeded On, will serve as tour conductor.

The three-day tour will cover over 300 of the most interesting miles of the Lewis and Clark Trail. It will include two boat trips, numerous guest speakers, special audio/visual presentations, and visits to two art galleries, a museum, and a visitor center.

Special arrangements are also available for those interested in taking the tour for college credit.

To receive registration information and details about the tour, send your request to: Vagabond Travel, 1200 N. Montana Avenue, Helena, MT 59601.

REMINDER

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.

WE PROCEEDED ON is mailed on a "Non-Profit Organization" bulk mail permit. When it is returned, we are assessed "postage due," which is about 98 cents depending on the weight of the new issue. When we have your new address (sometimes provided by the post office), we mail out the returned issue to you and this postage costs us the same as the "postage due" fee when it was returned. The total cost of the transactions, therefore, costs the Foundation about $1.96. See page 2 for address of the membership secretary.
LEWIS AND CLARK

BY ELDON G. CHUINARD

Of the many facets of their characters, and the many vicissitudes of their lives which have been written about ad infinitum, very little recognition has been given to the fact that Meriwether Lewis and William Clark were members of the Masonic Lodge. While this may be because this relationship had little to do with their great contributions to the young republic they served so well, their Masonic affiliations have some interesting historical overtones.

Richard Dillon has written the most concise and accurate account of Lewis's association with the Masonic Lodge prior to his service as secretary to President Jefferson and his leading the Lewis and Clark Expedition. Because of its brevity, Dillon's record is quoted in full:

In 1796 Lewis applied for admission to the Masonic Order and on December 31 the Scribe of Door to Virtue Lodge Number 44 [now Doric Lodge], of Albemarle, recorded in his register that "Meriwether Lewis was recommended as a proper person to become a member." He was elected to membership on January 28, 1797, and, that same evening, initiated as an Entered Apprentice. Because he was in Virginia on only a short leave, he was advanced through Masonic degrees with dizzying speed. The very evening after his initiation, he was passed, first, to the degree of Fellowcraft and then raised to the degree of Master Mason. On April 3rd or 4th [after what must have seemed an interminable delay compared to the blazing action of January] he was the recipient of the degree of Past Master Mason. During the next few years he was on military duty in the West and unable to attend lodge meetings, but in June and July 1798 he was at Locust Hill (his home in Albemarle County, Virginia) and was not only a regular attendant but held office in the Lodge. Thanks to his motion, for example, a portion of Lodge funds was earmarked for charity. By October 31, 1799, Lewis was a Royal Arch Mason in Widow's Son Lodge, Milton, Virginia.

The above account serves to show Lewis's persistent association with the Masonic Lodge during the recorded years, despite the dissolving of some of the lodges to which he belonged. Nothing is known about
William Clark did not become a Mason until September 18, 1809 — three years after the Expedition. At that time he joined St. Louis Lodge No. 111, which Lewis had helped establish a year earlier.

what prevailed upon Lewis to seek membership in a Masonic Lodge. His diploma is not extant.

Dillon's account is also pertinent to Lewis's character and performance when he states that “Thanks to his motion...a portion of the Lodge funds are earmarked for charity.” This notation, together with Lewis's thoughtfulness in writing devoted letters to his mother from the army and from Fort Mandan, and his trip to Georgia to bring his widowed mother back to the family home at Locust Hill, belies the assumption that his journal notes written on his thirty-first birthday that he would hereafter live for mankind was an aberration of his true character. This birthday declaration fits well with the Masonic ritual that Lewis had many times recited in his lodge work.

Dillon's resume of Lewis's Masonic activities does not show any Lodge activity while he served as President Jefferson's secretary; however, during his years as Governor of the Upper Louisiana Territory, his name led the list of several prominent men of St. Louis who petitioned the Grand Lodge of Pennsylvania on August 2, 1808, to install a Lodge in St. Louis. This was done on November 8, 1808, with Lewis as the first Worshipful Master of St. Louis Lodge No. 111, the first Masonic lodge in Missouri.

An historic marker at the southeast corner of Second and Walnut Streets marks the site of the first Masonic Lodge in St. Louis. It reads: "A house of upright timbers erected here in 1765 for a billiard room was occupied in 1808 by St. Louis Lodge No. 111. Meriwether Lewis of the Lewis and Clark Expedition was the Worshipful Master."

Despite the several statements in books and articles regarding Lewis being a "loner," his persistent participation in various Masonic Lodges as he moved about, and being Worshipful Master of two, indicates that although he was to some degree reserved, he did fraternize as he chose, and that Masonry may have been his preferential association.

The Lewis and Clark Expedition had returned to St. Louis on September 23, 1806; Lewis organized the first Masonic Lodge in St. Louis on November 8, 1808, and it was not until September 18, 1809, that Clark became a Mason—just a month before Lewis's tragic death.

Besides Clark's signature in the upper left hand corner, another interesting thing about his Masonic Diploma is that it is signed by Frederick Bates as Master—the same Bates who, as secretary of the Upper Louisiana Territory under Governor Meriwether Lewis, had caused the latter so much trouble.
Because Lewis was the first Worshipful Master of St. Louis Lodge No. 111, and because Lewis was the probable influencer causing Clark to apply for membership in this Lodge, I had hopefully anticipated that Clark may have become a member while Lewis was the Worshipful Master—and thus the two Captain's signatures would have been on the same document. But this was not to be.

A very interesting aspect of Clark's Masonic diploma is the three words which appear in large print at the top: WISDOM, STRENGTH, FRATERNITY. In Masonic ritual its three degrees are represented by three pillars, and these pillars are given names of human virtue (see related article on the right). The names assigned to the three pillars may vary from lodge to lodge. It is impressive that one of the names appearing on Clark's diploma is WISDOM—one of the names given by Lewis to one of the tributaries of the Jefferson River.

William Clark led a busy and distinguished life in St. Louis. He had been appointed Governor of the Missouri Territory and Commissioner of Indian Affairs and was involved in many business and social activities. Dr. John Pichard of the Missouri Lodge of Research, wrote in 1943: "There are no existing records to show that Clark was ever active in Masonic circles, or that he held any position of responsibility in the fraternity...he exemplified his Free Masonry more in his public acts than in his attendance at the occasional meetings of the lodge."

However, Clark must not have been too disinterested or disassociated in Masonic Lodge activity because: "He built, in 18_, a two-story brick house between Pine and Locust, and Missouri Lodge No. 12 met upstairs for two years. Later an attic was added for the meetings. It was in this house the Royal Arch Mason Cloister No. 1 of Missouri was organized May 26, 1825."

At the time of Clark's death, the Masonic Lodge paid due tribute to him with an organized procession to his son's residence where he died. He was buried with Masonic ritual in his first interment in Athlone. In 1904 his body was moved to the family plot in the Bellefontaine Cemetery. The family invited the Grand Lodge to attend the unveiling of a monument on October 2, 1904. A marble bust likeness of General Clark is placed in front of a high marble shaft on which the Masonic insignia is engraved.

