



UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
Region Three
Santa Fe, New Mexico

SEP 9 - 1958

IN REPLY REFER TO:

L58

REG. DIRECTOR
ASST. REG. DIRECTOR
CHIEF, DIV. OF ADMIN.
CHIEF, DIV. OF EDUCATION
CHIEF, DIV. OF INVESTIGATION
CHIEF, REG. RES. DIV.
CHIEF, RANGER DISTRICT
FIELD COLLECTOR
X Mattison
ACTION TAKEN
FILE

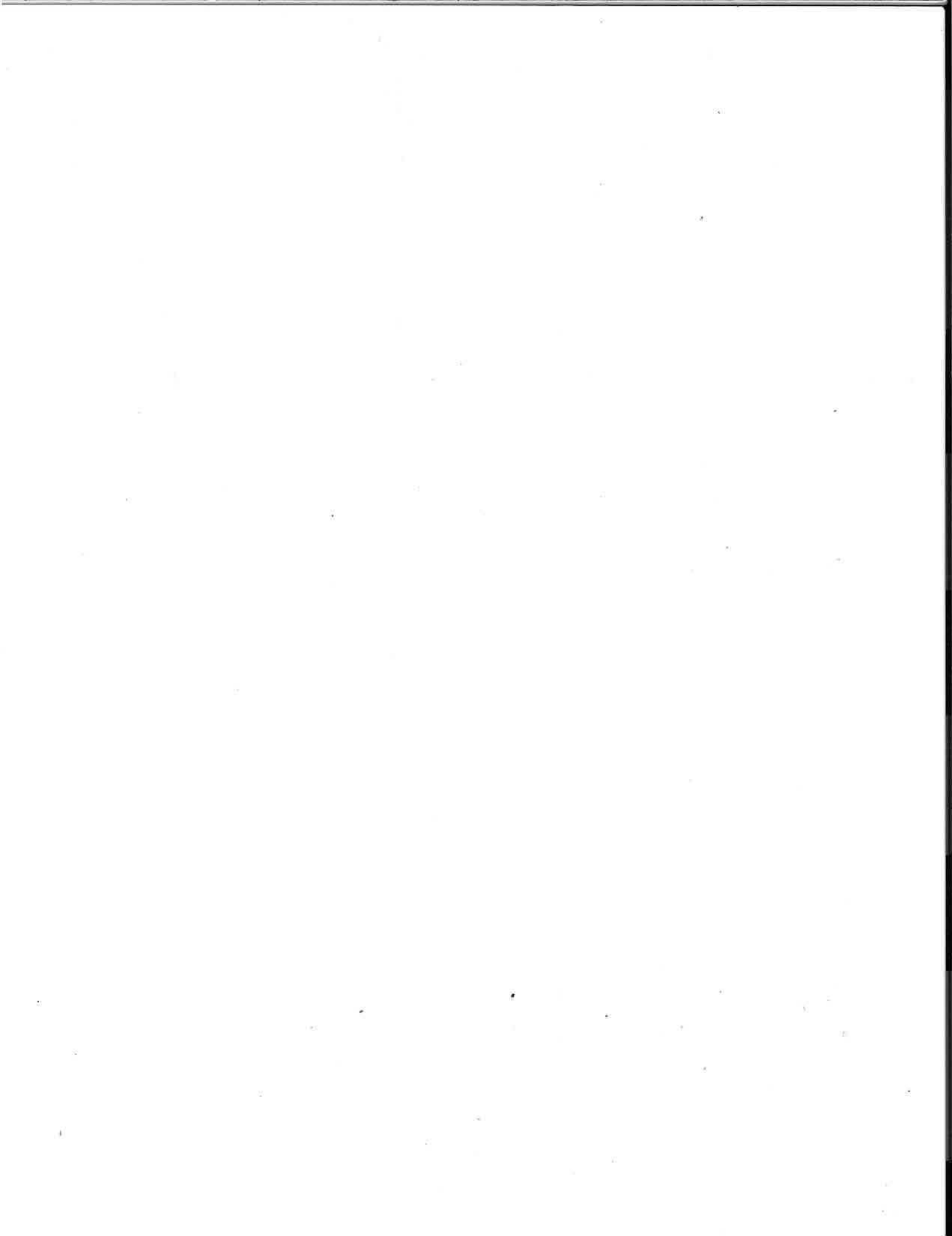
Memorandum (AIR MAIL)

To: Regional Director, Region Two
From: Historian, NSHS&B
Subject: Lewis and Clark Study

The attached comments by Historian Everhart on Historian Mattison's Lewis and Clark study were received in this Office last week, while I was on leave. I am wondering whether they were sent to Region Three by mistake, or were sent here as informational copies. On the off-chance that it was a mistake, and that Mr. Mattison is anxiously awaiting them, I am sending them on by air mail.

Robert M. Utley
Robert M. Utley
Historian

Attachments





UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

August 29, 1958

IN REPLY REFER TO:

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*Historic
Site Summary*

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Memorandum

To: Regional Director, Region Three

From: Regional Chief of Interpretation, Region Four

Subject: Review of Lewis and Clark Study

We are transmitting Historian Everhart's review of Mr. Mattison's study of the Lewis and Clark expedition, in accordance with Mr. Mattison's request in his memoranda of August 21 and 22, and we concur in Mr. Everhart's suggestions and in his evaluation of this very detailed treatment of the subject.

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Regional Chief of Interpretation

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To: Regional Chief of Interpretation, Region Four
From: Historian Everhart
Subject: Review of Lewis and Clark Study

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This material arrived at a rather hectic time for all members of the National Survey. Because I am making every effort to meet the request from Washington to submit an evaluation on all sites in Westward Expansion by September 8, I was not able to give the Lewis and Clark material the time and close study it deserves. However, I know Mr. Mattison is in an equally difficult situation, and I have therefore tried to make a number of suggestions which might prove helpful to him.

Considering the pressure to complete the Lewis and Clark study by September, I think Mr. Mattison has written an unusually complete account of the expedition, in which I could find only minor flaws. Most of my suggestions deal with the style of the study, which is of course the final responsibility of the person who is writing the account.

I have one comment concerning the general approach. The rather detailed account of day-to-day activities of the expedition might well be balanced by an occasional summing up of the situation at a critical phase or site, pointing out the difficulties which lie ahead and how they must be met. While we all seem to agree that Lemhi Pass was the key point of the expedition, this consideration is not mentioned in the narrative, in fact the critical nature of the meeting with the Shoshone is perhaps under emphasized. On this meeting much of the success of the expedition depended, but the council is described as being rather uneventful, beginning "with the usual fanfare" and concluding "with the usual display of white man's medicine."

Also, in the treatment of Point Ellice both in the analytical study and in the Survey of Sites, no mention is made that this is the place where the expedition sighted the Pacific, which must have been an event of tremendous importance to the members of the expedition, for it was of course their prime objective. I believe, throughout the study, the key points of the journey should be identified and the importance of each fully explained.

