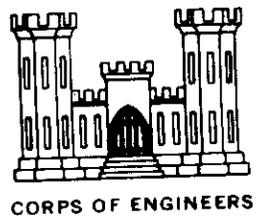


RECREATION ASPECTS
OF THE
LOWER MISSOURI RIVER

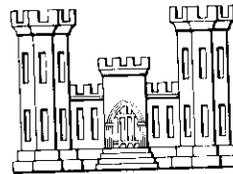


LEWIS AND CLARK TRAIL



RECREATION ASPECTS OF THE LOWER MISSOURI RIVER

WOOD RIVER, ILLINOIS TO YANKTON, SOUTH DAKOTA



PREPARED BY:

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A TYPICAL VIEW OF THE SCENIC RESOURCES ALONG THE LOWER MISSOURI RIVER VALLEY

Foreword

The Missouri, longest of America's great rivers, played an important and vital role in the westward expansion of the United States. For years it was the chief form of transportation connecting the populous cities of the east with the vast resources of the west. Generations of Americans have been thrilled by the many stories and adventures relating to it.

This is the river that for almost a century was a principal highway for the biggest adventure in North America -- the development of the west. It served in turn the explorer, the fur trader, the homesteader, and developed through the years to become the potential artery of modern commerce. From the air the Missouri appears as a winding stream of continuous bends. Each bend bears a name generally reflecting its past history and derived from a noted person, historic incident, or place.

The Missouri River of today continues as a vital resource to the nation providing water for irrigation, water supply, water quality control, power generation, navigation, recreation and fish and wildlife. Today you can retrace the route that Captains Lewis and Clark pioneered over 160 years ago, actually visiting the area of their camp sites and enjoying the spectacular views of the river as they did. This is due to the coordinated efforts of various Federal agencies, individual states, and local communities in establishing a Lewis and Clark Trail. While still in its beginning stages, progress is being made.

This report describes in general terms the recreation programs and projects of the U. S. Army Corps of Engineers along the lower portion of the Missouri River and how they are fit into the Lewis and Clark Trail Program.

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INTRODUCTION

Water has always held a tremendous attraction for man and has supplied him with the requirements of his existence since earliest times. However, as our civilization developed, the needs for man changed and previous needs became "recreation." Bathing in the river as a need became swimming for fun; fishing for food became angling for sport; canoeing for transportation became canoeing for enjoyment. Recent increases in population, disposable income, mobility, and leisure time have magnified the importance of water for recreation and resulted in a rapidly rising demand for more water-oriented recreation opportunities.

Outdoor recreational opportunities along the Missouri River are now recognized as a national resource worthy of development to a far greater degree than heretofore. This gained national significance in 1964 when Congress established the Lewis and Clark Trail Commission. The Commission's purpose is to advise and stimulate the activities of Federal, State, local agencies and individuals to identify, mark, and keep available for public inspiration and enjoyment the route traversed by Captains Meriwether Lewis and William Clark on their expedition of 1804-1806 from the mouth of the Missouri River to the mouth of the Columbia River.

The Corps of Engineers is working closely with the Lewis and Clark Trail Commission in order that all water resources development projects are integrated and completely compatible with the Lewis and Clark Trail System. To this end, Corps of Engineers is cooperating with State and local agencies on the operation and maintenance of these recreation areas.

The policy of the Corps of Engineers regarding the development of recreation at non-reservoir water projects is to encourage non-Federal agencies to assume responsibility for the operation and maintenance of the recreation area and to cost share on a 50-50 basis the development of the recreation facilities. In this manner the full potential of the areas can be developed and utilized for public enjoyment.

HISTORIC, WILDLIFE AND RECREATION AREAS

<u>AREA NUMBER</u>	<u>NAME DESIGNATION</u>
1	St. Louis Historic Sites & County Parks
2	Lewis and Clark Memorial Park (State)
3	Westward Ho! Park (C of E & St. Charles Co.)
4	Coldwater Camp Park
5	Dresser Island Recreation Area (Federal-State)
6	Launching Ramp
7	Northwest Passage Park (St. Louis Co.)
8	First Capital Park (C of E & City of St. Charles)
9	First Missouri State Capitol Shrine
10	Fort Zumwalt State Park
11	Babler State Park
12	Babler Park-River Access (C of E & State)
13	Rockwoods Reservation & Range - State
14	U. of Mo. Weldon Springs Exp. Sta.
15	August A. Busch Wildlife Area
16	Daniel Boone Shrine - Private
17	Washington Boat Club
18	Devils Race Park (C of E & City of Washington)
19	LaCharette Park (C of E & New Haven)
20	New Haven Boat Club
21	Launching Site
22	Patrick Gass Park (C of E & Hermann)
23	Daniel Boone State Forest

EXCERPTS FROM DAILY LOG

Downstream — 1806

20 September - This day they saw cows feeding, the whole party almost involuntarily raised a shout of joy at seeing this image of civilization and domestic life. Soon after they reached the French village of LaCharette. They were all surprised and pleased at the party's arrival, for they had long since abandoned all hopes of ever seeing them return.

21 September - At half after 7 AM set out. At length, after 48 miles, they saluted, with heartfelt satisfaction, the village of St. Charles.

22 September - When the rain ceased, they set out for Coldwater Creek, about three miles from the mouth of the Missouri, where they found a cantonment of troops of the United States, with whom they passed the day.

23 September - Descended to the Mississippi, and around to St. Louis, where they arrived at twelve o'clock; and having fired a salute, went on shore and received the heartiest and most hospitable welcome from the whole village.

EXCERPTS FROM DAILY LOG

Upstream — 1804

14 May 1804 - Rain delayed start. Set sail at 4:00 p. m. from Wood River. Made four miles. Camped on first island opposite Cold Water Creek.

15 May - Rain stopped. Made about 10 miles. Camped at Piper's Landing. "Ran on logs three times today. Reloaded boat pulling greatest weight on bow."

16 May - Set sail at 5:00 a. m. Passed remarkable large coal hill on the north called La Charbonniere. Arrived at St. Charles.

17, 18, 19 & 20 May - Spent in St. Charles. Captain Lewis joined expedition here. (He had been detained by business at St. Louis.)

21 May - Set sail in the afternoon, but were prevented by wind and rain from going more than about three miles.

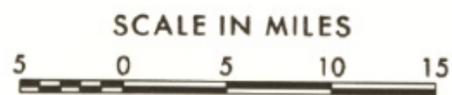
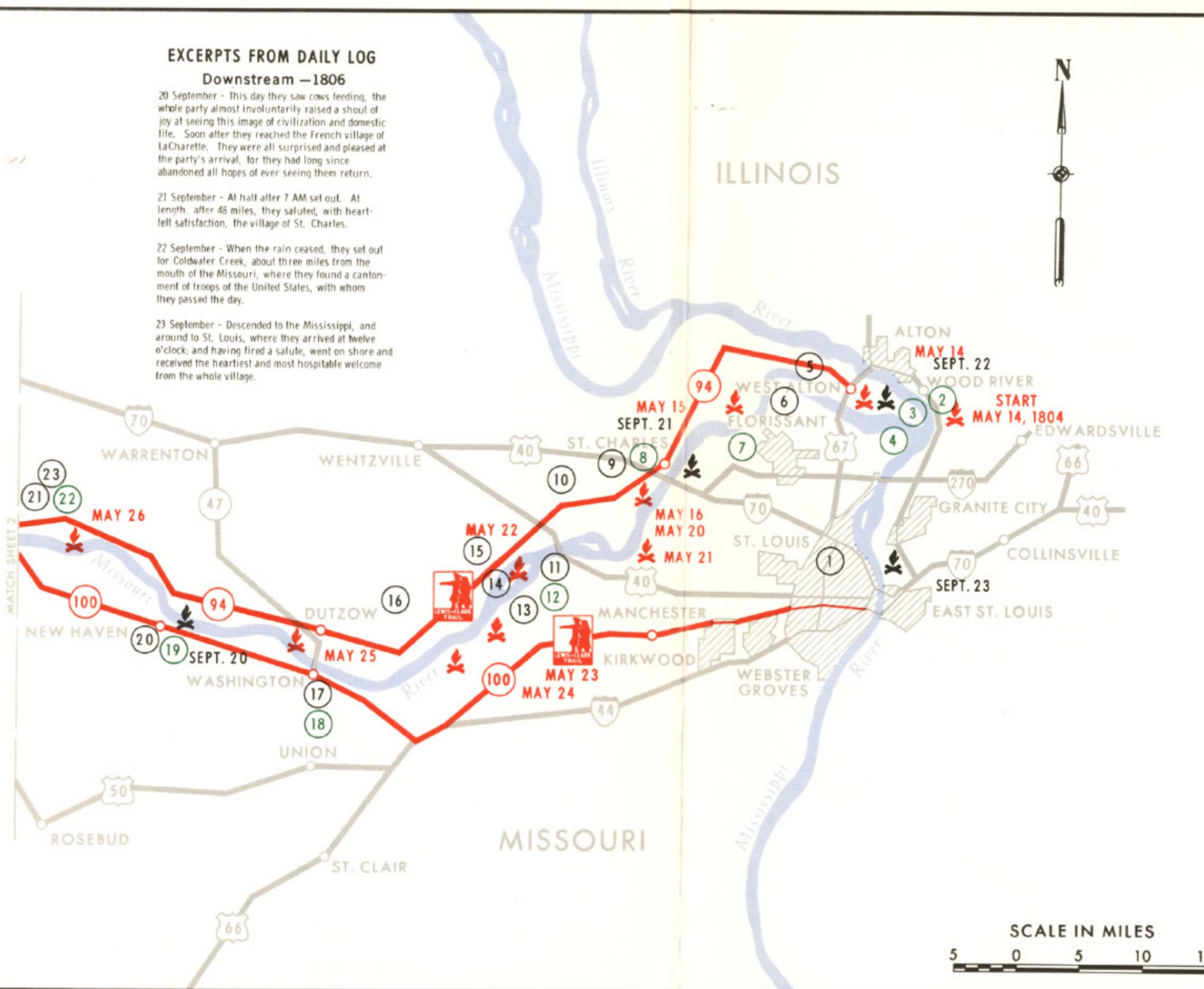
22 May - Made about 18 miles. Passed Bonhomme or Goodman's River. A small number of emigrants from the United States have settled on the sides of this stream.

