

Oregonian Motorlog Tour Follows Lewis and Clark Trail in Montana

Route Parallels Missouri River To Mountains

The following is a condensation of a motorlog appearing July 15 in NORTHWEST role magazine of The Sunday Oregonian. One of an annual series sponsored jointly by the Oregon State Motor association and The Oregonian, it is the second of three articles describing a trip along the route followed 150 years ago by the Lewis and Clark expedition. In this article, the trail of the explorers is traced along the Missouri river to the Rockies.

BY PAUL LAARTZ
Night City Editor, The Oregonian

Captains Meriwether Lewis and William Clark, as they embarked on their exploration of the Northwest country in 1805, could hardly have envisioned an oil industry in the land of the Mandans in North Dakota. Nearly a half century was to pass before oil was discovered in Pennsylvania.

But 150 years later, as this Oregon State Motor association-Oregonian motorlog rolled through the North Dakota hills along highways near the Lewis and Clark route, the effects of the oil industry on the once agricultural economy were evident.

Because we preferred to keep to major highways—and in some areas of the route it's difficult, and at times impossible, to keep on good highways near the Lewis and Clark route—we drove northward on highway 83 to Minot, N. D., thence westward on highway 2 to Williston, N. D. Lewis Suggested Fort

Near Williston is Fort Union, at the junction of the Yellowstone and Missouri rivers. It had been recommended by Lewis as a likely spot for a fort.

The fort, later built, became one of the most popular fur-trading posts in the West. It can be reached by turning off U. S. highway 2 about two miles west of



The Missouri river knifes its way through the rocky gorge which Captain Lewis aptly named "the gates of the Rocky Mountains."

its junction with U. S. highway 83, then proceeding 15 miles on a gravel road.

From there westward we drove to Fort Peck dam, on the Missouri in northeastern Montana. It's the world's largest earth-fill dam, built for flood control and navigation aid, irrigation and power. It created a reservoir 169 miles long, flooding many of the expedition's camp sites.

From here to Big Sandy, Mont., there's no chance to be near the Missouri. No roads parallel it.

It was in this area, as they made their way toward "the great falls" the Indians had described to them that the expedition met up with some of their most unusual adventures.

The "great falls" are near Great Falls, Mont.—center of many Lewis and Clark landmarks, which we had reached on our westward drive from Fort Peck dam on highways 2 and 87. The falls may be reached by driving east some ten miles from Great Falls on Montana highway 29, then turning off on a side road about two miles.

For their portage around the falls, Clark marked out an 18-mile route, and from the only large cottonwood tree in the vicinity the men fashioned 22-inch wheels with an axle made from a mast from one of their pirogues.

The Oregonian motorlog from Great Falls continued on highway 91 to Helena, Montana's capital, and to Three Forks, Idaho, the motorlog circumscribed its way up and over the Bitterroots again, over Lost Trail pass, some 7000 feet high, and on toward Missoula and "Traveler's Rest" camp.

There the corps of discovery prepared for a push westward over Lolo pass, and again over the ragged Bitterroots, in their search for the Columbia river.

Next week: The motorlog concludes by retracing the western half of the Lewis and Clark trail.

We made a quick trip through Helena and found it reminded of another famed mining town—Central City, Colo.—where the main street follows

a meandering course through the heart of the city.

On southward we found the three forks—one of the expedition's goals. Here is the birthplace of the Missouri, three streams joining to form a great river.

The three forks may be seen by leaving the city of Three Forks, Mont., on Highway 10, some 22 miles east—a route clearly marked.

As we paralleled the Lewis and Clark route, we then took a buttonhook route—first west, then southward and back northward—dipping into Idaho and back into Montana toward Missoula and the Lolo pass.

Lewis and Clark knew by then that to complete their westward trek they must obtain horses. These they eventually acquired from the Shoshone Indians, of whom Sacajawea was a member, though the expedition's inability to contact the tribe for some time gave it considerable concern.

Lemhi Pass Traversed

On over the route the motorlog passed over the Lemhi pass—over the only graveled and relatively unmarked road on the trip—past markers which claimed Sacajawea's birthplace in Idaho, through the lush, green Salmon river valley into Salmon, Idaho.

