



4. That Secretaries of Health, Education, and Welfare and Housing and Urban Development accelerate measures to control pollution of the Missouri and Columbia River systems.

5. That the United States Travel Service, Department of Commerce, give appropriate publicity to the Lewis and Clark Trail in describing American travel resources to potential foreign visitors.

+ ✓ 6. That Congress give the proposed Lewis and Clark Wilderness Waterway on the Missouri River from Fort Benton to Fort Peck in Montana immediate status as a wild river under the Wild Rivers Bill, S. 1446. As presently worded, the legislative proposal would designate that segment of the Missouri for future Federal-State study as a possible addition to a National System of Wild Rivers.

+ ✓ 7. That the Bureau of Outdoor Recreation work with the Bureau of Public Roads to design a uniform highway sign, bearing the Lewis and Clark Trail symbol, which can be erected along the Trail.

8. That the Bureau of Outdoor Recreation include appropriate recognition of the Lewis and Clark Trail in the Nationwide Outdoor Recreation Plan now under preparation as directed by Congress in Public Law 88-29.

+ ✓ 9. That the Bureau of Outdoor Recreation encourage States along the Trail to include in statewide outdoor recreation plans required by the Land and Water Conservation Fund Act of 1965 suitable outdoor recreation developments as recommended by the study report.

+ ✓ 10. That Governors of the 11 States visited by the Lewis and Clark Expedition appoint Trail Committees to coordinate each State program; use the Land and Water Conservation Fund and other available Federal and State sources of assistance to plan, acquire, and develop appropriate recreation and historic areas along the Trail; take steps to strengthen State measures to reduce water and air pollution along the Trail; urge local units of government to support Trail development by appropriate zoning measures; encourage county and city participation in the Trail program; and encourage quasi-public and private groups to participate in the program wherever possible.

✓ 11. That the Governors of the States through which the Trail passes designate as a Lewis and Clark Highway the routes identified in each State by the Study Report and direct State highway officials to erect and maintain the Lewis and Clark Highway marker along these routes.

12. That the Commission Chairman seek private funds to assist in commemorating the Trail, purchasing key sites, developing visitor and interpretive centers, acquiring scenic easements, publicizing the Trail, preparing and erecting signs, and undertaking other appropriate measures to enhance the Trail for public use and enjoyment.

In other actions, the Commission adopted a Lewis and Clark Trail symbol featuring the images of Lewis and Clark. Specifications for manufacture of highway markers using the symbol and guidelines for their use will be developed for the States.

The Commission scheduled its next meeting next February with the exact time and place to be announced by the host States, Oregon and Washington.

# # # #

Mr. Edward C. Crafts gave a background report on how the Bureau of Outdoor Recreation became involved in a study of the historic, wildlife, and other recreation resources along the route used by Lewis and Clark. On July 2, 1962, Secretary Udall directed the Bureau to establish a task force of interested agencies within the Department to work with other Federal agencies, States, and local governments and the "Ding" Darling Foundation to establish the Lewis and Clark Trail. Several meetings were held in 1962 and 1963 and by November 1963, the study was underway by the Bureau. In April 1965 the report was sent to Federal and State agencies for review. In August the report was sent to the Government Printing Office for publication. Only 750 copies were printed and the report is not available for public sale. Although numerous Federal and State agencies contributed to the report and largely concurred in the recommendations, the Bureau takes full responsibility for the report. The report entitled, "The Lewis and Clark Trail, A Proposal for Development," has been submitted to the Secretary of the Interior and is now submitted to the Commission.

Mr. Ogden then presented a brief summary of the recommendations contained in the report:

- ✓ 1. A continuous, convenient, and attractive highway Trail should be provided for public use in retracing the route of the Lewis and Clark Expedition from St. Louis, Missouri, to the Pacific Ocean.
- ✓ 2. A Lewis and Clark Trail symbol should be adopted and used to mark the Trail throughout its length.
- ✓ 3. Facilities should be provided along the water route of the Missouri and the Columbia River systems for the use of boaters following the historic Trail.
- ✓ 4. Hiking and horseback trails should be constructed to follow the Expedition route as closely as possible.
- ✓ 5. Public agencies should acquire and develop those major segments of the Trail that possess important historic, wildlife, scenic, and other recreation resources.
- ✓ 6. Each State should establish a Lewis and Clark Trail Committee to coordinate development of the program.
- ✓ 7. Each State Trail Committee should develop an educational program to inform the public of the resources available.

- ✓ 8. Interpretation should be provided at appropriate points along the Trail to tell the story of the Expedition and to enhance public understanding of its importance to American history.
- ✓ 9. Control of water pollution should be accelerated to improve recreation opportunities along the lower Missouri River.
- ✓ 10. Private enterprise should be assisted to provide lodging, meals, and other services of good quality at moderate rates at intervals along the Trail.

He also reviewed problems raised by the report and suggestions for the roles of various public agencies in implementing the report.

Mr. Kenneth A. Keeney, Assistant Regional Forester for Information and Education at the Forest Service Regional Office in Missoula, Montana, presented a report on Forest Service plans for the Lolo Trail. The objectives of the plan are to give creative guidance to the interpretation of a significant phase of American history; arouse an awareness in the American people of the extent and value of the Nation's natural resources; and inspire people to support strongly the conservation of these resources. The Forest Service plans development of seven historical areas along the Lolo Trail and estimates that half a million visitors may use the facilities by 1973.

F

Public Law 88-630  
88th Congress, H. R. 12289  
October 6, 1964



## An Act

78 STAT. 1005.

To establish the Lewis and Clark Trail Commission, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That there is hereby established an advisory and coordinating commission to be known as the "Lewis and Clark Trail Commission" (hereinafter referred to as the "Commission"), which shall be composed of twenty-seven members.

Lewis and Clark  
Trail Commission  
Establishment.

### PURPOSE AND FUNCTIONS OF COMMISSION

SEC. 2. In furtherance of the objectives set forth in H. Con. Res. 61, which expressed the sense of the Congress that the route traversed by Captains Meriwether Lewis and William Clark on their expedition of 1804-1806 from Saint Louis, Missouri, to the Pacific Northwest should be identified, marked, and kept available for the inspiration and enjoyment of the American people; in order to advance public awareness and knowledge of the far-reaching and historic significance of the Lewis and Clark Expedition; in order to supplement such awareness with an appreciation of the great resources of the vast region through which the Lewis and Clark Trail extended, and thereby to encourage desirable long-term conservation objectives in the public interest of the people of that region and the Nation as well as the public use and outdoor recreation benefits therefrom, the Commission is authorized to review proposals prepared at the request of the Commission, or by other agencies on their own initiative, to carry out the purposes of this Act. The Commission may make recommendations to agencies of the Federal Government, States, and other public and private agencies, but the functions and responsibilities of the Commission hereunder shall not operate to restrict or inhibit the aforesaid agencies in any operations they may otherwise undertake in carrying out the general objectives referred to in this Act. The Commission is authorized also to render advice in a manner that will encourage the development by State or Federal agencies of a suitable connecting network of roads following the general route of the Lewis and Clark Trail with appropriate markers for such roads.

77 Stat. 946.

### MEMBERSHIP OF COMMISSION

SEC. 3. The Commission shall comprise the following—

- (a) Ten members to serve, subject to their acceptance of membership, on behalf of the States of Missouri, Kansas, Iowa, Nebraska, South Dakota, North Dakota, Montana, Idaho, Washington, and Oregon; the individual member from each State being the Governor thereof or his designated representative;
- (b) Four members, who shall be Members of the House of Representatives, two from each party, to be appointed by the Speaker of the House of Representatives;
- (c) Four members, who shall be Members of the Senate, two from each party, to be appointed by the President of the Senate;
- (d) Five members, who shall be the Secretaries of the following Departments, or their designated representatives: Interior; Agriculture; Defense; Health, Education, and Welfare; and Commerce;
- (e) Four members, who shall be appointed by the J. N. "Ding" Darling Foundation (a nonprofit corporation).

## ORGANIZATION OF THE COMMISSION

SEC. 4. (a) The Chairman of the Commission shall be elected for such term as may be determined by the membership thereof. The Secretary of the Interior shall convene the first meeting of the Commission within ninety days following enactment of this Act at such time and place as he may designate;

(b) The Chairman shall designate a Vice Chairman from members of the Commission;

(c) Any vacancy in the membership of the Commission shall be filled in the same manner in which the original appointment was made;

(d) Where any member ceases to serve in the official position from which originally appointed under section 3, his place on the Commission shall be deemed to be vacant;

(e) The Commission is authorized to issue such rules and regulations as it may consider desirable in the conduct of its activities pursuant to this Act.

## POWERS AND ADMINISTRATIVE PROVISIONS

SEC. 5. (a) The Commission may hold hearings at such times and places as it deems advisable for purposes of this Act.

(b) Each department, agency, and instrumentality of the executive branch of the Government is authorized to furnish to the Commission, upon request made by the Chairman or Vice Chairman, such information as the Commission deems necessary to carry out its functions. Any Federal agency is hereby authorized to furnish the Commission with suitable office space to carry out its functions.

(c) The head of each Department or agency shall cooperate with the Commission in the performance of its functions and shall provide the Commission with such technical services and assistance as may be necessary and available.

## COMPENSATION OF COMMISSION MEMBERS

SEC. 6. (a) Members of the Commission shall serve without compensation.

(b) Members of the Commission, upon approval of the Chairman, shall be entitled to reimbursement for travel, subsistence, and other necessary expenses incurred by them in the performance of their duties as members of the Commission.

## REPORTS AND RECOMMENDATIONS

SEC. 7. Within two years following the approval of this Act, the Commission shall submit a report concerning its activities. Such report shall be submitted, together with any recommendations it may have to the President of the United States, to the President of the Senate, to the Speaker of the House of Representatives, and to other Federal and State agencies named in this Act. The Commission may thereafter from time to time as indicated by circumstances, but at least every two years, submit such additional reports as it may deem appropriate. The final report of the said Commission shall be submitted no later than five years following the approval of this Act, at which time the Commission shall cease to exist. The records and property of the Commission shall be turned over to the Secretary of the Interior for such use or disposition as he shall find to be appropriate.

## DONATIONS, EXPENDITURES, ACCOUNTS

SEC. 8. (a) The Commission is authorized to accept donations of personal services or property to assist in carrying out the purposes of this Act. The Commission may secure supplies, services, make contracts, and exercise those powers generally that it deems necessary to enable it to carry out effectively and in the public interest the purposes of this Act.

(b) Expenditures of the Commission shall be paid by an executive officer designated from among its membership, who shall keep complete and accurate records of such expenditures and who shall account for all funds received by the Commission. Such accounts shall be subject to audit by the General Accounting Office of the United States.

## AUTHORIZATION FOR APPROPRIATIONS

SEC. 9. There is authorized to be appropriated annually, through the Department of the Interior and related agencies appropriation Acts, not to exceed the sum of \$25,000 to carry out the provisions of this Act.