23 May - Passed Osage Woman River and settlement of 30 or 40 families from the United States. Beyond a large cave on the south, known as the Tavern, traders have written their names on the rocks.

24 May - Ascended very difficult rapid called Devil's Race Ground. Less fortunate attempting second place of equal difficulty. Bank fell in so fast as to oblige us to cross river. The boat struck on sandbar and would have upset immediately if men had not jumped into the water and held the boat.

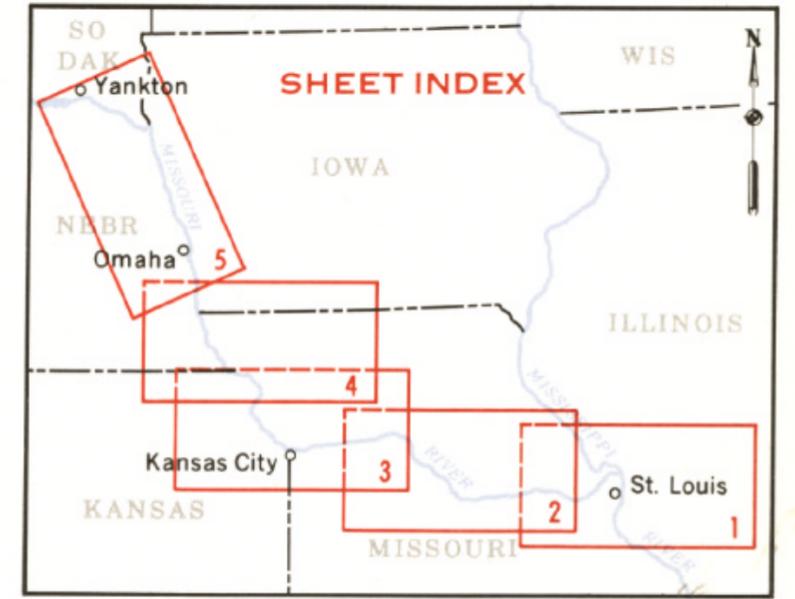
25 May - Passed La Charrette Creek and small village of same name. Seven small houses are located here for convenience of trade, and form the last establishment of whites on the Missouri.

26 May - The wind being favorable, we made 18 miles.



LEGEND

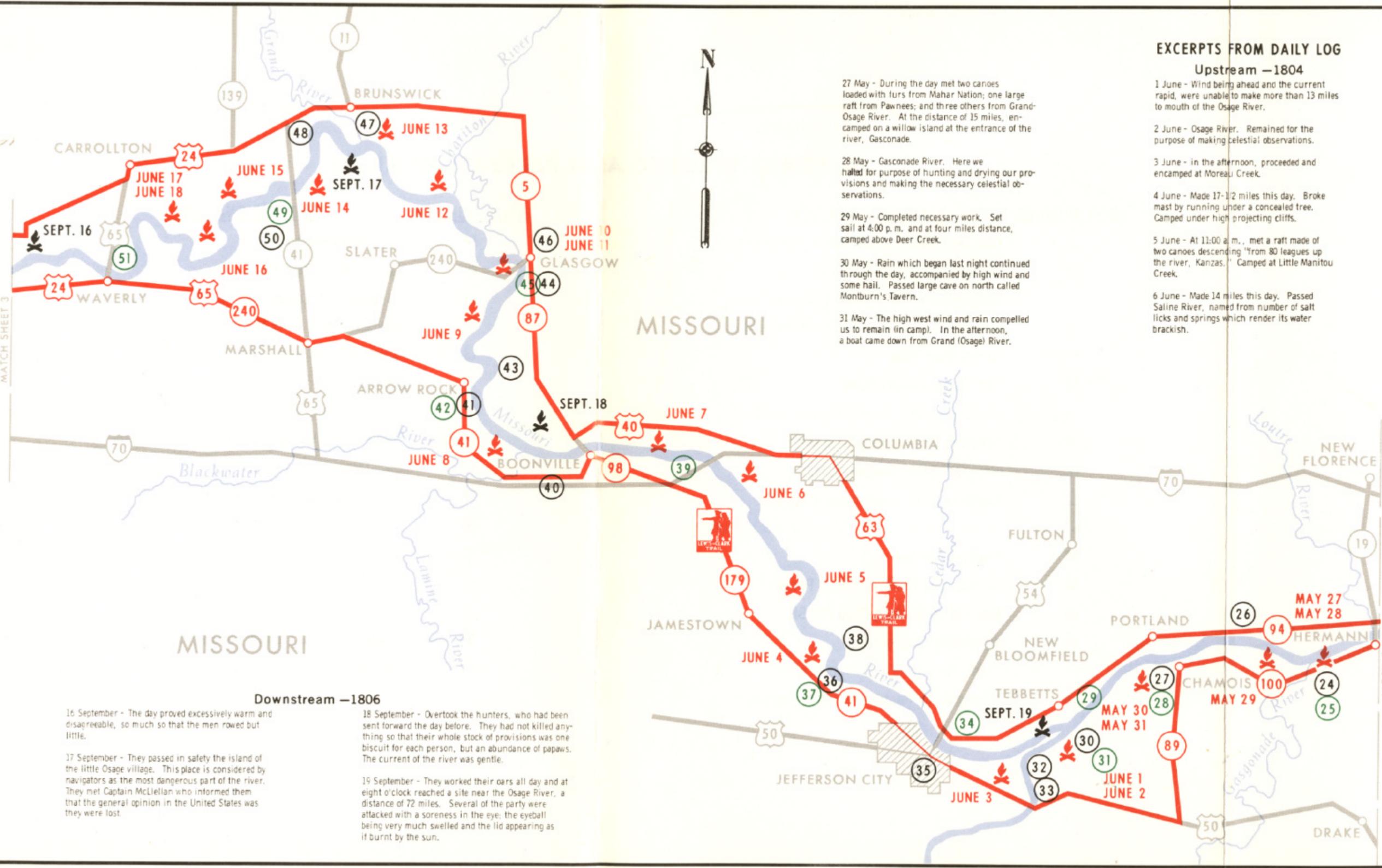
- LEWIS AND CLARK DESIGNATED HIGHWAY —
- SUPPORT HIGHWAYS —
- Interstate 70 U. S. Highway 40 State Highway 94
- LEWIS AND CLARK CAMPSITE AND DATE 🔥 JULY 1 Upstream 🌿 SEPT. 1 Downstream
- RECREATION AREA 5 Existing 4 Proposed



RECREATION ASPECTS ALONG THE LEWIS AND CLARK TRAIL
SHEET 1 OF 5

HISTORIC, WILDLIFE AND RECREATION AREAS

<u>AREA NUMBER</u>	<u>NAME DESIGNATION</u>
24	Gasconade Park & Boat Ramp
25	Gasconade Park River Access (C of E)
26	Reform Tower - State
27	Chamois Park & Cons. Comm. Boat Ramp
28	Grindstone Park (C of E, State & Chamois)
29	Ordway Park (C of E & State)
30	State Cons. Comm. Boat Ramp
31	Bonnots Mill Park (C of E & State)
32	Bonnots Mill State Recreation Access
33	Osage R-2 Commercial Development
34	Broken Mast Park (C of E & Jefferson City)
35	State Capitol & Historic Sites
36	State Cons. Comm. Boat Ramp
37	Projecting Cliff Park (C of E & State)
38	Columbia Boating Club
39	Painted Bluff Park (C of E & State)
40	Lamine River Boat Club
41	Prairie of Arrows State Public Use Area
42	Prairie of Arrows Park (C of E & State)
43	Boonslick State Park
44	Glasgow Boat Club
45	Stump Island Park (C of E & Glasgow)
46	Chariton River Boat Club
47	Burnswick Boat Ramp
48	Fort Orleans - Private
49	Snake Bluff Park (C of E & Miami)
50	Van Meter State Park
51	Oar Makers Park