Page 1. Significance of the Expedition. I suggest that this section be expanded. The importance of the expedition is well emphasized here, but no reasons for the evaluation are presented. This might be the place to state why the expedition was so significant and to note its achievements. The concluding section, "Impact of the Expedition," does cover this point, but only two achievements are listed--stimulation of the fur trade and strengthening of the American claim to Oregon. (Concerning the latter, see below.) Other notable results might be included: valuable information concerning the geography and resources of a great unknown territory, part of which was a newly acquired domain, was made available to the people and government of the United States, and the great possibilities of the Oregon country were publicized; although long delayed in publication, the scientific observations of the expedition in the fields of botany, zoology and ethnography were an important contribution to knowledge; friendly relations were established with a number of Indian tribes; and finally, the journey to the Pacific was in itself an epic, its success a tribute to the skill, courage and stamina of the entire party, and it was an inspiring feat of exploration in which a young country could take great pride.

In evaluating the importance of the expedition, and its ultimate impact on American history, it will be necessary to come up with some sound proof to support the statement generally made that it was an important factor in strengthening the American claim to the Oregon country. Just how important was the exploration and what weight was given to it during the long drawn out settlement of the Oregon boundary dispute?

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Historian

Cleared for Distribution

(Sgd.) Bennett T. Gale

Bennett T. Gale, Regional Chief of Interpretation Date

Copy to: Regional Director, Region Three

August 29, 1958

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Historian

Cleared for Distribution

(Sgd.) Bennett T. Gale

Bennett T. Gale, Regional Chief of Interpretation **Date**

Copy to: Regional Director, Region Three

Region Two Office
303 Federal Office Building
Omaha 2, Nebraska

September 10, 1958

Mr. Ward R. Evans
Pierce Street Hotel
Sioux City, Iowa

Dear Mr. Evans:

Thank you very much for your letter of September 1, together with the information on Sergeant Charles Floyd. The information which you sent regarding the Sergeant is very worthwhile. The references which I have consulted regarding Floyd indicate that little is known about his background, the date of his birth, etc. I will incorporate some of your information in my report.

My Lewis and Clark Study is proceeding fairly well. I hope to be able to complete it in the very near future. As you perhaps are aware, my function is largely in preparing the report. The major decisions are in someone else's hands.

Cordially yours,

Ray H. Mattison
Historian

RHMattison:vb

September 8, 1958

Regional Director, Region Four
National Park Service
San Francisco, California

L58. Everhart's monthly report. Have not received
Everhart's review of draft of analytical statement, survey of sites and
recommendations re Lewis and Clark report. Please expedite as report
now due in Washington.

Gregg, Regional Chief of Interpretation

Original to PBS Teletype

Voucher
File
Daybook

MRGregg:fn
RHMattison:fn

(Sgd) H. Raymond Gregg

H. Raymond Gregg
Regional Chief of Interpretation

L58

Sioux City, Iowa, September 1st, 1958

REG. DIRECTOR
ASST. REG. DIRECTOR
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CHIEF DIV. OF OPERATIONS
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CHIEF REC. RES. PLANNING
CHIEF RANGER ACTIVITIES
FIELD SOLICITOR
<i>Ward R. Evans</i>
ACTION TAKEN <i>Letter to</i>
FILE <i>9/10/58</i>

Ray H. Mattison, Historian,
 National Park Service,
 Region two Office,
 Omaha, Nebraska.

Dear Mr. Mattison:

With the assistance of the Louisville Public Library I have been able to fix the approximate location of the birthplace of Sergeant Charles Floyd. He was born in 1782 on his father's farm on Mill Creek in Jefferson County, Kentucky. Mill Creek is about 2 miles south of Valley Station. Valley Station is on the Dixie Highway 10 miles south of Louisville .

Sergeant Floyd's father, Captain Charles Floyd, who served in the Revolution, moved from the Louisville settlement to the Mill Creek farm about two or three years before Sergeant Floyd was born. Captain Clark also lived in the same neighborhood and was related to Sergeant Floyd. George Rogers Clark lived in the Louisville settlement until he obtained his land grant in what is now Clark County, Indiana, then he moved across the River to Clarksville. I thought this might be of interest to you.

How are you coming with your report? The purpose of this inquiry is not to hurry you in any way but just to keep in touch with the progress of your study.

With all kind regards, I am,

Yours very truly,

Ward R. Evans

 Ward R. Evans,
 Pierce Street Hotel.

AUG 9 1958

Memorandum (AIR MAIL)

To: Regional Director, Region Two

From: Chief, Division of Interpretation

Subject: National Survey of Historic Sites and Buildings:
Lewis and Clark Special Study

We have received Mr. Mattison's preliminary draft of sections III and VII on the Lewis and Clark study.

It may be that the telephone conversation which Mr. Mattison refers to in his cover memorandum was misunderstood, for we did not expect a draft of this preliminary material for our review. Nothing was requested in the telephone conversation which was not called for in our memorandum of August 7, to Regions Two and Four.

However, be that as it may, we have given the material a hasty review with the comment that the treatment of the individual sites appears rather elementary and not very complete as to importance, evaluation and current conditions. All useful information about the sites treated in section III should be included, for this is the material upon which the Advisory Board must depend mainly for its classification of the sites of exceptional value. Section III should, therefore, be full and complete. However, we realize that this is a preliminary draft, and it is difficult to appraise this part of the study without the analytical section which may contain important elements on the treatment of the sites also.

We suggest that a few bibliographic references be given at the close of each site treated. This was not called for in the outline, but since persons outside the Service will not have ready access to the inventory we feel that a few references will be helpful. This reference material may be copied directly from the inventory forms.

The outline, now being revised, will reflect this change. Also it is understood by Mr. Mattison, we believe, that section VII, Recommendations, will not be incorporated in the study proper, but will be detached and sent by cover memorandum to the Director. This point will also be noted in the revision of the outline.

It is our thought that the first evaluation of the sites covered by the Survey should be made by the historians conducting the Survey and the Regional staffs involved. We feel that any preliminary review or suggestions from us as to what sites should or should not be recommended for classification of exceptional value and for possible additions to the National Park System, before such evaluations are made at the Regional level, would be premature and not in good order. The evaluation made by the historians and the Regional staffs is very important for the best interest of the Survey.

In this connection we note also that Mr. Mattison states that Messrs. Gregg and Mattes have not had an opportunity to review this preliminary draft. Likewise, there is no indication that Mr. Everhart and the Regional Four staff have reviewed and given their approval to these sections of the study. This probably was not done because of the time element.

Therefore, our suggestion is that Mr. Mattison proceed with the full report which should incorporate the consolidated opinions of Regions Two and Four and not wait for preliminary review or comment on parts of the report from this Office.

By copy of this memorandum we are asking Mr. Everhart to expedite the coordination of the work by giving his immediate attention to this matter.

One copy of this material is herewith returned. We are retaining one copy for our files, but if Mr. Mattison should need this as he proceeds with the work we will be glad to return it to him immediately.

SIGNED

Chief, Division of Interpretation

In duplicate

Attachment

attachment

III. SURVEY OF SITES ALONG THE LEWIS AND CLARK ROUTE

Over a century and a half has passed since Lewis and Clark made their historic expedition to the Pacific. At the time that expedition was made, white man's civilization had made few physical changes in the region west of the Mississippi. When the Corps of Discovery began its ascent of the Missouri, the little French hamlet of La Charette, near the modern Marthasville, Missouri, and a short distance above St. Charles, was the furthestmost western outpost on the River. Practically the entire region over which the explorers traversed was wilderness in character.

