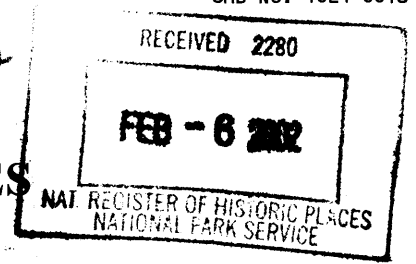


United States Department of the Interior
National Park Service

ok
2/3



NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

1. Name of Property

historic name: Tower Rock

other name/site number: 24CA643

2. Location

street & number: 8 miles south of Cascade at Interstate 15 Interchange #247

not for publication: N/A
vicinity: X

city/town: Cascade

state: Montana code: MT county: Cascade code: 013 zip code: 59421

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally.

Michael F. Baumer / FHPO
Signature of certifying official/Title

2/1/2002
Date

Montana State Historic Preservation Office
State or Federal agency or bureau

(See continuation sheet for additional comments.)

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register see continuation sheet
- determined eligible for the National Register see continuation sheet
- determined not eligible for the National Register see continuation sheet
- removed from the National Register see continuation sheet
- other (explain):

Signature of the Keeper
[Signature]

Date of Action
3/18/02

5. Classification

Ownership of Property:	Public-State	Number of Resources within Property	
Category of Property:	Site	Contributing	Noncontributing
Number of contributing resources previously listed in the National Register:	N/A	<u>0</u>	<u>0</u> building(s)
		<u>1</u>	<u>0</u> sites
		<u>0</u>	<u>0</u> structures
		<u>0</u>	<u>0</u> objects
Name of related multiple property listing:	N/A	<u>1</u>	<u>0</u> TOTAL

6. Function or Use

Historic Functions: LANDSCAPE/natural feature

Current Functions: LANDSCAPE/natural feature

7. Description

Architectural Classification: N/A

Materials: N/A

foundation:

walls:

roof:

other:

Narrative Description

Tower Rock is located on the west side of the Missouri River, approximately 31 miles south of Great Falls, MT. Here, the Great Plains are visible to the north and northeast, and the steep peaks of the Adel Range of the Rocky Mountains close in on the River to the west and south. The surrounding mountains are volcanic and were formed about 50 million years ago. The landform itself is a tall, oblong Shonkinite intrusion that rises sharply from the landscape. The feature is located at the mouth of a winding 60-mile canyon that generally brackets the Missouri River from Canyon Ferry to this point. The site is approximately 2,200± feet in diameter and 10,400± feet in circumference and is physically isolated from other promontories in the area. It is 424-feet in height. There are two clearly recognizable outcrops at the north and south ends of Tower Rock. The northern outcrop is 3,815-feet above sea level. The southern point is 3,976 feet above sea level and is the "Tower" described Meriwether Lewis on July 16, 1805. The promontories are connected by a broken ridge line that is 3,600-feet above sea level.

The rock is rugged and weathered with some vegetation. A few scrub fir and juniper trees are located around the base of the geological feature and on the ridgeline connecting the north and south promontories. The lower portion of the rock is partially covered with prairie grasses and sagebrush. To the east side, the base of the feature is littered with talus, and to the south, the Tower rises almost perpendicularly from the Missouri River. The site is bordered on the east by Interstate 15, on the south by the Missouri River and on the west by the old alignment of U. S. Highway 91. There are no man-made or natural features obstructing the view of the rock and it appears much as it did in the early 19th century.

8. Statement of Significance

Applicable National Register Criteria: A, B

Areas of Significance: Exploration/Settlement

Criteria Considerations (Exceptions): N/A

Period(s) of Significance: 1805

Significant Person(s): Meriwether Lewis

Significant Dates: July 16-17, 1805

Cultural Affiliation: Euro-American

Architect/Builder: N/A

Narrative Statement of Significance

Tower Rock is historically significant and eligible for the National Register of Historic Places under Criterion A for its association with the early Euro-American history of Montana and, especially, its association with the Lewis and Clark Expedition, an event of local, statewide and national significance. Tower Rock was an important geological feature duly noted and recorded in Meriwether Lewis's journal on July 15, 1805. From it, he made astronomical observations, described its geological composition and had his last look at the Great Plains before proceeding on to the Pacific Ocean. Although the rock is not again mentioned in the historical record, there are references to its immediate environs beginning in 1870s.