EXCERPTS FROM DAILY LOG

Upstream — 1804

- 1 June - Wind being ahead and the current rapid, were unable to make more than 13 miles to mouth of the Osage River.
- 2 June - Osage River. Remained for the purpose of making celestial observations.
- 3 June - in the afternoon, proceeded and encamped at Moreau Creek.
- 4 June - Made 17-1/2 miles this day. Broke mast by running under a concealed tree. Camped under high projecting cliffs.
- 5 June - At 11:00 a. m., met a raft made of two canoes descending "from 80 leagues up the river, Kansas." Camped at Little Manitou Creek.
- 6 June - Made 14 miles this day. Passed Saline River, named from number of salt licks and springs which render its water brackish.
- 7 June - Passed at 4-1/2 miles Big Manitou Creek, near which is a limestone rock inlaid with a flint of various colours, and embellished or at least covered with uncouth paintings of animals and inscriptions. Landed, but found place occupied by nest of rattlesnakes.
- 8 June - At nine miles distance came to Mine (Lamine) River. At the point of junction are some very rich salt springs. Met three hunters from the Sioux River. "They had been out for 12 months and collected about \$900 worth of peltries and furs."
- 9 June - Set out early and reached cliff of rocks called the Arrow Rock. Made in the course of the day - 13 miles.
- 10 June - Passed two rivers called by the French, the Two Charatons, a corruption of Thieratun. Also passed a large island called Chicot or Stump Island, and camped on the south, after making 10 miles.
- 11 June - A head wind forced us to remain here all day, during which time we dried the meat we had killed.
- 12 June - Passed through difficult places in the river. Met two rafts loads, one with furs, the other with tallow of buffalo. They were from the Sioux Nation.
- 13 June - Passed Round Bend Creeks on the north, between which once stood a great ancient village of the Missouris. Camped at mouth of Grand River.
- 14 June - Worst passage we had seen. Met a trading raft from the Pawnee Nation. Made eight miles.
- 15 June - Strong current. Were unable to stem it with oars and sails. By towing, made 14 miles.
- 16 June - Made their way through bad sandbars and a swift current for distance of 10 miles. Mosquitoes and ticks exceedingly troublesome.
- 17 & 18 June - Found suitable timber for making oars, spent the two days making oars; this point being a crossing place for Sacs, Ayanways and Sioux in their excursions against the Osage.

Downstream — 1806

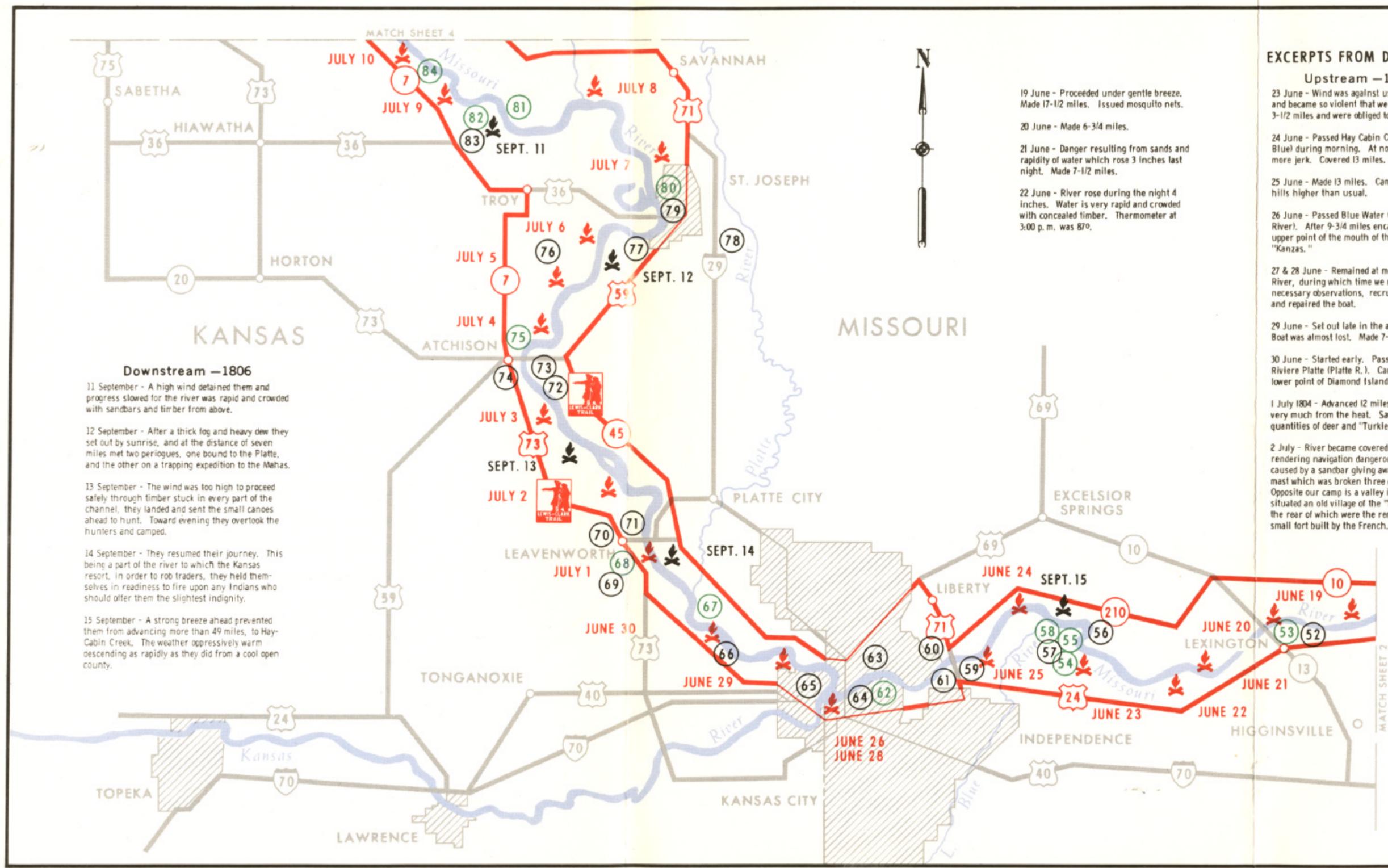
- 16 September - The day proved excessively warm and disagreeable, so much so that the men rowed but little.
- 17 September - They passed in safety the island of the little Osage village. This place is considered by navigators as the most dangerous part of the river. They met Captain McLellan who informed them that the general opinion in the United States was they were lost.
- 18 September - Overtook the hunters, who had been sent forward the day before. They had not killed anything so that their whole stock of provisions was one biscuit for each person, but an abundance of papaws. The current of the river was gentle.
- 19 September - They worked their oars all day and at eight o'clock reached a site near the Osage River, a distance of 72 miles. Several of the party were attacked with a soreness in the eye; the eyeball being very much swelled and the lid appearing as if burnt by the sun.



HISTORIC, WILDLIFE AND RECREATION AREAS

<u>AREA NUMBER</u>	<u>NAME DESIGNATION</u>
52	Civil War Battle of Lexington State Park
53	Sauk Prairie Park (C of E & State)
54	Matthew Landing (C of E & Jackson Co.)
55	Fort Osage Park (C of E & Jackson Co.)
56	Orrick Boat Club
57	Fort Osage County Park
58	Hay Cabin Park (C of E & Jackson Co.)
59	LaBenite Park (C of E & County)
60	Missouri River Boating Assoc.
61	Santa Fe Trail Sportsmans Club Inc.
62	Missouri River Front Park (C of E & Kansas City)
63	Sharlyn Marina
64	Kansas City Historic Site & Parks
65	Kaw Valley Boating Club 7th St.
66	Wyandotte County Lake
67	Platte Park (C of E & Platte Co.)
68	Leavenworth Park (C of E & Leavenworth)

<u>AREA NUMBER</u>	<u>NAME DESIGNATION</u>
69	Fort Leavenworth
70	Leavenworth Boat Club
71	Historic Fort Cavagnal - Private
72	Lewis & Clark State Hatchery
73	Lewis & Clark State Park
74	Boat Ramp
75	Independence Park (C of E & Atchison)
76	Prehistoric Kansa Indian Village - Private
77	St. Joseph Yacht Club
78	Pigeon Hill State Wildlife Area
79	St. Joseph Historic Sites
80	St. Michails Prairie Park (C of E & St. Joseph)
81	Mill Creek Park (C of E, State & Andrew Co.)
82	Wolf Camp Park (C of E & State)
83	Historic Kansa Indian Village - Private
84	Yellow Clay Park (C of E & White Cloud)



Downstream — 1806

11 September - A high wind detained them and progress slowed for the river was rapid and crowded with sandbars and timber from above.

