

Nifty Tidbits By CHUCK RIGBY

August 1804 was an important month for the Lewis and Clark Expedition. The Corps of Discovery had left its winter camp near St. Louis on May 14 and had a two-day trip to the town of St. Charles, last chance for civilization until returning in September 1806. Going upstream against the flow of the Missouri River presented many challenges, which they gradually overcame with determination and muscle power.

On July 21 the corps had arrived at the mouth of the Platte River and still had no encounters with the Indians of the area. Many indications of village sites had been observed, but no contact was made until July 28. On that day George Drouillard, the main hunter for the expedition, met an Omaha Indian on the plains and by sign language convinced him to visit the camp.

The Omaha hunter was able to arrange for the first meeting with Indian leaders. This took place Aug. 2 at Council Bluffs, which is near present-day Omaha, Neb. On that same day, Moses Reed, a private in the corps, reported that he left his knife back at the last camp and received permission to return for the knife.

On Aug. 7 George Drouillard, often spelled Drewyer in the reports, was sent to find Reed who had apparently deserted. Drouillard was told to bring him back dead or alive. By the way, Drouillard was often given special assignments that used his tracking, hunting, and sign language skills to communicate with the various tribes. He was half Indian and half French-Canadian and was very important in the success of the entire expedition. He returned with Reed on Aug. 18. Reed was made to run the gauntlet four times. This involved the crew who each had nine switches to whip him, but he was not executed as a deserter.

Pvt. Joseph Field, another hunter for the expedition, killed the first badger to be seen and described by the expedition. On Aug. 12, a "Prairie Wolf" was seen on shore, but they were not able to kill it. This was the first sighting of a coyote, and many more were seen and killed before the journey was completed. On Aug. 23 the first buffalo was killed, and they would continue to provide much-needed food in the coming months.

Besides all this, Capt. Lewis had his 30th birthday on Aug. 18 and all the men were given extra alcohol.

Sgt. Charles Floyd had been suffering for many days with pain in his abdomen. There was little that could be done to stop the problem. On Aug. 20 he died from his condition. This was the only fatality during the entire expedition, even though some severe injuries did occur. The cause of death was listed as bilious colic, but was probably a ruptured appendix that even the best doctors of the time could not have cured. He was buried on Floyd's Bluff overlooking the river near today's Sioux City, Iowa. A small river entering the Missouri nearby was named Floyd's River in his honor.

The next tribal council with the Indians occurred on Aug. 30 with Yankton Sioux leaders. These councils attempted to convince the Indians of the benefit the white men and white traders would bring to the tribes. Lewis and Clark also tried to convince them of the uselessness of struggling against these new people who soon would be coming up the river. The Yankton Sioux warned the Corps of Discovery that farther north, the Teton Sioux were more warlike and not easily pacified. The expedition moved north into what is now South Dakota, and into more adventures and discoveries.

Little Dog Lost

Female Pembroke Welsh Corgi
Approx. 25lbs.; Red (tan) with White markings; short legs; no tail
Lost in the 3.5 mile area of Caves Hwy. on August 22nd.

If you have seen our little dog, please call Brenda Devine at 592-3898.



If I have any beliefs about immortality, it is that certain dogs I have known will go to heaven, and very, very few persons.

- James Thurber -

Rogue Truck Body keeps on haulin'

By CHRISTINA HILL
Correspondent

When it comes to hauling sand and aggregates, one truck shop in Kerby knows how to do it in style.

Since 1991, Rogue Truck Body has been building quality, custom transfers and trailers that are both eye-catching and breath-taking.

Owners, Keith and Lana Hill, bought their 8,000 square foot shop in 1990, which is the actual site of the old Kerby mill. They moved from Southern California in 1991 so they could raise their three children in a better environment, they said.

For the first three years, Keith and his friend, Gregorio Martinez, who moved up at the same time, built the boxes and trailers from start to finish. Business began picking up, so they started hiring people. After 13 years, they've grown from being a two-man operation to employing over 20 people, including several family members.

"We started building boxes and all of a sudden they got really popular. Our goal is to build nice custom-built, quality products and that's what we do and it has sold itself," Keith said. "We have people driving 800, 900, 1000 miles to come up here just to have custom work or repair work done on their trucks."

Obviously customers are impressed with their work, too.

"We started selling in just one county in Southern California and now we sell all over California, Oregon, Washington, Nevada and Arizona," Keith added.

To keep up with the market, they had to expand their shop. In 2001, they began a huge construction project that added over 25,000 sq ft. to their existing shop. In addition, the old, dusty dirt parking lot is now covered with asphalt and curbs.

Keith added that if it wasn't for the grace of God, they wouldn't have gotten to where they are now.

"The business was built on Godly principals and that's what we've used to build our business and it's worked. If you do everything according to the word of God and his way, then it's got to work, so that's why we give God the credit," he said.

Evidently, Keith and Lana are thankful for the divine hand that helped their business grow. In



Rogue Truck Body employees inspect fit and finish of new dump box. (Photo by Christina Hill)

addition, they are also impressed with the popularity of their product.

"We've had several trucks go to truck shows across Southern California and Nevada and win," Keith said.

Their oldest son, Cody, added that while his father did not invent the dump box, he did invent the smooth, elliptical shape of their boxes, which is their trademark.

"The reason for a transfer is because one truck and trailer can haul twice the amount that a dump truck can. It's more economical because there's only one driver and one fuel," Keith said. "Transfers can haul the same amount as body dumps too, but they're able to get into tighter spaces, like housing tracts."

For those who need a crash course on how a transfer works, read on.

A transfer is able to get into tighter spaces because of its trailer. A driver will unhook the trailer and leave it while they go dump the load that's in the truck box. Next, they will back their

truck up to the trailer. Hydraulics easily move the trailer box inside the truck box. The trailer box is a little smaller for this reason.

The driver then goes and dumps that load. All the while, the trailer stays put, allowing for the versatility and maneuverability of a truck box and the hauling capacity of a body dump.

School starts Sept. 7; for ninth graders

The first day of school for Illinois Valley High School (IVHS) freshmen is Tuesday, Sept. 7. All other students will report on Wednesday, Sept. 8.

Parents of freshmen may attend with their students during the first hour of the school day. A free breakfast will be served.

Parents will have a chance to meet the staff. IVHS hopes many parents will be able to attend.

The rest of the day will be a shortened bell schedule for the freshmen. They will attend all classes and meet the teachers.

All freshmen will be given their schedules that morning. The school requests no-one phone before that time as they will not be ready.

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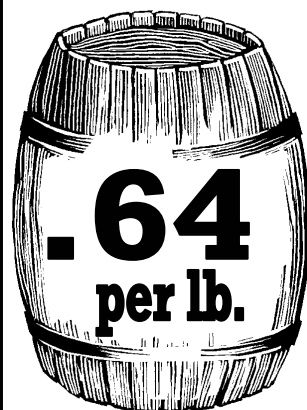
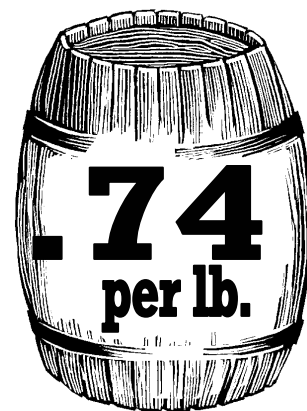
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