Approved October 6, 1964.

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LEGISLATIVE HISTORY:

HOUSE REPORT No. 1878 (Comm. on Interior & Insular Affairs).  
SENATE REPORT No. 1531 accompanying S. 3116 (Comm. on Interior & Insular Affairs).  
CONGRESSIONAL RECORD, Vol. 110 (1964):  
Sept. 22: Considered and passed House.  
Sept. 24: Passed Senate, in lieu of S. 3116.





AIR MAIL



AIR MAIL-POSTAL CARD

Mr. Merrill Mattes  
National Park Service  
Region Two  
Federal Off. Bldg.  
Omaha, Neb.

125 Meadow Lane, Orinda, Calif.  
12 - 3 - 60

Dear Merrill:

Can you put your hands  
on the Arnold Hague article,  
"An Early Map of the Far West," which  
article and the map (insert)  
were published in Science,  
vol. X, no. 248, Nov. 4, 1887.  
The item is marked "C. P. Russell,  
History 12". I sent it to you  
some months ago.

Would like to have it,  
if you can send it conveniently.  
(It is the Clark map sent from  
Fort Mandan to Pres. Jefferson in  
Spring 1805)



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

Orinda, Calif.  
Apr. 30, 1960

Mr Merrill Matter

Dear Merrill:

Your work on John Colter was so thorough, that I feel sure you must have examined the Lewis and Clark map that was sent down the Missouri in the Spring of 1805. To make sure that you see it, I am sending my copy of Hague's reproduction of 1887, together with Hague's short article, Science, Nov. 4, 1887.

Please send this stuff back to me, when you feel like it.

Notice Clark's "Stinking Cabin River," a tributary of the upper Yellowstone. (This in 1805).

It is still our plan to leave Orinda 5/5.

Slim Lawrence writes that he will give access to his Jackson Hole Museum, Jackson, the afternoon or evening of 5/7. Spud Bill says he will let me in to the Colter Bay exhibits 5/8. We expect to sleep in Gardiner the night of 5/8, and for several nights thereafter.

Kind regards.

Sincerely,

Carl Russell

# SCIENCE

FRIDAY, NOVEMBER 4, 1887.

THE NUMBER OF PERSONS who have been killed by explosions in mines during the past fifty years is 11,000, as stated by Mr. Ellis Lever in a recent number of the *London Times*. This number is, however, only a small proportion of those who have met their deaths by colliery accidents. The number of deaths through accidents of all kinds in mines since the Queen's accession is nearly six times greater.—50,000, Mr. Lever says,—while 4,000,000 persons have been maimed or otherwise injured. Mr. Hurt, M. F., an undoubted authority, states that the average number of those killed in mining operations is now 1,200 a year, and that 100,000 persons annually are injured in following the hazardous occupation of the mine. What are the causes which conduce to this terrible loss of human life? Mr. Lever says the want of a better and safer light is mainly responsible. The Royal Commission on Accidents in Mines has condemned as unsafe the lamps of Davy, Clary and Stephenson. The House of Commons confirmed the conclusions arrived at by the royal commissioners, and government inspectors of mines are now advocating and hoping for the immediate and universal introduction of the electric light into collieries. This state of affairs leads the English *Electrical Review* to say that it is to the electric light that the miner must look for emancipation from many of the horrible dangers to which he is subject. There are many forms of electric lamps now competing for the favor of miners and mine inspectors, and some of them possess undoubted advantages over the older types of safety-lamps. But there are also, in most of these, serious drawbacks which prevent their speedy introduction to mine work. Weight, complication, and cost are among the principal disadvantages; and it behooves electricians to give their utmost thought to the task of overcoming the difficulties which the peculiar needs of the miner present. We have it on the testimony of Sir Frederick Abel that very great progress has been made towards providing the miner with a thoroughly safe, sufficiently portable, and generally efficient self-contained electric lamp since the Royal Commission submitted its final report. But the same authority is of opinion that strenuous exertions are yet needed before the comparatively heavy first cost of electric lamps will be so greatly counterbalanced by their durability and simplicity in construction and maintenance as to afford hope of their being generally or even very extensively substituted for oil-lamps. So that it is evident that the electrician is, in this direction as in many others, still behind the needs of the age, and behind what is expected of him.

## AN EARLY MAP OF THE FAR WEST.

THE classic transcontinental expedition of Captains Lewis and Clark, under instructions of President Jefferson to cross the plains and mountains to the Pacific Ocean, left the Mississippi on their venture-home journey, May 14, 1804. Their first winter encampment was made among the Mandan Indian villages, not far from the present site of the town of Bismarck. During the winter of 1804-05 their time was mainly occupied in preparation for the continuation of their journey westward. They were in frequent communication with the Indians, and received occasional visits from a number of French voyageurs and traders of the North-western trading company, who came from their headquarters in Canada as far as the Missouri. On the eve of the departure of the expedition, the following spring, Captain Lewis sent back a number of men with maps, journals, and collections addressed to the government.

Among the articles forwarded was a map, prepared by Captain Lewis from all available data, of the country lying between the Mississippi River and the Pacific Ocean. The information obtained of the country to the westward of their winter quarters was for the most part derived from Indians more or less acquainted with the country near the head waters of the Missouri and Columbia.

In a letter of transmittal to President Jefferson, dated Fort Mandan, April 7, 1805, Captain Lewis says: "The map which has been forwarded to the secretary of war will give you the idea we entertain of the connection of these rivers, which has been formed from the corresponding testimony of a number of Indians who have visited that country, and who have been separately and carefully examined on that subject, and we therefore think it entitled to some degree of confidence." In a following paragraph, he adds, "You may therefore expect me to meet you at Monticello in September, 1806. On our return we shall probably pass down the Yellowstone River, which from Indian information, waters one of the finest portions of this continent."

On Feb. 19, 1806, President Jefferson, in a message to Congress communicating the discoveries of Lewis, says: "During his stay among the Mandans, he had been able to lay down the Missouri, according to courses and distances taken on his passage up it, corrected by frequent observations of longitude and latitude; and to add to the actual survey of this portion of the river, a general map of the country between the Mississippi and Pacific, from the thirty-fourth to the fifty-fourth degrees of latitude. Copies of this map are now presented to both houses of Congress."

After despatching the party for the return trip, the main body of the expedition crossed the mountains, wintered near the mouth of the Columbia, and, returning, reached St. Louis in September the following year.

As is well known, they brought back a large amount of most valuable geographical knowledge. In the map compiled by Captain Clark, published in the authorized editions of the history of the expedition (Philadelphia and London, 1814), the main features of the country are in very many essential particulars different from the way they were originally represented on the preliminary map forwarded from Fort Mandan. The map was never ordered by Congress, and, so far as I can ascertain, was never published. It seems quite probable that after the return of the expedition means may have been taken to suppress so erroneous a production. At all events, no mention is made of this map in the published history of the expedition. In their journal they say: "At the same time that we took our departure, our barge, manned with seven soldiers, two Frenchmen, and Mr. Gravelines as pilot, sailed for the United States loaded with our presents and despatches."

To-day, however, the original drawing has considerable historic interest, as it gives the opinions of the highest authorities of the time upon the physical geography of the country and its inhabitants, and at the same time presents a clear idea of the value of the aid they received from Indian guides and others.

One of the copies of this map has been preserved in the Archives of the War Department, and through the courtesy of Gen. J. C. Duane, chief of engineers, I have been able to photograph it for production.

The only public reference to this map which has come to my attention is a short editorial notice in the *Medical Repository*, New York, 1825. The journal was edited by Dr. Samuel Lathrop Mitchell, who was also a member of the House of Representatives. While in Congress, he served upon the Committee on Commerce and Manufactures, and is that capacity advocated all measures for the exploration of the Louisiana Purchase. There is evidence to show that he was one of the promoters in Congress in favor of the exploration of the Far West by the general government. A copy of the map accompanies this communication. It was reproduced for

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other purposes, but it cannot fail to interest a large number of the readers of *Science*. By reference to the map, it would appear that Captains Lewis and Clarke received no intimation whatever of the interior drainage of the Columbia. They represent the entire area of the Great Basin and the Snake River country as drained by the Missouri and the Yellowstone. The Yellowstone, named by them before reaching it, is shown as a longer river than the Missouri, rising as far south as the 39th parallel of north latitude, near the sources of the Rio Grande. In their map published in 1814 the drainage-area is already much restricted, and the river represented as finding its source in a large lake.

It is well known to all students familiar with the history of the North-west that the Yellowstone received its name in very early times. To most visitors to the Yellowstone National Park, however, the origin of the name is always a matter of special inquiry. It may be well, therefore, to add that Lewis and Clarke encamped near the junction of the Missouri and Yellowstone, April 26, 1805, seventeen days after leaving Fort Mandan. In their journal occurs the following: "This river, which had been known to the French as the *Aocle janne*, or, as we have called it, the Yellowstone, rises, according to Indian information, in the Rocky Mountains; its sources are near those of the Missouri and the Platte, and it may be navigated in places almost to its head."

On the map there is one very significant designation to a comparatively small river quite remote from the country the party intended to traverse. In the region which has since been set apart as the National Park a small stream is shown tributary to the Yellowstone River, and curiously designated as 'Stinking Cabin River.' 'Bronsstone' and 'Stinking Water' are names found on the maps of this region since the days of Colter's trip through the Yellowstone Park region, in 1807. But this still earlier name suggests that some adventurous voyager unknown to history had already penetrated the country which has since become world-renowned for its remarkable thermal waters.

On the north side of the Missouri, Milk River is well represented on the map, but undesignated except by the amusing note, "The Indians call this the river which scolds at all other rivers."

The coastline of the Pacific and Puget Sound is, of course taken from early English admiralty charts; and doubtless in the possession of the distinguished explorer, Meriwether Lewis.

ARNOLD HAGUE.

#### SANITARY SCIENCE AND EDUCATION.<sup>1</sup>

GENTLEMEN.—When I accepted the invitation of your president to participate in this discussion, it was not in the hope of being able to add any thing to the general store of information on sanitary topics for sanitation and hygienic science are subjects that, on their technical side, I know very little about; but I accepted Dr. Newton's invitation because as a teacher, and one who is engaged in the training of teachers, I desired to express my appreciation of the importance of sanitary science for sound educational doctrine and correct educational practice, and to add my testimony to that of the other gentlemen who are to address you, to the fact that your researches and conclusions are of the greatest practical value to us.