12 September - After a thick fog and heavy dew they set out by sunrise, and at the distance of seven miles met two perogues, one bound to the Platte, and the other on a trapping expedition to the Mahas.

13 September - The wind was too high to proceed safely through timber stuck in every part of the channel, they landed and sent the small canoes ahead to hunt. Toward evening they overtook the hunters and camped.

14 September - They resumed their journey. This being a part of the river to which the Kansas resort, in order to rob traders, they held themselves in readiness to fire upon any Indians who should offer them the slightest indignity.

15 September - A strong breeze ahead prevented them from advancing more than 49 miles, to Hay-Cabin Creek. The weather oppressively warm descending as rapidly as they did from a cool open county.

19 June - Proceeded under gentle breeze. Made 17-1/2 miles. Issued mosquito nets.

20 June - Made 6-3/4 miles.

21 June - Danger resulting from sands and rapidity of water which rose 3 inches last night. Made 7-1/2 miles.

22 June - River rose during the night 4 inches. Water is very rapid and crowded with concealed timber. Thermometer at 3:00 p. m. was 87°.

EXCERPTS FROM DAILY LOG

Upstream — 1804

23 June - Wind was against us this morning, and became so violent that we made only 3-1/2 miles and were obliged to lie to.

24 June - Passed Hay Cabin Creek (Little Blue) during morning. At noon prepared more jerk. Covered 13 miles.

25 June - Made 13 miles. Camped opposite hills higher than usual.

26 June - Passed Blue Water Creek (Blue River). After 9-3/4 miles encamped at the upper point of the mouth of the river, "Kansas."

27 & 28 June - Remained at mouth of Kansas River, during which time we made the necessary observations, recruited the party and repaired the boat.

29 June - Set out late in the afternoon. Boat was almost lost. Made 7-3/4 miles.

30 June - Started early. Passed Petite Riviere Platte (Platte R.). Camped opposite lower point of Diamond Island.

1 July 1804 - Advanced 12 miles. Men suffered very much from the heat. Saw large quantities of deer and "Turkies."

2 July - River became covered with drift rendering navigation dangerous - probably caused by a sandbar giving away. Replaced mast which was broken three days ago. Opposite our camp is a valley in which was situated an old village of the "Kansas," in the rear of which were the remains of a small fort built by the French.

3 July - Passed Isle des Vaches (Cow Island) and also an old deserted trading house.

4th of July - Announced by the discharge of our gun. Celebrated "only by an evening gun, and an additional gill of whiskey to the men." Named creek by which they camped Independence Creek, in honor of the day.

5 July - Passed the remains of second village of the "Kansas." River continues to fall. Advanced 10 miles distance.

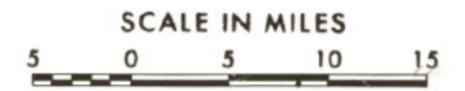
6 July - Passed Reevey's prairie, named for a man previously killed there. River confined to narrow channel. Men perspire profusely.

7 July - "Rapidity of the water obliged us to draw the boat along with ropes." Another of our men had a stroke of the sun; he was bled, and took a preparation of nitre which relieved him considerably.

8 July - Passed Great Nowada Island, one of the largest in Missouri, 7-8,000 acres. Advanced 12-1/4 miles.

9 July - Passed cabins where one of our party had camped with Frenchmen about 2 years ago. Rained this day. Camped about Wolf River.

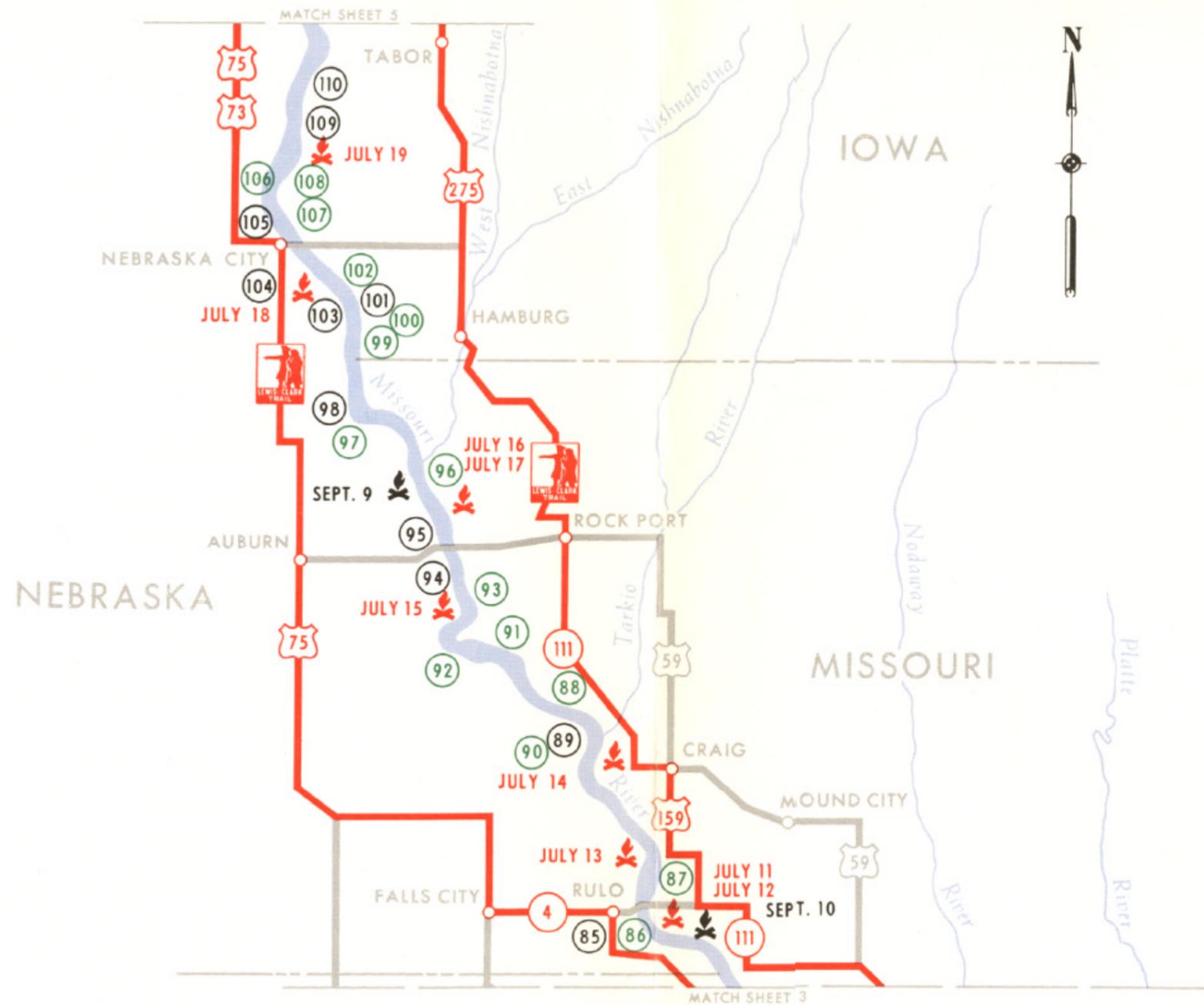
10 July - Passed Pape's Creek, named for a Spaniard who had killed himself there. After making 10 miles, camped opposite a cliff of yellow clay.



RECREATION ASPECTS ALONG THE LEWIS AND CLARK TRAIL
SHEET 3 OF 5

HISTORIC, WILDLIFE AND RECREATION AREAS

<u>AREA NUMBER</u>	<u>NAME DESIGNATION</u>
85	Rulo Boat Club
86	Rulo Landing (C of E)
87	Arago Bend Area (C of E)
88	Corning Area (C of E)
89	Indian Cave State Park
90	Indian Cave Camp (C of E)
91	Hoot-Owl Area (C of E)
92	Aspinwall Area (C of E)
93	Langdon Area (C of E)
94	Brownville State Recreation Area
95	Historic Brownville
96	Nishnabotna Landing (C of E)
97	Peru Area (C of E)
98	Peru Sportsman's Club - Ramp
99	State Line Island - State Recreation Area
100	Hamburg Landing (C of E)
101	Hamburg Boat & Gun Club - Ramp
102	Otoe Bend Island - State Recreation Area
103	Minersville Boat Ramp
104	Riverview State Recreation Area
105	Nebraska City Boat Club - Ramp
106	Nebraska City (C of E & City)
107	Copeland Bend Island - State Recreation Area
108	Percival Area (C of E)
109	Auldon Bar Island - State Recreation Area
110	Shenandoah Boat Club - Dock



EXCERPTS FROM DAILY LOG

Upstream — 1804

11 July - After making six miles, "encamped on a large sand island on the north immediately opposite the river Nemahaw."

12 July - Remained here today for the purpose of refreshing the party and making lunar observations.

13 July - Proceeded at sunrise. This day was exceedingly fine and pleasant. A storm of wind and rain from north-northeast last night having cooled the air. Advanced 20-1/2 miles—thus passing beyond the present boundary of the Kansas City District.