Tower Rock represented a new starting point for the expedition. It marked the end of the first phase of the expedition and the beginning of the next – the transition from the Great Plains to the terra incognita of the Rocky Mountains and the Pacific Northwest. On July 16, 1805, Captain Meriwether Lewis took what would be his last look at the Great Plains from near the summit of Tower Rock. He noted the “immense herds of buffaloe” on the plains below, not realizing that game would be much more scarce in the coming months as the expedition crossed the mountains and descended the Columbia River to the Pacific Ocean. In the 21st century, Tower Rock marks the transition between the Great Plains and the Rocky Mountains. Lewis realized that change and noted it in his journal entry on July 16th when he writes of the “pleasing view” they were about to leave for the rugged and unknown Rocky Mountains.

The site is also significant under Criterion B for its association with Meriwether Lewis, an organizer and leader of the expedition. Lewis is of national significance as the secretary to President Thomas Jefferson and the individual charged by him to carry out his directive to “explore the Missouri river & such principal stream of it, as, by its course & communication with the waters of the Pacific Ocean” Lewis is the first Euro-American to describe the ethnography, geology, geography, and flora and fauna of the northern Great Plains and Rocky Mountains, and the Columbia River drainage. His contact with the aboriginal inhabitants of the region impacted American relations with the Indian tribes, especially with the Blackfeet, Salish and Nez Perce, for decades. Lewis's journals remain a classic of American literature and provide a record of the region at the dawn of the exploration of the American West.¹

Historical Background

The Lewis & Clark Expedition completed the portage around the Great Falls of the Missouri River on July 15th, 1805 and proceeded upriver, passing the mouth of the Smith River that same day. The expedition camped near the present community of Ulm the night of July 15th. After enjoying an early morning meal of seared buffalo entrails, Lewis, accompanied by Drouillard and the “invalleds” John Potts and Jean Baptiste LePage, left the company to explore the area where the river enters the Big Belt Canyon in the Adel range of the Rocky Mountains. Along the way, Lewis noted the presence of brush wickiups, which he felt had been abandoned for some time.²

¹ Bernard DeVoto, ed., *The Journals of Lewis and Clark*, (Boston: Houghton Mifflin, 1953), xxxvii.

² Gary E. Moulton, ed., *The Journals of the Lewis & Clark Expedition*, volume 4, (Lincoln: University of Nebraska Press, 1987), 382-385; Stephen E. Ambrose, *Undaunted Courage: Meriwether Lewis, Thomas Jefferson, and the Opening of the American West*, (New York: Simon & Schuster, 1996), 251; DeVoto, *The Journals of Lewis and Clark*, 155, 157; Patrick Gass, *A Journal of the Voyages and Travels of a Corps of Discovery*, (Minneapolis: Ross & Haines, 1958), 129; Elliott Coues, *History of the Expedition under the Command of Lewis and Clark*, volume 2, (New York: Francis P. Harper, 1893), 416-417.

Tower Rock
Name of Property

Cascade County, Montana
County and State

9. Major Bibliographic References

See continuation sheet

Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67) has been requested.
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____

Primary Location of Additional Data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other -- Specify Repository:

10. Geographical Data

Acreage of Property: 136 acres

UTM References:	Zone	Easting	Northing
A	12	438531	5226294
B	12	438592	5225628
C	12	438191	5225064
D	12	437993	5225562

Legal Location (Township, Range & Section(s)): E2 E2 of Sec. 35 and W2 W2 of Sec. 36, T17N, R2W, MPM.

Verbal Boundary Description

The nominated property boundary is defined by the 3,480 feet contour line at the base of the land formation, identified on the Hardy,. Montana U.S.G.S. 7.5 Minute Topographic Quadrangle Map, 1961.

Boundary Justification

The boundary is drawn to encompass the landform in its entirety.