*Main theme in conference* is as much to be prized for now as it was in the time of Juvenal, and we are far better equipped than was the artist, or his contemporaries, to work toward that end. The sound mind and the sound body seemed to the Roman to be two distinct and separate things whose conjunction was desirable. We have come to know that the two are so intimately related, indeed so interdependent, as to be practically one thing. Aristotle furnished the objectives of antiquity with a psychology upon which to base their practice. It was a wonderful achievement. But the great modern science of physiology, whose beginnings are to be seen in the discoveries of Galvani, Harvey, Lavoisier, and others, completed the outline rewriting of that science, and the result is an infinitely more complex and accurate and practical, though less than psychology, than that which was bequeathed to

us by the great Saggiante. This new psychology has taught us how truly vital the dependence of mind on body is. We know, for example, that a decreased or impoverished supply of blood to the brain produces mental inertia and lassitude. We know that an organ develops by exercise, and that the neglect of an organ or its excessive stimulation is alike harmful, no matter whether the organ be mental or physical. We can promptly and surely trace the mental results from unduly intense or too prolonged brain-work, from lack of exercise, and from improper nutrition. We are aware, in like manner, of the bodily results induced by the various emotions and passions, by expectant attention, by concentrated will-power, and other mental phenomena.

Now, it seems to me that it is just at this point that the sanitarian and the educator join hands. Both having a full understanding of the relation that subsists between mind and body, the former brings the results of his studies to the latter, and formulates them into suggestions and rules for the teacher's guidance. The teacher, in return, adopts these suggestions and rules as parts of his science, and communicates to the sanitarian in due time the effects that follow such adoption. Thus sanitary science is added in one of its most important applications, and the science of education adds a most valuable chapter to its book.

Perhaps this co-operation of sanitarian and educator is more ideal than real, but it is nevertheless far more noticeable now than it was twenty-five or even ten years ago. This is proved, if proof be needed, by the fact that instruction in physiology and hygiene and in the mental and physical effects of stimulants and narcotics has been generally added to the curriculum of the normal school within that period. It is not to be disputed, on the other hand, that much remains to be done. An illustration of this will be found in one of the opening pages of a recent book on the ventilation and warming of school-buildings, by Mr. Morrison of Kansas City. The author reminds us (p. 18) that "no subject has been more carefully and intelligently studied than the direct and ultimate effects of unproper air on the human system, and that on no subject is there greater unanimity of competent opinion." School-building goes on, however, year after year, and it goes on in too many cases, unfortunately, regardless of whether a child inhales two cubic feet of air per hour or two thousand cubic feet, whether 62° F. is the better average temperature or 82°, or whether 45 per cent of saturation is desirable in the atmosphere or 70 per cent. Nevertheless, science and common sense are making headway, and there is every reason to believe that in a few years' time all the school-buildings that are erected, however humble and unpretentious, they may be, will be well ventilated and properly heated.

You will pardon, Mr. President, my apparent digression from the four specified subjects of this evening's discussion, for it seems to me that it is only on such broad lines as those which I have indicated, that these questions can probably be considered. It would be no great advantage were we to bring together a mass of more empirical statements. We must get below the statements to the facts and principles which explain them. We want to get at the philosophical and scientific reason for the relation that sanitarian bears to education. We want to understand exactly what it is, it is a caption to both sciences. That much being clearly before the application of the results of the former science to the practice of the latter is not a difficult matter.

The educational topics before you are four: (A) the length of school days and terms, (B) recesses, (C) competition, (D) individual-education. I shall pass over the first two in order to say a word about each of the others. These are competition and individual education. Permit me a few words concerning each.

Competition may be defined as a common striving for the same end. It involves two or more competitors. As a principle it has long been dominant, not only in business-life, but in the science of economics. It has been prescribed as the proper stimulus for all stagnation, and as the solvent for all difficulties. Of late years, however, a school of economic thinkers has arisen which asserts that unrestricted competition is an evil to humanity, and to the State. We are told that it is proved to be demoralizing, destructive, and as a principle of political economy, inefficient. Have not you and your associates and have not our teachers reached an analogous conclusion

<sup>1</sup> Abstract of an address by Minnie A. Murray, M. A., president of the International Educational Association, Chicago, for the Training of Teachers, delivered at

# SCENIC HIGHWAYS

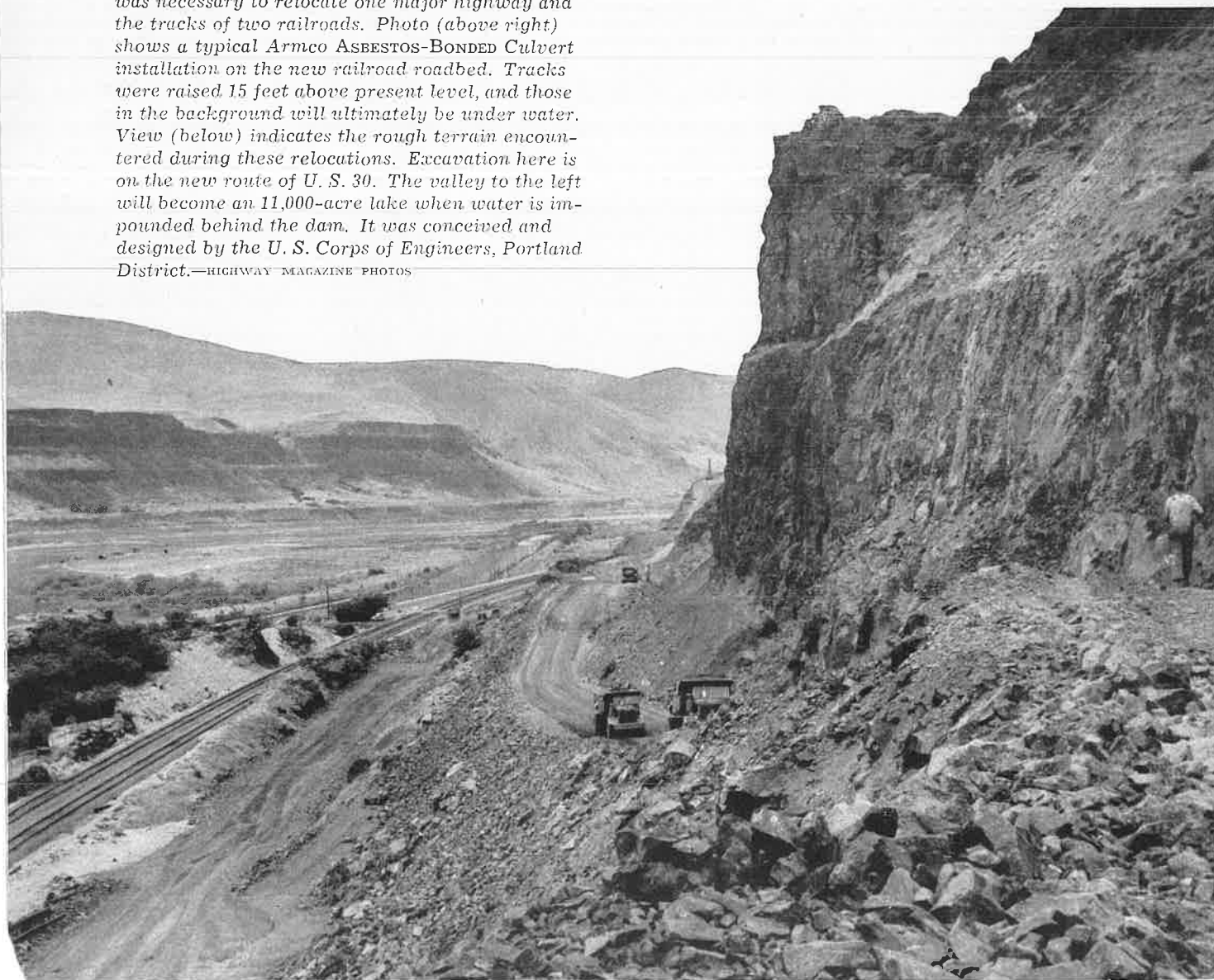


*SPECTACULAR VIEW of Oak Creek Canyon, Arizona, is available free-of-charge along U. S. Route 89.*

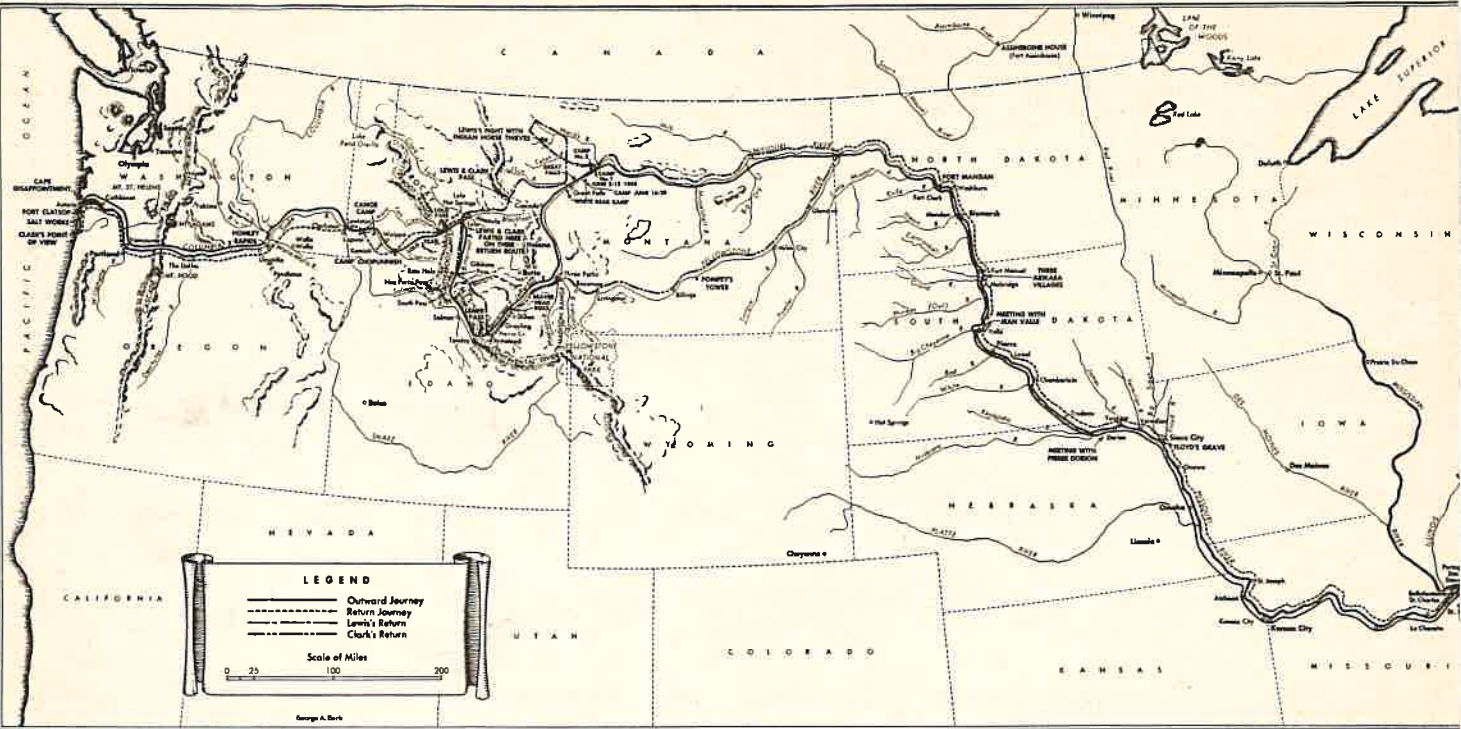
—PHOTO BY BURTON HOLMES FROM EWING GALLOWAY

# THE DALLES DAM

LEWIS AND CLARK would undoubtedly be astounded at what has transpired in the Pacific Northwest since their journey 150 years ago. No small part of this transformation is the huge dam, now nearing completion at The Dalles. Authorized by the 1950 River and Harbor and Flood Control Act, The Dalles Dam is an important link in the proposed development of the Columbia River and the Pacific Northwest. The principle functions of the project are improvement of stream navigation and the generation of desperately needed hydroelectric power. Indicative of the size of this project is the fact that besides construction of the dam itself, it was necessary to relocate one major highway and the tracks of two railroads. Photo (above right) shows a typical Armco ASBESTOS-BONDED Culvert installation on the new railroad roadbed. Tracks were raised 15 feet above present level, and those in the background will ultimately be under water. View (below) indicates the rough terrain encountered during these relocations. Excavation here is on the new route of U. S. 30. The valley to the left will become an 11,000-acre lake when water is impounded behind the dam. It was conceived and designed by the U. S. Corps of Engineers, Portland District.—HIGHWAY MAGAZINE PHOTOS







