

U. S. ARMY CORPS OF ENGINEERS RECREATION ALONG THE

LEWIS & CLARK TRAIL

IN THE

PACIFIC NORTHWEST





LEWIS AND CLARK TRAIL IN THE NORTH PACIFIC DIVISION OF THE CORPS OF ENGINEERS.....

ONE OF THE PRIMARY PURPOSES OF THE LEWIS AND CLARK EXPEDITION WAS TO EXPLORE THE COUNTRY ALONG MISSOURI RIVER TO ITS HEADWATERS, AND ALONG COLUMBIA RIVER TO THE PACIFIC OCEAN. CAPTAIN LEWIS FIRST CROSSED THE CONTINENTAL DIVIDE ON 12 AUGUST 1805, AND AT THIS POINT ENTERED WHAT IS NOW THE NORTH PACIFIC DIVISION, U. S. ARMY CORPS OF ENGINEERS. WHILE WITHIN THE DIVISION AREA, FOR ALMOST ONE YEAR, THE PARTY TRAVELED APPROXIMATELY 1,600 MILES AND STAYED AT 117 CAMPSITES. MANY OF THEIR CAMPSITES WERE ON THE SHORES OF COLUMBIA AND SNAKE RIVERS ON LANDS WHICH HAVE BEEN OR WILL BE COVERED BY THE RESERVOIRS BEING DEVELOPED ALONG THIS RIVER SYSTEM. A NUMBER OF EXISTING AND SOME PROPOSED PARKS AND RESERVOIRS HAVE BEEN OR WILL BE NAMED AFTER MEMBERS OF THE LEWIS AND CLARK PARTY, OR WILL RETAIN NAMES OF LANDMARKS MENTIONED IN THEIR JOURNALS. THE CORPS OF ENGINEERS IS RECOGNIZING AND COMMEMORATING THE LEWIS AND CLARK JOURNEY BY PLACING HISTORICAL MARKERS AND INTERPRETIVE FEATURES AT APPROPRIATE LOCATIONS ALONG THIS PORTION OF THE TRAIL.

THE EXPEDITION 1804-1806.....

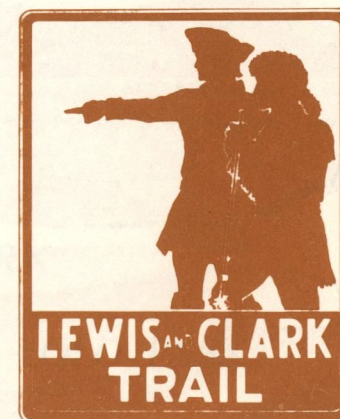
PRESIDENT JEFFERSON SAW FRENCH CONTROL OF NEW ORLEANS AS A POSSIBLE THREAT TO INTERNAL AMERICAN COMMERCE ON THE MISSISSIPPI RIVER, AND SENT REPRESENTATIVES TO PARIS TO BARGAIN WITH NAPOLEON FOR ITS PURCHASE. BEING IN DEBT, NAPOLEON OFFERED NEW ORLEANS, PLUS THE ENTIRE LOUISIANA TERRITORY, TO THE UNITED STATES FOR 15 MILLION DOLLARS. JEFFERSON SEIZED THIS OPPORTUNITY, CONSUMMATED THE BARGAIN, AND ON 25 OCTOBER 1803, THE UNITED STATES SENATE RATIFIED THE LOUISIANA PURCHASE TREATY. ON 14 MAY OF THE FOLLOWING YEAR, A CANNON SHOT SIGNALLLED THE BEGINNING OF AN EXPEDITION TO EXPLORE AND SECURE THE AMERICAN CLAIM TO LOUISIANA AND EXTEND THIS CLAIM TO THE PACIFIC OCEAN.

