For over 200 years, the United States Army has had very close ties to the Missouri River. After all, Lewis, Clark and most of the other explorers on the "Corps of Discovery" were members of the US Army. Over the years, the Army has removed snags, protected banks, constructed a navigation channel, built flood control levees, established fisheries, preserved cultural resources, enhanced recreation, built dams, and developed wildlife habitats. The Army's relationship to the Missouri continues through today as the Corps of Engineers is the primary steward of the water and land along the most famous waterway in America.

Beginning in 2003 and continuing through 2006, the Corps of Engineers will be participating with the National Lewis and Clark Bicentennial Council, Native American Tribes and other Federal, State, and local governments in the Missouri Bicentennial Commemoration of the famed Lewis and Clark Expedition. The Corps of Engineers wants you to enjoy the commemoration and has assembled the following maps to assist in your travels throughout the Lower Missouri River. Whether traveling by car along the Lewis and Clark National Historic Trail, by bike along the beautiful Katy Trail State Park, or by boat on the Missouri River, the Corps of Engineers hopes that you experience some of the same feeling of discovery that Lewis and Clark did 200 years ago.

**About the Expedition**

The origin of this greatest of American adventures was a product of the visionary intellect of President Thomas Jefferson. By the time Jefferson negotiated the purchase of the Louisiana Territory from France, he had already arranged to send a contingent out to explore this new land. Jefferson gave command of the Expedition to the United States Army.

With these instructions, Captain Meriwether Lewis began what was destined to be the most significant exploration of the American West. Lewis' journey began in the summer of 1803 when he left Washington D.C. after completing months of preparation and specialized training in medicine, botany, and navigation. His first stop was Pittsburgh, Pennsylvania to obtain the custom designed 55 foot boat. Then, with a limited crew, he proceeded down the Ohio River to present day Louisville, Kentucky where his partner and co-captain, William Clark, joined him. There the two captains selected the initial enlisted members of the expedition before proceeding on to their first winter campsite at Camp Wood, Illinois, near St. Louis. They eventually began their journey up the Missouri River and into the newly acquired Louisiana territory on May 14, 1804. For the next two and a half years, the expedition traveled the length of the Missouri River, crossed the Rocky and Bitterroot Mountains, and followed the Clearwater, Snake, and Columbia Rivers to the Pacific Ocean and back again.

Along the way Expedition members kept detailed journals of their activities, collected specimens of discoveries, and charted their progress. They proceeded up against the Missouri's current, rarely making more than 12 miles per day, to the Mandan Villages where they spent the winter of 1804-05. The next spring they continued on, joined by a French trapper Charles Charbonneau and his young Shoshone wife Sacagawea. With her assistance they crossed the mountains and proceeded down the Columbia River to the Pacific Ocean. After spending the winter of 1805-06 on the coast, they retraced their route, eventually returning to St. Louis in late September of 1806.

**Navigation**

For trappers and traders who led the way in navigating the Missouri River, using canoes and flat-bottomed French boats. Larger vessels, keelboats, first navigated the river in 1804 when Meriwether Lewis and William Clark explored the recently purchased Louisiana Territory. In 1819 the steamboat came to the Missouri. Steamboat traffic was vital to the opening of the west and reached its peak in 1880. Taking advantage of the paddle wheelers's shallow draft, river men eventually pushed the head of navigation to Fort Benton, Montana, 2,285 miles from the mouth. During these early days the river meandered widely, occupying at one time or another most of the valley from bluff to bluff. Unpredictable bank erosion, snags and floods presented a constant threat to navigation and valley improvement.

As early as 1824 the Corps of Engineers began snag removal, but it was not until 1881 that Congress appropriated funds for Missouri River improvements. The improvements consisted of clearing the streambed of dead trees and other obstructions, and included alterations of the river itself. The Corps relied on a number of techniques to keep the river open and check bank erosion. One of the most effective was the building of dikes and piers into the river to divert the current away from the eroding shoreline. These structures increased the river's velocity, loosening sediment and deepening the channel for steamboats. The Missouri River Bank Stabilization and Navigation Project authorized by Congress in 1912 established a permanent six-foot channel for navigation from St. Louis, Missouri to Sioux City, Iowa. In 1945 the project was modified to provide for a nine-foot deep and 300 foot wide channel. Today more than 1.5 million tons of commodities, not including sand, gravel and waterway material, are moved by barge on the river annualy.

**Stewardship**

Throughout the years, Congress has authorized the Corps of Engineers to complete many different projects along the river with many different project purposes. In addition to navigation, bank stabilization and flood control have been long-standing Corps of Engineers responsibilities along the river. The newest project purpose has been creation of fish and wildlife areas as a part of the Missouri River Fish and Wildlife Mitigation Project. The Mitigation Project was established to compensate for fish and wildlife habitat losses that resulted from past channelization efforts on the Missouri River. The project, which extends 755 river miles from St. Louis to Sioux City, will eventually encompass 160,750 acres of land for the purpose of restoring and preserving aquatic and terrestrial habitat at certain locations along the river in Nebraska, Iowa, Kansas and Missouri.

Implementation of the project began in 1991. Presently, 27 different mitigation sites, or approximately 50,700 acres, are in various stages of acquisition and development. Shallow waterside channels have been reopened, wetlands have been constructed, bottomland timber has been planted and many other achievements have been made. This project will take many years to accomplish and will preserve vital habitat for future generations.
**Map Features**

This 12 page map series of the lower Missouri River begins at its confluence with the Mississippi River near St. Louis and ends near Nebraska City 560 miles upstream. The river, as surveyed by the Missouri River Commission in 1879, is shown in gray, while today's channel is shown in blue. Each map covers about 20 river miles and is printed at a scale of 1 inch equals 2 1/2 miles.

**Lewis and Clark Campsites** marked by an X, are provided courtesy of James D. Harlan, University of Missouri Geographical Resources Center. These campsite locations are products of the Lewis and Clark Historic Landscape Project that was conducted at the Geographic Resources Center, Department of Geography, University of Missouri in partnership with the Missouri State Archives, Office of the Missouri Secretary of State. To produce the campsite data, Mr. Harlan first created a map of the Missouri River that was primarily derived from the surveyors' notes and plat maps of the first General Land Office (GLO) survey of Missouri conducted between 1813 and 1819. For the Plate Purchase region above the Kansas River to the Iowa line, GLO surveys dating from the mid to late 1830's were supplemented with maps prepared by John N. Nicollet in 1839. The daily course and distances recorded by Lewis and Clark were then applied to these maps to identify the 70 campsites along the trail covered by this map series.

**Lewis and Clark Interpretive signs** have been placed or are being planned at publicly accessible locations along the route of the expedition. These signs are symbolized with a large circle on the maps.

**Lewis and Clark Historic Trail** is a nationally designated land route that closely follows the river trail. The route is highlighted in yellow on the maps.

**Public Lands** owned and managed by federal, state or local agencies are shown in green with labels. As you can see from the maps, most land along the Missouri River is privately owned.

For information about each public land area on a particular map look to the table on the facing page. Contact the managing agency for maps and camping or day use regulations. See back cover for a list of agencies and abbreviations.

**Boat Ramps** are shown with a ramp symbol. A table on each map's facing page provides more information about the ramps. All are concrete boat ramps. The ramps shown on tributaries also provide access to the Missouri River. River stages, both high and low, can affect access to these ramps.