On Lemhi pass, on the great Bitterroot range, on August 12, 1805, Lewis and Clark became the first white men to stand on the continental divide.

On northward from Salmon, Idaho, the motorlog circumscribed its way up and over the Bitterroots again, over Lost Trail pass, some 7000 feet high, and on toward Missoula and "Traveler's Rest" camp.

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Motorlog car halts near Three Forks, Mont., at junction of rivers leading Missouri.

County Agent News

(Continued from Page 2)

day at either the Sherman Branch Experiment station or Pendleton Branch, and are surely interesting to those who are Doubting Thom- as's.

With cash crops out on diverted acres for 1955, farmers who will be seeding grain hay will want to seed that grain which will produce the most forage per acre. Maloy Barley has been found at the Sherman Branch Experiment station to be a high producer of forage. It is a beardless variety with a lot of leafiness. For those who might be looking for seed, Oscar Peterson, Ione, has a good supply. There may be other growers that I do not know of.

Recently ninety-five acres of Rex M-1 seed was field inspected and passed at the Kenneth Smouse farm near Ione. With the tighter field inspection and certification specifications this year, seed must really be pure to pass certification. This field contained only half of the allowed amounts of other varieties of wheat, and other grains which cannot exceed one-tenth of one percent.

Each of us consumes about 5½ tons of grass a year—enough, if baled form, to fill about two rooms in the averaged-size home.

Not grass as such, of course. This figure refers to grass and legumes used to feed the livestock that produces so many items for us. We eat hay, silage, and pasture in the form of milk, cheese, ice cream, and steaks. We wear it as shoes, sweaters, socks, and suits.

If our billion-acre grasslands were suddenly taken away, we'd have only one-third the milk, one-fourth the beef, one-tenth the lamb and mutton we now have. There'd be much less leather and wool.

Grass does other things. It softens floods; reduces the cleaning of ditches, rivers and harbors; help lessen the effect of drought.

Each of us, as citizen and taxpayer, has a stake in grass. Fully used, properly handled, it can do even more for us.

4-H Boys Leave For Conservation Camp

Two Morrow county 4-H club members left Monday to spend a week at 4-H conservation camp at Pringle Falls, Oregon. The boys Larry Campbell, Buttercreek Junction livestock club, and Ivan Akers, Ione livestock club, were chosen for their interest in range management and conservation.

The camp is sponsored by the Northwest section of the American Society of Range Management. This is the 5th annual camp. Scholarships were made available for these boys to at-

tend camp by the Hepner Soil Conservation District and Buttercreek Junction farmers.

While at camp, the boys will spend their time in plant identification and plant identification collection contest, field trips on fish and game management, range management, forest management and learning how plants grow. Fishing, games, swimming and contests will be the forms of recreation. The boys will return August 7.

O. W. Cutsforth, Lexington rancher, a member of the state committee planning and sponsoring the camp, provided the transport truck for Eastern Oregon

delegation to Pringle Falls. Twelve older 4-H boys left with the Morrow county delegation from Pendleton on Monday. The truck will be used at camp to transport the boys to range management areas within Deschutes county where the camp is being held.

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Photo of Ed Gonty Just As He Thought Up This Idea to Give Away Shoes

Ed's Flipped His Lid - -

Now, for his

SALE

Final CLEARANCE

He's Practically Giving away **SHOES**

IT'S A FACT—

The above photo shows Ed Gonty's reaction when he realized how much money he was going to lose when he decided to put out his big stock of shoes at prices from 50c up . . . then when he thought about how many customers he would make happy, he calmed down and got to work getting his store ready for the rush.

Here's how he's doing it—instead of grouping by price, you'll be able to look through big piles of shoes grouped by size. Find your size, each pair will be individually marked with its give-away price. Some are 50c, some \$1.00 some up to 4.95 Air Steps, but all have been reduced from 50% to 75 and 80 percent and there are styles and sizes for every woman and girl in Morrow county.

Hurry in this weekend and SAVE REAL MONEY ON SHOES. The Give-Away prices will make you happy even if Ed does groan with every pair you get.

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IF YOU BUY 'EM,
YOU GOTTA' KEEP 'EM!

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