ROUTE of the Lewis and Clark Expedition through northwestern United States in 1805-1806. At that time, there were no cities west of Missouri, and St. Louis was a small town on the edge of the wilderness.

accompany them, and a few civilians who had special skills, and who met the further requirements of being young, strong, healthy, and unmarried.

**Battling** their way up the Missouri River, poling and towing their boats and canoes, burdened with supplies of everything they could anticipate needing, they reached the Mandan County of North Dakota in late October. Here they built Fort Mandan, where they wintered. In the spring they set out again, following the Missouri to its source at the Continental Divide.

To cross the Rockies they had to leave their boats and buy horses from the Indians. And now their real hardships began. They had had numberless narrow escapes from capsized canoes, river snags, grizzlies, rattlesnakes, wolves and cougars—for they rambled on the banks and bluffs as much as they traveled by boat. The Indians, especially the Sioux, gave them many anxious moments. But they fared bountifully on elk, deer, and buffalo, the hides of which they tanned to replace their clothes. In the Rockies, how-

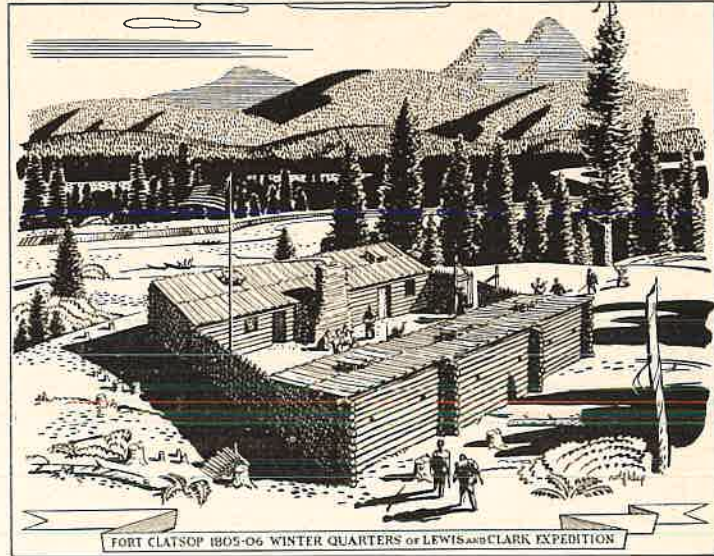
ever, game was scarce and inaccessible. After subsisting on roots and berries, all but Clark came to relish a good meal of horse meat, wolf, or the flesh of dogs bought from the Indians that were friendly.

**Fall** was again upon them when, cold, hungry, exhausted, they struggled at last through the Lolo Pass, and down the nightmare trail beyond it, to the Clearwater River Valley. Here, with the Rockies behind them, they recuperated from their fatigue on a diet of dried and pounded salmon, preserved by the Indians from the salmon run of the previous spring. Meanwhile, they felled trees and made dugout canoes, and in October they were off again, drifting down the Clearwater and the Snake into the Columbia River. After wresting the Missouri from mouth to source, this was a restful downstream voyage, even though there were dangerous rapids to shoot, and many laborious portages were required.

**Near the mouth** of the Columbia they built Fort Clatsop, a stout shelter against the cold winter rains. They hoped to return east by



*SITE of Fort Clatsop, established in 1805 by the Lewis and Clark Expedition, is now memorialized by a plaque and flagpole. Drawing based on historical information indicates that the fort was anything but elaborate by our modern standards.—PHOTOS BY THE OREGON STATE HIGHWAY COMMISSION*



ship, for trading vessels sometimes entered the Columbia; but as spring approached with no ship appearing, they planned their return overland. Considering all they had endured on the westward journey, this decision must have tested the fortitude of even these iron men, especially since they now had no supplies to sustain them even part of the way, and no trade goods to exchange for whatever they might need of the Indians.

They still had a stock of medical supplies which Lewis and Clark, without benefit of doctors, dispensed to their sick and injured (and to themselves on occasion), with such amazing effect that the Expedition lost only one man on the double journey of over two years. Returning, they gave medical and surgical aid to ailing Indians, fortunately with uniform success—and the Indians gratefully repaid them with horses to ride and dogs to eat, until they reached buffalo country.

**They entered** St. Louis September 23, 1806, looking like a collection of tattered Robinson Crusoes in their worn elk-hide garb. But they were soon transformed into well-dressed gay, young men, feted and dined by the excited townspeople, who had long since given them up for dead.

So they passed into history—Lewis, far too soon, to rest beneath a broken column in Tennessee; Clark to live out his days in St. Louis, succeeding Lewis as Governor of the Louisiana Territory, serving in the War of 1812, returning to new distinctions and acclaim, and dying at a ripe age in the home of his soldier son, Meriwether Lewis Clark.

**Beautiful** scenic drives now flank the Columbia River. The McNary Dam and Lake have obliterated many of the wilderness landmarks the explorers noted, and Celilo Falls, around which they painfully portaged, will soon be covered by the lake behind the great Dalles Dam. Mount Hood, which they beheld from afar in all its awesome grandeur, untouched by the foot of man, is now a winter and summer playground. At the cairn where they extracted salt from sea water to season their rude fare, the little resort of Seaside tempts the summer visitor. Only the site of Fort Clatsop remains virtually as they first saw it.

But if, by some wizardry, they could return to the Columbia River in this Sesquicentennial year of their Oregon sojourn, what satisfaction would be theirs, seeing the magnificent empire that has risen from the primitive wilds to which they led the way.



**LAYING OPERATIONS** on the Armco 24-inch Welded Steel Water Line followed directly behind the trencher. Better than 12 miles of pipe was used from the filtration plant to Moose Jaw.—PHOTOS BY R. O. HAYES

ployed for excavation at the start of the job, but due to the moisture concentration in the soil and the abnormal rainfall, the trenching operation was later handled by a back-hoe. The ease and speed by which the 40-foot lengths could be laid and coupled helped immeasurably in combating the instability of the soil. The trench excavation material was used for pipe backfilling. The contractor trenched, laid, coupled and backfilled up to 1400 lineal feet per day. The line has now been partially water tested and no leaks have developed.

A 3,000,000 gallon reservoir and pump house was constructed at the city of Moose Jaw in conjunction with this line. Armco Flap Gates are used to control the flow of water throughout the reservoir, and Spiral Welded Steel Pipe and special fittings were used throughout the pump house. The connection between the reservoir and the city distribution system was installed using approximately 2700 lineal feet of 18-inch O.D. by 0.250-inch wall thickness Spiral Welded Steel Pipe, coated, wrapped and lined. Stan-

dard Dresser Couplings were used throughout.

**The Buffalo Pound Lake** project is the result of long range planning by all concerned. It is designed for the future growth of both Moose Jaw and Regina—for a total population of approximately 130,000 people in 1980 as compared to 90,000 today. It is an excellent example of how two communities can work together to accomplish a task too great for either one alone. Total cost of the intake, pump house, filtration plant and transmission lines will amount to \$8,500,000; Moose Jaw's share will be \$2,000,000.

Dr. Young, A. Shattuck and R. A. Spencer were the design engineers for the city of Moose Jaw. The author, waterworks superintendent for the city, was project engineer. Chief inspector on the transmission lines was Art Thompson, and E. Stinson was engineer on the reservoir and pump house construction. Representing the city of Moose Jaw were Mayor L. H. Lewry and Commissioner J. S. Marquis.

# BLAZERS

## OF AN EPIC TRAIL

*Matthew  
Pier  
Winton*

by Dolores B. Jeffords

**D**RIVING along modern highways, or riding in air-conditioned railroad coaches, too often we forget the trail-blazers who, with toil and danger, passed that way before us. But this year—the Sesquicentennial year of the Lewis and Clark Expedition's journey across Oregon—the Beaver State is vividly reminding us of those first white men who crossed the Rockies to the Pacific.

Many commemorative pageants and events have been planned for the summer months, memorializing the "Corps of Discovery" and its leaders—with emphasis on points along the Columbia River, down which they traveled, and particularly the site of Fort Clatsop and nearby Seaside and Astoria.

**The Expedition**, contributing a saga of pioneer courage and determination to American history, started in May, 1804, from the bustling little frontier town of St. Louis. The Mississippi had hitherto been the western boundary of the United States, although the Louisiana Purchase, just consummated, had established a new boundary far to the west. But between the Mississippi and the partially explored Pacific Coast stretched a vast uncharted wilderness, which these men would be the first to cross—if, indeed, they succeeded in doing so.

To lead this expedition, President Jefferson had selected Captain Meriwether Lewis, a

native of Jefferson's own Albemarle County, Virginia, whom he had known since boyhood. Lewis, himself, picked his second in command—Lieutenant William Clark, his comrade in several Indian campaigns. Lewis was 30 years old, Clark four years his senior. Both officers chose the military personnel to



*ANCIENT Columbia River fishing grounds at Celilo Falls are still a favorite with the Indians just as they were when Lewis and Clark explored here.*

*Montana*  
*Blc*  
**FOR YOUR 1955  
VACATION**



*The*  
**NORTHWEST  
STATES  
INVITE  
YOU TO**

**FOLLOW THE LEWIS  
AND CLARK TRAIL**

**THIS IS THE SESQUI-CENTENNIAL YEAR**

# CIVIC EVENTS ALONG THE LEWIS AND CLARK TRAIL THROUGH SIX NORTHWEST STATES

**MAY 14-21** — Spokane, Washington, The Lilac Festival.

**MAY 23** — Billings, Montana. Ground-turning, Lewis and Clark Junior High School.

**JUNE 11-12** — Air Tour, Missoula, Montana, to Astoria, Oregon. What a change from the original Expedition. Pilot planes to St. Louis June 5, returning to Missoula by the 10th.