Nature has produced changes in the region since the explorers made their famous trek. While its general course is the same as it was at the beginning of the 19th century, the Missouri has changed its channel many times. Many of the bends and islands mentioned in the journals of Lewis and Clark have disappeared. Some landmarks, such as Council Bluff (not to be confused with the City of Council Bluffs, Iowa), which were at one time along the banks of the Missouri, are now several miles distant from the river. Significant sites, such as Fort Mandan and the original grave of Sergeant Floyd, have been swept into the Missouri. The site of Camp Dubois, the starting point of the Expedition, has likewise disappeared as the result of the changing channels of the Wood and Mississippi.

The greatest destruction of Lewis and Clark sites has been caused by the inroads of white man's civilization. Past and future construction of dams and the creation of reservoirs along both the Missouri and Columbia Rivers by the U. S. Corps of Engineers has resulted

or will result in the loss of many of the sites associated with the Expedition. Most of the campsites in both North and South Dakota will be inundated. Calumet Bluff, the site of the explorers' council with the Yankton Sioux, is now the site of Gavins Point Dam. The remains of the old Arikara villages, which Lewis and Clark visited, will soon be flooded as the result of the erection of Oahe Dam. Reservoirs now cover the cascades and falls of the Columbia. As a result, river barges now traverse with ease the regions of that river over which the Corps of Discovery traveled with great difficulty in their dugouts. These are only a few of losses in historical values resulting from the river development programs.

Other changes have taken place. Cities, towns, and farms have replaced the regions over which the explorers hunted and camped. The vegetative cover has likewise undergone a change along much of the route. Railroads, highways, and irrigation ditches traverse the courses of many of the rivers along which Lewis and Clark passed. Along the Missouri River in portions of Nebraska, Montana, and the Dakotas, descendants of the inhabitants of a century and a half ago still live, but along the route of the explorers, the whites have replaced the Indian population. The remains of old Fort Clatsop were destroyed many years ago.

Despite these inroads, a surprising number of landmarks associated with the famed expedition have survived. Among these are Council Bluff, Blackbird Hill, Beaverhead Rock, Rattlesnake Cliff, Lemhi Pass, the landmarks along the Lolo Trail, and the Columbia.

Large segments of the Lewis and Clark Trail have retained their wilderness character to a surprising degree. This is particularly true of that portion of the Trail from Three Forks, Montana. Fortunately, modern highways or secondary roads follow generally the explorers' route over this portion of the Trail. The Lemhi Pass area and the Lolo Trail retain more of their primitive characteristics than any other sections of the explorers' route.

Initial steps have been taken by the State and Federal Governments to commemorate the famous trek of the Corps of Discovery. The site of Lewis' tragic death on the Natchez Trace near Hohenwald, Tennessee, far removed from the scene of the activities which gave him historical fame, has been preserved by the Federal Government, and is now administered by the National Park Service. Very recently the Federal Government has made the site of Fort Clatsop, a point near the Pacific Ocean where the explorers spent the winter of 1805-06, a National Memorial. Three States have historical parks commemorating the expedition. North Dakota has Fort Mandan State Park near the site of their winter quarters for 1804-05. Montana is taking steps toward the establishment of a park at Three Forks, the junction of the Gallatin, Madison, and Jefferson Rivers. Idaho has preserved the site of Canoe Camp, near the forks of the Clearwater near Orofino. The preservation of the remains of Sergeant Floyd, together with establishment of the Floyd Monument at Sergeant Bluff, Iowa, has been the result of the joint efforts of Sioux City, the State of Iowa, and the Federal Government. Little has been done toward coordinating the efforts of the various national, state, and local groups to tell the Lewis and Clark story.

Most of the States along the Lewis and Clark route have erected historical markers pointing out various significant sites pertaining to the expedition. Missouri, South Dakota, Montana, Idaho, Washington, and

Oregon have erected markers along their highways. The Forest Service has placed Lewis and Clark campsite markers on the Lolo Trail.

During the past 8 years, in company at times with other members of the National Park Service, the writer has visited most of the significant and many of the secondary sites along the Lewis and Clark route. He has followed the course of much of the explorers' trail from St. Louis to the Pacific.

In making an evaluation of these sites, it is necessary to determine those which are of national significance or have "exceptional value." In this study, a site to be in this category must not only be a point at which the broad aspects of the Lewis and Clark story might be interpreted but must possess integrity. By the term integrity, it is meant there must be no doubt that the site is authentic. The site must possess "intangible elements of feeling and association." We believe the following areas merit this classification.

Council Bluff

Council Bluff, near Fort Calhoun, Nebraska, was one of the best known landmarks on the Upper Missouri during the first four decades of the 19th century. In the 1840's, the Missouri shifted its channel several miles to the east and, as a result, the place lost its importance as a landmark on the river. At Council Bluff, Lewis and Clark held the first of many councils with the Indians on their long journey. The pattern of this meeting was much the same as that followed in the succeeding councils with the red men.

This landmark is a probable site of Fort Atkinson, a large military post which was built in 1820. Council Bluff will also be

ed in connection with the Theme XI, "The Advance of the Frontier, 1763-1830." The site of Council Bluff is privately owned.

Grave of Sergeant Floyd

Sergeant Charles Floyd was the only casualty of the Lewis and Clark Expedition. Although the explorers passed through almost 8,000 miles of Indian territory, some of which was inhabited by hostile tribes, and encountered many hazards on their long trek, Floyd's death was the only tragedy on the expedition. His death probably resulted from appendicitis. For almost a half-century, his grave was a landmark on the river and many of the prominent travelers -- Henry Brackenridge (1811), George Catlin (1832), Maximilian (1833), John Audubon (1843), and Thaddeus Culbertson (1850) -- described it.

During the late 1850's, when the Missouri River encroached on the grave, the purported remains of Floyd were recovered and reinterred with appropriate ceremonies. For a number of years, the identity of the new grave was lost. In 1895, the grave was located and the remains allegedly identified as those of Floyd. They were removed and reburied in an urn. In 1899, through the joint efforts of the Federal Government, State of Iowa, Woodbury County, and Sioux City, the sum of \$20,000 was raised for a suitable memorial to Sergeant Floyd. Of this total, Congress appropriated \$5,000. As a result, a 100-foot obelisk was completed under which were placed the remains of Floyd. That monument, together with some 22 acres of land on which it stands, belong to Sioux City.

Three Forks, Montana

Three Forks, Montana, where the Jefferson, Madison, and Gallatin Rivers join to form the Missouri, is one of the most significant

of the Lewis and Clark sites. Between St. Louis and the Mandan villages, the Corps had passed through country of which white men had considerable knowledge. From the Mandan villages to Three Forks, the explorers' knowledge of the region became increasingly vague. Of the country through which they were to traverse from Three Forks to a short distance above the mouth of the Columbia, white men had no knowledge whatsoever of the region other than what he had obtained from the Indians.

When the party approached Three Forks, the anxiety of the white men increased. Clark and several others searched in vain along the banks for Indians who might supply them information on the route over the mountains and to the Pacific. At Three Forks, the leaders were faced with the problem of which of the three rivers to follow. They fortunately selected the Jefferson which proved to be the one which they were to follow to Lemhi Pass.