11. Form Prepared By

name/title: Jon Axline/Historian
organization: Montana Department of Transportation date: July, 2001
street & number: 2701 Prospect Avenue telephone: (406) 444-6200
city or town: Helena state: MT zip code: 59620-1001

name/title: Kate Hampton/MT SHPO date: January, 2002
street & number: 1410 8th Ave. telephone: (406) 444-3647
city or town: Helena state: MT zip code: 59620-1202

Property Owner

name/title: Montana Department of Transportation
street & number: 2701 Prospect Avenue telephone: (406) 444-6200
city or town: Helena state: MT zip code: 59620-1001

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The wickiups, portable, dome-shaped dwellings made from willow and covered with animal skins or vegetation, most likely belonged to members of the Blackfeet Tribe, which claimed the territory as their own. Blackfeet Historian Al Reeves notes that the present-day Helena and Great Falls area were wintering camps for the Blackfeet Tribe, and that tribal members would have been traveling north to their summer grounds at the time that Lewis and Clark passed by Tower Rock. Tribal members used the rock as well, and consider it sacred, as a place to conduct ceremonies and go off alone to pray to the creator. According to Curly Bear Wagner, Blackfeet Historian, the tribe was well aware of Lewis and Clark's presence in the area. They made no effort to contact them, because they considered them "nothing people." The Blackfeet called them this because they did not consider Lewis and Clark as a threat, nor did they see an opportunity to trade with them.³

Lewis and his three companions walked across a wonderland that was vastly different from the territory they had just left. Indeed, up to this point in their journey, they had been crossing territory that, though unexplored by Americans, was a familiar landscape of vast plains. The animals, plants, and rolling dry hills were similar to those they left in North Dakota. Upon leaving the Mandan Villages, Lewis and Clark had a specific milestone in mind: to reach the Great Falls of the Missouri. At the Falls, they would confirm that they were on course to locate the headwaters of the Missouri. They arrived at the Falls on June 13, 1805. On July 15, they finally completed the portage and were able to focus their efforts on the rest of their journey. Arriving at Tower Rock, Lewis climbed to the top and was able to view both the Plains they were leaving and the mountainous country they faced during the next leg of their journey.

Lewis later wrote of the steep black "clifts" that bordered the Missouri River and also noted the presence of an aboriginal trail on the west side of the river. Lewis was the first to describe Lone Pine Rapids (later re-named Half-Breed Rapids), a significant impediment to river travel south of the Great Falls. More important to Lewis was the geological feature that bordered the rapids on the west. On July 16, 1805, Lewis described it as a

large rock of 400 feet high which stands immediately in the gap which the missouri [sic] makes on it's passage from the mountains; it is insulated from the neighboring mountains by a handsome little plain which surrounds it [sic] base on 3 sides and the and the Missouri washes its base on the other, leaving it on the Lard. as it decends. [This] rock I called the tower. [It] may be ascended with some difficulty nearly to its summit, and from it there is a most pleasing view of the country we are now about to leave. [From] it I saw this evening immense herds of buffaloe in the plains below.

After descending the rock, the party enjoyed an elk dinner and then suffered from the hordes of "musquetoes" which rendered sleep almost impossible.⁴

3 Al Reeves, Telephone Interview with Kate Hampton, July, 2001; Curly Bear Wagner, Indian Encampment, Canyon Ferry, MT, July, 2001. The elders of the Salish and Kootenai Confederated tribes noted that their ancestors used the area as well, passing through enroute to buffalo hunts. Kathy Felsman, CSKT TPO, oral interview with Kate Hampton, January 29, 2002.

4 Moulton, *The Journals of the Lewis & Clark Expedition*, 4, 386-387, 391; Ambrose, *Undaunted Courage*, 251-252; Reuben Gold Thwaites, ed., *Original Journal of the Lewis and Clark Expedition, 1804 - 1806*, 2: II, (New York: Dodd, Mead, 1904), 235; Coues, *History of the Expedition Under the Command of Lewis and Clark*, volume 2, 417-418; Gary E. Moulton, *Atlas of the Lewis & Clark Expedition*, (Lincoln: University of Nebraska, 1983), 391.