**JUNE 18** — Lewistown, Montana, Lewis and Clark program.

**JULY 1-4** — Clarkston, Washington. Fourth of July celebration with Lewis and Clark theme.

**JULY 4** — Coeur d'Alene, Idaho. Celebration with Lewis and Clark theme.

**JULY 10 - AUGUST 21** — Northwest Boy Scout "Expedition". Townsend, Montana, to Astoria, Oregon. 1000 Scouts expected to participate. The Lewis and Clark Trail has been divided into sections. Parties of 33 Scouts to be organized, spending six to 10 days on its section of Trail. Journals to be kept, pictures taken and records kept simulating original records. The parties will participate in local celebrations along the route.

**JULY 10** — Great Falls, Montana. Historical drama, picnic.

**JULY 16-17** — Billings, Montana. Parade on the 16th, historical pageant on the 17th.

**JULY 19-24** — Pasco, Washington. Water Follies, with Lewis and Clark theme.

**JULY 23-27** — Three Forks, Montana. Two pageants. Parade. Visits to historical spots. Other Gallatin Valley communities joining in sponsorship of this event.

**JULY 27-AUGUST 4** — Auto caravan from Minot, N. D., to Astoria, Oregon, to follow Lewis and Clark Trail. Day and night stops scheduled. Write Greater Clarkston Assn., Clarkston, Washington, for detailed schedule of tour.

**JULY 31** — Dillon and Armstead, Montana. Historical pageant.

**AUGUST 10-13** — Vancouver, Washington. Stock-aders' Lewis and Clark celebration. Pageant, parade. Will include dedication Fort Vancouver as National Monument August 13, with Secretary of Interior Douglas McKay as featured speaker.

**AUGUST 12-13** — Missoula, Montana. Historical pageant, Indian Treaty Centennial, Encampment, Parades.

**AUGUST 14** — Coeur d'Alene, Idaho. 100-mile marathon boat race and celebration with Lewis and Clark theme.

**AUGUST 14** — Ilwaco, Washington. Dedication of marker at point where Expedition first saw the Pacific.

**AUGUST 20-21** — Salmon, Idaho. Lewis and Clark pageant.

**AUGUST 21-28** — Astoria, Oregon. Sesqui-centennial event. Parades, pageant. Dedication restored Fort Clatsop. Neighboring communities joining in sponsorship of this event.

**SEPTEMBER 2-5** — Walla Walla, Washington. Southeastern Washington State Fair.

**SEPTEMBER 9-11** — Lewiston, Idaho. Roundup with Lewis and Clark theme.

**OCTOBER 6-7** — Lewiston, Idaho. Lewis and Clark celebration with neighboring communities joining in sponsorship.

## THE NORTHWEST STATES INVITE YOU

The Governors of the states of North and South Dakota, Montana, Idaho, Oregon and Washington have named committees to direct observance of the Sesqui-centennial of the Lewis and Clark Expedition. These committees have been working together in the development of observance plans, of which traveling over the Trail itself is but a part.

Following historical trails offers vacationists ideal recreation and many thrills, with many civic events added for good measure. A special invitation is given to witness the historical pageants that will be presented at different centers along the Trail.

To old and young it will be a source of deep satisfaction to feel that it has been possible to stand on the Trail, to feel something of the spirit which made that great Expedition a success. In some instances camping on the Trail is possible.

A vacation trip over the Lewis and Clark Trail will be an experience never forgotten, and to this thrill the Lewis and Clark Committees of the Northwest invite you. Detailed information is available through state advertising and travel agencies and local Chambers of Commerce and other travel offices.

GFS

THE AMERICAN MUSEUM OF NATURAL HISTORY  
CENTRAL PARK WEST AT 79th STREET, NEW YORK, N. Y. 10024



VIA AIR MAIL

Mr. Harry B. Robinson  
Acting Assistant Regional Director  
National Park Service  
Midwest Region  
1709 Jackson Street  
Omaha  
Nebraska 68102



THE AMERICAN MUSEUM OF NATURAL HISTORY  
CENTRAL PARK WEST AT 79TH STREET  
NEW YORK, NEW YORK 10024

F  
LAC

July 7, 1965

Dear Harry, *HBR*

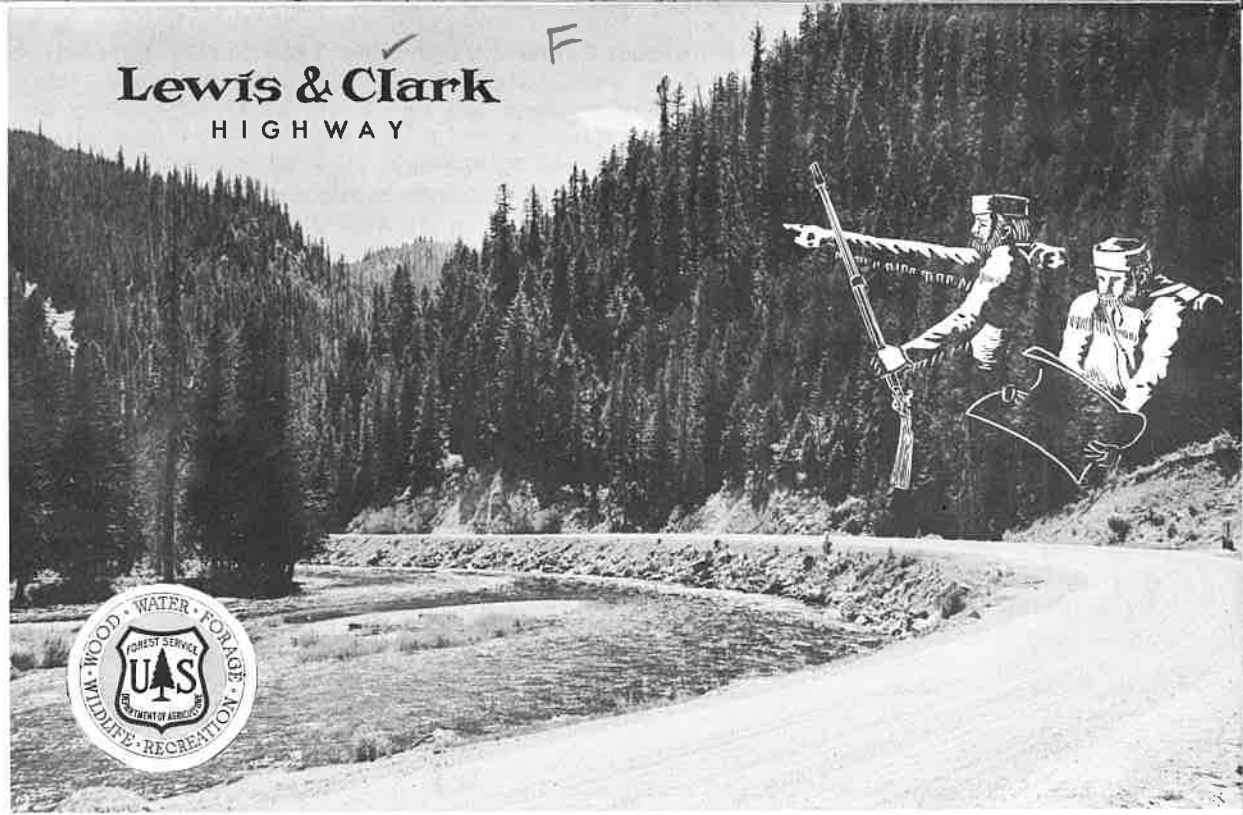
You probably have already seen  
a copy of the enclosed - but this is  
just in case you haven't.

Take it easy.

As ever,

*Janson: send copy of the  
article to Brooks Rumburg  
etc - also letter of  
appreciation to Janson.  
HBR  
Send copy of article also to Emil Dornigues*

# Lewis & Clark HIGHWAY



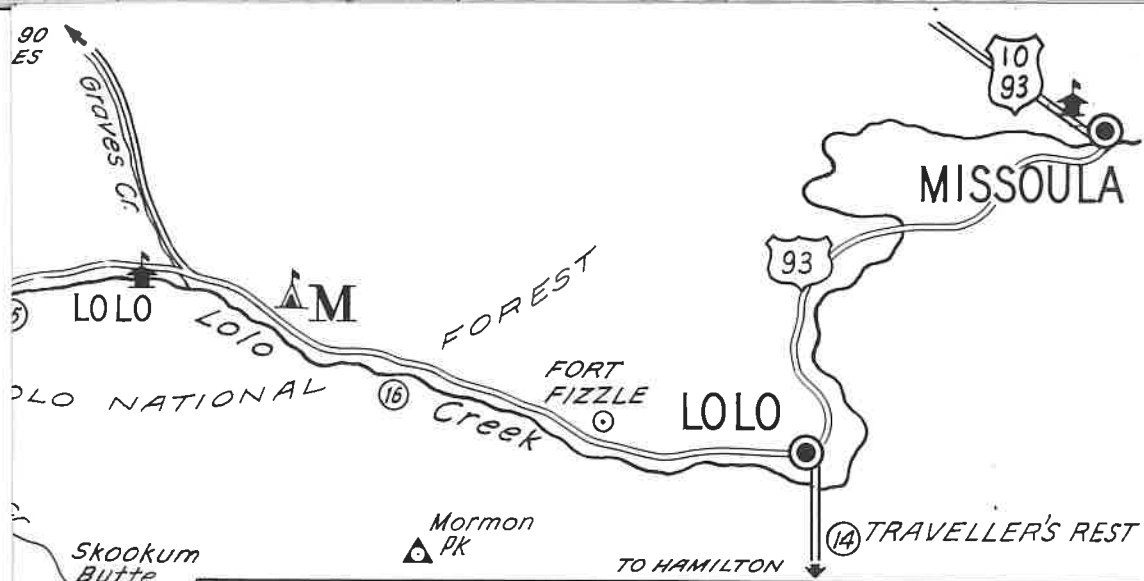
Historic, tree-lined Lewis & Clark highway takes you through some of the most beautiful mountainous country in the Northwest. The area offers a wide variety of outdoor recreational opportunities.

Here all the family has an opportunity to camp, fish, picnic, hike, climb mountains, hunt, or just enjoy the striking beauty of this wooded mountainous area. You'll see a variety of pine, fir, cedar, larch, and spruce trees. There are many hot springs along the highway.

You'll enjoy and get more from your 133-mile drive on this highway between Lolo and Kooskia if you drive slowly. Watch for Forest Service signs along the highway. They mark points of interest and historic significance, give you mileage distances, and mark off-highway trails and roads. Be sure you have plenty of gas for the trip.