Montana is planning to acquire the Three Forks area as a State park. At the present time, the State has acquired some 21 acres which includes the mouth of the Gallatin River. It still needs to acquire an additional 200 acres now in private ownership to obtain the junction of the Madison and Jefferson with the Missouri.

Lemhi Pass

The crossing of the Continental Divide at Lemhi Pass was the most critical point in the Lewis and Clark Expedition. After leaving Three Forks, and encountering no Indians who might direct them over the mountains, the party pushed forward in their canoes up the Jefferson to the Beaverhead and up the latter stream. At Beaverhead Rock, Lewis and three of his men set out with the determination not to return to their

companions until they found Indians. The trek of the four white men following the Indian road up Horse Prairie and Trail Creeks over the Continental Divide at Lemhi Pass into Spanish territory and their subsequent meeting with the Shoshone was the most significant event on their long journey. As the result of their negotiations with the Shoshone, in which Sacajawea played an important part, the explorers were able to obtain horses and a guide and proceed to the Pacific.

An unimproved road of approximately 25 miles in length follows the Lewis and Clark route over Lemhi Pass from Montana Highway 29 to Tendoy, Idaho, on Idaho Highway 18. The region in the immediate vicinity of the Pass itself is primitive in character and probably presents much the same scene, unspoiled by man, which Lewis and his companions saw when they crossed over the Continental Divide and in 1805 viewed the mountains in the Columbia Basin. The mountain scenery in this region is spectacular. Some of the land in the immediate vicinity of Lemhi Pass appears to be in Federal ownership and is administered by the Forest Service. Much of the area outside the Pass area is in private ownership.

Lolo Trail

Lolo Trail was the most difficult segment of the entire 4,000 mile route which Lewis and Clark encountered from St. Louis to the Pacific. Approximately 150 miles in length, this old Indian trail begins at the mouth of Lolo Creek, about 10 miles southwest of Missoula, Montana. It follows generally from Travelers' Rest, at the mouth of Lolo Creek, up that creek to Lolo Pass of the Bitterroot Mountains and then follows a mountain ridge generally in a west-southwesterly direction paralleling

the Lochsa River to the foothills of the mountains on the Clearwater. This section of the route was very rugged, heavily timbered, devoid of both game for food and forage for horses, snow normally being on the high ridges from early September to mid-July. The Nez Perce Indians crossed over this trail to the east side of the mountains on their buffalo hunting expeditions.

Up to this point, the route over which the Corps of Discovery had traveled was along valleys and over rolling plains. Game had been plentiful. When the explorers, with the help of a Shoshone guide and his son, wound their way through the labyrinth of timber and steep rocky slopes of Lolo Trail, they found snow. Several of their horses slipped and rolled down the mountains. They ran out of food and were forced to kill several colts. They found little forage for their horses. When the white men reached the Nez Perce villages on the Clearwater, both they and their mounts were half-starved and exhausted. When the party crossed Lolo Trail on its return journey, the white men encountered deep snow. Food again ran so short they were forced to eat bear oil and roots. However, in spite of the hardships encountered, the men survived the crossing of Lolo Trail.

Lolo Trail maintains more of its primitive character than any other segment of the Lewis and Clark route. Much of it is in Federal ownership and is administered by the Forest Service. An improved road runs from the mouth of Lolo Creek to Powell Ranger Station, 54 miles distant. From that place, an unimproved road follows the Trail along the Lewis and Clark route beyond the point where the explorers left it. Some of the forested areas along the route have been scarred by cutting

operations. A large segment of these were destroyed by fires in 1910 and 1919. During the 1930's, the Forest Service placed markers at the various Lewis and Clark campsites along the Lolo Trail.

Travelers' Rest, at the mouth of Lolo Creek and at the eastern end of trail by the same name, was an important point on the Lolo Trail. It was here that the explorers paused a day to make observations, repair their clothes, and send out hunters to kill game for the journey over a country devoid of game animals. It was also at Travelers' Rest that the party, after returning from the Pacific over Lolo Trail, spent several days before dividing to cross modern Montana. From this point, Lewis and his men set out on their trip which would take them through the perilous Blackfoot country to the Missouri and down that stream. Clark and his followers meanwhile, set out for the caches on the Beaverhead and made their way down the Yellowstone to join Lewis.

Canoe Camp

Canoe Camp, near the north and south forks of the Clearwater several miles northwest, was one of the more significant sites on the Lewis and Clark route. It was here that the explorers, many of them weakened from their difficult trip over the Lolo Trail and from their dietary change, encamped from September 26 to October 7. At this place, the leaders arranged with Chief Twisted Hair of the Nez Perce to care for their horses until their return the next year, built their dugout canoes, cached a portion of their goods, and began their descent of the Clearwater to the Snake and thence to the Columbia. It was here also that the white men returned the previous summer, raised their goods from

the cache, and, after some difficulty, obtained their horses from the Nez Perce and began their ascent of the mountains to Lolo Trail. Idaho has preserved the purported site of Canoe Camp as a State park. Idaho State Highway 9 passes through this area.

Point Ellice

Point Ellice, called "Point Distress" by Clark, at the mouth of the Columbia, ^{in Washington} is directly opposite Astoria, Oregon. Clark described this place as "a perpendicular clift, or steep ascent, rising to about 500 feet." In attempting to go around this point, to enter the Pacific, the explorers encountered high waters. They were forced to turn back a mile and camp. It was six days before they were able to get around the point. After traveling for three miles they found a more suitable campsite on "a butifull sand beach." There they encamped for ten days at a place Gass described as "in full view of the ocean." The site of the furthestmost camp on the Pacific at this point is marked by the State of Washington. U. S. Highway 101 passes along the bay of the Columbia in this area.

Site of Fort Clatsop

Fort Clatsop, near the present town of Sunset Beach, ^{Oregon} was the quarters for the Lewis and Clark Expedition during the winter of 1805-06, and marks the end of its long journey. The "fort" they built disappeared many years ago. National Park Service archeologists recently excavated what they believed to be the site of the post. Congress has made this area a national memorial, and reconstructed Fort Clatsop stands on the purported site.

Sites Considered

In addition to the sites that have exceptional value, there are several others on the Lewis and Clark route which are of major significance but lack the element of integrity. The areas in this category are:

Camp Dubois, Starting Place of Expedition

The site of River Dubois Camp, at which place the explorers spent the winter of 1803-04 in preparation for their journey, is near the present town of Wood River, Illinois. This place also marks the starting point of the expedition on May 14, 1804. Since that time, the River Dubois, the Missouri, and the Mississippi have changed their channels. It is believed that the site of Camp Dubois is now in the Mississippi River. The State of Illinois has placed a marker on the spot near the site of the old winter camp.

Calumet Bluff

Calumet Bluff, on the Missouri River several miles above Yankton, South Dakota, was the scene of Lewis and Clark's council with the Yankton Sioux on August 30 and 31. Several days earlier, on August 27, near the mouth of the James River, the explorers were greeted by several Sioux. Through their interpreter, Pierre Dorion, the white men learned that there was a large Sioux camp nearby. At the council, which was held several days later, the Yankton proved hospitable. They feted their guests in Indian style. In return, the white leaders acknowledged the chiefs with appropriate medals and gave presents to the Indians. The white men also induced some of the chiefs to accompany Dorion to Washington to visit the Great White Father.