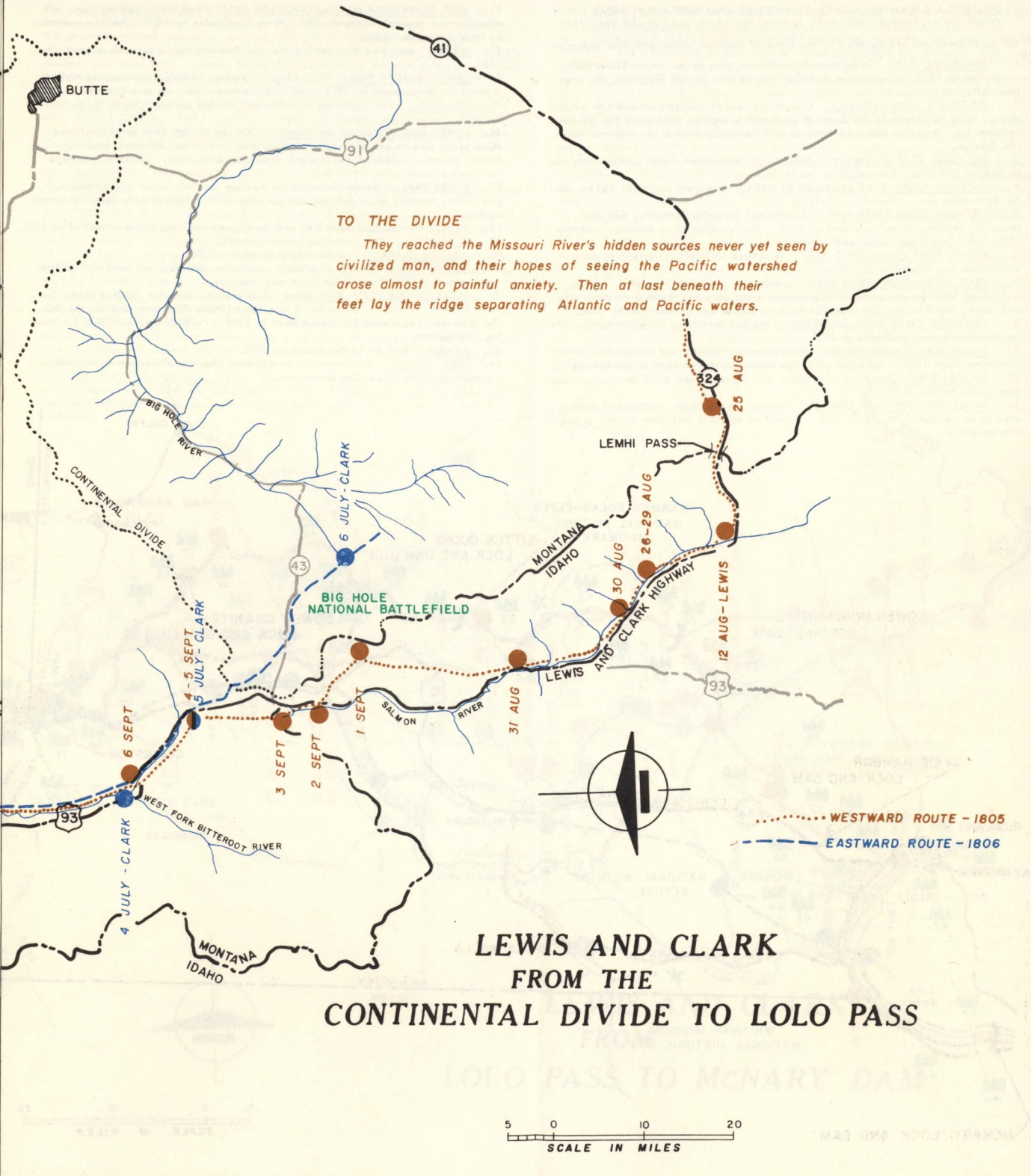
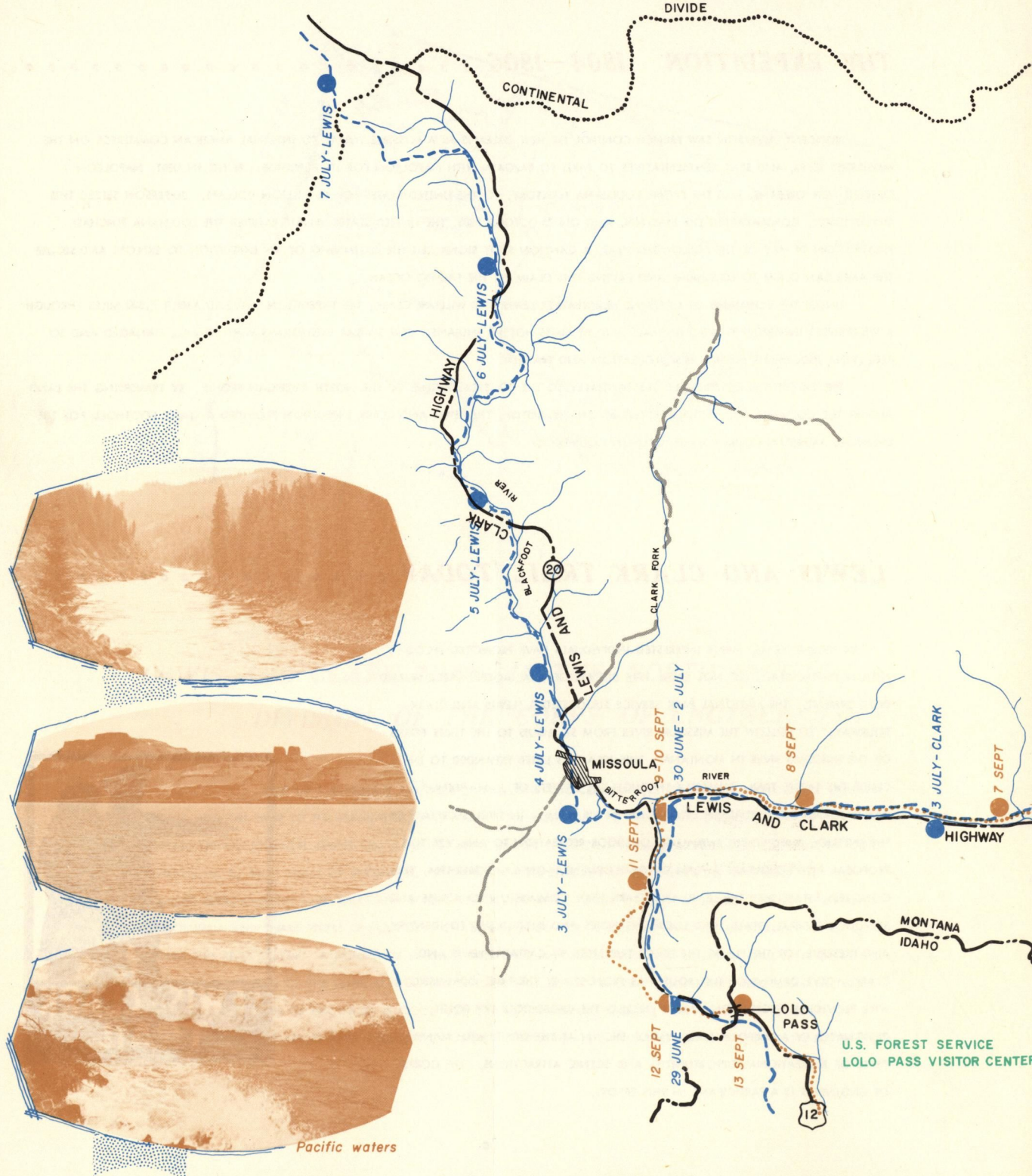
UNDER THE COMMAND OF CAPTAINS MERIWEATHER LEWIS AND WILLIAM CLARK, THE EXPEDITION TRAVELED ABOUT 7,500 MILES THROUGH A WILDERNESS INHABITED BY WILD ANIMALS AND AT TIMES HOSTILE INDIANS. FEW SIMILAR EXCURSIONS WERE SO WELL MANAGED AND SO FREE FROM JUDGEMENT ERRORS, MISCALCULATION AND TRAGEDY.

THE EXPEDITION CONTRIBUTED SUBSTANTIALLY TO THE POLITICAL FUTURE OF THE NORTH AMERICAN PEOPLE. BY TRAVERSING THE LAND ALONG THE COLUMBIA AND MISSOURI RIVERS BEFORE THE BRITISH, THE LEWIS AND CLARK EXPEDITION PROVIDED A STABLE FOOTHOLD FOR THE EVENTUAL AMERICAN CLAIM TO THE "OREGON COUNTRY."

LEWIS AND CLARK TRAIL TODAY.....

IN RECENT YEARS, MANY INTERESTED INDIVIDUALS HAVE PROMOTED RECOGNITION OF THE TRAIL, BUT NOT UNTIL 1948 DID AN OFFICIAL AGENCY RECOMMEND DEVELOPMENT. THE NATIONAL PARK SERVICE SUGGESTED A "LEWIS AND CLARK TOURWAY," TO FOLLOW THE MISSOURI RIVER FROM ST. LOUIS TO THE THREE FORKS OF THE MISSOURI RIVER IN MONTANA. THIS IDEA WAS LATER EXPANDED TO INCLUDE THE ENTIRE TRAIL, PRIMARILY THROUGH THE EFFORTS OF J. N. "DING" DARLING AND A FOUNDATION ESTABLISHED IN HIS NAME. IN 1962, SECRETARY OF THE INTERIOR DIRECTED THE BUREAU OF OUTDOOR RECREATION TO ANALYZE THIS PROPOSAL AND FORMULATE A PLAN OF DEVELOPMENT. ON 6 OCTOBER 1964, THE CONGRESS ESTABLISHED THE LEWIS AND CLARK TRAIL COMMISSION TO ADVISE AND STIMULATE FEDERAL, STATE, AND LOCAL AGENCIES AND INDIVIDUALS TO IDENTIFY, AND PRESERVE FOR THE PUBLIC THE ROUTE TRAVERSED BY CAPTAINS LEWIS AND CLARK. DEVELOPMENT OF THIS ROUTE, AS PROPOSED BY THE TRAIL COMMISSION, WILL PROVIDE A "RECREATION RIBBON" ALONG THE CROSS-COUNTRY ROUTE, DESIGNATED BY A UNIFORM TRAIL SYMBOL SHOWN AT THE RIGHT; WITH MANY TYPES OF RECREATIONAL OPPORTUNITIES AND SCENIC ATTRACTIONS. THE CORPS OF ENGINEERS IS A PARTICIPANT IN THIS EFFORT.