**Fueling Facilities** for boats are scarce on the river. As of this printing only Cooper's Landing at river mile 170.2, provides fuel and pump out facilities on the river. Fuel may also be obtained from local gas stations along the river route. Plan in advance for fuel provisions and carry an extra fuel can.

**Safety on the Missouri River**

This brochure contains numerous safety tips and guidelines for boaters and other water recreationists. Please use caution when boating on the river and keep safety in mind at all times.

When Lewis and Clark traveled the river in 1804 they left no trace of their passage. We hope that all river users will respect the environment and "Leave no trace".

Before putting a boat on the Missouri River you should become familiar with the system of aids to navigation established by the U.S. Coast Guard. These aids to navigation (signs, markers, and buoys) mark a 300' wide by 9' deep navigation channel maintained by the U.S. Army Corps of Engineers.

By constraining the majority of the river's flow between sets of rock dikes located on both sides of the river, the navigation channel generally maintains a minimal depth of 9'. The dikes extend nearly perpendicular into the river and may have a downstream "L-head" on the end. The dikes are often submerged just under the surface of the water and can be a significant hazard to watercraft.

To order Missouri River Navigation Charts contact the Missouri River Information Center (866) 285-3219. Lower Missouri River Navigation Charts can be obtained by contacting the Vicksburg USACE office at (601) 631-5042. For Upper Missouri River Charts contact the Rock Island USACE office at (309) 794-5338.

**Aids to Navigation**

**Mile Marker Boards** are useful navigation aids that help you locate your position on these maps or on a navigation chart. Mile markers indicate the distance upstream from the mouth of the river (river mile 0), at the confluence of the Missouri and Mississippi Rivers. The boards are attached to buoys (see below) on the river banks and indicate distances in miles. The U.S. Army Corps of Engineers places additional blue or white mile boards on trees or posts located along the banks.

**Beacons** are permanently fixed to a post or other structure along the bank. Lighted buoys are called lights and unlighted buoys are called day buoys or day boards. Because the navigable channel of the river swings back and forth from bank to bank as the river bends, the beacons indicate where to cross or where to stay on the bank. Beacons are located at the beginning and end of each bend and crossing.

**Passing Beacon** is found at the start and finish of a bend and indicates that you should stay on that side of the river until you reach a crossing beacon.

**Crossing Beacon** is found at the start and end of a crossing. And indicates that you should cross the river and aim for the crossing beacon on the opposite shore.

**Buoys** are floating aids attached to the riverbed by concrete sinkers with chain or rope. Buoys are maintained by the U.S. Coast Guard during the navigation season, 1 April through 10 November.

Green "can" buoys mark the right descending channel, while red "num" buoys mark the left descending channel. Keep your boat between the green and red buoys and give them wide berth. Buoys are not always present and may be carried off position by high water, collisions, drift in the riverbed or other causes.

A boat traveling downstream from Lexington Bend should cross the river and head towards the crossing buoy on the right bank.

At the passing buoy on the right bank the boat should continue along the right bank to the next passing buoy. Near the end of Sheep nose Bend the boat should be steered towards the next crossing buoy on the left bank.
Preparing to Enter the Missouri...

**Introduction:** On November 20, 1803, the Expedition entered the Mississippi River after a journey down the Ohio River. On December 12, 1803, after a journey of 23 days, the Expedition encamped at the mouth of Wood River, Illinois where they would remain until beginning their journey up the Missouri River on May 14, 1804.

**Up the Missouri...**

May 14, 1804: The party departed their winter encampment and entered the Missouri River under sail, camping on the first island they came to. According to Clark, the party consisted of 24 men in the 55-foot long keelboat of 20 oars, one sergeant, and 7 French boatmen in the red pirouge and a corporal and 6 soldiers in the white pirouge.

May 15, 1804: The Expedition proceeded 9 miles before camping. After running aground on several logs, Clark decided that the cargo in the boat had to be shifted forward to make the boat heavier in the bow.

May 16-21, 1804: The Expedition proceeded 9 miles to St. Charles, a predominantly French village of about 450 people. They remained in St. Charles for six days awaiting the return of Lewis from St. Louis where he was concluding last minute business. While there, the Expedition enjoyed local hospitality, and reloaded the keelboat. The Captains also conducted a court martial of a few of the soldiers who were absent without leave.

May 21, 1804: The Expedition proceeded 3.5 miles to an island and camped; hard rains and wind that night.

May 22, 1804: The Expedition proceeded 18 miles to the mouth of Femme Chasse Creek. A party of Kickapoo Indians visited their camp and presented them with four deer for which they received two quarts of whiskey.

...a Cloudy morning, raised Violently hard last night ... Capt. Lewis woke on Share a little & passed a Camp of Kickapoo Indians ... Clark.

The Return...

September 22, 1806: The Expedition proceeded to Fort Belledonne (founded in 1803) on Coldwater Creek. They were honored with a salute of guns. They had with them a Mandan Chief, Shelleke, on his way to meet President Jefferson. The captains furnished the chief and his family with clothes purchased from the public store at the fort.

September 23, 1806: The Expedition arrived in St. Louis at noon and fired a salute. The whole town turned out to greet the returning Expedition. They had been gone two years and four months and traveled 8,000 miles since last seeing St. Louis.
May 23, 1804: The Expedition proceeded 9 miles past Femme Osage Creek where there was an American Settlement of 30 or 40 families. This is the celebrated Daniel Boone settlement, established in 1799, although the Captains do not mention Boone. The Expedition visits the famous river traveler landmark and shelter, Tavern Cave; Clark adds his name to the many names that are written on the wall of the cave. Lewis falls while ascending the 300 ft. bluff above the cave, saving himself with his knife after falling 20 ft.

Camped on a small island one mile below Tavern Creek.

May 24, 1804: The Expedition proceeded 10 miles. Encountered swift currents where the river ran against some projecting rocks for half a mile. In passing a sandbar further upstream, the current caught the keelboat, broke the tow rope, and turned the boat end to end three times. All hands jumped out and were finally able to secure a line to the stern and swim to shore.

...this place being the worst I ever saw, I call it retrograde bend... Clark

Camped at an old house about a mile above where they were nearly lost.

May 25, 1804: The Expedition proceeded 10 miles to a small French village of seven houses at the mouth of Charrette Creek. They noted this as being the last white settlement.

...The people at this Village is poor, houses Small, they Sent us milk and eggs to eat... Clark

Lewis and Clark
Dated Campsite
Lewis and Clark
Point of Interest
Lewis and Clark
National Historic Trail Highway
Lewis and Clark
Information Sign
260
River Mile
Current River Channel
Interstate Highway
US Highway
State Highway
County Highway
Street
Railroad
Katy Trail
State Park (with boat access)
State Boundary
County Boundary
US Highway
River Mile
Owner
Stream
Boat Landing
Y
77.5
MDC
Boulder Creek
Hermann River Point Park
Y
27.7
Hermann/MDC
Missouri River
New Haven
Y
81.4
New Haven/MDC
Missouri River
Olympic Marine (Fleet)
Y
81.5
Put Owned Public Use
Missouri River
Washington City
Y
68.3
Washington/MDC
Missouri River

Planning Your Trip

First time Missouri River boaters should become informed of the hazards and challenges associated with boating in swift current.