The Yankton were one of the few Sioux tribes to remain friendly to the Americans throughout the 19th century. It is impossible to determine whether the Lewis and Clark expedition was a great contributing factor in the peaceful relations of the two races. However, the turn of events might have proved different if this band had proved warlike. Certainly the Yankton Sioux were sufficiently powerful to have prevented the passage of the explorers. Calumet Bluff, near which the council was held, now serves as one of the anchors of Gavins Point Dam. The reservoir and a portion of the dam itself probably now covers the place where the historic meeting was held.

Fort Mandan

Fort Mandan, on the left bank of the Missouri near present Fort Clark, North Dakota, served as quarters for the Lewis and Clark Expedition during the winter of 1804-05. Since most of the members of the party were from the southeast and eastern seaboard, they were unaccustomed to the subzero weather of North Dakota. During the winter, the explorers put in an uneasy winter maintaining peaceful relations with the Mandan and Hidatsa Indians in the vicinity, keeping guard against the Sioux and keeping a close rein on the activities of the British traders.

The site of Fort Mandan disappeared many years ago. When the explorers returned from the Pacific in 1806, only one of the buildings in the rear bastion and several of the pickets were all that was left of the old winter quarters. The rest had been burned by accident. When Maximilian visited Fort Clark during the winter of 1833-34, the site had been swept into the Missouri River. The State of North Dakota has

acquired a tract of some 35 acres of land overlooking the site of the winter quarters and has called it Fort Mandan State Park. A small commemorative monument overlooks the Missouri.

VII. RECOMMENDED SITES

Section III contains a list of sites which the Service considers to be of major importance on the Lewis and Clark Expedition. However, the significance of a site alone does not merit its inclusion in the National Park System. It also must possess integrity and be suitable for Monument purposes.

Other than Jefferson National Expansion Memorial which interprets the theme of Westward Expansion, including the broad aspects of the Lewis and Clark Expedition, the National Park Service at present has only one area - Fort Clatsop National Memorial near Astoria, Oregon - designed to tell the story of the Corps of Discovery. When developed, this area will be suited to interpret ^{these} ~~that~~ phases of the exploration which deals with the descent of Lewis and Clark from Canoe Camp, on the Clearwater, down to the Columbia and thence to the Pacific; the winter of 1805-06 at Fort Clatsop; and the return of the party to the Nez Perce villages in the spring of 1806. This area should also emphasize the impact of this exploration on the history of the Northwest.

Other areas are needed to round out the Lewis and Clark story as follows: (1) The preparation and the start of the expedition from near St. Louis; (2) the long ascent of the explorers up the Missouri to Three Forks and the winter at Fort Mandan; (3) the journey from Three Forks up the Jefferson and Beaverhead Rivers and the crossing of the Continental Divide to the Shoshone villages, where the white men obtained horses; and (4) the traversing of the difficult Lolo Trail to the Nez Perce villages.

Camp Dubois, the place near St. Louis where the expedition spent the winter of 1803-04 making preparations for their journey and from which it started, is in all probability in the Mississippi River. It appears that Jefferson National Expansion Memorial, located near the original site of the winter quarters, would be an appropriate place for interpreting this aspect of the Lewis and Clark story.

Of the sites listed in section III, four -- Council Bluff, Sergeant Floyd's Grave, Calumet Bluff, and Fort Mandan -- are important segments of the Missouri River aspect of the Lewis and Clark Expedition. Of these four, Council Bluff and Fort Mandan have disappeared and consequently have lost their identity. Calumet Bluff, the site of Lewis and Clark's council with the Yankton Sioux, is buried beneath Gavins Point Dam and Lewis and Clark Lake. The last, Fort Mandan, probably is in the channel of the Missouri. The purported remains of Sergeant Floyd were once rescued from the Missouri and were lost for many years before finding a final resting place under the 100-foot obelisk now known as the Floyd Memorial. The Bluff itself has undergone considerable changes. In view of the fact that the Federal Government has contributed \$5,000 toward this memorial, the writer is of the opinion that it has already discharged its responsibility in commemorating the deceased Sergeant. The Advisory Board has long taken the position that graves should not be marked and maintained in the National Park System. It is believed that the Sergeant Floyd Grave and Monument would not be a suitable place to interpret the Lewis and Clark story.

Council Bluff

Of all the sites associated with the expedition, Council Bluff is the best suited to interpret the epic journey up that river to Three

Forks. This area would also be a suitable place to tell the story of the impact of the Corps of Discovery on the Indian relations and the later fur trade on the Upper Missouri which for almost a half century was to become the principal business of the region.

Council Bluff is doubly significant. It later became the site of Fort Atkinson, for a short time the largest military post in the United States. The role of this establishment on the history of the Upper Missouri and Northern Plains will be discussed in another study.

Contemporary journals, together with recent studies of the Nebraska State Historical Society, indicate that the sites of the Lewis and Clark Council with the Oto and the later Fort Atkinson are synonymous. There have been some changes in the terrain. In the 1840's, the Missouri shifted about 3 miles east of the Bluff. The old river channel is now grown up to trees and undergrowth. The "plain" where Lewis and Clark held their historic meeting with the Oto is now in crops. Trees on the sides of the Bluff obscures the "beautiful view" described by one Army officer who visited the site in 1820. However, many aspects of the original scene could be restored. This site, about 10 miles from Omaha, is easily accessible.

Three Forks, Montana

The Three Forks of the Missouri possesses most of the requisites for national designation. It meets the requirements of significance. At this place, the story of the explorers' search for a passage over the mountains to the Pacific might be told. The area also possesses an excellent overlook, at which a very good view, with the snow-covered mountains in the background, of the region through which the Lewis and

Clark party passed when it ascended the Jefferson. This area is easily accessible from U. S. Highway 10 and could probably be kept open to the public most of the year. The chief intrusions in the area are two railroads, one of which, after passing up the Missouri to the Forks, continues through the area to the West; the other follows the Gallatin to the south.

The State of Montana plans to develop this area into a State Park with the view of devoting the main historical theme to the Lewis and Clark Expedition. Most of the land needed for the area is still to be acquired. It is recommended that the National Park Service take steps to make a cooperative agreement with the State of Montana to assist in planning this area.

Lemhi Pass Area

As pointed out earlier, the crossing of the Continental Divide at Lemhi Pass by the explorers was the most significant event on the westward journey. It was at this place that Lewis and several men crossed the Continental Divide to the Shoshone village, obtained assistance from the Indians to help the expedition across over the Beaver-head mountains. It was also from these same Indians that the white men procured horses to continue their journey to the Pacific.

A dirt road, some 25 miles in length, runs from the Armstead-Leadore gravelled highway across Lemhi Pass to Tendoy. The area in the immediate vicinity of the Pass is probably little unchanged from the time Lewis and Clark passed over it more than a century and a half ago. As one stands at the Continental Divide and gazes upon the panorama from the east, he witnesses a scene little altered by man.