You're always welcome at the Ranger Stations. They're marked on the enclosed map. Stop and talk with the Ranger. He's here to serve you. Rangers can give you detailed maps of the area, give you directions, and advise you about roads and trails off the main highway.

As you travel this modern highway, closely following the 1805-06 trail of Lewis & Clark (see map) over the Bitterroots, you pass through narrow, deep canyons, drive through the Lolo and Clearwater National Forests, follow clear, sparkling trout and salmon streams, and have an opportunity to see elk, moose, mountain goat, and bear. The highest point on the highway is at Lolo pass: 5,233 feet. Enjoy your visit to your National Forests. Remember: Always be careful with fire in the Forest!



*Picnic Camp Areas Along The*  
**LEWIS & CLARK Highway**  
*DISTANCE FROM LOLO TO KOOSKIA 133 MILES*

MAP INDEX  
**CAMP-PICNIC AREAS**

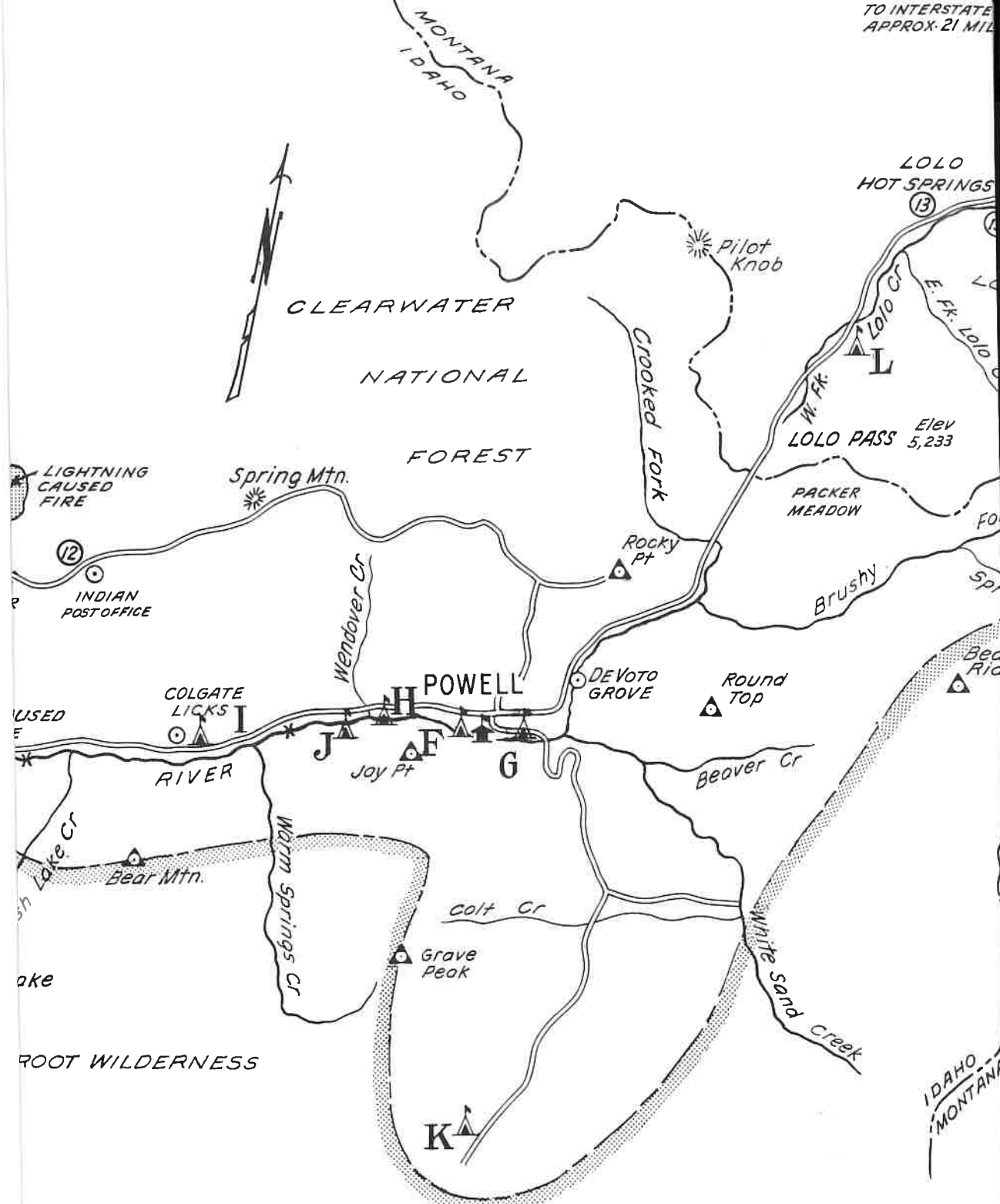
- |                             |                              |
|-----------------------------|------------------------------|
| A Three Devils (picnic)     | G White Sand (camp-picnic)   |
| B Wild Goose (camp-picnic)  | H Whitehouse (camp-picnic)   |
| C Apgar (camp-picnic)       | I Jerry Johnson (camp)       |
| D Glade (camp-picnic)       | J Wendover Bar (camp-picnic) |
| E Green Flats (camp-picnic) | K Hoodoo Lake (camp-picnic)  |
| F Powell (camp-picnic)      | L Lee Creek (camp-picnic)    |
| M Major Fenn (picnic)       |                              |

- A** CAMP AND PICNIC AREAS
- RANGER STATIONS
- POINT OF INTEREST
- PERMANENT LOOKOUT
- SUSPENSION BRIDGE
- WILDERNESS AREA BOUNDARY

NOTE: This map is not drawn to scale. Detailed, scale maps of this area are available at Ranger Stations. Before taking trails or roads off the Lewis & Clark Highway, check with the Forest Service Ranger Station.

Agriculture Missoula Montana

TO INTERSTATE  
APPROX. 21 MILES



LIGHTNING  
CAUSED  
FIRE

INDIAN  
POST OFFICE

Spring Mtn.

CLEARWATER  
NATIONAL  
FOREST

Wendover Cr.

POWELL

Jay Pt.

DEVOTO  
GROVE

Round  
Top

Beaver Cr.

COLGATE  
LICKS

RIVER

USED

sh Lake Cr.

Bear Mtn.

Warm Springs Cr.

Colt Cr.