NOTES


4 Quoted verbatim from a letter to the author from Mrs. Fred C. Harrington, Jr., Librarian, Missouri Historical Society.
Jefferson

THREE PLACE NAMES

Other tributaries were referred to as "creeks." They were, so to speak, the "pillars" of the Jefferson River.

I became more impressed and certain about something that I had lightly considered in my first readings of the Journals: the names Lewis gave to these three significant tributaries were taken from Masonic ritual. My inconsistent attendance at my Masonic Lodge had brought forth an uncertain familiarity with the use of the names of human virtues. I have since had this common practice confirmed by many Masonic officers from various lodges. Naming the three rivers as Lewis did, and the purpose for which he named them, would not be unusual or unexpected from one who had given so much attention to Masonry prior to the expedition, advancing to Master Mason in the Virtue Lodge Number 44 of Albemarle, and Royal Arch Mason in Widow's Son Lodge, Milton, Virginia.

NOTES

1...the name we had given to the lower portion or River Jefferson and called the bold rapid and clear stream Wisdom, and the more mild and placid one which flows in from the S.E. Philanthropy, in commemoration of two of those cardinal virtues, which have so eminently marked that deservedly celebrated character through life." The Journals of the Lewis and Clark Expedition, Gary E. Moulton, editor, University of Nebraska Press, Lincoln. 1988. 5:54.

2 Robert Smith, Secretary of the Navy; Henry Dearborn, Secretary of War; Thomas Jefferson, President of the U.S.; James Madison, Secretary of State; and Albert Gallatin, Secretary of the Treasury.

Masons Pay Tribute to Lewis and Clark

By Eldon G. Chuinard

In the Four Winds Tour of the Lewis and Clark Trail in 1970, extensive visits were made to Lewis and Clark historic sites in North Dakota. One of these visits was to a beautiful rolling countryside overlooking the Missouri River near the site of the Expedition's wintering quarters. The site, a small plot of land, had been purchased from the state 35 years earlier by the Masonic Grand Lodge of North Dakota. At this place on May 21, 1935, a monument was erected to Captains Lewis and Clark.

The handsome monument superimposed upon a concrete base was built of native fieldstones in a solid trapezoid form. It is five feet square at the base, tapering upward to a height of eight feet, and is two feet square at the top. The total height is nine feet. Inlaid on the west side of the marker is a bronze plaque bearing the Masonic logo and the following inscription:

The Lewis and Clark Expedition camped in this vicinity from October 27, 1804, to April 7, 1805.

Captain Meriwether Lewis, a member of St. Louis Lodge No. 111 A.F. & A.M., was probably the first Mason to tread upon what is now North Dakota soil.

Captain William Clark was made a Mason in that lodge upon his return to St. Louis.

This memorial is erected by the Grand Lodge A.F. & A.M. of the state of North Dakota, in cooperation with constituent lodges, as a lasting tribute to the courage, the heroism, the fidelity to trust, and the

enduring service to country of these distinguished Masons.

A.D. 1935

A.L. 5935

While on the Four Winds Tour, I took the photograph at the left. The man standing beside the monument, Samuel Line, was a member of the tour. He was also a Mason and wanted me to take this picture to show his lodge brethren. This was probably the last photograph taken of him. He died two days later of a heart attack. The several Lewis and Clark Four Winds Tours included a number of people over the age of eighty. Sam Line's was the only death — regretfully reminiscent of the title of my book, Only One Man Died.

On June 20, 1938, the Masons of Billings (Montana) Lodge No. 113 dedicated a plaque which they had placed on Pompey's Pillar. It read:

In Memoriam

Meriwether Lewis, P.M., William Clark

Members Pa. Lodge No. 111

Subsequently Tenn. Lodge No. 12

Subsequently Mo. Lodge No. 1

This tablet placed by Billings Lodge No. 113

A.F. & A.M. at a meeting of the Lodge here on June 20, 1938
Masonic apron supposed to be that of Meriwether Lewis is on display in the Grand Lodge of Free and Accepted Masons of Montana, in Helena. I first saw this fascinating handmade apron replete with traditional, hand-painted Masonic emblems when I was historian for a Lewis and Clark tour conducted by Four Winds of New York in 1970. The Grand Lodge of Montana was included among the historical sites to be visited.

Permission was given to me to examine the apron out of its locked case. I examined it front and back and found it to be made of silk and backed with linen. In the past, Masonic aprons often had the owner’s name embroidered on the back side. Neither Lewis’s nor any other name was sewn onto this particular apron.

At that time, several of the tourists asked, “How do they know for sure that this was Lewis’s Masonic apron?”

As a Mason I felt free to ask this question of Frank A. Arnold, Grand Secretary of the Lodge. He provided me with a verbal and written account of how past Grand Master Joseph R. Hopper had purchased the apron for $500 in 1960 on acceptable assurance of its authenticity. Although this did not include any primary record of the apron being found on Lewis’s body at the time of his tragic death, or any evidence that it was recorded among his personal effects, it did include an impressive notarized copy of testimony given in 1905 by William Loudin, husband of the daughter of Meriwether Lewis’s nephew William Lewis Anderson, who was 17 years old at the time of his uncle’s death.

The affidavit claims that Anderson was given Lewis’s apron and silver watch as keepsakes from among the personal affects brought back in a trunk from Tennessee after Lewis’s mysterious and untimely death in 1809. Anderson lived the last 19 years of his life (1856 - 1875) in the home of his daughter, Laura Loudin. Just prior to his death in 1875, he gave Laura the two relics. She died in 1905, and in the same year, the two momento became the property of a Eugene Brown. The purpose of the sworn testimony by Loudin’s husband was to verify that Brown’s recent acquisitions were in fact once the property of Meriwether Lewis.

According to Loudin’s testimony, Anderson often told the story of how he came into possession of his uncle’s Masonic apron and silver watch. He would also say that the watch had been carried on his uncle’s expedition with Clark.

Another source in the Grand Lodge in Helena claims that the apron was in Lewis’s pocket at the time of his death. If this is so, perhaps the mysterious stains on the apron are from Lewis’s blood.

And so, another question was put to me by members of the tour group: “How can we know if the stains on the apron are from Lewis’s blood?”

It was only legend that said the rust-colored stains were blood; no tests had been made to verify that claim. I received permission to return to the Lodge at some future time—after I had received instructions in the technique of obtaining usable samples from blood stains. Such instructions were received from the Hematology-Criminal Division of the University of Oregon Medical School, chaired by Bernard Pirofsky, M.D.

When I returned to Helena, Mr. Arnold again removed the apron from the cabinet, and the two of us carefully handled it while I slowly dripped the prepared sterile water through several blood stains and collected the fluid in the sterile test tube.