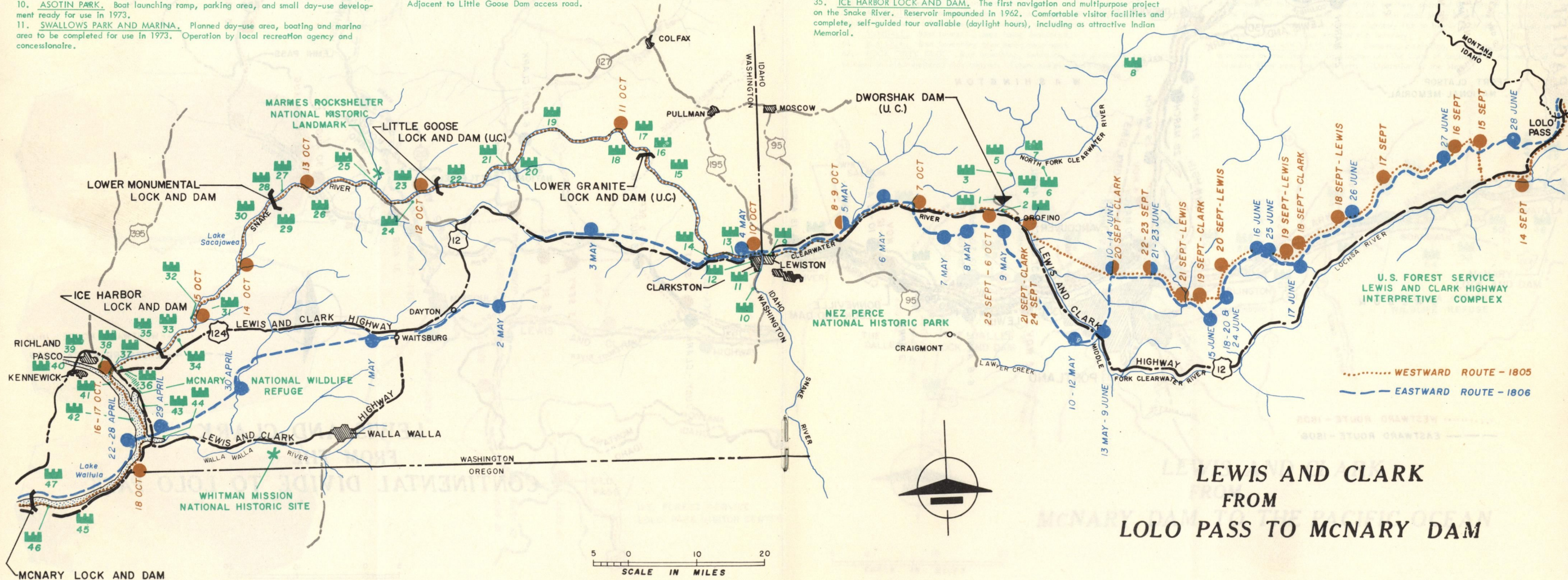


EXISTING OR PLANNED POINTS OF INTEREST AND RECREATION AREAS ON
CORPS OF ENGINEERS' PROJECTS ALONG THE LEWIS AND CLARK TRAIL.

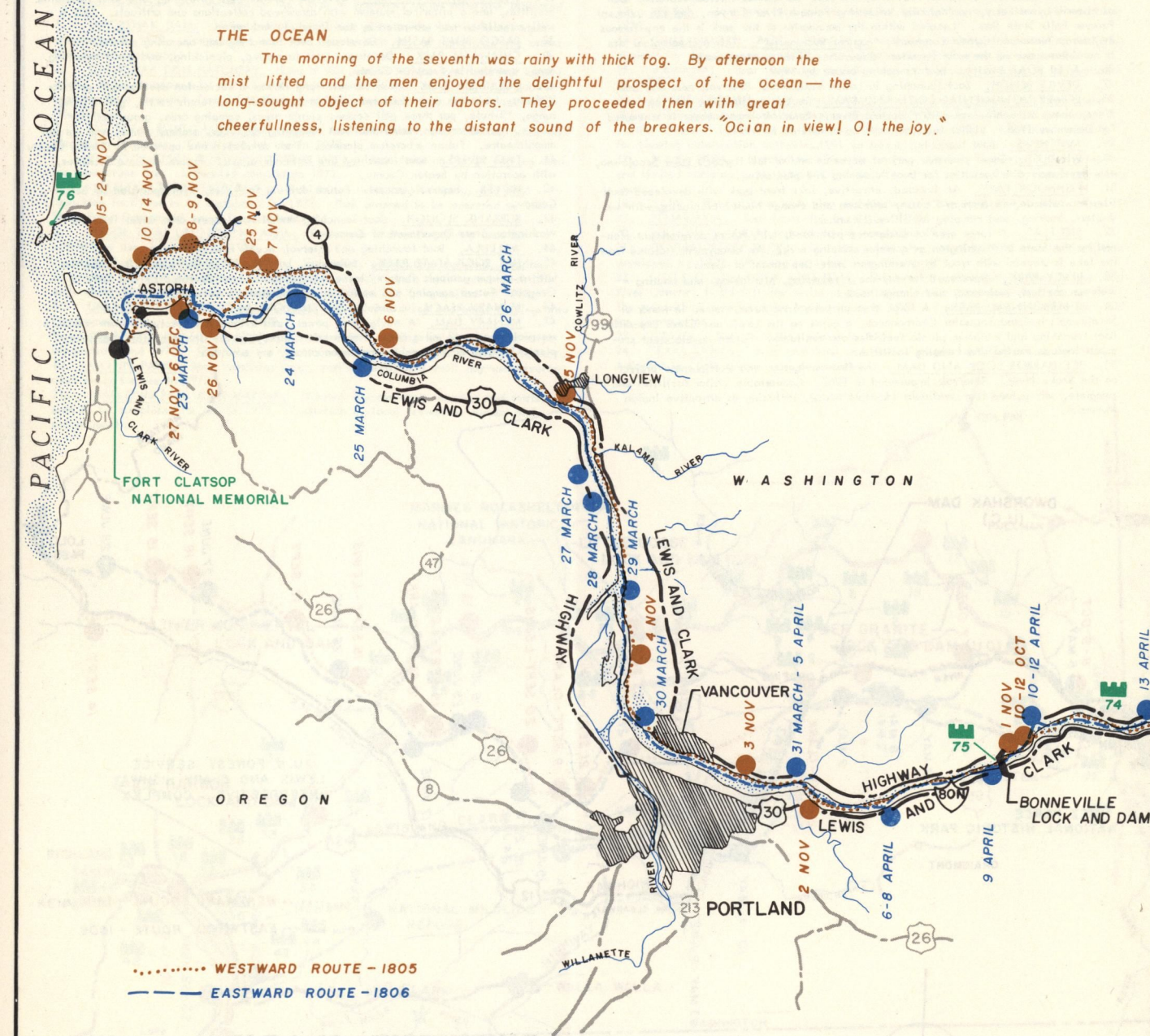
All areas developed and operated by the Corps of Engineers unless otherwise indicated.