Grave  
Peak

White Sand  
Creek

ROOT WILDERNESS

K

LOLO  
HOT SPRINGS

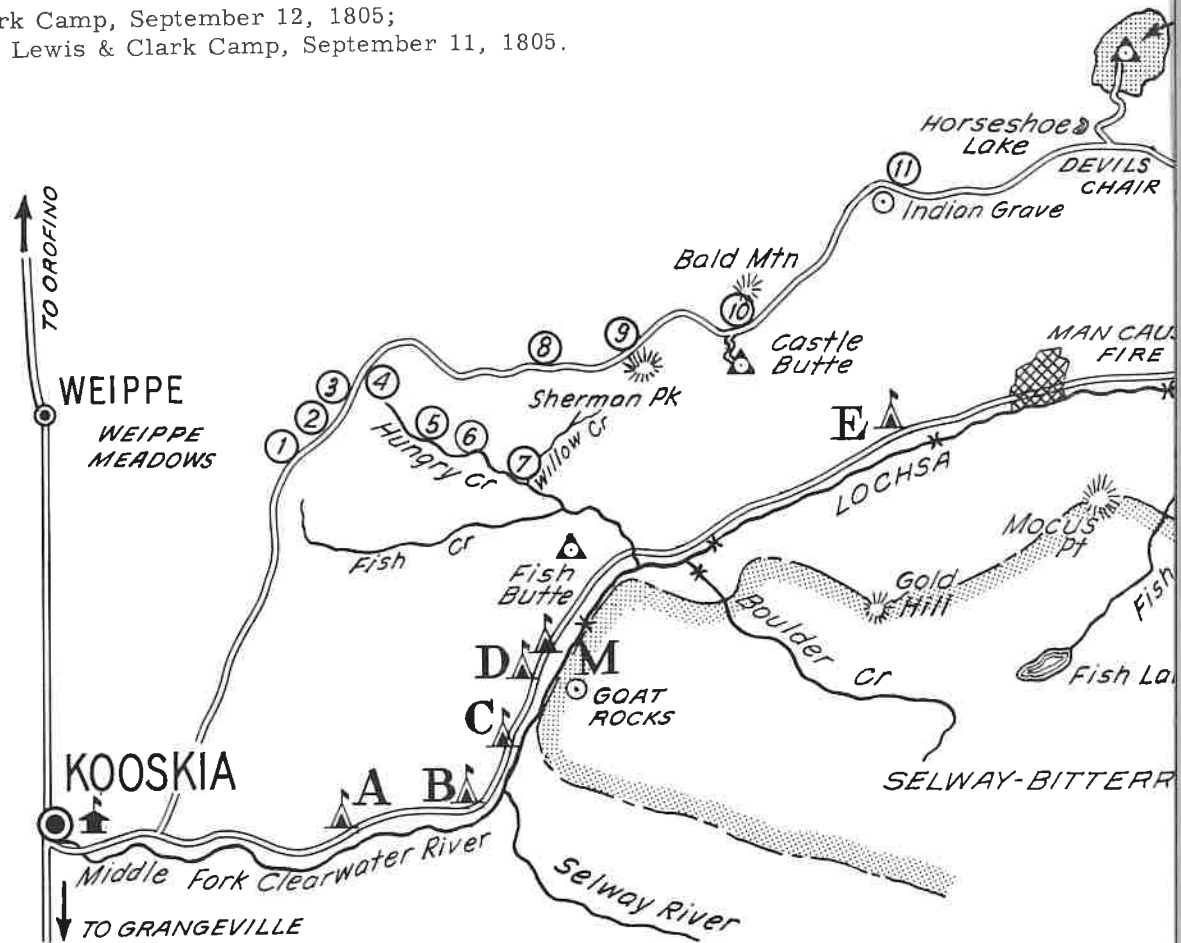
LOLO PASS  
Elev 5,233

PACKER  
MEADOW

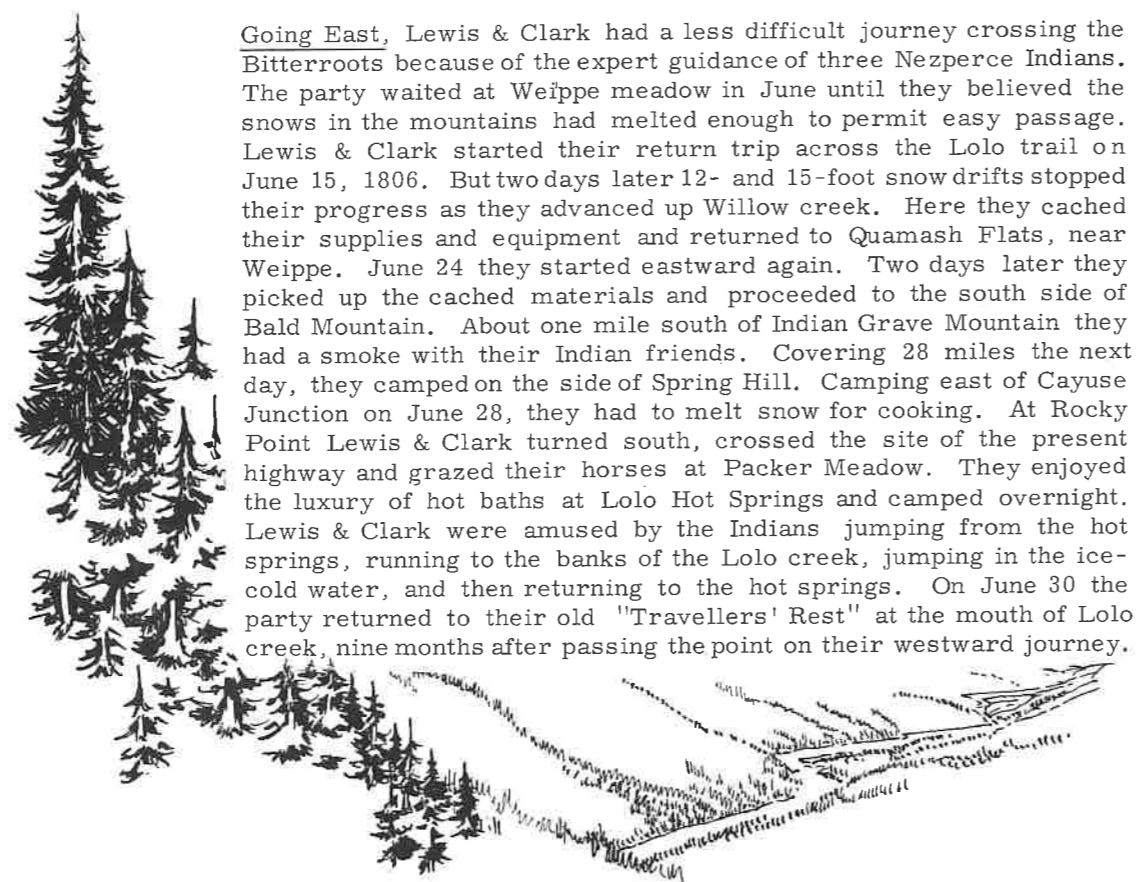
Brushy

IDAHO  
MONTANA

Lewis & Clark's Route over the Bitterroot followed the Indians' Lolo Trail. Approximate locations of points of interest on the Lewis & Clark route are indicated by the following index numbers on the map: (1) Lewis and the main party camped here September 21; (2) The Lewis & Clark Grove marks Clark's September 19 campsite; (3) On their eastward journey, they camped and fished here June 18 to 20 and camped here again June 24 on their successful attempt to cross the mountains after deep snows turned them back June 17; (4) At this point Clark killed a horse on the western trip; he and the six men of the advance party cut enough meat for breakfast and hung the remainder in a tree for Lewis and the main party that followed; (5) On June 25, going east the party camped here on Hungry Creek; (6) After viewing the open country ahead from Sherman Peak, Lewis and the main party camped here September 19; (7) When deep snows stopped the party on Willow Creek, they camped here on Hungry Creek June 17; (8) This is the point where deep snows stopped Lewis & Clark in June of 1806; (9) At this point Clark first saw the Camas Prairie from Sherman Peak September 18; (10) Here the party camped June 26 on the south side of Bald Mountain where they found an abundance of good grass for their horses; (11) Where party split, September 18, on westward journey; (12) Lewis & Clark caught in a snowstorm here, September 16; (13) Party bathed in hot springs at Lolo Hot Springs, June 29; (14) Party left "Travellers' Rest" here September 11, 1805 and returned June 30, 1806; (15) Lewis & Clark Camp, September 12, 1805; (16) Lewis & Clark Camp, September 11, 1805.



Going West, the 9-day journey from Lolo to the Weippe meadow was the most difficult part of the Lewis & Clark expedition. Fatigue and hunger nearly ended the exploration in failure in the rough terrain of the Bitterroots. After leaving "Travellers' Rest," at what is now Lolo, Montana, September 11, 1805, Lewis & Clark passed Lolo Hot Springs September 13 and camped at Packer Meadow that evening. On the 14th they crossed the Lochsa river and camped where the Powell Ranger Station is now. Finding no game they were forced to kill one of their horses for food. Proceeding about four miles downstream on the Lochsa, Lewis & Clark turned north up a steep ridge. When they reached the top of the ridge, two of the horses were so poor and worn that the animals were turned loose and left behind. From this point on, the party followed the old Lolo trail that runs just north of the present highway. Nezperce Indians had used this trail for years as their "buffalo road" to cross the rugged Bitterroots to hunt buffalo on the plains to the east. On the 16th the group had to kill another colt for food; they traveled most of the day in a snow-storm. Clark, with an advance party of six, first sighted the Nezperce and Camas prairies from Sherman peak September 18. The advance party reached the Weippe meadow September 20, just nine days after leaving Lolo.



Going East, Lewis & Clark had a less difficult journey crossing the Bitterroots because of the expert guidance of three Nezperce Indians. The party waited at Weippe meadow in June until they believed the snows in the mountains had melted enough to permit easy passage. Lewis & Clark started their return trip across the Lolo trail on June 15, 1806. But two days later 12- and 15-foot snowdrifts stopped their progress as they advanced up Willow creek. Here they cached their supplies and equipment and returned to Quamash Flats, near Weippe. June 24 they started eastward again. Two days later they picked up the cached materials and proceeded to the south side of Bald Mountain. About one mile south of Indian Grave Mountain they had a smoke with their Indian friends. Covering 28 miles the next day, they camped on the side of Spring Hill. Camping east of Cayuse Junction on June 28, they had to melt snow for cooking. At Rocky Point Lewis & Clark turned south, crossed the site of the present highway and grazed their horses at Packer Meadow. They enjoyed the luxury of hot baths at Lolo Hot Springs and camped overnight. Lewis & Clark were amused by the Indians jumping from the hot springs, running to the banks of the Lolo creek, jumping in the ice-cold water, and then returning to the hot springs. On June 30 the party returned to their old "Travellers' Rest" at the mouth of Lolo creek, nine months after passing the point on their westward journey.

Four National Forests surround this scenic highway. Across the Lochsa river, to the south of the highway, stretches the million-acre Selway-Bitterroot Wilderness. Here the beauty and freshness of a mountain wilderness is maintained in its natural state for recreation.

National Forests are open to hunting and fishing without charge, subject to state fish and game regulations. On this highway you drive through one of the finest big-game and fishing areas in the nation.

Multiple-use resource management on National Forests include water, wood, forage, recreation, and wildlife.



An estimated 15,000 elk winter in the Selway-Bitterroot Wilderness south of the L&C Highway. Elk pictured here are crossing the Bitterroots to their winter range.



A young mountain goat photographed from the L & C Highway.

An aerial view of Lolo Pass, the highest point on the L & C Highway (5,233 feet). Packer Meadow can be seen in the background.



The entire family can enjoy the wide variety of outdoor recreational opportunities along and near the highway.

U.S. Dept. of Agriculture  
Forest Service, Northern Region  
Missoula, Montana  
Revised May 1965

# Montanans Battle Dam on Missouri River

## Facility Would Flood Camp Sites Used by Lewis and Clark

By DONALD JANSON

Special to The New York Times

FORT BENTON, Mont., June 29—

"These hills and river cliffs exhibit a most extraordinary and romantic appearance," Capt. Meriwether Lewis wrote in 1805. "As we advance there seems no end to the visionary enchantment which surrounds us."

For 180 twisting miles east of this historic town the Missouri River flows as freely as it did more than a century and a half ago when Lewis and Clark struggled upstream in pirogue and keelboat on their epic voyage of discovery.

From here to the Fort Peck Reservoir, the Missouri takes a winding route through rugged badlands, snaking past spectacular white cliffs and mile after mile of rock formations of both weird and grand design.

A two-day boat trip last week showed the rock castles and columns to be little changed in any detail from the wonders painted by Carl Bodmer during the Missouri River expedition of Prince Maximilian in 1833.

The stretch is called the "Missouri breaks" because of the way the land has eroded in surrealistic shapes from the high plateau in the distance down, by irregular stages, to the bottomland by the river.

It is the most scenic stretch on the 2,466-mile river that flows from south of Helena, Mont., to St. Louis.

It is also the most inaccessible and the only stretch of the nation's longest river still in a setting unaltered by man.

The remaining 92 per cent of the Missouri's length has been dammed into great lakes or diked, dredged and trussed for power, navigation or flood control.

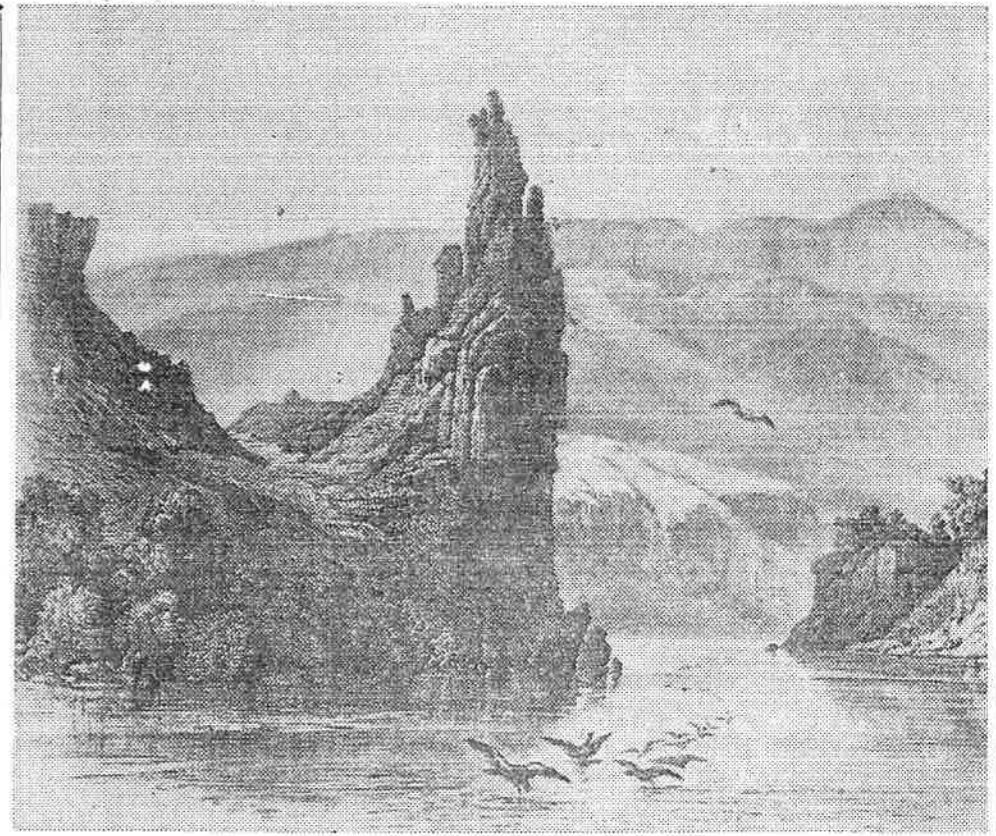
Now the Army's Corps of Engineers is recommending that this stretch, too, and 77,500 acres bordering it be inundated behind a massive \$243 million dam at remote Cow Creek to permit production of hydroelectric power.