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Early the following morning, on July 17th, Clark arrived at the rapids with the main body of the expedition. After eating breakfast, Lewis ordered the instruments portaged around what he had named "Lone Pine Rapids" (possibly on the previously mentioned aboriginal trail). Patrick Gass later reported that either Lewis or Clark ordered the canoes tied together before ascending the "very rapid place." Clark noted that the rapids were navigated with "some difficulty but without loss or injury, with their loads." The rapids proved to be one of the most significant obstacles to navigation on the Missouri River above Fort Benton.⁵

It is most likely that Meriwether Lewis scaled the southern promontory on Tower Rock to make his observations. The southern outcrop provides an excellent panorama of the Missouri River valley to the north and approximates the clearest appearance of a "tower" described in the journals. Lewis wrote in his journal that "[It] may be ascended with some difficulty nearly to its summit, and from it there is a most pleasing view of the country." The southern end of the outcrop appears to be a much more difficult climb than the northern and it would not result in the view Lewis described. The north promontory, moreover, is about 363± feet above the surrounding plain, while the south crag is 424± feet above the river.

After the Lewis & Clark Expedition passed through the area in 1805 and again in 1806, the area was infrequently visited by fur trappers and traders from American and Canadian fur companies. The canyon made travel difficult for both land and water-borne travelers. Instead, they utilized established aboriginal trails to the west, closer to the front range of the Rocky Mountains. Another impediment to travel was the vigorous opposition of the Blackfeet tribe, which claimed this area as part of their territory. Although the 1855 Blackfeet Treaty established the Blackfeet Reservation boundary north of the Missouri River, abundant game in this area continued to draw the Blackfeet to the Tower Rock area. As a consequence, the Catholic Church established St. Peters Mission in 1859 to serve the tribe. The mission was first located on the Sun River, then relocated to Teton River near Choteau. Indian troubles forced the Jesuit missionaries to move the mission to a site near Cascade (about eight miles north of this site) in 1866, to take advantage of the proximity of Fort Shaw and the Mullan Road.⁶

In 1860, Lieutenant John Mullan built a military wagon road between Fort Walla Walla, Washington and Fort Benton on the upper Missouri River. Like the Indians and fur trappers before him, Mullan utilized already established aboriginal trails for his road. The discovery of gold at Grasshopper Creek (1862), Alder Gulch (1863) and Last Chance Gulch (1864) drew thousands of gold seekers, businessmen and freighters to Montana. For many, the best route to the gold fields was upriver to Fort Benton and then overland on the Mullan Military Road to the mining camps. Again, the Missouri River Canyon was by-passed and isolated.⁷

By the early 1870s, however, Northern Pacific Railway surveyors were active in the territory searching for a route to

⁵ Moulton, *The Journals of the Lewis & Clark Expedition*, 4, 387, 393, 396; Gass, *A Journal of the Voyages and Travels of a Corps of Discovery*, 130; DeVoto, *The Journals of Lewis and Clark*, 158; Coues, *History of the Expedition Under the Command of Lewis and Clark*, volume 2, 417.

⁶ Wilfred P. Schoenberg, "Historic St. Peter's Mission," *Montana The Magazine of Western History*, 11:1 (Winter, 1961), 73, 79-81; Michael Malone, Richard Roeder and William Lang, *Montana: A History of Two Centuries*, Rev. ed., (Seattle: University of Washington, 1991), 116, 119, 120-121.

⁷ John Mullan, *Report of the Construction of a Military Road from Fort Walla-Walla to Fort Benton*, (Washington, DC: GPO, 1863), 2-3.

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bring Montana's mineral and agricultural products to the railroad terminus near Bismarck, North Dakota. The company generally sought a way to freight supplies, unrefined ore, and passengers by mule and ox train to Northern Pacific Railway-supported ports on the Missouri River. From there, the supplies would be brought by steamboat to the railhead at Bismarck. In this manner, the railroad could tap Montana's rich markets without physically being present in the territory. Consequently, in 1872, it instructed Assistant Engineer Thomas Roberts to investigate a potential steamboat or narrow gauge railroad route above the Great Falls. In August, 1872, Roberts explored the Tower Rock area. He reported that the now re-named Half-Breed Rapids⁸ caused the most "serious obstruction to navigation above the falls." He described the rapids as

[T]he most serious rapid we have yet seen. There is depth sufficient at this place . . . not less than 2 feet at the lowest water; but the water coming down the left chute of the island runs with great force to [the] right bank, where there are a number of large boulders No steamer can pass this point upward without laying lines to the foot of [Lone Pine] island, which is fortunately in a very good position for this purpose. The fall here on a distance of 1,500 feet is not less than 8 feet.