1. **DWORSHAK DAM.** To be one of the highest dams in the United States upon completion in 1972. Construction activities can be seen day or night from the attractive visitor viewpoint.
2. **DWORSHAK FISH HATCHERY.** One of the world's largest steelhead fish hatcheries. Being developed by the Corps of Engineers to replace anadromous fish habitat upstream from Dworshak Dam, the hatchery will be operated by U. S. Fish and Wildlife Service.
3. **BIG EDDY BOAT LAUNCHING AREA.** All season boat ramp, parking area, and picnicking facilities. Completed for use in 1972.
4. **CANYON CREEK BOAT LAUNCHING AREA.** Boat ramp and small parking area for summertime use. Scheduled completion 1972.
5. **FREEMAN CREEK STATE PARK.** Picnicking, swimming, camping, and boat launching facilities to be completed by 1972. Park planned to be operated by Idaho State Parks Department under lease agreement.
6. **BRIDGE BOAT LAUNCHING AREA.** Boat ramp and small parking area for summertime use, beginning in 1972.
7. **DENT ACRES RECREATION AREA.** Viewpoint, picnicking, camping, boating, and hiking facilities are planned. Concession overnight cabin rental accommodations and marina facilities are also expected to be available and in operation by 1972.
8. **GRANDDAD CREEK BOAT LAUNCHING AREA.** Boat ramp and small parking area for summertime use, beginning in 1972.
9. **HOLBROOK ISLAND MARINA.** Planned boat launching and marina area to be completed about 1973. Operation by future concessionaire or local recreation agency.
10. **ASOTIN PARK.** Boat launching ramp, parking area, and small day-use development ready for use in 1973.
11. **SWALLOWS PARK AND MARINA.** Planned day-use area, boating and marina area to be completed for use in 1973. Operation by local recreation agency and concessionaire.
12. **WEST CLARKSTON BOAT LAUNCHING AREA.** Boat ramp, parking area, and other day-use reservoir access facilities to be constructed by 1973. Possible operation by local recreation agency.
13. **WILMA.** Boat ramp and parking area for reservoir access to be developed after 1973.
14. **CHIEF TIMOTHY PARK.** Picnicking, swimming, boating, and camping facilities planned for development by 1973. An island setting with state park potential.
15. **WAWAWAI.** Boat launching facilities and limited day-use area to be available by 1973.
16. **LOWER GRANITE LOCK AND DAM.** The last of four dams on Lower Snake River which help to extend slackwater navigation into Idaho, 465 miles from the Pacific Ocean. Scheduled for reservoir impoundment in 1973. Facilities available for viewing construction activities.
17. **BOYER PARK.** Planned facilities for boating, marina, swimming, picnicking, and limited camping to be provided for use after 1970. Operation by local recreation agency.
18. **ILLIA.** Planned boat launching and limited day-use facilities available after 1970.
19. **PENAWAWA.** Boat launching access by 1970.
20. **WILLOW ISLAND.** Boat launching access by 1970.
21. **CENTRAL FERRY PARK.** Picnicking, swimming, boating, and camping facilities developed by 1970. Planned for lease as a state park.
22. **LITTLE GOOSE LOCK AND DAM.** This project, somewhat isolated in the Snake River Canyon, is third in the series of four Lower Snake River lock and dam projects. The reservoir is scheduled for impoundment in 1970. Facilities are available for viewing construction.
23. **RIPARIA.** Boat launching access by 1969.
24. **TEXAS RAPIDS.** Boat launching and limited picnic facilities access by 1969. Adjacent to Little Goose Dam access road.

25. **LYONS FERRY STATE PARK.** Initial park being developed by the Corps of Engineers with picnicking, swimming, boating, and camping facilities. In addition to the reservoir-oriented recreation facilities, the park has special interest features, such as historic Lyons Ferry, geologically interesting Palouse River Canyon, and the adjacent Palouse Falls State Park. Located within the boundaries of the park is the now famous Registered National Historic Landmark, "Marmes Rockshelter". This archeological site is considered one of the most important discoveries in the western world.
26. **AYER BOAT BASIN.** Boat launching access by 1969.
27. **DEVILS BENCH.** Boat launching in Lower Monumental Reservoir near the dam.
28. **LOWER MONUMENTAL LOCK AND DAM.** Second multipurpose dam on Snake River, above its confluence with Columbia River. Reservoir impoundment is scheduled for December 1968. Visitor facilities will be completed by 1971.
29. **MATTHEWS.** Boat launching access by 1971.
30. **WINDUST.** Small riverside park on upstream end of Ice Harbor's Lake Sacajawea, now developed with facilities for boat launching and picnicking.
31. **FISHHOOK PARK.** An isolated, attractive, lake front park with developed facilities for swimming in protected basin, restrooms and change house, picnicking with sun shelters, boating, and camping facilities (15 units).
32. **BIG FLAT.** A large area of designated park land, with future development planned by the State of Washington as a major camping park. An embayment isolated from the lake is stocked with trout by Washington State Department of Game.
33. **LEVEY PARK.** Developed for day-use - swimming, picnicking, and boating - with sun shelters, restrooms, and change house.
34. **CHARBONNEAU PARK.** A large area on Lake Sacajawea, named in honor of Sacajawea's husband Toussaint Charbonneau, a guide on the Lewis and Clark Expedition. Boat launching and minimum picnic facilities are available. Future development proposals include marina and camping facilities.
35. **ICE HARBOR LOCK AND DAM.** The first navigation and multipurpose project on the Snake River. Reservoir impounded in 1962. Comfortable visitor facilities and complete, self-guided tour available (daylight hours), including as attractive Indian Memorial.
36. **HOOD PARK.** Boat launching, picnicking, and small camping area operated by Walla Walla County.
37. **SACAJAWEA STATE PARK.** Developed picnicking, swimming, and boat launching facilities, and a historical museum with arrowhead collections and artifacts. This is a well-established park operated by the State of Washington.
38. **PASCO BOAT BASIN.** Developed boat launching and operating marina.
39. **CHIAWANA PARK.** Developed boat launching, picnicking, and small swimming area, operated by Franklin County.
40. **COLUMBIA PARK.** A three-mile-long ribbon of recreation development on Lake Wallula, including supervised swimming area, ball fields, tennis courts, golf driving range, 18-hole, par three golf course, picnic areas, camping area, group activity center, natural areas, marina and boat launching facilities, archery range, and outdoor amphitheatre. Future arboretum planned. Park developed and operated by Benton County.
41. **TWO RIVERS.** Boat launching and reservoir access. Future day-use facilities, with operation by Benton County.
42. **HOVER.** Reservoir access. Future day-use facilities, with operation by Benton County.
43. **BURBANK SLOUGH.** Boat launching and fishing access area under lease to Washington State Department of Game.
44. **WALLULA.** Boat launching and reservoir access area.
45. **HAT ROCK STATE PARK.** Swimming, boat launching and picnicking facilities, with a unique geologic feature, make this a popular area operated by the State of Oregon. Future camping and marina accommodations to be added.
46. **MENARY BEACH.** Swimming and picnicking area.
47. **MENARY DAM.** A navigation, power, and irrigation project, the dam creates a reservoir nearly 62 miles long. Information displays and visitor facilities, including picnicking and boat launching accommodations, are provided.