When you plan your trip, note area names along your route on the map. Compare those to the public lands table to find the name of the managing agency. Then use the information on the back cover to contact the agency and secure detailed maps, information and regulations.

Boaters should prepare a trip plan and inform another person of their travel plans including their destination and estimated time of arrival.

Fuel is scarce on the lower Missouri River. Locate fuel sources before you begin your trip and plan accordingly. Upstream boaters should expect a 15-80 percent reduction in speed and corresponding increase in fuel consumption due to the 3-7 mph current of the river.

Inspect your boat to make sure you have all of the required boat safety equipment.

Take a boat safety course and get a free boat safety check from the Coast Guard Auxiliary.

Missouri River Access & Public Lands

River Access (Boat Ramps)

<table>
<thead>
<tr>
<th>Ramp Name</th>
<th>Ui Number</th>
<th>Owner</th>
<th>Stream</th>
</tr>
</thead>
<tbody>
<tr>
<td>Callow's Landing</td>
<td>Y</td>
<td>MDC</td>
<td>Bollinger Creek</td>
</tr>
<tr>
<td>Hermann River Point Park</td>
<td>Y</td>
<td>Hermann/MDC</td>
<td>Missouri River</td>
</tr>
<tr>
<td>New Haven</td>
<td>Y</td>
<td>New Haven/MDC</td>
<td>Missouri River</td>
</tr>
<tr>
<td>Olympic Marine (Fleet)</td>
<td>Y</td>
<td>Put Owned Public Use</td>
<td>Missouri River</td>
</tr>
<tr>
<td>Washington City</td>
<td>Y</td>
<td>Washington/MDC</td>
<td>Missouri River</td>
</tr>
</tbody>
</table>

Public Lands and Parks

<table>
<thead>
<tr>
<th>Public Lands and Parks</th>
<th>Ui Number</th>
<th>Ownership/Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>Berger Bend, Mitigation Site</td>
<td>N</td>
<td>U.S. Corps of Engineers</td>
</tr>
<tr>
<td>Butch Memorial, Conservation Area</td>
<td>Y</td>
<td>MDC</td>
</tr>
<tr>
<td>Caldwell Memorial, Wildlife Area</td>
<td>N</td>
<td>MDC</td>
</tr>
<tr>
<td>Daniel Boone, Conservation Area</td>
<td>N</td>
<td>MDC</td>
</tr>
<tr>
<td>Engleman Woods, Natural Area</td>
<td>N</td>
<td>MDC</td>
</tr>
<tr>
<td>Katy Trail State Park, Lake Wappapello</td>
<td>Y</td>
<td>MDC</td>
</tr>
<tr>
<td>Little Lost Creek, Conservation Area</td>
<td>N</td>
<td>MDC</td>
</tr>
<tr>
<td>Port Hudson Lake, Conservation Area</td>
<td>N</td>
<td>MDC</td>
</tr>
<tr>
<td>Reelfeader State Forest</td>
<td>N</td>
<td>MDC</td>
</tr>
<tr>
<td>Skelton Spring, Conservation Area</td>
<td>N</td>
<td>MDC</td>
</tr>
</tbody>
</table>

The Return...

September 20, 1806: The Expedition made 68 miles but three of the party were unable to row because of their sore eyes. The Expedition finally arrived at the village of Charrette and fired their guns. They were given beef, flour, and pork and also purchased two gallons of whiskey from a citizen.
May 27, 1804: The Expedition proceeded 15 1/2 miles. They met two canoes and rafts loaded with pelts coming down from the Omaha, Pawnee and Big Osage Nations. Camped on a willow island in the mouth of the Gasconade River. Clark measured the Gasconade River at 127 yards wide.

May 28, 1804: The Expedition remained at the Gasconade campsite unloading the baggage of the red pirogue to dry. They found many items wet due to the carelessness of the French boatmen.

May 29, 1804: The Expedition left the campsite at 4:30 p.m. but left one of the pirogues with crew behind to wait on Pvt. Whitehouse who had not returned from hunting. Whitehouse finally returned two hours after the Expedition departed and records he had discovered one of the most remarkable caves he had ever seen. The expedition proceeded 4 miles to an island in the rising river.

May 30, 1804: The Expedition proceeded 14 miles passing an overhanging bluff named Monbrun Tavern. They encountered several rain showers along the way with the river rising very fast and finally camped at the mouth of Grindstone (probably Deer) Creek.

May 31, 1804: A western wind blew with such force that the Expedition remained at their campsite. A French trapper and two Indians arrived on a raft loaded with bear skins and pelts from the Big Osage Nation.

June 3, 1804: The Expedition remained at their campsite until 5 p.m. Before setting out, Clark attempted to take observations of the sun using the octant but found it was too cloudy to be depended upon. They passed Rising Creek that Clark calls Cupboard Creek as its mouth is behind a rock that projects into the river. The party camped at the mouth of Moreau Creek. Clark noted Indian war party signs of crossing at the creek’s mouth. He also complains of a “very Sore Throat & am Tormented by Musquitoes & Small ticks.” Due to their late start they made only 5 miles on this day.

River Hazards

The Missouri River is deep in some areas, but other locations may have rock dikes, sandbars and shallow spots. Snags and floating debris also present hazards that may be difficult to see until you are right on top of them. Varying river levels can expose or submerge hazards within a short period of time.

As you travel the river, look for water areas with boils or ripples. This indicates sandbars, dikes or possible hazards close to the surface. Maps and charts may not necessarily show the location of sandbars because they shift with the flow of the river. At locations where the river narrows, or where there are obstacles in the river, tangles of relative glassy water form inverted “V’s” downstream of the obstruction.

Rock dikes are numerous below Kansas City. There is a possibility of submerged dikes during periods of high water that create a hazard for boaters. The location of these dikes is indicated on river navigation charts, which are available from the Corps of Engineers. Mile markers (blue with silver numbers) make it easy to track your location. These are placed on the bank you should be favoring. Navigation Markers are provided whenever the channel crosses from one side to another. A rule of thumb is to stay toward the outside of every bend and the dikes should give you no trouble.

Missouri River Access & Public Lands

<table>
<thead>
<tr>
<th>River Access (Boat Ramps)</th>
<th>River Mile</th>
<th>Owner</th>
<th>Stream</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boschee Mill</td>
<td>Y Y</td>
<td>Y Y</td>
<td>Osage River</td>
</tr>
<tr>
<td>Capital View</td>
<td>Y Y</td>
<td>N N</td>
<td>Cedar Creek</td>
</tr>
<tr>
<td>Charnois</td>
<td>N N</td>
<td>Y Y</td>
<td>Missouri River</td>
</tr>
<tr>
<td>Frederickburg Ferry</td>
<td>Y Y</td>
<td>Y Y</td>
<td>Gasconade River</td>
</tr>
<tr>
<td>Gasconade Park</td>
<td>Y Y</td>
<td>Y Y</td>
<td>Gasconade River</td>
</tr>
<tr>
<td>Heirs Island</td>
<td>Y Y</td>
<td>Y Y</td>
<td>Gasconade River</td>
</tr>
<tr>
<td>Marlin-Osa</td>
<td>Y Y</td>
<td>Y Y</td>
<td>Osage River</td>
</tr>
<tr>
<td>Moreau 50</td>
<td>N N</td>
<td>Y Y</td>
<td>Missouri River</td>
</tr>
<tr>
<td>Noran</td>
<td>Y Y</td>
<td>N Y</td>
<td>Osage River</td>
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Public Lands and Parks