14 July - A sudden squall from the northeast struck the boat on the starboard quarter. The waves dashed over the boat for about 40 minutes after which the river became almost instantaneously calm and smooth. At about 8 miles passed a river called Nishnabotna by the Maha (Omaha) Indians. Camp was made a little above the Nishnabotna having covered 9 miles.

15 July - At 7 miles passed the Little Nemaha River. At 9-3/4 miles camped on a woody point on the south.

16 & 17 July - At 20 miles passed Bald Island opposite which was a large prairie and they named it baldpated prairie. Camped 1/4 mile beyond this point. Remained in camp this day to make observations and correct the chronometer which ran down on Sunday, July 15th.

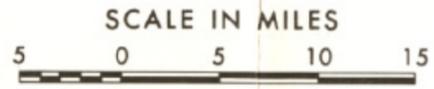
18 July - Passed several bad sand bars in the course of the day and covered 18 miles. Camped on the south opposite the lower point of the Oven Islands. (A little below what is now Nebraska City.)

19 July - At 4-1/2 miles reached high cliffs of yellow earth on the south. The sand bars are more numerous as they approach the Platte River.

Downstream — 1806

9 September - By eight o'clock they passed the Platte. Below the Platte the current of the Missouri became evidently more rapid. As they advanced so rapidly the change in climate was very perceptible. The party appears extremely anxious to get on.

10 September - They set out early and went 65 miles to a sandbar above the Grand Nemaha. In the course of the day they met a trader on his way to Wolf Pawnees on the Platte.

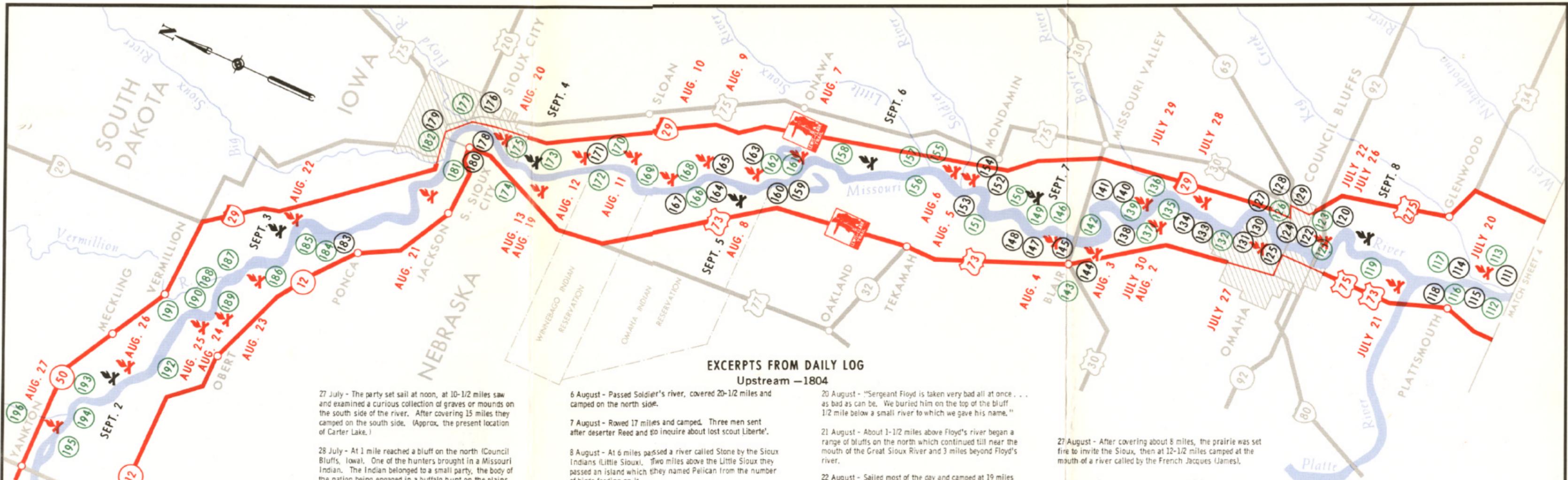


HISTORIC, WILDLIFE AND RECREATION AREAS

<u>AREA NUMBER</u>	<u>NAME DESIGNATION</u>
111	Nettleman Island - State Recreation Area
112	Yellow Wolf Area (C of E)
113	Bartlett Landing (C of E)
114	Tri-County Boat Dock
115	Plattsmouth Boat Club - Ramp
116	Plattsmouth Area (C of E)
117	Glenwood Area (C of E)
118	Plattsmouth State Waterfowl Refuge
119	Bellevue Landing (C of E & Cty of Bellevue)
120	Lake Manawa State Park
121	Gifford Area (C of E)
122	Twin City Boat Marina
123	Dodge Park (C of E & City of Council Bluffs)
124	Council Bluffs Boat Club - lock
125	River Club Marina
126	Narrows Area (C of E)
127	Council Bluffs Historic Site
128	Gifford Wildlife Sanctuary -State
129	Smith State Wildlife Refuge
130	Carter Lake City Park
131	Omaha Boat Club - Ramp
132	Dodge Park (C of E & City of Omaha)
133	Omaha Boat Club - Dock
134	Florence Marina
135	Boyer Chute Area (C of E)
136	Rand Bar - State Recreation Area
137	Fort Atkinson Historical Sta Park
138	Historical Council Bluffs
139	Wilson Island (State & C of River Access)

<u>AREA NUMBER</u>	<u>NAME DESIGNATION</u>
140	Wilson Island State Park
141	DeSoto Bend National Wildlife Refuge
142	California Bend - State Recreation Area
143	Blair - State Recreation Area
144	Blair Boat Marina
145	Dwain Spanton Cottonwood Marina
146	Oxbow Lakes (C of E & State)
147	Ralph Mencke Boat Ramp
148	Ned Tyson Boat Marina
149	Tyson Bend - State Recreation Area
150	Sandy Point Area (C of E)
151	Herman Area (C of E)
152	H. A. Peterson Boat Marina
153	Marsh Boat Marina
154	E. Peterson Boat Marina
155	River Stone Area (C of E)
156	Pelican Area (C of E)
157	River Stone State Recreation Area
158	Pickle City Area (C of E)
159	Marina
160	Decatur Boat Club - Marina
161	Blackbird Area (C of E)
162	Oxbow Lakes (C of E & State)
163	Onawa Access Recreation Area
164	Blackbird Hill - Historical
165	Don Ruth Marina
166	Ordway Area (C of E)
167	Chief Big Elk Park (Omaha Indians & C of E)
168	Rabbit Island - State Recreation Area

<u>AREA NUMBER</u>	<u>NAME DESIGNATION</u>
169	Omaha Mission Bend Area (C of E)
170	Oxbow Lake (C of E & State)
171	Monona County Recreation Area
172	Oxbow Lake (C of E & Winnebago Indians)
173	Snyder Bend Area (C of E)
174	Oxbow Lake (C of E & State)
175	Dakota Bend State Wildlife Refuge
176	Sergeant Floyd Monument
177	Floyd Bend Area (C of E)
178	Mike Rich Marina
179	Sioux City Historic Sites
180	Crystal Lake - State Recreation Area
181	South Sioux City Area (C of E & City)
182	Marina (Sioux City & C of E)
183	Ponca State Park
184	River Access Site (C of E)
185	Elk Point Wildlife Refuge (F & W Service)
186	River Access Site (C of E)
187	Vermillion Trading Post - Private
188	River Access Site (C of E)
189	River Access Site (C of E)
190	Vermillion Wildlife Refuge (F & W Service)
191	River Access Site (C of E)
192	River Access Site (C of E)
193	River Access Site (C of E)
194	St. Helena Island Wildlife Refuge (F & W Service)
195	River Access Site (C of E)
196	River Access Site (C of E)



EXCERPTS FROM DAILY LOG
Upstream - 1804

20 July - A large yellow wolf was killed. For a month the party has been bothered by boils, however, the general health of the party is good.

21 July - At 7 P.M., after covering 14 miles in the rain the party reached the Great River Platte (Platte). This Great river being much more rapid than the Missouri forces its current against the opposite shore. All those who had not passed the Platte before were required to be shaved unless they could compromise with a treat.

22 July - The party set sail from the mouth of the Platte at 10 miles having found a high and shaded situation on the north (Iowa) side of the river, they camped.

23, 24, 25 and 26 July - The party remained at this camp until July 27, dried provisions, made oars, prepared dispatches and maps for the President.

27 July - The party set sail at noon, at 10-1/2 miles saw and examined a curious collection of graves or mounds on the south side of the river. After covering 15 miles they camped on the south side. (Approx. the present location of Carter Lake.)