If a human blood type were determined, my next step would be to ask permission of the National Park Service to obliquely enter Lewis’s grave to secure a piece of bone to test for a blood type.

Such investigation would be academic, but might also answer some of the various questions regarding the apron, or raise more questions. If the blood types from the apron and the bone did not match, either the apron or the skeleton, or both, were not those of Lewis. If the blood types did match, it would still be conjectural that both sources belonged to Lewis. If the blood type from the bone was accepted as truly being from Lewis’s skeleton, and matched with the blood type from the apron, then more credence could be given to the belief that the apron did in fact belong to Lewis. There is no practical purpose in determining the blood type on the apron without comparing it with the skeleton, since Lewis’s blood type had not been determined while he was alive.

Supposition can become very intriguing. For instance, even if the blood type on the apron is
This hand-made Masonic apron, believed to be that of Meriwether Lewis, measures about 15" x 12". An apron is a Masonic badge, symbolic of the aprons which identified men as stone and brick workers (i.e., masons) in medieval Europe. Today an apron is given to a new member of a Masonic lodge and worn during ceremonies and rituals. The Masonic emblems on this apron were done in various colors. There are three rather large blood stains, two on the left side and one on the right side of the apron. "The skull and cross bones at the bottom is not a Masonic symbol," explains Dean M. Lindahl, Grand Secretary of the Grand Lodge A.F. & A.M. of Montana. He believes that this symbol was added sometime after Lewis's death. Lindahl also serves as curator at the Grand Lodge in Helena and was most helpful in assisting with the preparation of the material for this article.

**ABOUT THE AUTHOR**
Dr. E. G. Chuinard is a past president of the Foundation, founder, and frequent contributor of WPO, and author of *Only One Man Died: The Medical Aspects of the Lewis and Clark Expedition*.

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**NOTES**

1. The death of Meriwether Lewis while en route from St. Louis to Washington, D.C. remains a mystery. Some authorities believe he was murdered, while others conclude that he took his own life.

2. Two trunks of Lewis's personal effects were delivered to his mother in Virginia. A list of his belongings with him at the time of his death was made on November 23, 1809. Listed was a silver watch. Unfortunately, there is no mention as such of any Masonic apron. Maybe it was overlooked, as were a miniature of Lewis and his watch chain. In any case, it appears that there were other unidentified personal effects added to the Tennessee items and sent to Lewis's mother. (See *Letters of the Lewis and Clark Expedition with Related Documents 1783-1854*, Donald Jackson, editor. Urbana, 1978 ed. 2 Vols. 2:470-474, 486-487.)

3. Meriwether Lewis's older sister, Jane Meriwether Lewis, married Edmond Anderson. A son, whom they named William Lewis Anderson, was born to them in 1792. In turn, he married a Mary Webb; and in 1834 they had a daughter whom they named Laura. Laura married William Loudin in 1856. At that time Laura's father came to live with her and her new husband. William Loudin testified that his father-in-law always carried the watch that had belonged to Meriwether Lewis. The watch was not purchased by the Grand Lodge of Helena. [The above genealogical information was taken from *Lewis Family Tree*, a 24" x 36" poster containing the family tree of Robert Lewis of Wales, who migrated to America in 1635. LEWIS Family Tree, P.O. Box 1562, Arlington, VA 22210-9998.]

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FEBRUARY 1989 — WE PROCEEDED ON 17 —
The accomplishments of the Lewis and Clark Expedition are among our nation's proudest heritages. This epic journey across the Trans-Mississippi wilderness (1804-1806) was of such significant value to the United States in the areas of natural science, ethnology, commerce, and diplomacy toward the natives that the historic Trail and all documented landmarks become worthy of preservation. A number of these landmarks have been preserved for future generations to enjoy, and several more are being considered for preservation. However, a greater number have been destroyed, along with extended sections of the Trail—never to be reclaimed.

The following is an historical interpretation of a relatively undisturbed lookout which was used by the Expedition and documented in their journals and their cartography. It is one of the sites to be visited during the Foundation's 1989 meeting.

here can be little doubt to one who has studied the early Indians who frequented the Beaverhead Valley of present southwestern Montana that the monolithic limestone outcropping in the vicinity of Dillon was used from time immemorial as a vantage from which the natives in pursuance or in retreat of an enemy, on a hunt, or simply to post sentry, the limestone lookout was ideally situated.

In the early 1700s a powerful tribe of Indians known today as the Shoshones, spent their summer months along the present Salmon and Lemhi Rivers west of the Continental Divide. There they lived upon the fish they caught, and referred to themselves as Agakitka or "Salmon Eaters." In September they would cross the Divide and follow down the Beaverhead Valley and eventually onto the plains which teemed with buffalo. During that time they referred to themselves as Kutusundeka or "Buffalo Eaters."

The reason for the great power of these people lay primarily in the fact that they possessed horses, which they obtained directly and indirectly from the Spanish who lived west of the Divide and to the south. The horses allowed the Shoshones to move with great speed and power against their enemies who lived on the plains east of the mountains and who had no horses. These large agile animals were also helpful in portaging tribal belongings over the Divide, and in buffalo chases.

The downfall of the Shoshone power can in all probability be attributed to the fact that the vigilant Spanish refused to allow the Indians to have guns. The power and speed of the equestrian Shoshone proved to be no match for the swift and deadly lead ball that sped from the noisy "iron stick." The French and English fur traders who were moving westward from the Great Lakes region had no qualms about trading guns for furs. And soon the enemies of the Shoshones were armed with a "medicine" more powerful than the awesome "Big Dog."

The tables had turned. Fate had unmercifully placed the Shoshones in a desperate situation. The once weak enemy now had the power. Not only were they able to withstand the attacks of the Shoshones, they were also able to make profitable raids, stealing horses, women, children, tips, food, etc. The Shoshones were soon to become a wretched and despised people. Such was

2. Thwaites, Reuben G., editor, Original Journals of the Lewis and Clark Expedition 1804-1806. ARNO Press edition, New York, 1969. 8 Vols. 5:258. According to Captain Clark "...that beautiful and extensive Valley open and fertile which we call the beaver head Valley which is the Indian name. In their language Har-na Hep-pap Chah, from the No. of those animals in it and a pt. of land resembling the head of one. This Valley extends from the rattle snake Mountain [today's Rattlesnake Cliffs] down Jefferson's river [today's Beaverhead River and the upper portion of Jefferson's River] as low as Fraizers Creek [present South Boulder Creek] above bighorn mountain and is from 10 to 15 Miles in width and about 50 miles on a direct line in length and Jefferson's river in passing through this Valley receives McNeal's Creek [present Blacktail Deer Creek], Track Creek [present Rattlesnake Creek], Phalanthropy river [present Ruby River], Wisdom river [present Big Hole River], Fields river [North Boulder River] and Fraziers Creek [South Boulder Creek]..."