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<tr>
<th>Public Lands and Parks</th>
<th>Land Use</th>
<th>Ownership/Management</th>
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</thead>
<tbody>
<tr>
<td>Ben Branch Lake, Conservation Area</td>
<td>Y Y</td>
<td>MDC</td>
</tr>
<tr>
<td>Earthquake Hollow, Conservation Area</td>
<td>N N</td>
<td>MDC</td>
</tr>
<tr>
<td>Ellis-Parker Park, River Overlook</td>
<td>N N</td>
<td>Jefferson City</td>
</tr>
<tr>
<td>Grand Bluffs, Conservation Area</td>
<td>N Y</td>
<td>MDC</td>
</tr>
<tr>
<td>Katy Trail State Park, Biking-Hiking Trail</td>
<td>Y N</td>
<td>MDNR</td>
</tr>
<tr>
<td>Mark Twain National Forest</td>
<td>Y Y</td>
<td>USFS</td>
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<tr>
<td>Reform, Conservation Area</td>
<td>Y Y</td>
<td>MDC</td>
</tr>
<tr>
<td>Smoky Waters, Conservation Area</td>
<td>N Y</td>
<td>MDC</td>
</tr>
<tr>
<td>St. Albert Island</td>
<td>N N</td>
<td>USFWS</td>
</tr>
<tr>
<td>Tate Island, Mitigation Site</td>
<td>N N</td>
<td>MDC/USACE</td>
</tr>
</tbody>
</table>
June 4, 1804: The Expedition made 17 1/2 miles this day. They passed Cedar (Seeder) Island on the starboard side. Clark notes that it is covered with Large Cedar Trees. A later river journal keeper noted in 1811 that all the large trees had been cut down and rafted to St. Louis. They passed a creek on the south side that Clark names Nightingale Creek.

... we named Nightingale Creek from a Bird of that description which Sang for us all last night, and is the first of the Kind I ever heard... Clark.

Near Gray's Creek, and with Sergeant Ordway at the helm, the keelboat's mast is broken when running under a tree. Clark names it Must Creek.

... our mast broke by my Steering the Boat near the Shore, the Rope or Stay to the mast got fast in a limb of a Secessum Tree & it broke very Easy... Ordway

Clark crossed a rush bottom and ascended a hill 170 feet high to investigate a Frenchman's report of lead ore but found none. He does find a 6-foot high mound on top of the hill and about 100 acres of dead trees. There was an extensive cave about 50 feet down from the top of the hill. He goes out on a rock projecting over the river (today's Sugar Loaf Rock) and had a prospect of the river to 20 to 30 miles. The river continues to fall slowly. Hunters kill 7 deer.

June 5, 1804: The Expedition made 1 1/2 miles this day. They passed a herd of elk which they had lost their beaver pelt to a prairie fire on the plains. They said the Kansas Nation was now out in the plains hunting buffalo.

Two miles above the Little Maritico (Monticello) Creek, the Expedition passed a projecting rock with a figure painted on it. Further upstream, York swam to an island.

... here my Servant York Swam to the Sand bar to gather grasse for our Dinner and returned with a Sufficient quantity... Clark.

The hunters discovered signs of a war party of about 10 men that Clark believes are Sauk going to raid the Osage.

Swimming

Swimming and tubing on the Missouri is extremely dangerous and is strongly discouraged. A fast river current (normally 6 - 8 mph) can quickly exhaust even the strongest swimmer. Inner tubes should never be used on the river. There's no way to control them in the current and they pose problems with boats and togs especially on holidays and weekends when recreational traffic peaks.

Never swim in floodwaters, the main river channel, around structures like wing dikes or around moored barges. Strong hidden currents, drop-offs and hidden obstacles make these areas extremely hazardous to swimmers. Swimmers and waders should always wear life jackets.

The Return ...

September 19, 1806: The men pried their oars and descended with great speed, making 72 miles this day. They stopped only once to gather paw paws and arrived at the Osage River, camping at the same location they had going upstream. Several men were complaining of sore eyes. Clark believes they had sunburned eyes from the reflection on the water.
Up the Missouri...

June 6, 1804: The Expedition made 14 miles this day. They mended their mast in the morning and set out at 7 a.m. under a gentle breeze. They also noted passing Saline Creek (Petite Saline Creek) with many licks and salt springs on its banks.

So many Licks & Salt Springs on its banks that the Victor of the Creek is Brackish... the water of the Spring in this Lick is Strong as one bushel of the water is said to make 7 lb. of good Salt... Clark.

The Expedition also passed the mouth of Percho Creek (Clark's Split Rock Creek) and noted the natural arch that the creek was named after. (This natural arch can be seen along the Katy Trail at trail mile post 166.9).

...The Country for Several miles below is good, on the top of the high land back is also tolerable land. Some buffalo Sign to day... I am Still very unwell with a Sore Throat & head ache... Clark.

June 7, 1804: The Expedition made 14 miles this day. They set out early and passed the Big Mamou Bluffs and the mouth of the Monticou Creek at present day Rocheport. (The majestic bluffs can be seen from 170 and the Katy Trail runs along the base of these bluffs). Seeing signs of buffalo, they sent the hunters out. (They would not actually shoot one until August 23, 1804). Just above the mouth they stopped at a projecting rock with paintings and carvings. They found a "Den of rattlesnakes" killing three snakes within minutes of landing.

Several Courious Paintings and Carving in the projecting rock of Limestone indace with white red & blue flint. of a very good quality. the indians have taken of this first quantities... Clark.

Continuing upstream they camped at the mouth of Good Womans Creek (Bonne-Femme Creek). The hunters returned in the evening.

Sunset on the Missouri River

Photo by Pat Wheeler

June 8, 1804: The Expedition made 12 miles this day. They set out at daybreak and passed the Lamine River. Clark noted it being 70 yds. wide and navigable for pirogues for 80 or 90 miles. The hunters brought in five deer but that night rain prevented the party from cooking their provisions.

June 9, 1804: The Expedition made 13 miles this day. They passed Prairie of Arrows and Arrow Rock (present day Arrow Rock) on the south side.

The hard rain from the night before caused the river to fill with many logs and trees, endangering the boats.

The Storm of the boat struck a log which was not proceivable the Cart. Struck her bow and turn the boat against Some Drift & Snags which [were] below with great force: This was a disagreeable and Dangerous Situation, particularly as immense large trees were Drifting down and we lay immediately in their Course. Some of our men being prepared for all the out of the water some adve with a rap, and fixed themselves in such situations, that the boat was off in a few minutes, I can Say with Confidence that our party is not inferior to any that was ever on the waters of the Mississipe... Clark.

They crossed to an island and camped for the evening, noting that the river was continuing to rise and the current was rapid. It began to rain again at 5 p.m. and continued to do so for most of the night.

Emergencies

1. Emergency numbers for each county are listed on the back cover and county boundaries are designated on the map. The county sheriff’s office will contact the proper authorities to deal with the emergency.

2. Use the local county sheriff’s office or other emergency response agencies. Cell coverage may not be 100% in rural areas.

3. Boaters are advised to carry a marine radio and cell or satellite phone for emergency communication with the local Sheriff’s office or other emergency response agencies. Cell coverage may not be 100% in rural areas.