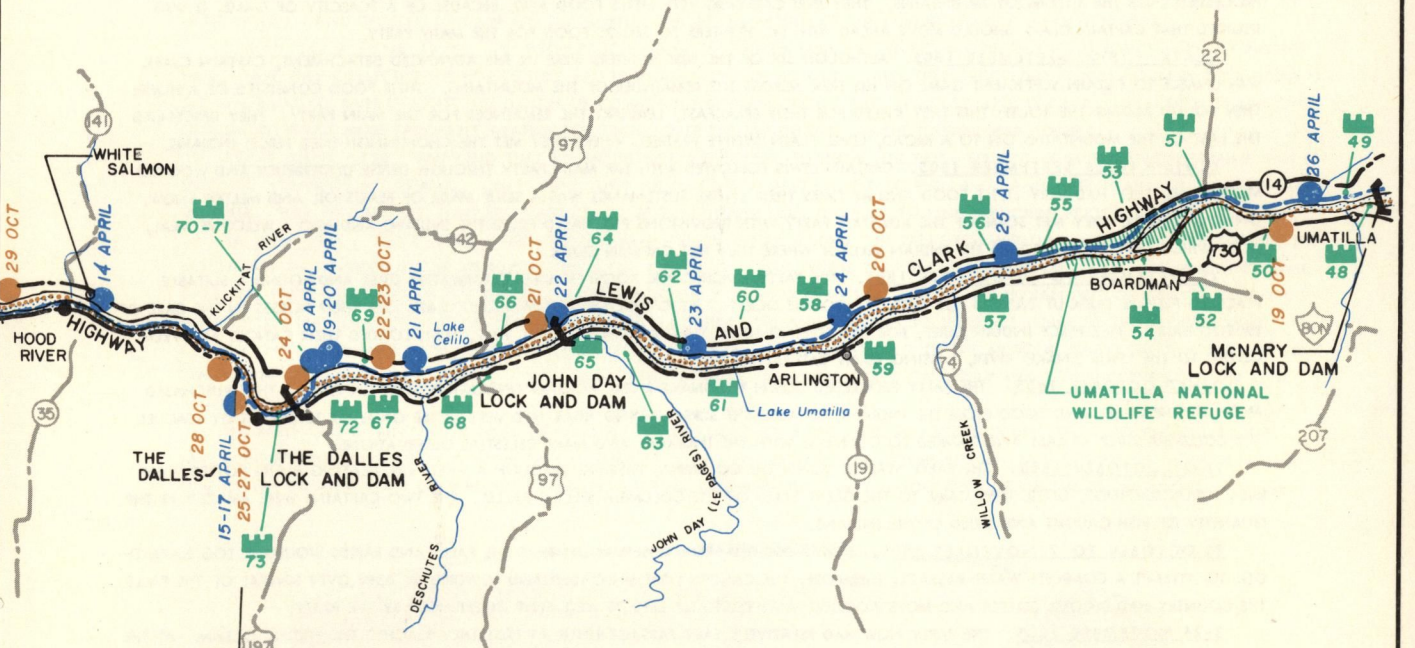


LEWIS AND CLARK FROM LOLO PASS TO McNARY DAM

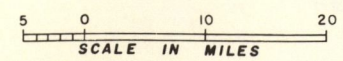


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- All areas developed and operated by the Corps of Engineers unless otherwise indicated.
48. **UMATILLA PARK AND MARINA.** Picnicking, swimming, boat launching, moorage, and marina facilities being developed. Park to be operated by Umatilla County with marina development and operation by Port of Umatilla.
 49. **PLYMOUTH PARK.** Camping, swimming, picnicking, boat launching, and protected boat basin area being developed. Operation by Benton County.
 50. **IRRIGON.** Community-type park being developed with boat launching, picnicking, and swimming accommodations. Operation by Irrigon Community Park and Recreation Maintenance District.
 51. **PATERSON.** Future boat launching and reservoir access area.
 52. **DUNES.** Future boat launching and fishing access site.
 53. **GLADE CREEK.** Boat launching facilities being developed.
 54. **BOARDMAN PARK.** Community park being developed with boat launching, swimming, and picnicking facilities. Moorage development and park operation by Boardman Park and Recreation District.
 55. **CROW BUTTE STATE PARK.** Located on a large island created by the reservoir and being developed with an access causeway, boat basin, and launching, picnicking, and camping facilities. Operation will be by the State of Washington.
 56. **ALDERDALE.** Indian memorial being developed. Future boat launching.
 57. **WILLOWS PARK.** Sheltered from wave action by islands and constructed breakwaters, this park is being developed with boating, day-use, and camping facilities to serve regional needs and tourists traveling the nearby Interstate Highway 80 N.
 58. **ROOSEVELT PARK.** Boat launching, picnicking, and swimming area being developed. Possible operation by local recreation agency.
 59. **ARLINGTON.** Community park being developed with picnicking, swimming, and boating facilities, to be operated by the City of Arlington.
 60. **SUNDALE.** Boat launching area being developed.
 61. **BLALOCK.** Boat launching area being developed.
 62. **ROCK CREEK PARK.** Boat launching, swimming, and picnicking area being developed in wind-sheltered side canyon. Future camping area planned.