3. This rock formation is located just north of the Dillon, Montana city limits between Interstate Highway 91 and State Highway 41.

4. Madsen, Brigham D. The Lomht: Sacajawea's People. The Caxton Printers, Caldwell, Idaho. 1979. p. 24. There were many tribes of the Shoshonean nation. Those referred to in the present paper were those who would cross the mountains to hunt buffalo.


7. Thwaites. 5:383. Captain Lewis wrote: "I can discover that these people [the Shoshones] are by no means friendly to the Spaniards. Their complaint is, that the Spaniards will not let them have fire arms and amunition, that they put them off by telling them that if they suffer them to have guns they will kill each other, thus leaving them defenseless and an easy prey to their bloodthirsty neighbours to the East of them, who being in possession of fire arms hunt them up and murder them without respect to sex or age and plunder them of their horses on all occasions."


9. Thwaites. 3:341. When the cautious Shoshones first came from their village to meet Captain Lewis, they came "armed for action expecting to meet with their enemies the Minnetonitas of Fort de Prairies (Asininos) whom they call Pah-kees. They were armed with bows arrow and shields except three whom I observed with small pieces such as the N.W. Company [Northwest Fur Company] furnish the natives with which they had obtained from the Rocky Mountain Indians on the Yellowstone river with whom they are at peace..."
their lot on the arrival of the Lewis and Clark Expedition in the Beaverhead Valley in August, 1805. Sergeant Gass wrote of one village: "They are the poorest and most miserable nation I ever beheld... They have a great many fine horses, and nothing more; and on account of these they are much harassed by other nations." 10

Fear welled in the hearts of the Shoshone people each fall as they cautiously ventured eastward to the site of their winter campgrounds. Captain Lewis recorded their condition in his Journal: "...to avoid their enemies who are eternally harrassing them... they were obliged to remain in the interior of these mountains at least two thirds of the year where they suffered, as we then saw, great hardships for want of food sometimes living for weeks without meat and only a little fish, roots and berries. but this, added Cameahwate [the chief], with his fierce eyes and lank jaws grown meager for the want of food, would not be the case if we had guns, we could then live in the country of buffalo and eat as our enemies do and not be compelled to hide ourselves in these mountains and live on roots and berries as the bear do. we do not fear our enemies when placed on an equal footing with them." 11

Because of its situation, the limestone lookout must have been important to the fearful Shoshones as they cautiously made their way toward buffalo country. 12 It no doubt also served their enemies, who with cupidity waited in ambush of these ill-fated natives migrating eastward with their wealth of horses.

In the year 1800, the Shoshones set up a village on their usual site at the Three Forks of the Missouri. Here they were attacked by a raiding party of Hidatsas who killed four men, four women, a number of boys, and made prisoners of all the females and four boys. 13 These raiders were from earthlodge villages in what is now central North Dakota on Knife River, a tributary of the Missouri, not far above the Mandan Indian villages. They brought their Shoshone captives back to their village where at least one of the girls was sold to a French free-trader by the name of Toussaint Charbonneau, who had been living among the Hidatsa for three years. 14

Four years later, on May 14, 1804, the Lewis and Clark Expedition set out from its Wood River Camp in Illinois, just opposite the mouth of the Missouri. Their instructions from President Jefferson stated, in part:

"Beginning at the mouth of the Missouri, you will take observations of latitude of longitude, at all remarkable points on the river, & especially at the mouths of rivers, at rapids, at islands, & other places & objects distinguished by such natural marks & characters of a durable kind, as that they may with certainty be recognized hereafter. The courses of the river between these points of observation may be supplied by the compass..." 15

The Lewis and Clark Expedition reached the Mandan villages in late October of 1804. They built a fort and settled for war almost exclusively and the bow and arrows are used in hunting."


9. Thwaites. 2:343. "these people had been attacked by the Minetares of Fort de prairie this spring and about 20 of them killed and taken prisoners. on this occasion they lost a great part of their horses and all their lodges except that which they had erected for our accommodation; they were now living in lodges of a conic figure made of willow brush."


12. There are several references in the Lewis and Clark literature to the effect that the enemies of the Shoshones ambushed them in the Beaverhead Valley and above: e.g. Thwaites. 2:38. "near the upper part of this cove [present Horse Prairie] the Shoshones suffered a very severe defeat by the Minnetaros about six years since."


15. Jackson.
in for the winter. Here they met Toussaint Charbonneau whom they hired as an interpreter for their meetings with the nearby Hidatsas.16 The explorers soon learned that they would be needing horses to cross the Rocky Mountains. They immediately recognized the value of Charbonneau’s wife as an intermediary in bargaining with the Shoshones for horses. The Frenchman and his wife, Sacagawea, agreed to accompany the Expedition to the Pacific Ocean.17

This Shoshone woman was only eleven or twelve years old when she was abducted by the Hidatsas.18 They had brought her to their village by a route which crosses the Yellowstone River and comes overland to Knife River.19 She had never been on the Missouri below the Gates of the Rocky Mountains. With the Lewis and Clark Expedition, it was in the vicinity of present Helena, Montana, that she began to recognize the country.20

The Expedition arrived at the Three Forks of the Missouri on July 25—too early in the year for the Shoshones to have arrived for the winter. Here they met Toussaint Charbonneau, Frenchman and his wife, Sacagawea, agreed to accompany the Expedition to the Pacific Ocean.19

Sacagawea recognized a landmark. Captain Lewis wrote: “The Indian woman recognized the point of a high plain to our right which she informed us was not very distant from the summer retreat of her nation on a river beyond the mountains which runs to the west, this hill she says her nation calls the beaver’s head from a conceived resemblance of it’s figure to the head of that animal. She assures us that we shall either find her people on this river [i.e., present Beaverhead River] or on the river immediately west of this source...”21 Captain Lewis and three men went ahead of the main party in search of the Shoshones.

Three days later Clark’s party reached a large island which they called “3000 mile island as it is Situated that distance from the mouth of the Missouri by water.”22

By August 13, Lewis’s party was west of the Divide and had finally made contact with the Shoshones. On that same day, Clark’s party set out early, as usual. The temperature was 52 degrees at sunrise, there was a slight wind out of the northwest, and it was cloudy. The river wound back and forth so greatly that by 8 a.m., their usual hour for breakfasting, they had made only one mile on a direct line from their camp of the previous night, and only four river miles. Here, at the base of “a high Point of Limestone rocks on the Stard. Side...about 70 feet high,” they pulled their seven cottonwood dugouts ashore.23 While those in charge of preparing breakfast set about their morning duty, Captain Clark ascended this high point of “rugged” rock. And from this eminence viewed the Beaverhead Valley through his telescope, made a number of compass readings, and sketched a map24 of the area: “Point of the Beaver head hill bears N. 24°E. 12 Ms. “The course of the Wisdom [present Big Hole] river is No. 25°W.”