28 July - At 1 mile reached a bluff on the north (Council Bluffs, Iowa). One of the hunters brought in a Missouri Indian. The Indian belonged to a small party, the body of the nation being engaged in a buffalo hunt on the plains.

29 July - Made 10 miles this day observed traces of a great hurricane which had torn up large trees 4 feet in diameter.

30 and 31 July - The party went 3-1/4 miles. Camped to await Indians. "Cat fish is caught in any part of the river. Turkeys, Geese & a Beaver Killed & Caught."

1 August - Dispatched two men after horses lost yesterday.

2 August - Ottoo and Missouri Indians with a Frenchman who acted as interpreter arrived in camp. The party was informed that the messenger Liberte' had set out from the Indian village a day ahead of them but had not come into camp yet.

3 August - This morning the Indians with their 6 chiefs were assembled under an awning. The ceremonies completed the party set sail in the afternoon and covered 5 miles.

4 August - Passed remains of an old trading house where Petr. Cruset one of our hands stayed two years and traded with the Mahas.

5 August - Set out early and with the aid of the oars made 20-1/2 miles.

6 August - Passed Soldier's river, covered 20-1/2 miles and camped on the north side.

7 August - Rowed 17 miles and camped. Three men sent after deserter Reed and to inquire about lost scout Liberte'.

8 August - At 6 miles passed a river called Stone by the Sioux Indians (Little Sioux). Two miles above the Little Sioux they passed an island which they named Pelican from the number of birds feeding on it.

9 August - At 7-1/2 miles reached a high point of land on south shore. Camped at 17-1/2 miles on the north shore.

10 August - Covered 22-1/2 miles and camped on the north side.

11 August - At nearly 5 miles the party halted for the purpose of examining grove where one of the great chiefs of the Mahas named Blackbird (a notorious thug and pirate) was buried.

12 August - A gentle breeze carried them along about 10 miles where they stopped to take observation and send a man across to their place of observation the day before. He stepped 974 yards and the distance the party had come around was 18-3/4 miles.

13-19 August - At 17-1/4 miles formed camp, from this place Sgt. Ordway and 4 men were dispatched to the Maha village. The party returned but could find no Indians. Aug. 16 - A group made a drag (seine) from small willows and bark. The first drag brought 318 fish, the second close to 800. Aug. 18 - The party with Indians and deserter Reed arrived. The trial of the deserter was proceeded. He was sentenced to run gauntlet 4 times - - - each man to have 9 switches. Aug. 19 - At 10 o'clock chiefs and warriors were assembled for a council and presents were distributed.

20 August - "Sergeant Floyd is taken very bad all at once . . . as bad as can be. We buried him on the top of the bluff 1/2 mile below a small river to which we gave his name."

21 August - About 1-1/2 miles above Floyd's river began a range of bluffs on the north which continued till near the mouth of the Great Sioux River and 3 miles beyond Floyd's river.

22 August - Sailed most of the day and camped at 19 miles (near Elk Point, S. D. I. Captain Lewis in proving the contents of substances in the cliff was considerably injured by the fumes and taste of cobalt and took strong medicine to relieve him of effects.

23 August - Captain Clark and one of the men killed their first buffalo near their camp. Two barrels of meat salted. Fired at 2 elk that swam the river, but missed. Passed Whitestone (Vermillion) River.

24 August - In a northerly direction from the mouth of this Creek in an emence Plain a high Hill is situated ----- This mound was a great article of superstition as the Indians believed it the abode of little devils in the human form about 18" high with large heads. No consideration could tempt an Indian to visit the hill.

25 August - Captains Lewis and Clark concluded to go and see the Mound. The excessive heat and thirst forced them from the hill about one o'clock, but no signs of little devils.

26 August - Sergeant Pryor and men had proceeded upstream in the afternoon. The party rejoined the boat the next morning.

27 August - After covering about 8 miles, the prairie was set fire to invite the Sioux, then at 12-1/2 miles camped at the mouth of a river called by the French Jacques (James).

Downstream - 1806

2 September - At eight o'clock they passed Jacques river but soon landed in consequence of the high wind, after which they went on 22 miles.

3 September - At eleven o'clock they passed the Redstone Vermillion river. They made 60 miles before night.

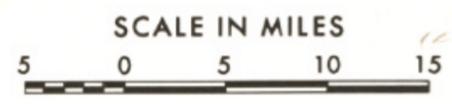
4 September - Passed the Big Sioux River, stopping near Floyd's Bluff. Found the grave had been opened by the natives and left half covered. The grave was completely filled up; returned to the canoes and proceeded on.

5 September - The river was now crooked, the current rapid and crowded with snags and sawyers. After making 73 miles, they camped for the night.

6 September - Near the Little Sioux River they met Mr. Augustus Chateau, a trader of St. Louis, on his way to trade with the Yanktons at the Jacques River. They obtained from him a dram of whiskey per person, the first they had tasted since July 4, 1804.

7 September - After making 44 miles, they camped near Soldier's River, where they hoped in vain to escape the mosquitoes.

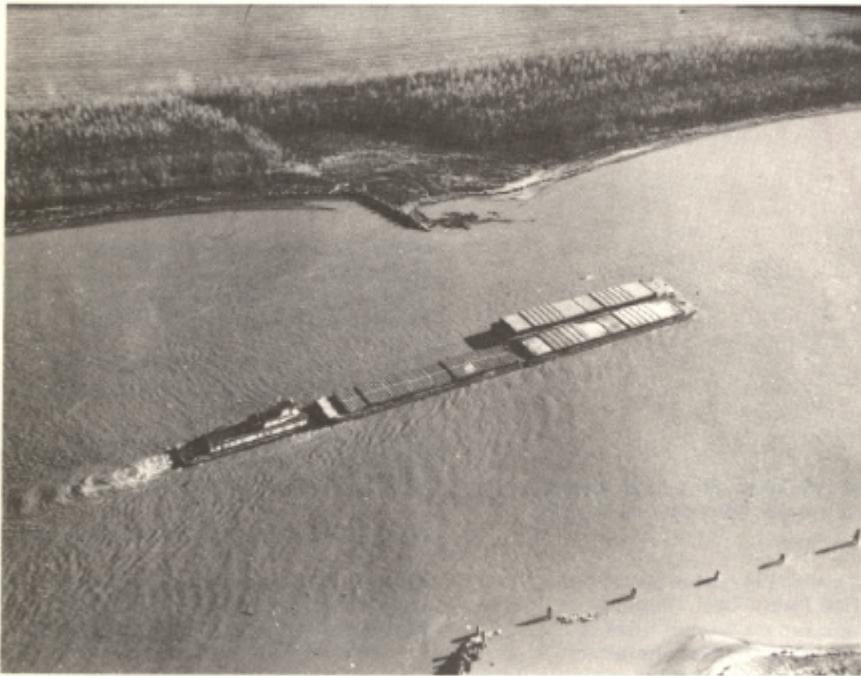
8 September - This morning they stopped for a short time at Council Bluffs to examine the situation. They were confirmed in their belief that it would be a very eligible spot for a trading establishment. Being anxious to reach the Platte, they plied their oars so well that they made 78 miles by night.



YESTERYEAR. . .



Back in the era of steamboat transportation, the Missouri River was a wild unpredictable stream, many channeled and meandering. Nevertheless, millions of pounds of freight were carried to and from the numerous tiny river towns and landings that had sprung up along its banks. The first successful steamboat was the Yellowstone, which in 1831 ascended as far as the future site of the South Dakota capitol. Not all the steamboats were so lucky as the Yellowstone had been. Most of them grounded on sandbars or caught on sawyers and snags. Many were even less fortunate and were wrecked and sunk.



. . . TODAY

Approximately 2.5 million tons of freight moved on the Missouri in 1967. This represents over half the potential tonnage expected to develop within 20 years after completion of the project. Interest in the growth of traffic is indicated by the rate at which new docks and terminal facilities are being built at points all along the project from Sioux City to the mouth; the expansion of existing facilities; and the steady increase in number of operators, towboats, and barges each navigation season.

MISSOURI RIVER BANK STABILIZATION AND NAVIGATION PROJECT

Early improvement work by the Government consisted solely of removing snags and obstructions. Of the hundreds of steamboats lost, 70 percent were lost from striking snags. The coming of the railroads made rapid inroads on the steamboat. The struggle lasted about 28 years -- from 1859 to 1887. In June 1902 Congress passed an act abolishing the Missouri River Commerce Commission and virtually abandoning the Missouri River as a commercial highway since it was then considered uncontrollable.

Fresh interest was stimulated by the 1912 River and Harbor Act that authorized a channel not less than 6 feet deep from Kansas City to the river mouth. The 1927 River and Harbor Act extended the 6-foot channel from Kansas City to Sioux City, Iowa. Following a period of inactivity during World War II, work was resumed on stabilization of the full 735 miles of river. The existing project, as modified by Congress in the River and Harbor Act of 1945, provides for a 9-foot channel 300 feet wide.