63. **LePAGE PARK.** Named after a member of Lewis and Clark Expedition, this park has two separate areas being developed for day-use activities. One area is up the John Day River about four miles, and is accessible only by boat. The other is adjacent to Interstate Highway 80 N. It will have picnicking, swimming, and boating facilities, as well as a viewpoint and an interpretive display.
64. **RAILROAD ISLAND.** Primarily a boat access area. A small day-use area will be developed in the future.
65. **JOHN DAY LOCK AND DAM.** A Federal multipurpose project for navigation, power production, flood control, and waterfowl enhancement. Temporary visitor facilities are provided until permanent interpretive features are complete.
66. **MARYHILL PARK.** Developed picnicking and boat launching area.
67. **CELILLO PARK.** Developed picnicking and boating facilities, and interpretive feature. Park operated by Wasco County.
68. **BIGGS.** Boat launching area, with picnic facilities being developed. Operation by Wasco County.
69. **AVERY.** Developed reservoir access.
70. **HORSETHIEF LAKE STATE PARK.** Boating and picnicking facilities developed by the State of Washington and the Corps of Engineers, and operated by the State.
71. **SPEARFISH.** Future recreation area.
72. **THE DALLES LOCK AND DAM.** Navigation and power production project. Aids upriver navigation by flooding of dangerous rapids and Celilo Falls. Visitor accommodations provided.
73. **SEUFERT PARK.** Picnic area and museum operated by Wasco County.
74. **HOMER VALLEY PARK.** Picnicking, camping, and reservoir access area operated by State of Washington.
75. **BONNEVILLE LOCK, DAM, AND FISH HATCHERY.** First dam on Columbia River, constructed for navigation and power production. Tidal effects are experienced at the base of this dam. Adjacent fish hatchery operated by State of Oregon. As on all of the dams on the Lewis and Clark Trail route along Snake and Columbia Rivers, fish ladders are provided to enable migratory fish to bypass each dam. Visitors are welcome at both the dam and the fish hatchery.
76. **FORT CANBY STATE PARK.** Camping, picnicking, and boat launching facilities developed by the State of Washington and the Corps of Engineers at the mouth of Columbia River near the north jetty. Operation by the State.



LEWIS AND CLARK FROM McNARY DAM TO THE PACIFIC OCEAN



THE JOURNEY.....

PRESIDENT JEFFERSON'S APPOINTMENT SENT TWO CAPTAINS AND A WELL-DISCIPLINED GROUP OF MEN ON A PERILOUS JOURNEY TO EXPLORE AND CHART THE COUNTRY BETWEEN THE MISSISSIPPI RIVER AND THE PACIFIC OCEAN. AFTER LEAVING ST. LOUIS, MISSOURI, ON 14 MAY 1804, THE LEWIS AND CLARK PARTY TRAVELED FOR 15 MONTHS, CARRYING, DRAGGING, OR SAILING THEIR WORTHY CRAFT TO THE EXTREME NAVIGABLE LIMITS OF THE MISSOURI RIVER. CAPTAIN LEWIS, WITH THREE MEN, WENT AHEAD OF THE MAIN PARTY TO EXAMINE THE RIVER ABOVE AND ATTEMPT TO FIND THE SNAKE INDIANS. ON 12 AUGUST 1805, AT LEMHI PASS, THEY BECAME THE FIRST WHITE MEN OF RECORD TO CROSS THE CONTINENTAL DIVIDE.

AFTER FINDING THE INDIANS, CAPTAIN LEWIS PERSUADED THEM TO RETURN WITH HIM TO THE ADVANCING MAIN PARTY. LEAVING THE MAIN PARTY IN THE COMMAND OF CAPTAIN LEWIS, CAPTAIN CLARK SET OUT OVER THE DIVIDE TO DISCOVER A SATISFACTORY WATER ROUTE TO THE PACIFIC OCEAN BY WAY OF THE SALMON RIVER. ON 26 AUGUST 1805, CAPTAIN LEWIS AND THE MAIN PARTY CROSSED THE CONTINENTAL DIVIDE AND CAMPED AT AN INDIAN VILLAGE, WHERE THEY WERE MET BY CAPTAIN CLARK, WHO HAD BEEN UNABLE TO FIND A PRACTICAL WATER ROUTE. HERE THE PARTY CONVERSED WITH THE INDIANS REGARDING THE OVERLAND ROUTE THROUGH THE BITTERROOT MOUNTAINS AND THEN PURCHASED HORSES FOR THE RUGGED JOURNEY AHEAD.

29 AUGUST TO 10 SEPTEMBER 1805. THE PARTY COLLECTED THEIR HORSES AND PROCEEDED DOWN THE CLARK'S (BITTERROOT) RIVER TO A CREEK FLOWING EAST, WHICH THEY CALLED TRAVELER'S REST (LOLO) CREEK. THEY CAMPED HERE TO MAKE CELESTIAL OBSERVATIONS AND REPAIR THEIR CLOTHES.

11-17 SEPTEMBER 1805. TAKING A ROUTE TALKED ABOUT BY THE INDIANS, THE PARTY CONTINUED UP TRAVELER'S REST CREEK AND PROCEEDED OVER THE BITTERROOT MOUNTAINS. THEY WERE CARRYING VERY LITTLE FOOD AND, BECAUSE OF A SCARCITY OF GAME, IT WAS DECIDED THAT CAPTAIN CLARK SHOULD MOVE AHEAD WITH SIX HUNTERS TO SECURE FOOD FOR THE MAIN PARTY.

CLARK - 18-22 SEPTEMBER 1805. ALTHOUGH SIX OF THE BEST HUNTERS WERE IN THE ADVANCED DETACHMENT, CAPTAIN CLARK WAS UNABLE TO OBTAIN SUFFICIENT GAME ON HIS TREK ACROSS THE REMAINDER OF THE MOUNTAINS. THEIR FOOD CONSISTED OF A HORSE THEY FOUND ALONG THE ROUTE; THIS THEY KILLED FOR THEIR BREAKFAST, LEAVING THE REMAINDER FOR THE MAIN PARTY. THEY DESCENDED THE LAST OF THE MOUNTAINS ON TO A BROAD, LEVEL PLAIN (WEIPPE PRAIRIE), WHERE THEY MET THE CHOPUNNISH (NEZ PERCE) INDIANS.

LEWIS - 18-24 SEPTEMBER 1805. CAPTAIN LEWIS FOLLOWED WITH THE MAIN PARTY THROUGH DENSE UNDERBRUSH AND WOODED MOUNTAINS; THEY HAD VERY LITTLE FOOD AND AT TIMES THEIR ENTIRE SUSTENANCE WAS A SOUP MADE OF BEAR'S OIL AND MELTED SNOW. ON 22 SEPTEMBER, THEY MET SOME OF THE ADVANCE PARTY WITH PROVISIONS PURCHASED FROM THE INDIANS AND HAD A WELCOME MEAL, AFTER WHICH THEY PROCEEDED TO THE INDIAN VILLAGE WHERE THEY MET CAPTAIN CLARK.