Roberts recommended that small steamers could possibly navigate this portion of the river if they were towed over the rapids. He concluded, however, that this could be done only with great caution. The engineer made no mention in his report of Tower Rock, remarking only on the rapid's association with the Lewis and Clark Expedition. In 1874, the Northern Pacific chose to support a plan by the Diamond R Freight Company to construct a road between Helena and the mouth of the Musselshell River. The Carroll Trail and the community of Carroll thrived only for a few years before Indian hostilities, the alteration of the Missouri River's channel and low water forced the abandonment of the enterprise. The Northern Pacific gave no further thought to transporting supplies on the Missouri River between the Three Forks and Great Falls.⁹

In October, 1887, the Montana Central Railroad (MCRR) constructed its main line through the Missouri River Canyon along the east side of Tower Rock. The Montana Central Railroad was incorporated in Helena in January, 1886 by a cartel of Helena capitalists led by former Diamond R Freight Company executive Charles A. Broadwater. The railroad, however, was actually funded by James J. Hill, who had plans to extend his St. Paul, Minneapolis & Manitoba Railroad to Great Falls, and, ultimately through the MCRR, gain access to the lucrative Butte market. Construction of the 194-mile railroad did not begin until April, 1887 with the first tracks laid in October of that year. The MCRR completed the line to Helena in November, 1887. Although there is no mention of Tower Rock in the historical record regarding the construction of the MCRR, it would appear that some blasting with black powder as the railroad was sandwiched in between the river and Tower Rock on the southeast side of the feature.¹⁰

⁸ It is unclear what caused the name change. In 1971, Mrs. Clarence Rowe of Cascade reported that the Benjamin Roberts renamed the feature after a mixed blood Indian girl committed suicide by throwing herself in the river at that point. The author stated, however, that the story could not be confirmed.

⁹ Thomas Roberts, *Report of a Reconnaissance of the Missouri River in 1872*, (Washington, DC: GPO, 1875), 48, 55; R. B. Marshall, *Profile Surveys of Missouri River from Great Falls to Three Forks, Montana*, USGS Water Supply Paper No. 367, (Washington, DC: GPO, 1914), np; Jon Axline, "On the Rough Road to Fort Carroll," *Helena Independent Record*, December 24, 1998.

¹⁰ Donald B. Robertson, *Encyclopedia of Western Railroad History*, volume 2, (Dallas: Taylor Publishing, 1990, 322; Jon Axline, "The Scenic Route: The Montana Central Railroad," *Helena Independent Record*, December 28, 1996; Malone, Roeder and Lang, *Montana*, 179-180.

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The MCRR established the community of Hardy as a railroad siding in 1888. Named for a local rancher, the railroad station included a water tank, section house, post office, and population of eighteen people in 1896. The community was dependent on the railroad and agriculture. The population of Hardy peaked at 52 people in the 1910s, but began to dwindle in the 1920s because of economic depression. By 1934, Hardy only consisted of the railroad station and a tool shed.¹¹

Section 35, T17N, R2W was allotted to the Northern Pacific Railway Company in May, 1870. The company relinquished ownership of the section in July, 1898 in return for another 640 acre parcel located elsewhere in Montana. In August, 1898, Allen Woods filed on a 160 acre site in the south-half of the northeast quarter and in the north-half of the southeast quarter. A native of Missouri, Woods, his father and brother, George, arrived in Montana in 1864. The family originally worked as miners on Alder Gulch before relocating to Helena in 1865. When their prospects in the placer mines played out, the father and brothers established a cattle ranch and dairy in the Helena Valley. By 1878, Allen and George were living in the Highwood area east of Great Falls, where they, again, operated a cattle ranch and dairy. They sold their products in Fort Benton. In July, 1904, Allen relinquished his claim to the property. His brother George purchased it in November, 1904, obtaining the patent to it the following month.¹²

The history of Section 36, T17N, R2W is somewhat murky. Originally designated a school section after the completion of the General Land Office survey in 1898, 120 acres of it was apportioned to the heirs of Rufus Hardy, the founder of the community that bears his name, in 1904. Three years later, in November, 1907, Montana pioneer James Austin filed a cash entry to 134 acres in Hardy's quarter-quarter section (# 12838); he obtained the patent to the property the following month. Later described as "one of the representative farmers and stockgrowers of Cascade County," Austin arrived in Bannack during the height of the gold rush in 1863 (his traveling companions were Sydney Edgerton and Wilbur Fisk Sanders). The following year, Austin relocated to Helena and worked there as a miner until 1870. It was in late 1870 that he removed to the Hardy area, establishing a ranch on 320 acres in the vicinity of Tower Rock. Sometime between 1902 and 1921, he sold his ranch and moved to Cascade. Austin's ranch complex was not located in the immediate vicinity of the rock. It was not until the early 1920s that most of Section 36 reverted back to the state as school trust land.¹³