The stabilization and navigation project, as its name implies, is designed to stop bank erosion and meandering and to provide for the low cost transportation necessary to full economic development of the region served. The project is of the open-river regulation type, with no dams or barriers to form slack-water pools. Instead the energy of the flowing river is put to work to continually maintain its own channel in an alignment fixed by means of dikes and revetments to favor the movement of barges and tows. With the river banks permanently secured in the desired alignment, the scouring action of the flowing water, on the river bed rather than on the banks, will dig out and maintain the desired channel width and depth.

Although this once meandering, many-channeled river, virtually useless for commercial navigation, has not been completed to its full 9-foot depth, a hydrographic survey completed in the fall of 1967 revealed a controlling depth, and limiting width as follows:

<u>Reach</u>	<u>Depth</u>	<u>Width</u>
Sioux City to Rulo	8-1/2 feet	250 feet
Rulo to Kansas City	8 feet	220 feet
Kansas City to Mouth	7-1/2 feet	250 feet

The stabilization works perform additionally important functions as part of the comprehensive basin program. Permanently secured river banks are preventing annual destruction by erosion of more than 9,000 acres of farmland and will open up an additional 188,000 acres of new land to agriculture and provide protection for highways, railroads and bridges.

ACCESS SITES FOR RIVER RECREATION

There was a time when the pleasure of using the waterways for recreational purposes was reserved for those who could afford expensive cabin cruisers. Today with increased purchasing power, more leisure time, mobility and the modern outboards with boat trailers, use of the waterways comes within reach of the general public.

Present use of the waters of the Missouri River for recreation is fishing, boating, water skiing and swimming; the intensity of use is approximately in that order. Fishing for sport and recreation is carried out all along the river, both from the bank and boats. Jug fishing is enjoyed by many who like to float down the river in a leisurely manner. The boating activity is quite varied. The predominance of boaters are those seeking recreation in a local area. Others are those who wish to travel long distances to a definite destination. Missouri River boaters are noted for long cruises by large groups.

Congress has provided for recreational development in connection with the Missouri River, Sioux City, Iowa to the Mouth Navigation and Bank Stabilization Project. Planning and construction are proceeding to provide boat launching ramps, docks, picnic and camping areas. This series of access points has been integrated into the Lewis and Clark Trail as part of the over-all program recommended by the Bureau of Outdoor Recreation in their study report. Each site will contain an approved sign commemorating the event and containing pertinent information about the expedition's activities in the general area.

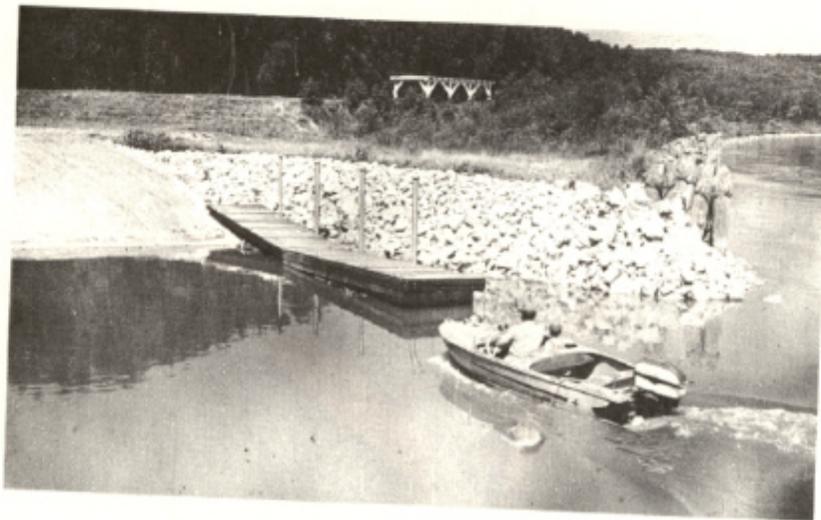
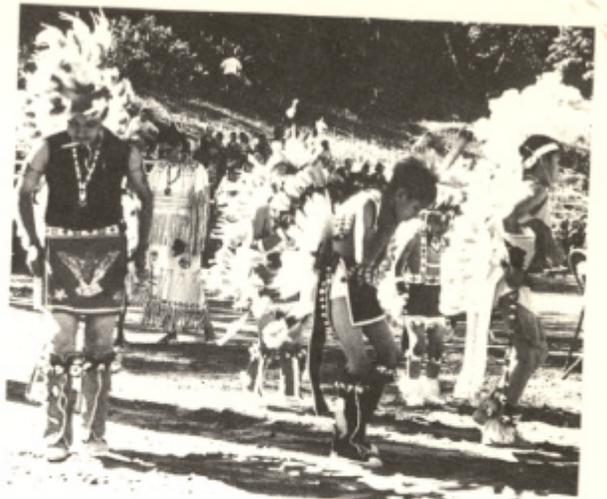
The development of these access sites is based on a 50-50 cost sharing arrangement between the Federal Government and State or local governments. Several sites are now under construction. Two recently completed sites (see opposite page) were a cooperative effort with the City of South Sioux City, Nebraska and the Omaha Indian tribe.

As originally planned 67 access sites were proposed. The location of these sites is shown on Sheets 1 through 5. The following table shows the progress to date.

	<u>Proposed</u>	<u>Completed or Under Constr.</u>
Nebraska	15	3
Iowa	15	1
Missouri	32	1
Kansas	5	0

The total program of providing recreation through this joint Federal and non-Federal agency development, maintenance and operation has not progressed as rapidly as was anticipated. A preliminary evaluation seems to indicate that the cost-sharing as well as other requirements are in most cases beyond the financial capabilities of non-Federal agencies, in that they are unable to participate fully in the program, as was the intent of Congress. At the State and local level there is keen competition for funds that are in short supply to accomplish and implement all of their various programs, of which recreation is only one element.

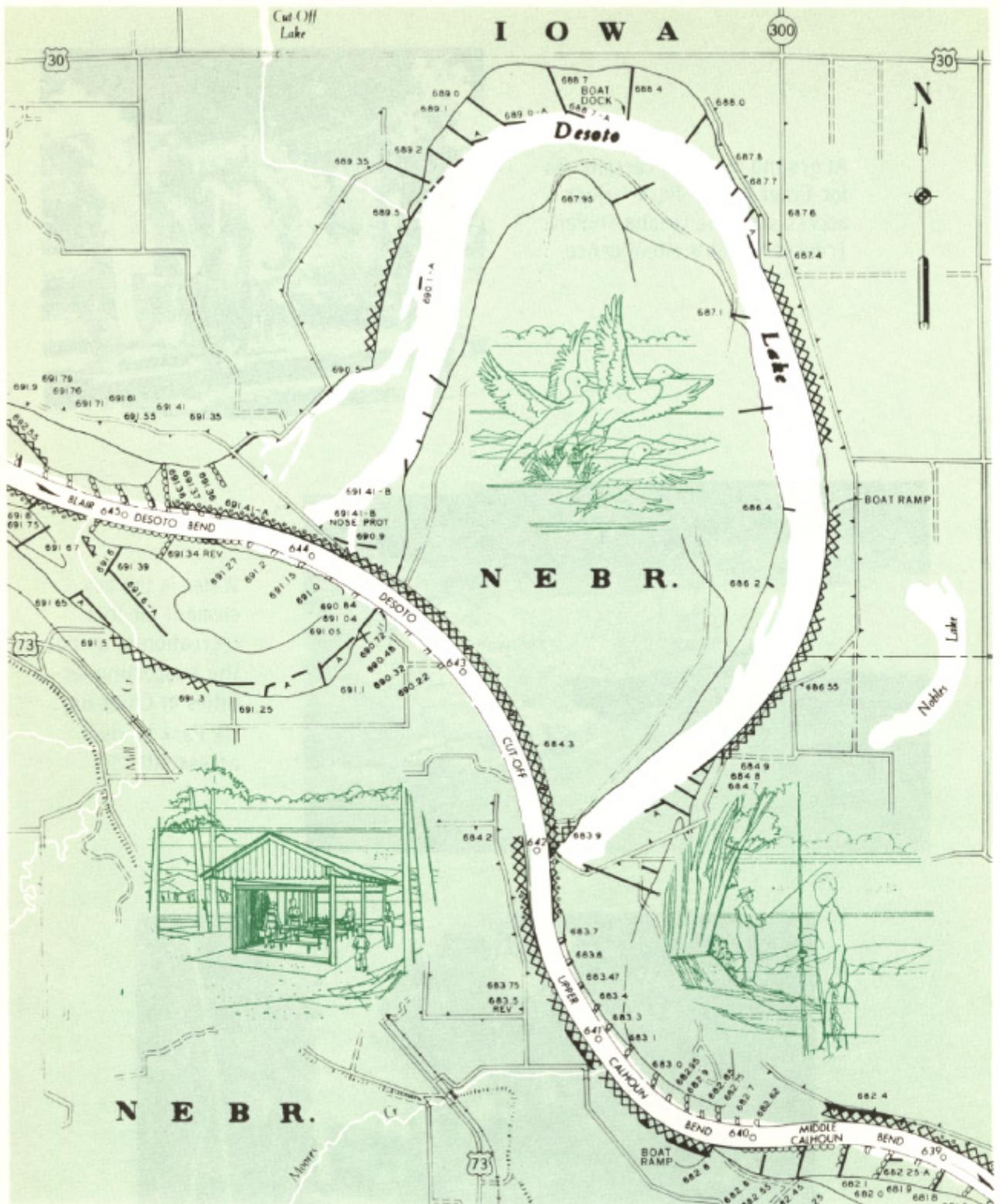
At ground breaking ceremonies for Chief Big Elk Park - river access site, the Omaha Indian Tribe performs a ritual dance.