The Return...

September 18, 1806: The Expedition made 52 miles this day. They set out early and passed the mouth of the Grand River at 7 a.m. The hunters had not killed anything so they stopped and gathered pawpaws.

The Journal

Painted by © 2007 Michael Haynes

...we have nothing but a few Baisiquet to eat and are partly compelled to take poppaws which we find in great quantities on the Shores... the party appear perfectly contented and tell us that they can live very well on the papaws... Clark.
June 11, 1804: The Expedition made 9 miles this day until camping at the mouth of the Grand River. They took linear observations and noted the course of the river along the country side.

June 12, 1804: The Expedition made 12 miles this day, ascending the river through the head of Dakota country. They passed a part of the river which is rough, where the Santee & Yankton Indian villages are situated. They passed a part of the river where the Santee and Yankton Indian villages are situated, and noted the course of the river along the country side.

June 13, 1804: The Expedition made 12 miles this day, ascending the river through the head of Dakota country. They passed a part of the river which is rough, where the Santee & Yankton Indian villages are situated. They passed a part of the river where the Santee and Yankton Indian villages are situated, and noted the course of the river along the country side.

June 15, 1804: The Expedition made 12 miles this day, descending the Missouri to entertain the great Spirit of the day. They went on to the Grand River, where they entered a part of the river which is rough, and noted the course of the river along the country side.

June 16, 1804: The Expedition made 12 miles this day, descending the Missouri to entertain the great Spirit of the day. They went on to the Grand River, where they entered a part of the river which is rough, and noted the course of the river along the country side.

June 17-18, 1804: The Expedition set out early this day, and after traveling about a mile, their boat began to take on water at the stern. They descended the Missouri, and entered a part of the river which is rough, and noted the course of the river along the country side.

June 18, 1804: The Expedition made 12 miles this day, descending the Missouri to entertain the great Spirit of the day. They went on to the Grand River, where they entered a part of the river which is rough, and noted the course of the river along the country side.

September 17, 1804: The Expedition made 30 miles this day, descending the Missouri to entertain the great Spirit of the day. They went on to the Grand River, where they entered a part of the river which is rough, and noted the course of the river along the country side.
Up the Missouri...

June 19, 1804: The Expedition made 17 1/2 miles this day after setting out under a gentle breeze from the Southeast. They later encountered hard water and used the rope to draw the boat up for over a half a mile. Clark notes that “Goose & Rasp berries” are in abundance on the shore.

June 20, 1804: The Expedition made only 6 1/2 miles this day being detained making astronomical observations. Clark notes the Missouri River water is...\[...

June 21, 1804: The Expedition proceeded 7 miles this day. The river had risen 3 inches overnight and ascending the river required the use of the towrope and poles. Clark describes the evening...\[...

June 22, 1804: The Expedition proceeded 10 1/2 miles this day, setting out following a sunrise thunderstorm. Sgt. Ordway killed a goose and Drouillard brought in a fine bear. The afternoon temperature read 87 degrees.

June 23, 1804: Due to a strong headwind, the Expedition made only 3 1/2 miles then halted. While Capt. Lewis had the arms examined, Clark left the boat and continued to walk on shore expecting to be overtaken by the party at some point. He continued walking around a large bend in the river (later known as Jackson bend) and eventually realized the boat would not catch up, so he camped alone for the evening.

...I concluded to Camp. Peeled Some bark to Im; 011, a11d geat/11ercd wood to make fires to Keep off tile m11sq11itor... I

Lewis, with the Expedition, decided to make camp on a point of land opposite a commanding hill where Clark returned in 1808 to build Fort Osage.

Equipment

* Life jackets float...you don’t*. Life jackets (also referred to as Personal Flotation Devices or PFDs) do save lives and are the most important piece of safety equipment in your boat. Make sure you follow the boating rules for your state regarding life jackets. Be sure they fit snugly to avoid the PFD coming off if you should accidentally fall in the water. Frayed or damaged PFD’s should be replaced. Smaller children should wear PFD’s made for them. The U.S. Coast Guard label affixed to the PFD will aid in selecting the appropriate type and size.

* Boats must be equipped with appropriate emergency equipment (i.e., first aid kit, oars or paddles, sound device, fire extinguisher and navigation lights).*

* If your boat capsizes, do not attempt to swim to shore. Stay with the craft until the boat can be safely beached.* Remember, hypothermia is a possibility during most of the year. Life jackets help to minimize loss of body heat.

* Always carry a change of clothing in a waterproof container. Dry clothes could save your life by preventing hypothermia if the clothes you are wearing become wet. It does not have to be “cold” for hypothermia to strike.*

* Avoid sunburn, wear a wide brimmed hat, long sleeved shirt, long trousers and use sunscreen. Sunscreen alone is not sufficient for long exposure to the sun.*

The Return...

September 16, 1806: The Expedition made 52 miles this day. The day was warm so the men rowed very little. At 11 a.m. they met a Mr. Bobidoux (thought to be Joseph Bobidoux, later founder of St. Joseph, Missouri) with a large boat of 6 oars and two canoes enroute upstream to trade with the Indians. They camped on an island a few miles above their campsite of June 17 & 18, 1804.
June 24, 1804: The Expedition made 11 1/2 miles this day. Clark rejoined the boat party as they ascended the river. Clark observed numerous signs of bear, apparently after the mulberries that were in great quantity. Large numbers of deer are spotted on both sides of the river and several are killed this day. The party is in high spirits.

June 25, 1804: The Expedition proceeded 33 miles and camped on an island opposite some high hills. During the day they noted plums, raspberries, and vast quantities of crab apples in addition to great numbers of deer. The river fell 8 inches.

June 26, 1804: The Expedition made 9 3/4 miles this day. Passing a bad sandbar they broke their tow rope twice finally rowing around the bar with great exertion. They camped at a point just above the Kansas River in what is now Kansas City, Kansas. Clark calculated they had traveled 366 1/4 miles from the mouth of the Missouri. He observed a great number of Carolina parakeets (apparently the first journal reference to this now extinct species).

June 27 & 28, 1804: The Captains decided to remain at their campsite for several days. The men spent their time hunting and cleaning out the boats. The Captains took readings, observations, and measurements. They measured the Kansas River at 230 yards wide and the Missouri River at 500 yards wide. Clark describes how the Kansas is named for the Indians on its banks.

...This River receives its name from a nation which dwells at this time on its banks...they formerly lived on the South banks of the Mississippi. 24 Leagues above this river...I am told they are a fierce & warlike people. This nation is now out in the plains hunting the Buffalos...Clark.

June 29, 1804: The Expedition remained in camp until 4:30 p.m. so that a court martial could be held. John Collins and Hugh Hall were both found guilty of taking whiskey out of the keg and getting drunk. Punishment was set at 100 lashes for Collins (who was on guard duty at the time) and 50 lashes for Hall to be delivered at 3:00. The Expedition departed their campsite making 7 1/4 miles before camping late in the evening.

June 30, 1804: The Expedition made 10 miles after setting out very early in the morning. They noted passing the Petite River Platte (Little Platte River) running parallel to the Missouri for ten to twelve miles. Its mouth would have been near present day Parkville, Missouri but now is several miles upstream. At noon the party rested for three hours. The temperature read 90 degrees at 3 p.m. Clark notes the large number of deer in the area.