25 SEPTEMBER TO 10 OCTOBER 1805. THE PARTY REACHED THE KOOSKOOSKEE (CLEARWATER) RIVER AND FOUND A SUITABLE PLACE TO PREPARE DUGOUT CANOES FOR THEIR TRIP TO THE OCEAN. AT CANOE CAMP, LEWIS AND CLARK LEFT THEIR HORSES IN THE CARE OF TWISTED HAIR, A NEZ PERCE INDIAN CHIEF, FOR SAFEKEEPING UNTIL THEIR RETURN THE NEXT YEAR, THEN LOADED THEIR CANOES AND PROCEEDED TO THE LEWIS (SNAKE) RIVER, PASSING MANY BAD RAPIDS.

11-17 OCTOBER 1805. THE PARTY PROCEEDED DOWN THE SNAKE RIVER, PASSING THROUGH A STEEP CANYON. THEY PURCHASED MUCH OF THEIR FUEL AND FOOD FROM THE INDIANS, BECAUSE THE SURROUNDING HILLS HAD VERY LITTLE GAME OR TIMBER. THEY REACHED THE COLUMBIA RIVER AT LAST AND CAMPED TO CONVERSE WITH THE INDIANS, AND MAKE CELESTIAL OBSERVATIONS.

18-20 OCTOBER 1805. THE PARTY STARTED DOWN THE COLUMBIA, PASSING THROUGH A VAST, UNDULATING PLAIN DOTTED WITH BASALT OUTCROPPINGS, UNTIL THEY CAME TO THE GREAT FALLS OF THE COLUMBIA (CELILO FALLS). THE TWO CAPTAINS WERE AMAZED AT THE QUANTITY OF FISH CAUGHT AND DRIED BY THE INDIANS.

23 OCTOBER TO 2 NOVEMBER 1805. IT WAS DECIDED FROM OBSERVATION THAT THE FALLS AND RAPIDS WOULD BE TOO HAZARDOUS TO ATTEMPT A COMPLETE WATER PASSAGE; THEREFORE, THE CANOES WERE UNLOADED AND LOWERED BY ROPE OVER SEVERAL OF THE FALLS. THE COUNTRY HAD BECOME STEEPER AND MORE WOODED, AND TIDEWATER EFFECTS WERE FIRST EXPERIENCED BY THE PARTY.

3-24 NOVEMBER 1805. THE PARTY NOW HAD RELATIVELY EASY PASSAGE UNTIL AT LAST THEY REACHED THE PACIFIC OCEAN. AT THE COAST, HEAVY RAINS AND HIGH WAVES PREVENTED THE PARTY FROM SECURING SUITABLE SHELTER, AND THE STEEP, HEAVILY WOODED HILLS MADE HUNTING VERY DIFFICULT.

25 NOVEMBER TO 6 DECEMBER 1805. IT WAS DECIDED THAT THE PARTY SHOULD CROSS TO THE SOUTH BANK OF THE COLUMBIA RIVER AND ATTEMPT TO FIND A BETTER SITUATION FOR THEIR WINTER CAMP. THEY RETRACED THEIR ROUTE A SHORT DISTANCE INLAND, AND CROSSED THE COLUMBIA, THEN PROCEEDED TO A SMALL RIVER EMPTYING INTO AN INLET NEAR THE OCEAN WHERE THEY MADE THEIR WINTER CAMP, FORT CLATSOP. GAME WAS MORE PLENTIFUL AND EASIER TO OBTAIN IN THIS AREA.

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7 DECEMBER 1805 TO 22 MARCH 1806. DURING THIS TIME, THE PARTY WAS BUSILY ENGAGED IN MAKING NEW CLOTHES, EXAMINING THE COUNTRY, MAKING SALT, AND PROCESSING FOOD FOR IMMEDIATE USE AND TO STORE FOR THE RETURN TRIP. THE MANY INDIANS IN THE AREA WERE CONSTANTLY VISITING FORT CLATSOP TO TRADE WITH THE PARTY, AT TIMES PRESENTING PROBLEMS OF SECURITY.

23 MARCH TO 9 APRIL 1806. THE PARTY REMAINED IN FORT CLATSOP, HOPING THAT THE SNOW WOULD BE GONE FROM THE MOUNTAINS, BUT THEY WERE FORCED BY THE LACK OF GAME TO LEAVE SOMEWHAT EARLIER THAN PLANNED. THEY TRAVELED UPSTREAM UNTIL THEY REACHED THE BASE OF THE FIRST BIG "SHOOT" ON THE CASCADES OF THE COLUMBIA WHERE BAD WEATHER FORCED THEM TO CAMP.

10-20 APRIL 1806. AS ON THE DOWNSTREAM JOURNEY, THEY WERE FORCED TO PORTAGE AND PULL THE CANOES UP THE FALLS ONE AT A TIME. THE NATURE OF THE INDIANS CAMPED ALONG THESE FALLS REQUIRED A CLOSE WATCH ON ALL OF THE ARTICLES IN THE CAMP. HOWEVER, SEVERAL INCIDENTS OF THIEVERY WERE OBSERVED BUT WERE OVERLOOKED, BECAUSE OF THE PARTY'S DEPENDENCE ON THE INDIANS FOR FOOD AND SAFE PASSAGE THROUGH THIS AREA.

21-28 APRIL 1806. THE PARTY PROCEEDED UP THE COLUMBIA RIVER TO NEAR THE MOUTH OF THE SNAKE RIVER TO THE CAMP OF YELLEPI, CHIEF OF THE WOLLAWOLLAH INDIANS. HERE IN BORROWED INDIAN CANOES, THEY CROSSED THE COLUMBIA NEAR ITS CONFLUENCE WITH THE WALLA WALLA RIVER. THE PARTY HAD BEEN PROCEEDING BY LAND FOR SEVEN DAYS, AS THEY HAD TRADED THEIR GOOD CANOES FOR HORSES AND BURNED THEIR POORER CANOES FOR FUEL AS THEIR JOURNEY PROGRESSED.