This area possesses not only exceptional value but would be suitable for development as an important segment of the Lewis and Clark story. Since this area measures up to the criteria of the Service for national designation, we recommend this area for either a Historic Site or Monument. It is believed, however, that this area should be investigated with the view of developing this site as a wilderness historical area, with limited interpretive facilities.

Because of high elevation (Lash Pass has an elevation of 8,000 feet) and the rugged character of the area, it is questionable if the area could be kept open to the public more than four or five months a year without considerable expense. It is anticipated that visitation to the area would be relatively small.

Lolo Trail Area

Lolo Trail was the most difficult portion of the entire route of Lewis and Clark. For historical interpretive purposes, the 150-mile Trail may be divided into three segments -- (1) from the site of Travelers' Rest to Powell Ranger Station; (2) from Powell Ranger Station to Sherman Saddle; and (3) from Sherman Saddle to Pierce, Idaho.

From Travelers' Rest, a paved highway runs some 35 miles to Lolo Pass following the general course of Lewis and Clark along Lolo Creek. From that Pass, an improved road runs to Powell Ranger Station which follows only a small portion of the explorers' route.

A large area along the highway from Travelers' Rest to Lolo Pass appears to be privately owned. The remainder appears to be in Federal ownership and under Forest Service jurisdiction. The original scene over

this 60-odd-mile segment has been greatly altered as the result of road construction and forestry operations. It is understood that a new paved highway is to be built up the Lochsa River to Powell Ranger Station from Lowell, Idaho, within the next several years. Within the next decade, other changes will undoubtedly take place as the result of the completion of the new highway along the Lochsa. The Forest Service has erected attractive rustic markers at the various Lewis and Clark campsites.

From Powell Ranger Station, a steep trail makes an ascent to Lolo Trail 8 to 10 miles east of Cayuse Junction. From Cayuse Junction, the Lewis and Clark route follows Lolo Trail to the top of the peak west of Sherman Saddle, a distance of about 32 miles. This stretch of road is little more than a trail and a car passing over the route must keep in first or second gear for considerable distances. Much of this area is in a primitive state. It is densely wooded and very rugged, and on the whole probably presents much the same picture that it did when Lewis and Clark struggled through it on horses at the beginning of the 19th century. With the possible exception of the Lemhi Pass area, this portion of the Lewis and Clark trail perhaps presents as near the picture of a century and a half ago as any on the entire route. All of this area appears to be in Federal ownership and is administered by the Forest Service, which has placed markers along the trail at the Lewis and Clark campsites.

It is recommended that this segment of the Lewis and Clark route be preserved in its present state by the Federal Government as a Historic Site. Perhaps a cooperative agreement could be made with the Forest Service for this area to be preserved in its primitive state for historical purposes.

A secondary road could be built at the western end of this segment connecting with the new highway on the Lochsa.

The third segment of Lolo Trail runs from near Sherman Saddle to Pierce, Idaho. This section has little significance in the Lewis and Clark story. The eastern portion of this segment (in Federal ownership) has been burned over by forest fires in the past half century. The western portion contains much excellent timber which is being cut by lumber companies.

It is recommended that, using existing trails and highways, the Service enter into a cooperative agreement with the Forest Service to maintain the Lolo Trail from Sherman Saddle to Travelers' Rest as a historical tourway. It is proposed that the portion from near Sherman Saddle to Powell Ranger Station be maintained as a wilderness area accessible only by a secondary road. That area from Powell Ranger Station to Travelers' Rest could well be retained as an improved highway.

Travelers' Rest, which is at the eastern end of Lolo Trail, would be an excellent place for an interpretive center. This site was a focal point for the explorers on their trip to the Pacific and on their return journey to St. Louis. It was here that the party paused to make last preparations before beginning their trip over the tortuous Lolo Trail. On the return trip, the captains and their men stopped for several days and divided into two parties for their return through Montana. Travelers' Rest would be the logical place to tell the story of Lewis and Clark's search for and the crossing of the mountains to the Nez Perce villages on the Clearwater. It would likewise be the suitable place to interpret their long journey home. Travelers' Rest is easily accessible

to a number of important transcontinental highways and could be kept open to the public the entire year -- advantages not offered at Lemhi Pass or farther up on Lolo Trail.

Other

It is also suggested that the various State and local governments be encouraged to develop both their primary and secondary sites relating to the Lewis and Clark Expedition. Although areas such as Canoe Camp in Idaho, Fort Mandan Historic Site in North Dakota, and the Floyd Memorial near Sioux City, may not possess those intrinsic qualities which will qualify them for national designation, they can be used to an excellent advantage in interpreting the epic story of the Lewis and Clark Expedition. Perhaps the Service should take the initiative in coordinating the efforts of the local, State and national groups in this direction.

AUG 8 1958

Memorandum (AIR MAIL)

To: The Director

From: Acting Regional Chief of Interpretation, Region Two

Subject: National Survey of Historic Sites and Buildings: Lewis and Clark Special Study

We are attaching herewith revised sections of drafts to section III, "Survey of Sites Along the Lewis and Clark Route," and section VII, "Evaluation and Recommendations," of the Lewis and Clark special study. It will be appreciated if you will remove the corresponding pages of these sections submitted with our memorandum to you of August 22, and insert those enclosed.

It will be noted that I classified the important sites in two categories: (1) "Sites of Exceptional Value" and (2) "Sites Considered," and placed these under section III, "Survey of Sites Along the Lewis and Clark Route." It will be appreciated if you will advise me whether this evaluation should be placed in section III or under section VII, "Evaluation and Recommendations." This point is not altogether clear in "Guidelines for the Preparation of Thematic Studies."

Signed

Ray H. Mattison
Acting Regional Chief of Interpretation

In duplicate

Attachments

Copy to: Regional Director, Region Four w/copy attachments

RHMattison:vb

AUG 27 1958

Memorandum

To: Regional Director, Region Four

From: Acting Regional Chief of Interpretation, Region Two

Subject: National Survey of Historic Sites and Buildings: Lewis and Clark Special Study

By separate mail we are forwarding photographs taken by myself on the recent reconnaissance of the Lewis and Clark route from Three Forks, Montana, to the Pacific. We are supplying negatives for those photographs for which we have duplicates.

Signed

Ray H. Mattison
Acting Regional Chief of Interpretation

In duplicate

RHMattison:vb

X v C

158

AUG 22 1958

Memorandum (AIR MAIL)

To: Regional Director, Region Four
From: Acting Regional Chief of Interpretation, Region Two
Subject: National Survey of Historic Sites and Buildings: Lewis and Clark Special Study

We are transmitting herewith a preliminary draft of sections III, "Survey of Sites Along the Lewis and Clark Route," and VII, "Recommended Sites," of the Lewis and Clark special study.

We will appreciate your early review of these sections as the deadline for submitting the final draft of the study to the Washington Office is September 8.

Signed

Ray H. Mattison
Acting Regional Chief of Interpretation

In duplicate

Attachments

RHMattison:bm

AUG 22 1958

Memorandum (AIR MAIL)

To: Director

From: Acting Regional Chief of Interpretation, Region Two

Subject: National Survey of Historic Sites and Buildings: Lewis and Clark Special Study

In accordance with a telephone conversation with Messrs. Kahler and Littleton, we are transmitting herewith in duplicate a preliminary draft of sections III, "Survey of Sites Along the Lewis and Clark Route," and VII, "Recommended Sites," of the Lewis and Clark special study.