...Deer on the banks, Stepping in every direction, the party killed nine Bucks on the River & Bank to day...Clark.

They break their mast, eventually camping on the larboard side opposite the lower point of Diamond Island.

July 1, 1804: The Expedition made 13 miles. The day was hot again and they delayed three hours to refresh the men. They noted pecan trees and great quantities of grapes and raspberries. Turkeys are plenty on the shore.

Camping

Camping at designated sites only, is the rule for most public lands. Contact the managing agency for regulations. If you choose to camp elsewhere along the river, you should have permission of the private land owner.

Watch for biting insects, poisonous plants and snakes. They can ruin a trip. Have a first-aid kit on board.

---

**Map of the Missouri River**

**Boat Ramps & Public Land**

<table>
<thead>
<tr>
<th>River Access (Boat Ramps)</th>
<th>Rivers</th>
<th>Owner</th>
<th>Stream</th>
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<tbody>
<tr>
<td>English Landing</td>
<td>Y</td>
<td>N</td>
<td>Missouri River</td>
</tr>
<tr>
<td>Humprey</td>
<td>N</td>
<td>N</td>
<td>MDC</td>
</tr>
<tr>
<td>Howe Point</td>
<td>Y</td>
<td>N</td>
<td>Wyandotte Co/KC KS</td>
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<tr>
<td>KC Riverfront</td>
<td>Y</td>
<td>N</td>
<td>Kansas City/MDC</td>
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<tr>
<td>La Blarte</td>
<td>Y</td>
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<td>City of Sugar Creek</td>
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<td>Riverfront Park</td>
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**Public Lands and Parks**

<table>
<thead>
<tr>
<th>Public Lands and Parks</th>
<th>Tents</th>
<th>Canoeing</th>
<th>Ownership/Management</th>
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</tr>
</tbody>
</table>

**The Return...**

September 14, 1806: The Expedition proceeded 53 miles this day expecting to meet up with parties from the Missouri or the Kansa nation thought to rob voyagers. They remained alert and camped on an island downstream of their encampment of July 1, 1804.

...our party received a drum and Sang Songs until 11 o’clock at night in the greatest harmony...Clark.

September 15, 1806: The Expedition made 49 miles this day. They set out early and by 11 a.m. had passed the Kansas River. About a mile further downstream the party halted while the Captains climbed a hill at what is now downtown Kansas City, Missouri.

...Capt Lewis and my Self ascended a hill which appeared to have a Commanding Situation for a fort, the Shore is bold and rocky immediately at the foot of the hill, from the top of the hill you have a perfect Command of the river...Clark.
**Up the Missouri...**

**July 2, 1804:** The Expedition made 11 1/2 miles this day. The river became crowded with drift, supposed by Clark to be caused by the banks of an upstream island caving in. The boat passed a very bad sandbar, requiring the use of 20 oars and all the poles they had to continue. They landed at noon for four hours to replace their broken mast with a new one they made from a cottonwood tree. The weather remained exceedingly hot. Proceeding on, they passed the abandoned first village of the Kansas (1746-1750). Clark notes that nearby the French formerly had a fort to protect trade (Ft. de Cavaignac, 1744-1754). Location of this fort would have been about 3 miles north of present day Fort Leavenworth.

**July 3, 1804:** The Expedition proceeded 11 miles after setting out very early. They halted at noon and camped at a deserted French trading house. Here they found a fat and gentle horse that appeared to have been lost a long time.

...The land is Good high bottom pine Timber & black walnut honey Iowa... I Saw what they call Buce Eye with the nuts on them... Ordway

**July 4, 1804:** The Expedition proceeded 15 miles this day. They ushered in the day by firing the swivel cannon on the bow of the keelboat once in recognition of the 28th anniversary of the signing of the Declaration of Independence. After a mile the expedition passed a lake on the starboard side that had once been a channel of the river. Because of the profusion of wildlife, including young geese, that Clark observed on this lake, he called it Gosling Lake. Today's Lewis and Clark State Park is located along this lake, which is now called Lewis and Clark Lake. Continuing on they passed a creek they named Independence Creek in honor of the 4th of July. The party camped on a beautiful plain, near where the second old Kansas village was thought to have existed in the first half of the 1700s.

**Stewardship & Endangered Species**

- Human disturbance can disrupt bird nesting, fish spawning, and other wildlife activities. Avoid dragging your boat across gravel bars or through spawning areas. Launch and land only on designated sites. Keep pets under control.

- Minimize campfire impacts and dispose of all waste properly. Pack out all of your trash and pick up litter left by others.

- If artifacts and fossils are found, leave them in place and undisturbed. Photograph or sketch rock art, but do not touch.

- Check your boat and clean for zebra mussels before taking it from the Missouri to any other body of water. Signs at launch ramps will provide further instructions.

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**Boat Ramps & Public Land**

<table>
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<tr>
<th>River Access (Boat Ramps)</th>
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**Public Lands and Parks**

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<td>Vanocker Lake</td>
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"Independence Day on the Missouri River: Lewis & Clark Celebrate July 4th, 1804" Painting by Rick Reeves

"The land is Good high bottom pine Timber & black walnut honey Iowa... I Saw what they call Buce Eye with the nuts on them... Ordway"

---

Lewis' Dog Searman was a Newfoundland...

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Indian Utensils & Arms

---

Indian Utensils & Arms

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Boat Ramps & Public Land

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July 5, 1804: The Expedition made 10 miles this day. They stopped for dinner near a beaver lodge and Captain Lewis' dog Searman ran them out.

...on the banks of this river I observe great quantis of Grapes, barries & roses Deer is not so plentiful in this three days as they were before that. Elks are plenty about these Prairies. Some Buffalo Sign... Clark.
Up the Missouri...

July 6, 1804: The Expedition made 12 miles, setting out early on a very warm day.

... the water of this river or Some other Cause, I think that the worst Probable turns out a greater Preposs. Of Swiet than I could Suppose, Could pass here; the human two: These men that do not work at all will set a Sirt in a few minutes & those who work. the Surt will run off in Steams... Clark.

They encountered an area where the narrow channel was constricted making it difficult to pass. The hunters sent in three boats. They camped near a small creek which Clark names “whisper will” after a bird that perched on the boat for a short time.

July 7, 1804: The Expedition proceeded 14 miles this day. They passed some very swift water and were compelled to use the tow-ropes. Near present day St. Joseph, Missouri, they noted a beautiful prairie called St.

Michael Sgt. Ordway traveled on shore with the horses, moving faster than the boat, stopping at present day Mace or Dillon Creek.

...and Campbell being too late to find the boat, the Muskeetoes troubled me. So that I could not Sleep, as this Creek is without name & my Desiring it to my Capt. He named it Ordway Creek... Ordway.

One man, Fusier became sick from boat fatigue or sunstroke. Captain Lewis filed him and gave him nitre (saltpeter) that seemed to revive him. They killed a wolf on the bank and sighted a large rat (eastern wood rat).

July 8, 1804: The Expedition made 12 miles this day. Sgt. Ordway rejoined the boat as it passed his campsite. Five men became sick with violent headaches & several with boils.

The Captains issue orders appointing Collins, Werner, and Thompson as “Superintendent(s) of Provisions” for the three messes of the keelboat. They are to receive, cook, and account for all the provisions of their respective messes. They noted passing the Nodaway River, 70 yards wide with a gentle current.