Water is the key element for this recreationist using the supporting facilities at Chief Big Elk Park - river access site.



A sound balance and blending of the natural setting with material facilities has been achieved in the camping area at the South Sioux City, Nebraska river access site.



DESOTO BEND NATIONAL WILDLIFE REFUGE AND RECREATION AREA

Primary use for the 8,100-acre refuge is for migratory waterfowl. Current peak populations of 20,000 geese and 40,000 ducks are expected to increase greatly in the future. Between May and September about 175,000 recreationists use the 800-acre cut-off lake for swimming, boating, fishing, and picnicking.

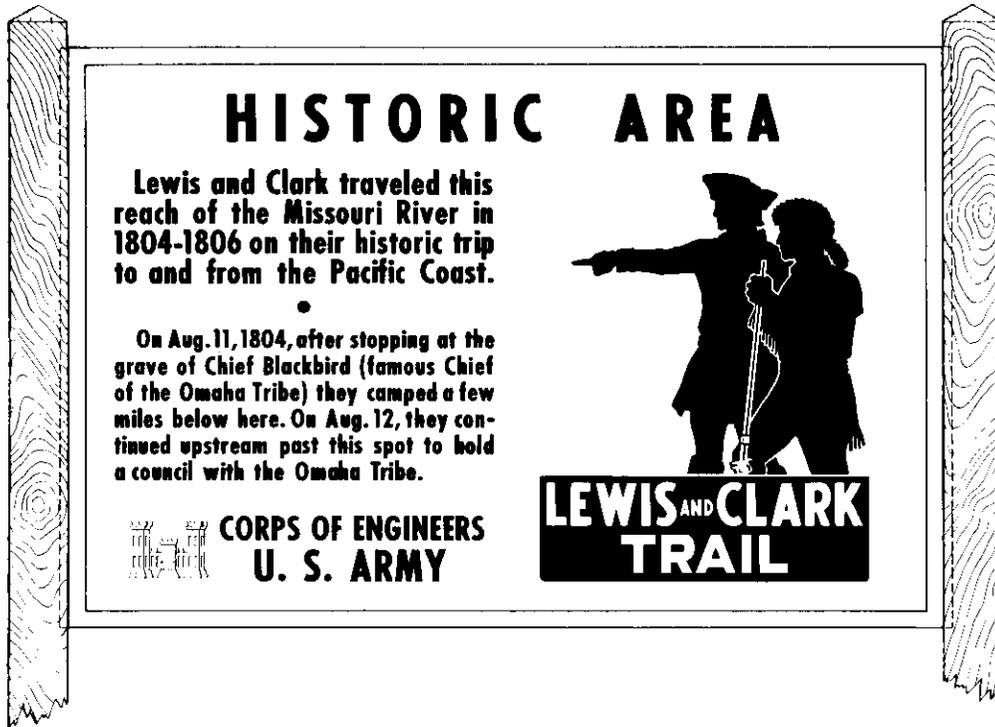
OXBOW LAKES

Part of the work of improving the river below Sioux City involved cutting off sharp curves and bends in the river to provide a navigable channel. These cutoffs or "oxbows" as they are called represent an excellent potential for recreational lakes. The Flood Control Act of 1962, Section 207, authorized recreation development at non-reservoir water projects controlled by the Department of the Army. Consequently, the Corps was able to construct temporary protective levees to preserve these lakes.

Our studies have established the feasibility of permanently preserving the oxbows and they have been justified for recreation purposes. These potential lakes, Omadi, Glovers Point, Snyder-Winnebago, and Blackbird-Tieville-Decatur, total about 3,000 surface acres. The local sponsors are the states of Nebraska and Iowa and the Winnebago Indian Tribe. Development is on a 50-50 cost sharing basis. To date the state of Iowa has given a firm assurance that they will cooperate and assume their full share of cost-sharing. The National Park Service has developed a recreation plan for the Winnebago Indians on Glovers Point Lake and the Fish and Wildlife Service has agreed to provide a fisheries management plan.

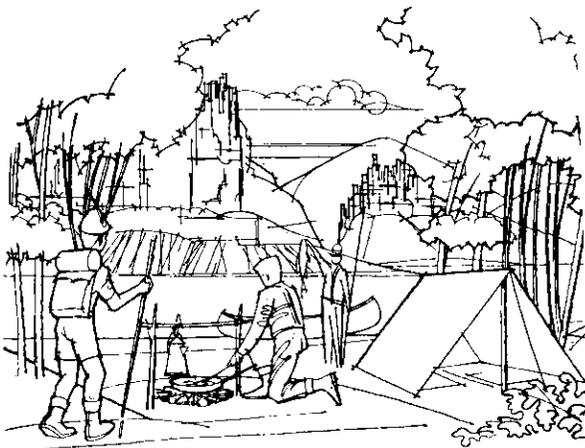
An example of what the finished product can result in is furnished by the DeSoto Bend National Wildlife Refuge. Located about 20 miles north of Omaha, Nebraska, this 800-acre oxbow lake was developed through a cooperative effort between the Corps of Engineers and the U. S. Fish and Wildlife Service. The Corps constructed the cutoff and other pertinent control structures while the Service developed the recreation and refuge wildlife features. Situated within the Central Flyway, the refuge provides sanctuary for great numbers of migrating waterfowl each spring and fall. During the summer months the refuge is open to the public for swimming, fishing, boating, and related activities.

As in the case of the Missouri River Access Sites, negotiations are lagging. These lakes are beginning to silt in from downstream openings and if preservation work is delayed much longer, their value for recreation and fish and wildlife will be considerably reduced.



COMMEMORATIVE SIGNS

The Corps of Engineers' plan for a series of river access points will complement the Lewis and Clark Trail and provide recreation along the route traveled by the expedition over 160 years ago. In many cases locating and marking actual camp sites are impossible. In such instances the plan calls for erecting an appropriate marker in nearby public use areas. The sign will contain pertinent information about the expedition's activities in the general area.



Outdoor experiences are something which not only give pleasure, but also help to renew, or recreate, the mind and the body. Camping along the route of Lewis and Clark's courageous expedition offers much in the way of enjoyment and an appreciation of our cultural values.

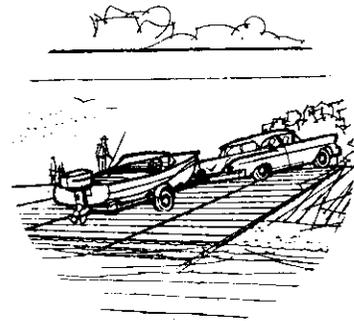
PROPOSED EXTENSION OF STABILIZATION AND NAVIGATION - SIOUX CITY TO YANKTON

The project area encompasses approximately 80 miles of the main-stem of the Missouri River and part of its attendant flood plain. In essence, the proposed project would involve stabilizing 55 miles of river banks, and would provide protection against erosion for 87,000 acres of cropland, for 37,000 acres of other lands, and for the city of Elk Point. The project also would ultimately provide a navigation channel 9 feet deep and 300 feet wide from Sioux City to Yankton. Stone dikes and revetments would contract the river to about 600 feet.

Because of the low sediment load in this reach of river, virtually no silting would develop behind the channelizing structures. Consequently, the numerous backwater areas and sandbars outside the design channel limits would have a potential for fish and wildlife development and management.

For this reason, we have proposed that acquisition be made, at Federal expense, of 500 acres of cropland, about 8,000 acres of wasteland, and about 10,000 surface acres of water. The backwater zones are particularly valuable for fish spawning and nursery areas, while the sandbars would serve as goose and duck resting sites during spring and fall migratory flights.

In addition, we have recommended that twelve 20-acre riverside sites be developed as public recreation areas. These sites would be located throughout the stretch of river and space intermittently along either side. Provision for these sites is vital to securing public access to the river and assuring maximum use for recreation purposes.



The Fish and Wildlife Service has proposed three National Wildlife Refuges, totaling 3,000 acres, and we have recommended if the project is authorized that this additional land also be acquired.

Our report on this project is in the Chief of Engineer's Office awaiting final comment from the states and other Federal agencies.