It is regretted that Messrs. Gregg and Mattes did not have an opportunity to review this draft before its submission. However, both are out of the office until September 2. Before preparing these sections, however, we did discuss what sites should be recommended for inclusion in the National Park Service and we are in general agreement on this point.

Since the deadline for submitting the final draft of this study to you is September 8, we will appreciate your early review of these sections.

Signed

Ray H. Mattison
Acting Regional Chief of Interpretation

In duplicate

Attachments (in duplicate)

Copy to: Regional Director, Region Four

RHMattison:bm

5612 Woolworth
Omaha, Nebraska
August 21, 1958

Dear Bill:

Just a note to thank you for completing the inventory forms for me on Lemhi Pass and Lolo Trail. You did an excellent job on them.

Will get you the photos taken of the western portion of the trip as soon as my 3-day stenog. is free. Right now, I am keeping all of the extra stenogs in the division busy typing on my report, mounting some 40 photos I plan to include in it, typing inventory forms and a number of memos including my regular correspondence. Above all this, the Regional Chief, the Regional Naturalist and Regional Historian are gone until after Labor Day so I am acting chief.

On top of all that, WASO expects me to do almost a complete redraft of my Santa Fe Trail report. Assuming I can get it all done, it puts a terrible load on the stenogs.

Will try to get ~~kit~~ everything you need for your ~~next~~ review as fast as I can. If I don't, it isn't that I don't intend to be cooperative. Best wishes.

Cordially,

Ray—

Excuse this method of communicating, but it looks like I will have to wait several days at least to corner a secretary— I'm going to try to hire one soon, as I'm getting farther and farther behind.

Thanks for the information on the map. Please return it to Space yourself— I have written him, thanking him for his aid, and saying that you will return the map and guide to him when you are finished.

Glad your trip back was pleasant, altho it looks like we all struck out with the babes on this safari. I have a fairly good shot of Parker's Meadow. Do you want the negative to make some prints, shall I make them or what? Will look forward to receiving the other photographs from you.

I want to make sure of one other point. You asked that I prepare the inventory sheets for the Lewis and Clark sites in Popoia Park, including Lemhi Pass. Thus I have done. Now, will one copy of ~~these~~ each of these sheets be sufficient for ~~your~~ preparation of your report? Will you need any photographs, or do you have ~~any~~ shots for each? I am presently considering Lemhi Pass and Lolo Trail as the two critical sites; Camp as less significant, and several among the "also noted" category. For Utley's report on Theme I, I sent inventory sheets and photographs for the significant sites only, not for the "also noted" sites.

You also say that it will be later your load of I would "prepare the preliminary draft on both Lolo Trail and Lemhi Pass." Do you mean by this ~~the~~ section III "Survey of Sites and Buildings," under Littleton's outline? And if so, would a page or so general survey of

the importance and present condition of
each be what you have in mind?
Unless I hear differently, I will proceed
on this theory.

I don't know yet what the
result ~~of~~ will be of your request,
under Gregg's signature for additions
to NPS. I think you understood that
the situation ~~is~~ and atmosphere is
somewhat conservative on that score.

Drop me on line when you
have a chance, so we understand
each other on this report. I shall be
happy to help in any way, so don't
hesitate to scream for help.

Bill

P.S. The Hussey citation is:

Suggested Historical Area Report
FORT CLATSOP SIDE
OREGON

John A. Hussey
San Francisco, 1957

AUG 31 1958

Memorandum

To: The Director

From: Acting Regional Chief of Interpretation, Region Two

Subject: National Survey of Historic Sites and Buildings: Inventory Forms for Lewis and Clark Sites

In accordance with Mr. Doerr's memorandum of August 7, we are transmitting herewith completed inventory forms, in quadruplicate, for the following Lewis and Clark sites: Camp Dubois, Council Bluffs, Calumet Bluff, Sergeant Floyd's Grave, Fort Mandan, Three Forks, and Poppey's Pillar. It is our understanding that Mr. Sverhart, of the Region Four Office, has already submitted completed inventory forms for the Lemhi Pass area, Loie Trail, Canoe Camp, Point Ellice, Cape Disappointment, Weippe Prairie (camp site), and Kamiah (Camp Chopunnish).

The other information requested in paragraphs two, three, and four, of Mr. Doerr's memorandum has been supplied in our memorandum of August 15.

Signed

Ray H. Mattison
Acting Regional Chief of Interpretation

In duplicate

Attachments (7 in quadruplicate)

RHMattison:vb

AUG 21 1958

Mr. Ralph Space
U. S. Forest Service
Department of Agriculture
Orofino, Idaho

Dear Mr. Space:

By separate mail we are returning the copy of a map of the Lewis and Clark route over Lolo Trail which you kindly loaned us last July. I have made copies for this office as well as for Mr. William Everhart of the Region Four Office in San Francisco.

We appreciate your kindness in loaning us this map. It will help us out a great deal on our Lewis and Clark special study.

Signed

Ray E. Mattison
Acting Regional Chief of Interpretation

Copy to: Regional Director, Region Four

REMattison:bm

NOTES TO ACCOMPANY MAP OF LOLO TRAIL CAMPSITES OF LEWIS AND CLARK

by Ralph Space, Supervisor
Clearwater National Forest

1. Powell Ranger Station.
Lewis and Clark camped here September 14, 1805, after a hard day's trip and killed a colt for supper. They named White Sand Creek "Colt Killed Creek."
2. Their camp of September 15.
Used snow to cook. Killed two pheasants today (grouse)
3. Camped here September 16 after a cold day in a snowstorm. Killed a second colt.
4. Indian Grave Camp.
Named after the grave of a (Parsons ?) girl buried here. Lewis and Clark camped 1 mile east of here September 17. It was here that it was decided to split the party. Clark and 6 men going on ahead.
5. Lewis camped here September 18.
6. Sherman Peak.
Point where Clark and later Lewis first saw Camas prairie (Columbia Plains) and were much encouraged.
7. Clark's camp of September 18. He named Obia Creek "Hungry Creek."
8. Lewis camped here September 19.
9. Meadow where Clark killed a last (lost ?) horse. Breakfasted on it and hung the remainder up for Lewis. On their return trip the party camped here on June 16.
10. Cedar Creek.
Clark's camp of September 19.
11. Lewis camp of September 20.
12. Clark reached the Weippe prairie September 20.
Found two villages of Nez Perce Indians and camped at this point. Lewis arrived and Clark returned September 22.
All camped here September 22-23.
13. Lolo Creek (Collins Creek)
Lewis camp of September 21.