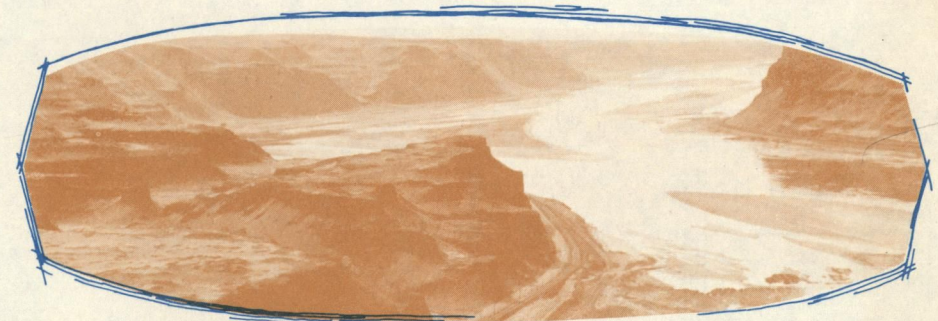
29 APRIL TO 4 MAY 1806. THE PARTY LEFT THE COLUMBIA RIVER AND PROCEEDED OVERLAND ALONG THE WALLA WALLA AND TOUCHET RIVERS AND THEN ON TO A POINT DOWNSTREAM FROM THE PRESENT CITY OF CLARKSTON, WASHINGTON. FROM THIS POINT, THEY WENT UPSTREAM AND CROSSED TO CAMP ON THE NORTH BANK AT THE MOUTH OF THE KOOSKOOSKEE (CLEARWATER) RIVER.

5 MAY TO 9 JUNE 1806. THE PARTY PROCEEDED UP THE NORTH BANK OF THE KOOSKOOSKEE RIVER, CROSSED AND MET TWISTED HAIR, WHERE THEY COLLECTED THE HORSES THEY HAD PREVIOUSLY LEFT IN HIS CARE. THEY THEN PROCEEDED ACROSS COUNTRY TO A POINT ON THE KOOSKOOSKEE RIVER OPPOSITE THE MOUTH OF COMMEARP (LAWYER'S) CREEK. THEY REMAINED AT THIS CAMP, WHICH THEY CALLED CHOP-UNNISH, TO AWAIT MORE FAVORABLE WEATHER FOR TRAVEL OVER THE MOUNTAINS, AS THE INDIANS HAD ADVISED.

10-25 JUNE 1806. THINKING THAT THE MOUNTAINS WERE CLEAR OF SNOW, THE PARTY SET OUT ACROSS THE WEIPPE PRAIRIE AND INTO THE BITTERROOT MOUNTAINS. ON 17 JUNE, THEY HIT DEEP SNOW AND DECIDED TO TURN BACK AND WAIT AGAIN FOR THE SNOW TO DECREASE. THEY RETREATED TO THEIR OLD CAMPSITE OF 22-23 SEPTEMBER 1805, IN ORDER TO FIND SUFFICIENT FOOD.

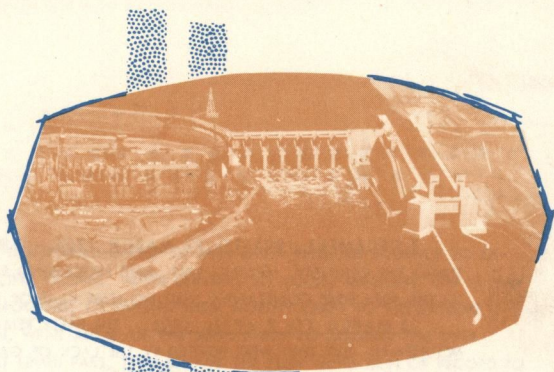
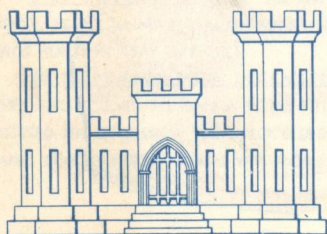
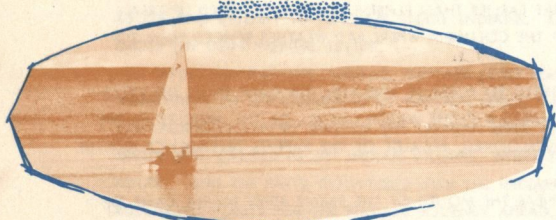
26 JUNE TO 7 JULY 1806. WITH THE VALUABLE AID OF INDIAN GUIDES, THE PARTY RESUMED THEIR JOURNEY. THEY CROSSED THE MOUNTAINS AND CAMPED AT THE MOUTH OF TRAVELERS' REST (LOLO) CREEK, WHERE THEIR INDIAN GUIDES LEFT THEM. AFTER RESTING THREE DAYS, THE PARTY SEPARATED. CAPTAIN CLARK PROCEEDED SOUTH WITH 10 MEN AND SACAJAWEA, AN INDIAN WIFE OF ONE OF THE PARTY'S INTERPRETERS, TRAVELING OVER THE CONTINENTAL DIVIDE ON 5 JULY 1806 AND THEN ON TO THE THREE FORKS OF THE MISSOURI RIVER. CAPTAIN LEWIS, WITH NINE MEN, TOOK THE MOST DIRECT ROUTE EAST TO THE GREAT FALLS OF THE MISSOURI (GREAT FALLS, MONTANA) TO EXPLORE THE REACHES OF MARIE'S RIVER. THIS GROUP CROSSED THE CONTINENTAL DIVIDE ON 6 JULY 1806, LEAVING THE COLUMBIA RIVER WATER SHED.

THE PARTY WAS AGAIN UNITED NEAR THE MOUTH OF THE YELLOWSTONE RIVER AND PROCEEDED DOWN THE MISSOURI UNTIL THEY AT LAST ACCOMPLISHED THEIR MISSION WHEN THEY REACHED ST. LOUIS, MISSOURI ON 23 SEPTEMBER 1806. THIS FEARLESS GROUP ACCOMPLISHED ONE OF THE GREATEST FEATS OF EXPLORATION IN RECENT TIME, OPENING THE WAY TO SETTLEMENT OF THE PACIFIC NORTHWEST.

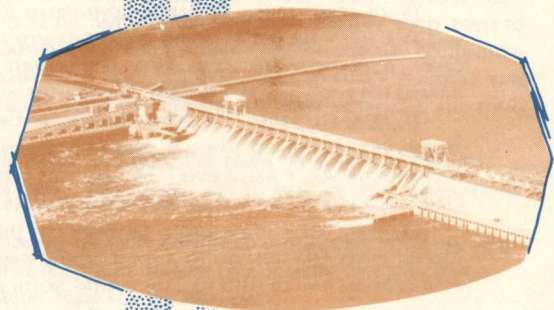


CORPS OF ENGINEERS RECREATION ALONG THE LEWIS & CLARK TRAIL

IN THE PACIFIC NORTHWEST



LOWER MONUMENTAL LOCK AND DAM
(Under Construction)



MCNARY LOCK AND DAM



THE DALLES LOCK AND DAM

FOR DETAILED INFORMATION ON PUBLIC RECREATIONAL
OPPORTUNITIES AT CORPS OF ENGINEERS PROJECTS IN
THE PACIFIC NORTHWEST CONTACT:

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