July 9, 1804: The expedition proceeded 14 miles this day. Clark noted a large pond where he saw great numbers of pike.

July 10, 1804: The Expedition made 10 miles this day. They rested for three hours on a large lowland prairie covered with wild rye and Indian potatoes. The sick men are getting better. Capt. Lewis killed two goings.

Respect Private Property

Most land along the lower Missouri is privately owned. You’ll see by looking at the green shading on the map that public lands are very limited. That limits the opportunities for visiting most Lewis and Clark campsites without securing a private landowner’s permission. Camping should be done only if you know who’s land you are on and have the landowner’s permission.

Be especially careful not to moor to drainage structures or to trees that might damage or imperil private levees.

The Return...

September 11, 1806: The Expedition made only 40 miles. They halted a little above the Nodaway River to hunt as their previous day’s meat had spoiled. Six hunters were sent out but returned with only two deer. They proceeded on a few miles before camping. A swift river and numerous snags slowed their progress. Clark noted that the pawpaws were nearly ripe.

September 12, 1806: After proceeding several miles down to present day St. Joseph, Missouri, they met a party moving upstream that included interpreters Joseph Gravelines and Pierre Dorian. Gravelines was employed by the Captains in the spring of 1805 to take an Arikara chief to meet the President in Washington. Unfortunately the chief died while in Washington and Gravelines was now returning to the Arikaras with the news & a message from the President. Dorian was returning to the Sioux with an invitation from the President for several chiefs to visit Washington the next spring.

September 13, 1806: The Expedition made only 18 miles this day. Each man received a dram of whiskey before setting off a little after sunrise.
Up the Missouri...

July 12, 1804: The Expedition decided to remain at the campsite on this day to take observations and refresh the men. Clark, and five men ascend the Nemaha in a pirogue for a few miles. Clark observed many burial mounds near the bluffs, and noted thickets of grapes, plums, crabapples, and cherries.

...on a Sandstone Bluff about a mile from its mouth on the Lower Side I observed Some Indian marks, went to the rock which jutted over the water and marked my name & the day of the month & year...Clark.

At 1:00 p.m. a court martial was convened and found Alexander Willard guilty of "Lying down and Sleeping on his post whilst on a Sentinel, on the night of the 11th". Willard's punishment was 100 lashes (25 a night for 4 nights).

July 13, 1804: The Expedition made 20½ miles this day, the greatest single day distance yet covered. They were able to sail all day assisted by a southerly wind. The party killed several geese.

July 14, 1804: The Expedition made 9 miles this day. Hard showers and wind delayed their departure until 7 am, but the worst of the storm occurred a half hour later. A violent wind struck the boat broadside nearly swamping her.

...Came a Drefoully hard Storms from the South which lasted for about one and half which Coud us to jump up and hold her...They

Later they noted passing the Nishnabota River (its mouth probably several miles downstream than present day). In the small prairies Clark noted summer grapes, plums, and gooseberries. Several men have boils.

Mooring & Anchoring

Never set an anchor in a fast flowing river channel. Current can pull you under and debris (e.g., logs) floating under the surface can hook your line and draw you under in an instant. It can also be difficult to unhook the anchor from submerged obstacles you can’t see. Be sure you can quickly cut or detach the anchor line on your boat if you need to.

If you do anchor in the river, pick your anchorage carefully out of the current and current. Remember to use a bowline and keep your bow into the wind or current. This will minimize the risk of being swamped by water coming over the transom or back of the boat. The anchor line should be at least twice as long as the depth of the water in which the boat is moored.

Never attempt to moor to stationary objects such as dikes and moored barges and never approach these objects from upstream. Swift flowing water over, under and around these objects create currents that may overturn your boat and pull you under.

When stopping, turn your boat upstream into the current and cut the throttle to an idle. The throttle setting will vary with the speed of the current.

Always land your boat facing upstream and pull in parallel to the riverbank. If you try to land facing downstream or perpendicular to the bank, the current will pivot the boat. A two-point tie off should be used to keep the prop out of the rock and prevent its contact with the bank.

The Return...

September 10, 1806: The Expedition proceeded 63 miles this day. They met four men in a small prigone for the Platte River. The men were extremely friendly and gave the expedition a bottle of whiskey.

A few miles further downstream they met another prigone of seven men from St. Louis bound for the Omahas. The river was crowded with snags and sawyers, because of the low water it was difficult to steer through the maze.

Missouri River from Thurnau Conservation Area, Missouri

Photo by Pat Whalen
Up the Missouri...

July 15, 1804: The Expedition made 9 1/2 miles by heavy fog in the morning. In the evening, Lewis noted his chronometer had stopped.

July 16, 1804: The Expedition made 20 miles. They stopped briefly a little before noon so Captain Lewis could take an observation of the sun with his sextant. He then set his chronometer to as near noon as possible based on the observation. They camped on the lower point of an island.

July 17, 1804: The Captains decided to stay the day at their campsite so accurate latitude and longitude could be determined and reset their chronometer. Several men go out hunting at daybreak. They return with four deer. One man catches two fat catfish.

Meriwether Lewis’s silver watch

Up the Missouri...

July 15, 1804: The Expedition made 9 1/2 miles by heavy fog in the morning. In the evening, Lewis noted his chronometer had stopped.

July 16, 1804: The Expedition made 20 miles. They stopped briefly a little before noon so Captain Lewis could take an observation of the sun with his sextant. He then set his chronometer to as near noon as possible based on the observation. They camped on the lower point of an island.

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Meriwether Lewis’s silver watch

Weather

Monitor the local weather forecast before you begin your journey and throughout your trip. In the Midwest, storms may emerge abruptly. These storms are often accompanied by strong winds that can easily capsize a small craft. Lighting, heavy rain or hail can turn a pleasant trip into disaster. Watch the sky and be aware of your surroundings for signs of inclement weather. Carry foul weather gear for unexpected storms.

High winds create very hazardous conditions and it is best to exit the river as soon as possible. Facing downstream in a crosswind can be dangerous. Always keep your boat straight into or away from the wind (parallel with the wind) as you head toward the shore.

Carry a portable radio or weather radio and tune it to the National Weather Service for up-to-date forecasts.

Beware of travel on rising river which often results in large quantities of floating debris that can cause serious boat damage.

Boat Ramps & Public Land

<table>
<thead>
<tr>
<th>River Access (Boat Ramps)</th>
<th>Public Land</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lewis &amp; Clark State Park</td>
<td>Public Land</td>
</tr>
<tr>
<td>City Boundary</td>
<td>Current River Channel</td>
</tr>
<tr>
<td>1879 Missouri River Channel</td>
<td>Indian Reservation</td>
</tr>
<tr>
<td>Public Land</td>
<td>Highway</td>
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<tr>
<td>Street</td>
<td>Railroad</td>
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</tbody>
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Public Lands and Parks

<table>
<thead>
<tr>
<th>Park Name</th>
<th>Ownership/Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arbor Lodge State Historical Park</td>
<td>Nebraska Historical Society</td>
</tr>
<tr>
<td>Brickyard Hill Conservation Area</td>
<td>Y Y MDC</td>
</tr>
<tr>
<td>Hamburg Bend Mitigation Site</td>
<td>N N USACE</td>
</tr>
<tr>
<td>Kansas Bend Mitigation Site</td>
<td>N N USACE</td>
</tr>
<tr>
<td>Langdon Bend Mitigation Site</td>
<td>N N USACE</td>
</tr>
<tr>
<td>Lower Hamburg Bend Mitigation Site</td>
<td>N N USACE/MDC</td>
</tr>
<tr>
<td>Nebraska Bend Mitigation Site</td>
<td>N N USACE</td>
</tr>
<tr>
<td>Riverview Marina State Recreation Area</td>
<td>N Y NPIC</td>
</tr>
<tr>
<td>Star School Hill Prairie Conservation Area</td>
<td>N Y MDC</td>
</tr>
<tr>
<td>Valbomnie State Park</td>
<td>N Y IADNR</td>
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</table>

July 18, 1804: The Expedition proceeded 18 miles this day. Clark noted there is little timber to be seen except in the low areas on islands and creeks. The hunters bring in two deer.