L+C

REG. DIRECTOR
ASST. REG. DIRECTOR
CHF. DIV. OF ADMIN.
CHF. DIV. OF OPERAT.
CHF. DIV. OF INTERP.
CHF. REC. RES. PLAN.
CHF. RANGER ACTIV.
FIELD SOLICITOR
ACTION TAKEN
FILE

14. Clark met Chief Twisted Hair September 21, camped on a small island here. (China Island) A railroad fill now connects this island to the mainland. Main party camped here September 24-25.
15. Lewis and Clark camped here September 26 to October 7, 1805. They made canoes for their trip down river to the ocean by hollowing out ponderosa pine logs. They called this "Canoe Camp."
16. On their return trip in 1806 Lewis and Clark came by horseback across Camas prairie and camped here May 13 to June 9 waiting for the snow to melt in the mountains.
17. The party camped here June 10 to 14. Hunting in preparation for their trip across the mountains. After their first attempt they returned and camped here again June 21 to 23.
18. Crane Meadows where B. Fields and Willard going ahead of the main party of hunt killed and hung up two deer.
19. Main party picked up two deer killed at 18 and camped, on June 15.
20. At this point the party here decided to give up on their first attempt to cross the mountains and cached their packs until their next attempt.
21. Camp of June 17 after unsuccessful attempt to get over the mountains.
22. Camp of June 18-20. They caught some large fish here and called the Eldorado ("Fisher er" ?). But game was so scarce and the woods so dense that they were compelled to return to the Weippe prairie. On their second and successful attempt to cross the Mountains they again camped here June 24. The Indians entertained Lewis and Clark by setting fires under trees and crowning them out. The purpose was to insure good weather for the tribe.
23. Camp of June 25.
24. Camp of June 26.
25. At the request of the Indians Lewis and Clark stopped here at a mound of stones to smoke before going on. This mound still remains.
26. Camp of June 27.
27. Camp of June 28.

NOTES TO ACCOMPANY MAP OF LOLO TRAIL CAMPSITES OF LEWIS AND CLARK

by Ralph Space, Supervisor
Clearwater National Forest

1. Powell Ranger Station.
Lewis and Clark camped here September 14, 1805, after a hard day's trip and killed a colt for supper. They named White Sand Creek "Colt Killed Creek."
2. Their camp of September 15.
Used snow to cook. Killed two pheasants today (grouse)
3. Camped here September 16 after a cold day in a snowstorm. Killed a second colt.
4. Indian Grave Camp.
Named after the grave of a (Parsons ?) girl buried here. Lewis and Clark camped 1 mile east of here September 17. It was here that it was decided to split the party. Clark and 6 men going on ahead.
5. Lewis camped here September 18.
6. Sherman Peak.
Point where Clark and later Lewis first saw Camas prairie (Columbia Plains) and were much encouraged.
7. Clark's camp of September 18. He named Obia Creek "Hungry Creek."
8. Lewis camped here September 19.
9. Meadow where Clark killed a last (lost ?) horse. Breakfasted on it and hung the remainder up for Lewis. On their return trip the party camped here on June 16.
10. Cedar Creek.
Clark's camp of September 19.
11. Lewis camp of September 20.
12. Clark reached the Weippe prairie September 20. Found two villages of Nez Perce Indians and camped at this point. Lewis arrived and Clark returned September 22. All camped here September 22-23.
13. Lolo Creek (Collins Creek)
Lewis camp of September 21.

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27. Camp of June 28.

AUG 21 1958

Memorandum

To: Regional Director, Region Four

From: Acting Regional Chief of Interpretation

Subject: National Survey of Historic Sites and Buildings: Lewis and Clark Study

We are attaching herewith a draft of Section II, Analytical Statement of Theme, for the subtheme on the Lewis and Clark Expedition together with a map of the Explorers' route.

It will be appreciated if your office will give early review of this section and the map before the report is submitted to the Washington Office, the deadline for which is September 8.

It is our intention to have drafts of Sections III and VII for your review within the next several days.

By separate mail we are sending you a copy of a map of the Lewis and Clark route over Lolo Trail which was prepared by Mr. Ralph Space of the U. S. Forest Service at Orofino, Idaho.

Signed

Ray H. Mattison
Acting Regional Chief of Interpretation

In duplicate

Attachments

RHMattison:bm

August 15, 1958

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ASST. REG. DIRECTOR
CHIEF, DIV. OF ADMIN.
CHIEF, DIV. OF OPERATIONS
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CHIEF, REG. RES. PLANNING
CHIEF, RANGERS ACTIVITIES
FIELD COUNCILOR
ACTION TAKEN
FILE

Memorandum (AIR MAIL)

To: Director

From: Regional Director, Region Four

Subject: National Survey of Historic Sites and Buildings: Lewis and Clark Sites

In accordance with Acting Chief, Division of Interpretation Doerr's memorandum of August 7 we are attaching copies of Historian Everhart's report on Lewis and Clark sites situated in Region Four.

We believe Mr. Everhart has appraised the situation carefully and recommend that the sites he proposes under the three categories be given further consideration.

(SGN) LAWRENCE C. MERRIAM
 Lawrence C. Merriam
 Regional Director

Attachments

Copy to: Regional Director, Region Two, with copies of attachments ✓

Inventory forms in Mrs. Mattison's file.

*Reg Director
Region 400
153*

August 15, 1958

Memorandum

To: Regional Director, Region Four

From: Historian, National Survey of Historic Sites and Buildings

Subject: National Survey of Historic Sites and Buildings: Lewis and Clark Sites

Acting Chief of Interpretation Doerr's memorandum of August 7 asks for specific information on Lewis and Clark sites in Region Four for presentation to the Advisory Board in its fall meeting. As requested, I have listed below the sites in three separate categories: sites which will be included in the inventory; sites of national significance; sites recommended for preservation by the Service. Included also are inventory forms for the individual sites.

1. The Region Four sites which will be covered in the inventory are Lemhi Pass, the Lolo Trail, Canoe Camp, Weippe Prairie, Kamiah (Camp Chopunnish), Point Ellice, Cape Disappointment, and the Salt Cairn at Seaside. It is not intended to inventory Columbia River features such as The Dalles or the Long Narrows, or trail landmarks such as Beacon Rock or Pillar Rock.

2. The following sites are recommended for classification as possessing national significance: Lemhi Pass, the Lolo Trail, Canoe Camp, and Point Ellice.

3. I believe two sites possess sufficient historical importance to justify recommendation for preservation by the Service--Lemhi Pass and the Lolo Trail. The case for Lemhi Pass appears to be clear cut, and justification will be found in the inventory form attached. The case for possible acquisition of the Lolo Trail is not so clear cut. It is of formidable size--some 100 miles in length--and it is being well preserved and interpreted in an undeveloped state by the Forest Service, with no indication that its status will change. Although lumbering and grazing are carried out in the valleys, little or none is

done on the high ridge of the Lolo Trail. Announced construction of a paved road along the Lochsa River route during the next three years should preserve the Lolo Trail road in its present condition and make it more easily accessible. I believe the Lolo Trail is worthy of designation as a National Historic Site, but there does not seem to be any immediate or compelling reason for its acquisition by the National Park Service.

(Sgd.) William C. Everhart

William C. Everhart
Historian

Attachments

Cleared for Distribution

(SGN) LAWRENCE C. MERRIAM

AUG 15 1958

Regional Director

Date

Copy to: Director (2)
Regional Director, Region Two ✓

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✓
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Everhart
Hussey
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August 15, 1938

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X <i>Mattison</i>
ACTION TAKEN
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Lawrence C. Merriam
Regional Director

Attachments

Copy to: Regional Director, Region Two, with copies of attachments

BTGale:mk