“The gap at the place the river passes thro’ a mountain [present Rattlesnake Cliffs] in advance is S 18°W. 10 Ms.”25 The top of Clark’s Lookout is one of the few well documented points along the historic Lewis and Clark Trail where we can establish with a high degree of certainty that Captain Clark actually stood making observations and recording geographical information obedient to President Jefferson’s orders. Indeed, the very rock upon which he stood should “with certainty be recognized hereafter.”

16. Osgood
18. The age of Sacagawea is deduced from the fact that she had been promised to a Shoshone man when she reached the age of puberty (Thwaites. 2:371), which was considered by them to be 13 or 14 years. Since the Shoshone man had not claimed her by the time that she was abducted in 1800 (p. 262-263) we conclude that she was probably about eleven or twelve when she was abducted and about seventeen when she had her baby in 1805.
19. Saindon, Bob. “The Abduction of Sacagawea,” We Proceeded On, Vol. 11, No. 2. pp. 6-8. The route used by the Hidatsa to make raids on the Shoshone is shown on map number 12 of Clark’s maps that are found reproduced in volume 8 of Thwaites.
20. Thwaites. 2:50.
22. Thwaites. 2:333. Clark’s measurements were long especially between the mouth of the Yellowstone River and the Great Falls of the Missouri. The actual distance of this island from the mouth of the Missouri was closer to 2,700 miles (see Wheeler; Olin D. Tho Trail of Lewis and Clark 1804-1904. New York, 1904. 2 vols. 1:377.) The island no longer exists. At the time of Lewis and Clark it was located about halfway between the Beaver’s Head and Clark’s Lookout.
24. This information is found on map number 29-A of Clark’s maps that are reproduced in volume 8 of Thwaites.
Illustrations by the late Irvin (Shorty) Shope of Helena.
AUTHOR'S NOTE: During the summer of 1989, forty students from the School of Outdoor Recreation at Lakehead University in Thunder Bay, Ontario, Canada, will re-trace the 1789 voyage of exploration and commerce of Alexander Mackenzie. This 5,200 kilometre Mackenzie River journey (both downstream and return) will be conducted in three thirty-six foot "Montreal" canoes and in as authentic a manner as possible. It is the first of a series of five expeditions which will traverse Canada from Sea-to-Sea. These five re-enactments in the years 1989 to 1993 will correspond to the trans-Canada travels of Mackenzie, the primary intent being to facilitate the establishment of a Sir Alexander Mackenzie National Historical Trail. Aside from actually paddling a total distance of some 14,000 kilometres over five years, these modern-day voyageurs will present a series of historical re-enactments and interpretive activities in the many communities along the route of the explorers and traders of Canada's past.

One of the more interesting aspects of Alexander Mackenzie's 1789 trip to the Arctic Ocean (his first attempt to find a northwest passage) is the considerable attention given to food as shown in the 1801 publication of his journals, Voyages From Montreal on the River St. Lawrence Through the Continent of...
AND COMPLEXITIES OF FOOD 
UNDER MACKENZIE (1789) AND 
A SEA-TO-SEA (1989) 

BY JIM SMITHERS 

North America to the Frozen and Pacific Oceans in the Years 1789 and 1793. In fact, references to food were made on 62 days of the 102-day trip to the Arctic. On 27 different occasions Mackenzie mentions the results of fishing; and on nine days he writes about obtaining food from local Indians. 

Since the Canada Sea-to-Sea Expeditions will be re-enacting Mackenzie's trip to the "Frozen Ocean" on its 200th anniversary, a comparison of the realities and complexities of feeding a group of hungry voyageurs (modern and historical) has both academic and practical merit.
On the 1789 journey to the Arctic Ocean, Mackenzie's party consisted of four Canadians and two of their wives, one German, English Chief and his two wives, two Indian hunters, and local Indian guides. This party of thirteen or more traveled in one large canoe of unspecified size and two smaller canoes—one for the two wives of English Chief and one for the hunters. A certain M. LeRoux traveled with Mackenzie's party as far as the Yellowknife area of Great Slave Lake in a 32-foot canoe filled with trade goods and supplies for both Mackenzie and his own party. He was to remain in the Yellowknife area for the summer in order to trade with the local Indians.

Mackenzie was concerned with feeding some thirteen to fifteen people off the land as only a limited amount of pre-packaged food could be carried. The extended nature of the voyage and the need to carry considerable quantities of trade goods and gifts precluded carrying more than a survival amount of the customary corn and pemmican. The exploratory nature of this voyage also precluded the customary re-provisioning from trading posts along the way.

It appears that Mackenzie controlled the considerable amount of shot and powder as well as the pemmican and corn which was carried and/or cached at several locations—Mackenzie made two caches and M. LeRoux made one. Because they were primarily living off the land, Mackenzie gave considerable detail in his journals to matters relating to the efforts of the two Indian hunters and the results of the net fishing which occurred at most campsites. The provisions obtained from Indian inhabitants were also essential to the success of the venture. The journals record nineteen different times when the party obtained significant amounts of food from the natives.

On eighteen occasions Mackenzie noted an abundance of game (animals, fish, and fowl) available for both his party and the local Indians. He does not portray himself as being overly concerned about the possibly of wintering in an area with limited provisions; however, he reports that on a number of occasions the voyageurs and Indians of his party expressed strong concern.

It would be logical to expect that Mackenzie did not list all of the food items that the party acquired and consumed along the way, and very limited information is given about the provisions they carried from Fort Chipewyan. Mackenzie did, however, note the consumption of the following foods: one each: wolf, fox, owl, buffalo; two each: eagles, onions, hares, eggs; 3 liquorice roots; 8 cranes; 9 berries; 16 beavers; 17 reindeer; 20 ducks; 25 fish; 48 swans; and 326 geese.

Ten days out from Fort Chipewyan, Mackenzie notes that he has given the men a new net in order to
obtain provisions from the water because, he says, "our stores being reduced to about 500 weight, which, without any other supply, would not have sufficed for fifteen people above 12 days."

In one six-day period he reports that his party of fourteen had consumed "two reindeer, four swans, forty-five geese, and a considerable quantity of fish." He went on to explain, "I have always observed, that the north men possessed very hearty appetites, but they were very much exceeded by those with me, since we entered this river. I should have thought it absolute gluttony in my people. If my own appetite had not increased in a similar proportion."

On their return from the Arctic, they were able to use the provisions that had been "concealed" on their outward journey: "...it rendered us more independent of the provision which were to be obtained by our fowling pieces, and qualified us to get out of the river without..."

But there were days of "great fatigue" due, in no small part, to a lack of food: "A swan was the only animal we killed throughout the day," Mackenzie wrote only three days before their arrival back at Fort Chipewyan.