### Counter Plan Offered

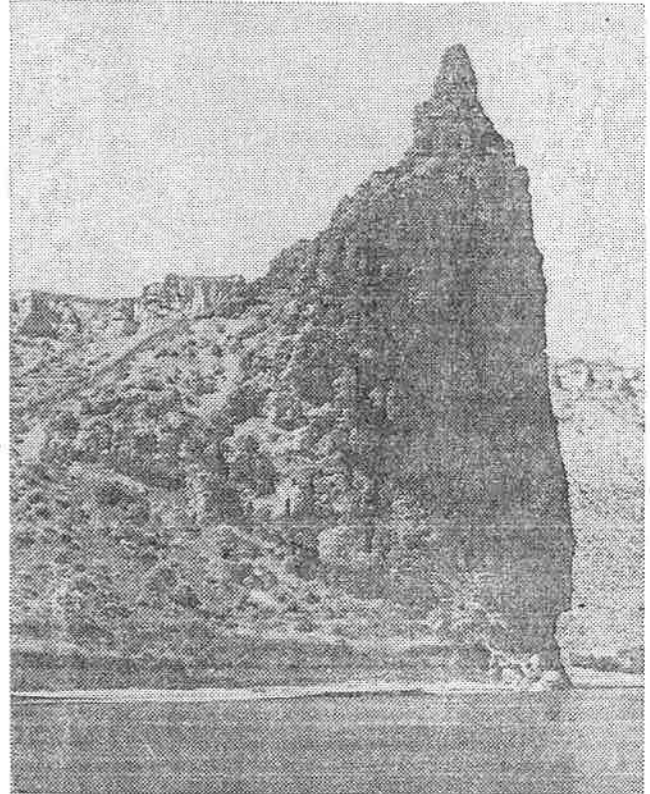
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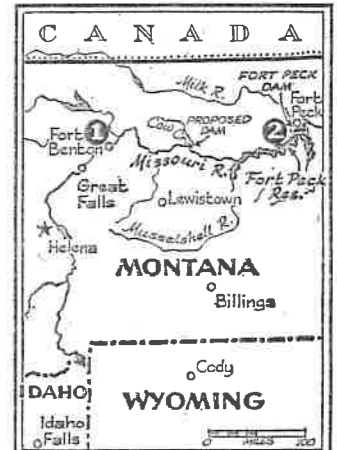
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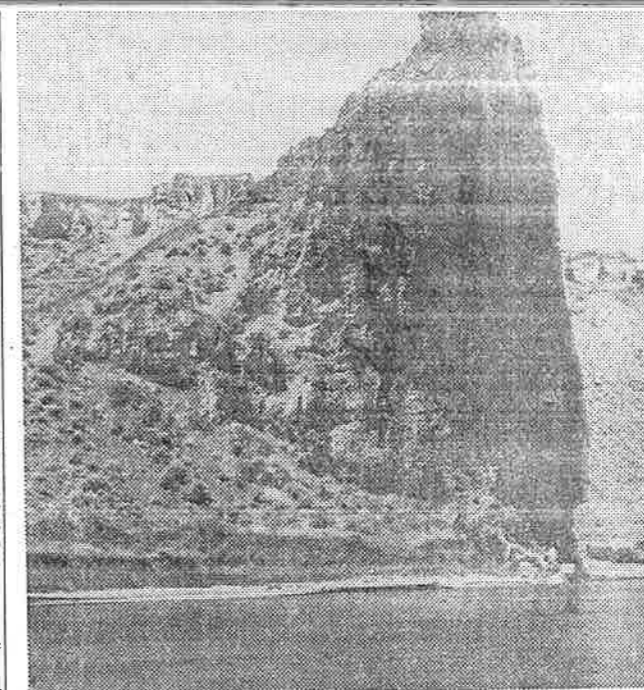
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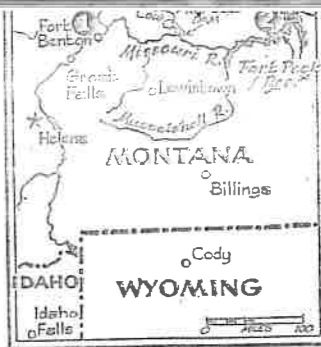
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Sioux City Eagle July 4, 1857

### Floyd's Remains

During the heavy rise in the Missouri, last spring, a considerable portion of Floyd's Bluff, two miles below this place, was washed away. This Bluff derived its name from being the place where were interred the remains of Floyd, one of the famous party which ascended the Missouri in 1803, with Lewis and Clark. When the Party arrived at this point Floyd died, and his comrades buried him on the Highest peak of this Bluff—some 200 feet above the bed of the river. The Late rise in the river washed away the Bluff, until the bones of Floyd were fully exposed. These remains were carefully collected and re-interred a few weeks since with appropriate ceremonies. A chase and beautiful oration was delivered on the occasion by Judge MF Moore of our City. We are informed that the oration will be published.

# Montanans Battle Dam on Missouri River

## Facility Would Flood Camp Sites Used by Lewis and Clark

By DONALD JANSON

Special to The New York Times  
FORT BENTON, Mont., June 29—"These hills and river cliffs exhibit a most extraordinary and romantic appearance," Capt. Meriwether Lewis wrote in 1805. "As we advance there seems no end to the visionary enchantment which surrounds us."

For 180 twisting miles east of this historic town the Missouri River flows as freely as it did more than a century and a half ago when Lewis and Clark struggled upstream in pirogue and keelboat on their epic voyage of discovery.

From here to the Fort Peck Reservoir, the Missouri takes a winding route through rugged badlands, snaking past spectacular white cliffs and mile after mile of rock formations of both weird and grand design.

A two-day boat trip last week showed the rock castles and columns to be little changed in any detail from the wonders painted by Carl Bodmer during the Missouri River expedition of Prince Maximilian in 1833.

The stretch is called the "Missouri breaks" because of the way the land has eroded in surrealistic shapes from the high plateau in the distance down, by irregular stages, to the bottomland by the river.

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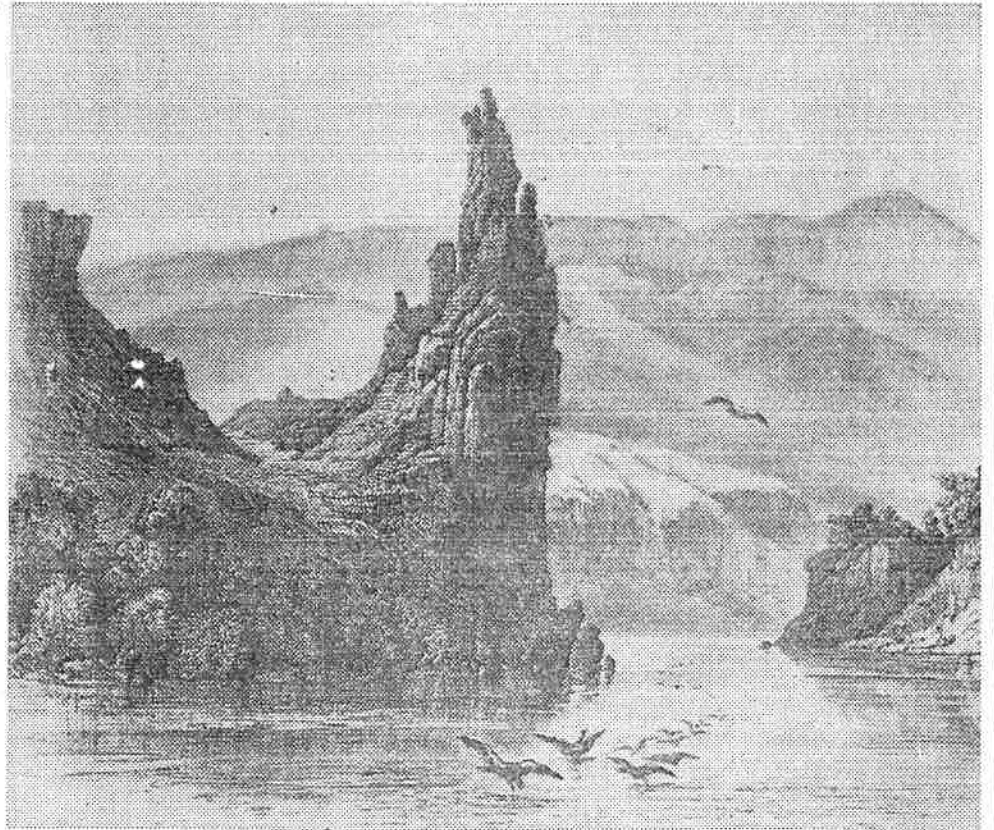
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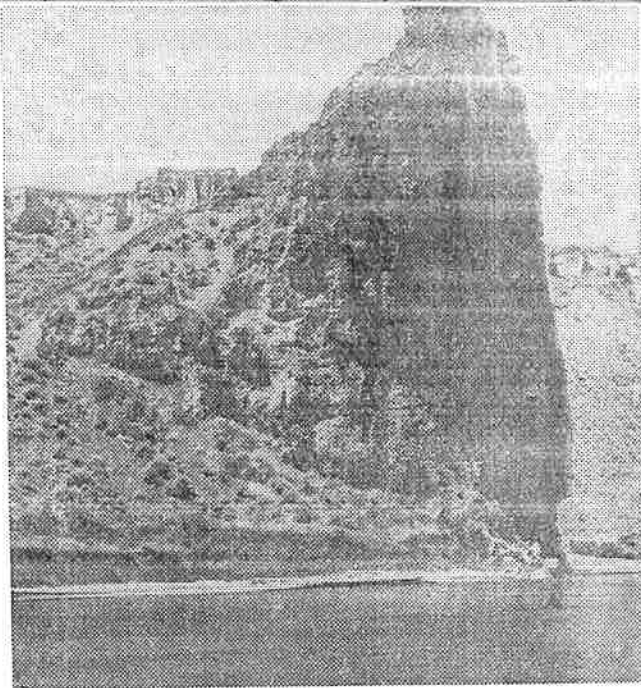
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