Although a station on an important north-south railway in Montana, it was not until 1929 that Hardy was served by a state highway. The route through the canyon was a county road in 1914 when the State Highway Commission designated the Federal Aid highway system. By 1923 it was still located on a county road. In 1928, the Commission established the "Missouri Canyon Road between Wolf Creek . . . and Cascade" a component of U.S. Highway 91. On May 17, 1928, a delegation of businessmen from Cascade and Great Falls petitioned the SHC to construct the road in 1929. Accordingly,

11 Mrs. Clarence Rowe, *Mountains and Meadows: A Pioneer History of Cascade, Chestnut Valley, Hardy, St. Peters Mission and Castner Falls, 1805 – 1925*, (Great Falls: Cascade Historical Committee, 1971), 75-76; Roberta Carkeek Cheney, *Names on the Face of Montana: The Story of Montana's Place Names*, (Missoula: Mountain Press, 1990), 129; Cascade County Directory and Gazetteer, 1896-1897, (Great Falls: Ridgley and Greeley, 1896); U.S. Census Records: Cascade County, 1900 – 1920; *Great Northern Railway 1934*.

12 Montana Land Tract Books, volume 13; M. A. Leeson, *History of Montana, 1739 – 1885*, (Chicago: Warner, Beers, 185), 1029-1030; Helen Fitzgerald Sanders, *History of Montana*, volume 3, (Chicago: Lewis, 1913), 1532-1533.

13 Montana Land Tract Books, volume 13; *Progressive Men of the State of Montana*, (Chicago: A. W. Bowen, 1902), 1458-1459; Tom Stout, *Montana: Its Story and Biography*, volume 3, (Chicago: The American Historical Society, 1921), 877.

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in January, 1929, the Commission let the first of 11 contracts to construct and improve the highway between Cascade and Sieben. The Missouri River Bridge (24CA389) at Hardy was constructed in 1932 further facilitated traffic on the new highway. The highway passed around the west side of Tower Rock. Interstate 15 was constructed along the east side of Tower Rock in 1968.¹⁴

There is little doubt that the property identified in this nomination is the “the Tower” written about in the *Journals*. Lewis and Clark historian and geographer Robert Bergantino offer several points that verify the location. He refers to William Clark’s survey map for July 17, 1805, which pinpoints the location of the July 16, 1805 camp, as well at the rapids. The “small run” described in the *Journals* as being just above the rapids on the east run is now referred to as Sheep Creek. “Finally,” Bergantino writes, “the Missouri River Commission in 1880 made a detailed survey of the Missouri River in this area [and the surveys] show a rapids named Half-Breed Rapids at about 47°10’45”N, 111°48’20”W. They also give this same rapid the name Lone Pine, which suggests a carryover of Lewis and Clark’s Pine or Pine Island Rapids.”¹⁵

The significance of Tower Rock lies in its association with the Lewis and Clark Expedition, specifically as an important point of transition. On either side of the landform, the Corps encountered a very different landscape, and to this point they had a relative familiarity with the territory based on maps, descriptions, and information gathered at the Mandan Villages. They knew, if only vaguely, what to expect in they way of landmarks and terrain. Once they moved past the Great Falls, and important psychological turning point took place, in that they left the familiarity of the Great Plains and entered terra incognita of the Rock Mountains.

¹⁴ Rand McNally Official Auto Trails Map, 1923; State Highway Commission Meeting Minutes, volume 4, 76, 280, 307, 360, 394; Ibid, volume 5, 59, 62, 189, 192, 193, 210, 218, 224, 227, 231-232, 307, 353).

¹⁵ Robert N. Bergantino to John Axline, letter dated July 19, 2001, Tower Rock National Register File, Montana State Historic Preservation Office, Helena, MT.