 Needless to say, hungry voyageurs (both modern and historical) require huge quantities of food, and what was considered appropriate in 1789, is vastly different from a 1989 point of view. While cranes and swans might be tasty, feeding the Canada Sea-to-Sea Expedition off the land in 1989 would be highly illegal and probably impossible.

Unlike most of the expeditions conducted by the School of Outdoor Recreation at Lakehead University, the food for the 124-day Canada Sea-to-Sea trip this spring and summer will not require the normal mixture of off-the-shelf and pre-packaged "high-tech" items. The $65,574 overall food budget will provide a somewhat specialized menu for the following reasons: its long-term nature; the need of maintaining a 5,000 calorie-per-day diet for each of the 45 participants; the
ability to carry lots of weight and volume in the 36-foot canoes; the relative ease of re-provisioning on a weekly basis; and the emphasis on individual munching when hungry and in a hurry.

There will actually be 93 travel days for the participants who will be organized in three equal brigades. Sixty-three of the days will be “individual” food days, during which there will be little interaction with regard to food preparation; each person will take care of his/her own food needs. Thirty-one days will be “group supper” days; the other thirty-one will include the time in the towns along the way when the participants will have their “junk food binges,” and the two days following each town visit when they will be able to eat fresh food purchased from the town.

From the master food plan for the expedition, we find the following items to be used for group dinners: spaghetti, pizza, stew, pre-packaged main courses, corn beef hash, chili con carne, fish, casseroles, desserts, drinks.

GORP (good old raisins and peanuts) is the largest single item on the food plan. The idea is that this will allow each participant to eat as frequently and as much as needed on a personal basis. Regular munching on high caloric food is a necessity if one is to maintain a sufficient level of energy and body heat while working over an extended period of time in a harsh environment.

Weather and other circumstances will dictate the actual consumption of specific items. It is expected that a basic inventory of food items will be carried in one of the ground support vehicles, and that re-provisioning will take place in the various communities along the route.

Although all of this modern detail is not as exciting as setting a net or chasing a flock of ducks, it does have its challenging aspects since one never really knows if people will eat all that GORP or canned meat until they are well into the trip.

An interesting comparison between the 1789 and the 1989 food systems can be made from notes and calculations contained in C. E. S. Franks' book entitled The Canoe and White Water:

The voyageurs by comparison were consistently prodigious eaters while on the trail. Their daily food ration was ten pounds of salmon, or fifteen pounds of whitefish, or three pounds of pemmican. Assuming that these figures refer to the whole fish, and that one-third of the fish was waste, the value in food calories per day for this consumption is 6,900 Cal/day for salmon, and 7,200 Cal/day for whitefish. Assuming an average value of 150 Cal/oz. for the pemmican (see below) the food value of the pemmican was similar, at 7,200 Cal/day. These calorie values are extraordinarily high. The Sierra Club has concluded that on backpacking trips, 3,500 Cal/day is the average maximum needed. Many grown males, to keep their weight down, now consume only 2,500 Cal/day or less. Few athletes consume more than 4,000 to 5,000 Cal/day.

The voyageurs consumed so many calories because they expended that much energy. The following table gives an estimate of the energy output of a voyageur on a typical workday, including the energy required simply to maintain his body's existence (the basal metabolism).

| Basal metabolism: | 155 lbs x 1100 Cal/100 lbs | = 1705 cal. |
| Canoeing: | 15 hours x 200 Cal/100 lbs/hour | = 4650 cal. |
| Total: | = 6355 cal. |
| Add 10% for 'specific dynamic action' (the energy consumed and wasted in metabolizing the food): | = 635 cal. |
| Grand total, one day's energy output: | = 6990 cal. |

The historical records of food consumption and calculations for energy requirements on the basis of modern nutritional science thus produce almost identical figures.

Considering that half of the modern-day voyageurs will be female (slightly lower food consumption), that most individuals will spend some of their own money on food and drink, and that the “junk food binges” in town will probably be considerable, the total calorie count (5000) of the modern food plan comes close to matching the information contained in the quote from C. E. S. Franks.

As well as supplying the participants with the huge amounts of energy required to complete the journey, the food plan will provide an excellent opportunity to study an interesting weight-loss/weight-gain phenomenon which has been observed during other extended Lakehead University School of Outdoor Recreation outdoor expeditions of a physically demanding nature. It appears that most males lose weight (fat?) while most females gain weight (muscle?). Since the 1989 expedition will involve an equal number of male and female participants (twenty of each), it will provide an excellent opportunity to study the various work/nutrition and weight/tissue relationships which may arise during an extended outdoor activity of a vigorous nature.
GENERAL REFERENCES AND NOTES


1. This publication is reported to have been a "best-seller" in England. The Lewis and Clark Expedition was greatly influenced by certain Lewis and Clark journal entries indicate that they had at least Mackenzie's map with them. "Some Books Carried by Lewis and Clark," The Bulletin, Missouri Historical Society, October 1956, pp. 3-13.

2. The two Canada Sea-to-Sea Expeditions to be undertaken during the years 1989-1993 are being done to commemorate the historic ventures of Alexander Mackenzie to find a northwest passage. Mackenzie was knighted by King George III in 1802 for his remarkable explorations in Canada. The two commemorative expeditions were founded by the Alexander Mackenzie Trail Association, One Step Beyond Adventure Group, and Lakehead University.

3. The members of the Lewis and Clark Expedition were also big eaters. Lewis wrote that the 31 men and one woman "eat an emendity of meat; it requires 4 deer, an elk and a deer or one buffalo, to supply us plentifully 24 hours." (Thwaites, Reuben G., ed. Original Journals of the Lewis and Clark Expedition 1804-1806. 7 vols. and Atlas. Don Mead & Co. (N.Y., 1904). 2:277.

ABOUT THE AUTHOR

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BOOKNOTES

GUIDE TO MACKENZIE TRAIL


Here's a hiker's guide to the Alexander Mackenzie Grease Trail, an older but descriptive appellation now euphemized as the Alexander Mackenzie Heritage Trail. (The term "grease" applies to a number of old Indian trails in the area, which were used to transport rendered fish oil from the coast. A smell-like silvery herring, the eu lachon, or candlefish, is so oily that you can dry it, run a wick through it, and burn it as a candle.) The Trail is also called the Nuxalk-Carrier Route, after local Indians.

Alexander Mackenzie was the great Canadian explorer who in 1788 was posted to the North West Company's fur outpost at Fort Chipewyan on Lake Athabasca (in the far northeast of modern Alberta). The following year he tracked the mighty river which bears his name to the shores of the Arctic Ocean. In 1793 he set up the Peace River to reach the Pacific. His party of ten (plus local Indian guides) crossed the Rockies and headed south to the Fraser River (which Mackenzie thought was the Columbia). Halted by rapids, he marched overland to the coast. Out in the coastal flords of the Dean Channel he left his mark on a rock: "Alex Mackenzie, from Canada, by land, 22d July. 1793."