...Saw a Dog nearly Starved on the bank, gave him some meet, he would not follow...Clark

The Return...

September 9, 1806: The Expedition covered 73 miles this day. Setting out early they passed the Platte River eventually camping opposite of their encampment of July 16 & 17, 1804. Clark noted the weather becoming warmer and sultrier than what they had experienced in a long time. The party is extremely anxious to get home. Lewis is recovering from being accidentally shot in the thigh on August 11.

...My worthy friend Cap Lewis has entirely recovered his wounds are healed up and he Can walk and even run nearly as well as ever he Could the parts are yet tender...Clark
Emergency Numbers

Missouri County Sheriff’s Departments
Andrew County ... 660-745-2212
Atchison County ... 785-332-1387
Boone County ... 913-735-6421
Buchanan County ... 816-221-5555
Callaway County ... 660-642-7291
Cass County ... 816-331-8686
Chariton County ... 660-288-3227
Clay County ... 660-792-7614
Coke County ... 913-744-9165
Cooper County ... 660-882-2777
Franklin County ... 660-538-2560
Gasconade County ... 660-438-3800
Holt County ... 660-646-3305
Howard County ... 660-244-2570
Jackson County ... 660-528-3520
Lafayette County ... 660-529-3621
Linn County ... 660-796-1747
Montgomery County ... 660-576-3378
Osage County ... 660-397-3107
Platte County ... 816-459-2824
Ray County ... 660-776-2000
Saline County ... 660-886-5511
St. Charles County ... 636-949-0809
St. Louis County ... 314-615-4724
Gasconade County ... 573-486-3880
Cooper County ... 660-882-2777
Chariton County ... 660-288-3277
Camill County ... 660-542-2828
Iowa County Sheriff’s Department
Webb County ... 618-692-4433
Richardson County ... 402-245-2479
Ray County ... 660-744-6308
Andrew County ... 660-324-4114
Atchison County ... 660-744-6308
Boone County ... 913-735-6421
Buchanan County ... 816-271-1173
Callaway County ... 660-642-7291
Cass County ... 816-331-8686
Chariton County ... 660-288-3227
Clay County ... 660-792-7614
Coke County ... 913-744-9165
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Gasconade County ... 573-486-3880
Cooper County ... 660-882-2777
Chariton County ... 660-288-3277
Camill County ... 660-542-2828
Illinois County Sheriff’s Departments
Madison County ... 816-744-6308
Beatrice County ... 308-728-6691
Warren County ... 660-456-4332
Kanssas County Sheriff’s Departments
Atchison County ... 913-367-8202
Dionah County ... 785-985-3711
Leavenworth County ... 913-682-5724
Wyandotte County ... 913-575-2861
Nebraska County Sheriff’s Departments
Nemaha County ... 402-274-1399
Otoe County ... 402-274-1399
Richmond County ... 402-285-2479
Illinois County Sheriff’s Departments
Madison County ... 618-692-4433
St. Clair County ... 618-277-5055
Iowa County Sheriff’s Department
Freemont County ... 712-334-2774
Supporting Agencies

U.S. Army Corps of Engineers
The Corps plays a key role in managing and utilizing our nation’s water resources, including the management of the Missouri River for navigation, flood control and to improve fish and wildlife habitats.

www.usace.army.mil/

Missouri Department of Conservation
Since 1937, the Missouri Department of Conservation has been working to control, manage, restore, conserve and regulate the bird, fish, game, forests and all other wild resources in the state.
www.conservation.state.mo.us

Missouri Department of Natural Resources Division of State Parks
The Division of State Parks administers the state park system, which includes more than 80 state parks and historic sites. These parks and sites preserve and interpret the state’s most outstanding natural and cultural features while providing recreational opportunities.
www.dnr.state.mo.us/dsp/homeclnp.htm

Additional Information Links...
Corps of Discovery: II www.nps.gov/kec/corps2.html
Discovery Expedition of St. Charles: www.nps.gov/kec/lewisclark2/HomePage/HomePage.htm
Kansas Department of Wildlife and Parks: www.kdwtp.state.kans.us
Katy Trail State Park: www.mostateparks.com/katytrail.htm
Lehns and Clark Biennial Conference - Missouri: www.lehnsandclarkmo.com
Lehns and Clark Trail Heritage Foundation: www.lehnsandclarkfoundation.org
Lehns and Clark Trail in Nebraska and Iowa: www.lehnsandclarkNEIA.com
Lehns and Clark Trail: www.nps.gov/bcl
Missouri River Communities Network: www.mrvec.org
Missouri River Maps: www.missouriarmymap.mil
Missouri State Parks: www.mostateparks.com
Missouri Water Patrol: www.mswp.state.mo.us
Nebraska Game and Parks Commission: www.ffc.state.ne.us
State of Illinois: www.encyclopedia.state.il.us
State of Iowa: www.traveliowa.com
State of Kansas: www.accesskansas.org or www.travelks.com
State of Missouri: www.missouritourism.org
State of Nebraska: www.visitnebraska.org or www.state.ne.us
U.S. Coast Guard: www.uscg.mil
Zebra Mussels and other Aquatic Nuisance Species: www.ANSTaskForce.gov

Help Stop the Zebra Mussel
The zebra mussel poses a multimillion-dollar threat to North America’s industrial, agricultural and municipal water supplies. First discovered in 1988 in the Great Lakes, this invader has spread throughout the Mississippi and Ohio River basins in just 10 years. Public assistance in reporting zebra mussel sightings at new locations is essential in preventing its spread.

You can prevent the spread of the zebra mussel by routinely inspecting your boat and engine and rinsing or washing between put-ins. Drain water from the motor, live well, bilge and transom wells on land. Empty bait buckets on shore and do not take bait from one body of water to another.

If you find a zebra mussel, note the date and precise location where the mussel was found. Take the mussel with you and store in rubbing alcohol. Immediately contact the nearest State wildlife department for further information.

For more information visit this website: www.ANSTaskforce.gov

Acknowledgements
Donny Just. Photo: East Carolina University.
Whalen, Pat. Photos: Historic Residential Group Houses at Naked Island, Missouri River.
Missouri River near Naked Island, MO.
Missouri River near Thrush Conservation Area, MO.
Replica dugout near Lupus, Missouri.
Wilk, Ken. Photo: Jefferson City River Scene. Jefferson City, MO.
Wilson, James. Photo: Lewis & Clark Statue. Cape Park, Kansas City, MO.

Missouri River Information Center (River Maps & Information) Toll Free: 1-866-285-3219