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10

Tower Rock
Cascade County, MT

Page 1

Hardy, MT Quadrangle, U.S.G.S. 7.5 Minute Orthophotoquad Detail



Missouri River Commission, 1891

Scale 1 inch = 1 mile

Reference.

Projection from secondary triangulation of 1890 (Published 1891).
Shore line and topography mainly from survey of 1880.
Mean stage of water 13 ft. above zero of Ft. Benton gauge (low water of 1890).
Distances are from Ft. Benton bridge, measured along the channel.
Islands, Stubbs Ferry to Sun River, numbered as on map of survey of 1880

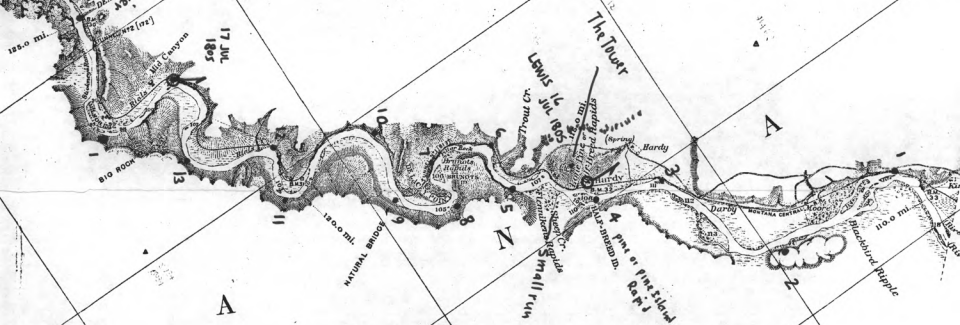
Points matched to Clark's River Survey

U N T Y

C A S C A D E

C O U N T Y

ATLANTIC CANYON
DEARBORN RIVER COUNTY LINE
Dearborn River



D E

C O U N T Y

47° 06'

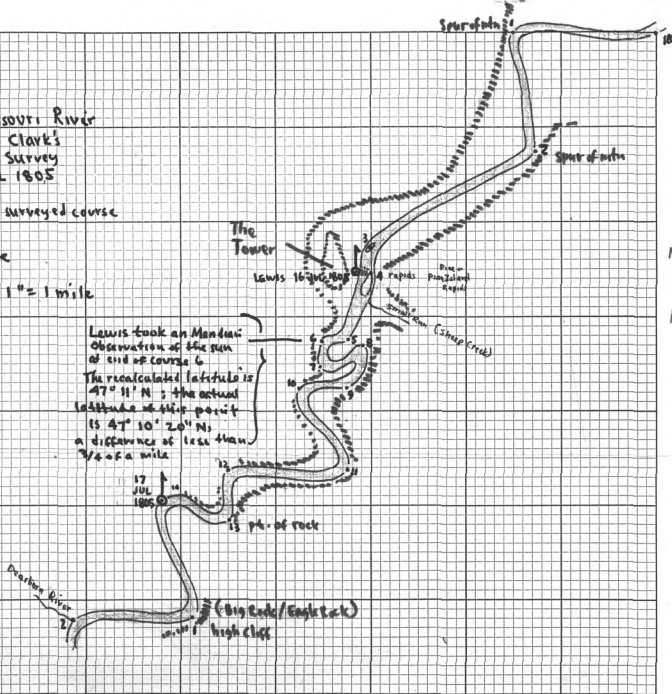
101° 45'

Plot of Missouri River
from Clark's
River Survey
17 - 18 JUL 1805

-1 = end of surveyed course

⊙ = campsite

Plotted at 1" = 1 mile



Lewis took an Mendeni
Observation of the sun
at end of course 6
The recalculated latitude is
47° 11' N; the actual
latitude at this point
is 47° 30' 20" N;
a difference of less than
1/4 of a mile

17
JUL
1805

↑
MAG
North
= 16° E

We pursued our route through a high, rolling plain to a rapid immediately at the foot of the mountain where the Missouri first enters them... at this place there is a large rock of 400 feet high which stands immediately in the gap which the Missouri makes on its passage from the mountains; it is insulated [isolated] from the neighboring mountains by a handsome little plain which surrounds its base on 3 sides and the Missouri washes its base on the other... this rock I called The Tower, it may be descended with some difficulty nearly to its summit... from it I saw this evening immense herds of buffalo in the plain below.