The Mackenzie Trail begins near the mouth of the Blackwater River (Mackenzie's "West-Road"), roughly halfway between Prince George and Quesnel, B.C. It runs 347 kilometers (216 miles) over the Rainbow Mountains and through Tweedsmuir Provincial Park to Burnt Bridge Creek on Highway 20 at the eastern border of the Park. From there it's 50 road km to Bella Coola at the head of the Bentinck Arm of the Burke Channel.

In 1986 Halle Flygare and his wife Linda marked off this Trail with a kilometer-wheel. The heart of this book, pp. 33-165 is a km-by-km guide to the physical landmarks, both natural and man-made, along the march. I count some 445 locations, descriptions, viewpoints and markings; it seems impossible that any travelers could lose their way. One such notation, at 82.68 km, is graphic: "YOU ARE LEAVING CIVILIZATION."

The book is chocked full of helpful hints and information on short walks, horseback rides, day trips, fly-ins, food drops, ancient "moccasin trails," "things to do and see in the Bella Coola Valley," and warnings about "the ability to backpack in a self-sustaining way for a minimum of one week." Quotations from Mackenzie's original journals are appropriately placed.

There are 29 foldout maps, about 5" x 10" in size. The first two are keys. They show the entire Trail and identify the location of the others, which are detailed, contoured, and drawn on a 1:50,000 scale (about .8 miles to the inch).

The book is pocket-sized (5-1/2" x 4-3/4" x 3/4"), spiral-bound, with waterproof covers. To order, write: The Alexander Mackenzie Trail Association, P.O. Box 425, Station A, Kelowna, B.C. V1Y 7P1

Don't hike to the Pacific without it.

Harry W. Fritz
Missoula, Montana
"I can plainly see Mt. Jefferson"
— Capt. Wm. Clark, April 2, 1806

CAPTAIN CLARK MONUMENT DEDICATED AT UNIVERSITY OF PORTLAND

MONUMENT RECEIVES NHT CERTIFICATION

Dedication of a life-size bronze depicting Captain William Clark, pointing to the mountain he named in honor of President Jefferson, was held on the campus of the University of Portland December 11, 1988. Along with Clark is his black servant, York, and a local Indian guide. The monument was designed to depict what is considered the first inter-racial "community" in the Pacific Northwest. It was designed and executed by Michael Florin Dent, a U. of P. professor and artist, to capture the excitement, unity and wonderment of discovery by these men of different races, thus underscoring the fundamental need for human cooperation.

The statue was an Oregon project, conceived and accomplished by cooperative effort of the Oregon Lewis and Clark Trail Committee and the University of Portland. James T. Covert, professor of history at U. of P. and Dr. E. G. Chuinard, chairman of the Oregon Lewis and Clark Trail Committee, were co-chairmen of the committee that, over the past four years, raised more than $55,000 for the statue. Covert, Chuinard, and Dent were on hand to cut the purple ribbon that surrounded the statue.

The monument has been certified by the National Park Service, Lewis and Clark National Historic Trail. In his letter to University President Rev. Thomas C. Oddo, C.S.C., Thomas L. Gilbert, Coordinator of the Lewis and Clark National Historic Trail, wrote: "We wish to express our appreciation in this worthwhile project. We commend the university and the Oregon Lewis and Clark Trail Commission for the combined effort to establish the monument and publicly commemorate the Lewis and Clark Expedition, which in its scope and achievement towers among the major explorations of the world."

DISCOVERY CORPS: INTERESTING, ACTIVE L&C GROUP

There is a fascinating new Lewis and Clark group active in the middle reaches of the Missouri River. Known as Discovery Corps, this interesting and hard-working organization is head-quartered at Council Bluffs, Iowa. Although it is technically five years old, the group has been a continuous part-time effort since last March.

Discovery Corps is a group dedicated to the preservation and sharing of the Lewis and Clark heritage through public presentations, especially living history reenactments. Specifically, the group emphasizes the events of the Expedition which occurred along the middle reaches of the Missouri River (above present Kansas City), and including Kansas, Nebraska, Iowa, and the southeastern corner of South Dakota.

From information provided by Jack Schmidt, Sergeant Commanding, dated December 23, 1988, we learn that since March of last year, Discovery Corps has had two formal meetings and participated in four major reenactments, two parades, one trade fair, and one Boy Scout camporee.

Discovery Corps seek to portray the Expedition and its individual members in as accurate a manner as possible, and to this end is pledged to an ongoing reading and research effort by individuals and the group as a whole. Each active reenactment member of the Corps provides his own clothing, arms, and accoutrements, paying close attention to period accuracy.

In conjunction with the National Park Service and the Sioux City Public Museum/Sergeant Floyd Museum, the group is working on plans for creating a replica of a blunderbuss similar to the ones carried on the original Expedition. They hope to have the project completed by this summer.

Discovery Corps has been invited to participate in the 1988 events in 1989. In addition, they have been invited to participate in 1989 activities at Ft. Atkinson, Neb., Onawa (Iowa) Lewis and Clark Festival, Pottawattamie County Conservation Board's annual reenactment of the White Catfish encampment (i.e., L&C's July 21-26, 1804 encampment), Rivercade Festival in Sioux City, and High Plains National Rendezvous.

Foundation members interested in joining Discovery Corps are advised that there are two categories of membership: ACTIVE MEMBER: $20 per year, entitles full participation in all Corps activities, whether as a "reenactor" or as an historian; and ASSOCIATE MEMBER: $10 per year for persons interested in the activities of the Corps, but unable to participate fully. Membership includes the Corps informative newsletter.

Membership applications are available by writing: Discovery Corps, P.O. Box 764, Council Bluffs, IA 51501.
CHUINARD RECEIVES SPECIAL HONOR FROM OREGON GOVERNOR

In late 1987, Dr. E. G. Chuinard of Tigard, Oregon, who had chaired the governor’s Oregon Lewis and Clark Committee for seventeen years, moved to Lacey, Washington. Shortly after his move out of the state of Oregon, Chuinard tendered his resignation from the Committee to Governor Neil Goldschmidt. The following is Governor Goldschmidt’s understanding response to Dr. Chuinard’s letter of resignation:

Your letter of resignation from Oregon’s Lewis and Clark Advisory Committee has come to my attention. While I agree that the Committee should be chaired by a resident Oregonian, I also must note the dedication, scholarship and years of service that you have given to the people of this state and, indeed, the nation as a whole. Much credit is due to you for keeping alive the story of that heroic and farsighted expedition which first brought a detailed view of this region to the world’s attention. Your efforts have brought and will continue to bring a fresh awareness of President Jefferson’s vision and the resourceful competence of Messrs Lewis and Clark to new generations.

For these reasons I take pleasure in appointing you to permanent voting membership in Oregon’s Lewis and Clark Advisory Committee and hereby designate you “Chairman Emeritus” for life. This comes with my esteem and best wishes.

Sincerely,
Neil Goldschmidt
Governor
PORTAGE CREEK ARCHAEOLOGICAL DIG INVITES PARTICIPANTS

A rare opportunity to help uncover actual physical evidence of the Lewis and Clark Expedition awaits interested Foundation members. This summer, June 15 through August 10, the Museum of the Rockies will continue its work of locating and excavating the Lewis and Clark camp site and cache below the Great Falls of the Missouri. This would be a significant find and the first Lewis and Clark camp and cache to be positively identified.

The dig, which began two years ago, is being headed by historical archaeologist Ken Karsmizki. According to Karsmizki, the project "applies currently accepted approaches to field archaeology in an attempt to uncover materials and features that will conclusively document the exact location of the Portage Creek campsite."

As now planned, within the next two years 6000 square feet of surface will be excavated in an attempt to locate evidence of the Lower Portage Camp. An additional 20,000 square feet of surface area will be systematically covered using a combination of remote sensing and coring to extend the area of the site investigated and potentially allow subsequent excavation sites to be identified.

As with all such projects, it takes a good deal of effort to raise the needed funds. "We need to continue to pursue all possible sources of funding," Karsmizki explains, "because the more funding we have the greater our chances of finding the camp and cache." Private donations would be greatly appreciated.

PORTAGE CREEK ARCHAEOLOGICAL RESEARCH CAMP is your chance to participate in the search for evidence of Lewis and Clark.

- Camp along the scenic Missouri.
- Help excavate a major Lewis and Clark camp site.
- Learn side by side with archaeologists.
- Join in the process of discovery.

For further information and application materials write:
Portage Creek Archaeological Research Camp
Museum of the Rockies
Montana State University
Bozeman, MT 59717
or call (406) 994-5257

SANTILLANE CHAPTER FORMED

Readers of WPO who recall Dr. E.G. Chuinard's article "Fincastle - Santillane and William and Judith Clark," in the February 1988 issue of WPO will be happy to learn that a Santillane Chapter of the Foundation was formed last summer in Fincastle, Virginia. Unfortunately, correspondence relative to the new chapter reached WPO too late for an announcement in our November 1988 issue.

A letter from chapter treasurer Harry Kessler to the Foundation membership secretary dated July 11, 1988, listed 15 charter members. In addition to Mr. Kessler, the elected chapter officers are James Connell, president; J. Harold Eads, vice president; and Charles Smith, secretary.

Santillane was described by William Clark in 1810 as being "pleasantly situated in View of the Town of Fincastle," the family home of Julia Hancock Clark, first wife of William Clark.

Mr. Kessler writes: "This chapter being formed is the direct result of much correspondence and exchange of information between Dr. E.G. Chuinard and my wife, Dottie Kessler..."

The first two meetings of the new chapter were held in Fincastle on May 17 and June 15, 1988. Meetings are being held on a quarterly basis.

Foundation members interested in joining the Santillane Chapter and supporting its efforts should address all correspondence to Charles Smith, Secretary, Santillane Chapter, P. O. Box 67, Fincastle, VA 24090.
UPDATING L&C IN RECENT PUBLICATIONS

A TRIBUTE TO WILLIAM CLARK


This excellent, illustrated biography of William Clark by Foundation member Dr. Ann Rogers of St. Louis commemorates the 150th anniversary of the death of William Clark. Accurate and concise (1300 words) this informative article is a fitting tribute to a great American soldier, explorer, statesman, and patriot.

NEW L&C VIDEO AVAILABLE

by BOB SAINDON

A new 30-minute VHS video entitled "Lewis and Clark: The Great Journey," photographed, written and narrated by Foundation members Ann and Joseph Rogers, is now available.

With the many special areas of interest among Lewis and Clark enthusiasts, it is doubtful that there will ever be a Lewis and Clark production of any kind that will suit everyone. Nevertheless, "The Great Journey" will satisfy most.

Ann and Joseph Rogers undertook a challenging project when they set out to put together a 30-minute general presentation on the Lewis and Clark Expedition. First they selected from the many slides taken by Ann during their "more than a dozen trips" along the Lewis and Clark Trail. Joseph then wrote the narrative to match the selected slides. And, finally, he did a commendable job of recording the narration for the video. I would have preferred some appropriate background music and/or sound effects, however.

I felt that Ann's photos captured the scenes along the Trail much as they would have appeared at the time of Lewis and Clark. The six or so art pieces selected to depict Expedition events do a good job of supplementing the landscape photos.

MEMORIALS

JANE V. McLEAN, founding and very active member of the Metro St. Louis Chapter, passed away in August, only a week after the Foundation's annual meeting. Those who attended the 1985 annual meeting will recall that Jane was the registration chairwoman. She and her family requested that memorials be sent to the Foundation. The following memorials to Jane have been received by Treasurer John Walker:

Mrs. June H. McNichols — $10
Diane James — $25
Mr. Donald Friedla — $35
Raymond L. Bruen — $50
Betty J. Franks — $25
Harriet Hoffman — $15
Lillian Wettering — $25
Shirley Dooley Knight — $20
Maxine Richardson — $10
Arthur C. Staw — $25
Mary C. Heller — $5
Donald F. Nell — $25
Winifred C. George — $25

ARTUR F. SHIPLEY, Foundation director and leading founder of the Sakakawea Chapter, Bismarck, North Dakota, died October 5. Art was a great promoter of the Foundation and frequently sent lists to the membership secretary of people he had encouraged to share in the Lewis and Clark adventure. President Nell has donated $25 in Shipley's name.

Subscriptions to Gateway Heritage quarterly are available for $20 annually. Individual copies are available for $5 plus postage and handling. Address requests to: Gateway Heritage, Missouri Historical Society, Jefferson Memorial Building in Forest Park, St. Louis, MO 63112.

SPEAKER DIRECTORY REMINDER

With the November issue of WPO was a "Resource-Speaker Directory Information Form," for people interested in being listed in the Foundation's upcoming Lewis and Clark Resource-speaker directory. If you have not yet done so, please fill out the form and mail it today. The directory will soon be completed. Since it has gone to press, it may be a long time before a second printing is done. Be sure your listing is included in the first printing.

If you have misplaced your copy of the "Resource-Speaker Directory Information Form," a copy is available by writing Patti A. Thomsen, P.O. Box 1354, Waukesha, WI 53187-1354.

FEBRUARY 1989

WE PROCEEDED ON 31
Here we see the 1988 archaeological camp of the Museum of the Rockies on the Missouri River below Portage Creek, near Great Falls, Montana. The archaeologists will be back this summer for the third straight year searching for physical evidence of the Lewis and Clark Expedition in that area — namely the Lower Portage camp and cache sites. Volunteers are being used to help the archaeologists with their work. (See related article on page 30.)