

Trail Blazers Stop In Vegas

A little over 130 years ago a tiny band of trail blazers led by Capt. William Clark and Meriwether Lewis made history in a perilous two year journey through the uncharted Northwest.

Stopping over in Las Vegas Thursday was a modern Lewis-Clark Expedition under the honorary leadership of two direct descendants of members of that now immortal original party! The "expedition" is composed of nearly a score of boys organized by the Trailfinders School of Altadena, California, traveling by motor caravan through seven states to study first-hand the country Lewis and Clark explored in 1804-06.

In the party are Eston Randolph, Jr., 13, of St. Louis, who is a sandy-haired likeness of his great-great-great grandfather, Captain Clark, and Bill Jackson, 14, of Puyallur, Washington, great - great - great grandson of George Shannon, boy member of the Louis-Clark Expedition. Both youths traveled to Southern California at invitation of the Trailfinders school, a private outdoor organization for boys, to join the expedition.

Easton's mother not only is a direct descendant of Captain Clark, but also of Augustie Chouteau, one of St. Louis' founders.

Bill Jackson is a nephew of Miss Ann Shannon Monroe, Oswego, Oregon, writer. Bill's noted ancestor was only two years older than he when he joined the Louis-Clark Expedition from which he once got lost two weeks in an unknown wilderness. He later became a famous lawyer and judge in Virginia.

Adding more color to the undertaking, the youthful explorers, when they reach the Wind River Reservation in Wyoming, will pick up Finn Burnett, Shoshone Indian boy descended from Sacajawea, Louis' and Clark's heroic Indian woman guide, who carried a papoose on the trip.

At Browning, Mt., the boys will stop off to gather lore first hand from the venerable James Willard Schultz, author of boys books, authority on the old West and one of the advisors of the Trailfinders School.

Starting from Ft. Benton, Mt., on the upper Missouri, the youths will trace the exact trail of the Louis-Clark party through to Fort Clatsop, near Astoria, Ore., making it a point to pitch camp at as many as possible of the overnight stopping places recorded by the original expedition.

Boats have been chartered for portions of the adventure. Other more inaccessible stretches of the old trail will be traveled horseback and afoot, the party's motor equipment detouring ahead to pick up the boys.

The ambitious journey is the idea of Harry C. James, headmaster of the Trailfinders School, who believes such physical contact with places and people makes classroom study of American history take on more real significance for young people.

Making it the more authentic, maps the boys are following are photostatic copies of Captain Clark's own charts of his journey. En route the party will celebrate Captain Clark's birthday, August 1, and Lewis', August 13.

NEVADA WOMEN CAMP AT TAHOE



Here are Nevada farm women from five counties as they assembled on the steps of the main lodge at "Skyland," Lake Tahoe, at the State's first camp solely for farm women.

They are left to right: First row—Miss Gertrude Hayes, Mrs. Florence Bovett, Miss Amy Edmond, Mrs. William Sauer, Mrs. George Holcomb. Second Row—Mrs. Tom Mansfield, Mrs. M. Cahlan, Mrs. L. Beger, Third row—Mrs. Eugene Drown, Mrs. Leslie Kolstrup, Mrs. J. D. Reynolds, Mrs. H. Roundtree, Mrs. C. Coughlins, Mrs. George Ferris, Fourth row—Mrs. Quay Inus, Mrs. A. Thompson, Mrs. Dora Wennhold, Mrs. C. I. Everett, Mrs. Christina Berrum, Miss Hellen Gillette. Fifth row—Mrs. G. Gault, Miss Lena auke, Mrs. C. B. Stark, Mrs. D. E. Gott.

Learn To Live With The Auto

(An Editorial from the Rotarian Magazine)

We still have to learn how to live with the automobile. Both as pedestrians and drivers we are much at the mercy of other drivers. At

Like the original expedition, the party has 20 odd members. Assisting Mr. James as leaders on the 5000 mile excursion are Dick Fay and Dick Head, California college students.

Mrs. M. H. Beuauregard, curator of the Missouri Historical Society as well as officers of several other state historical societies, chambers of commerce and state highways departments along the line of march, helped plan the trip.

In Salt Lake City the boys will be the sightseeing guests of Attorney Galen Young, descendant of the Great Mormon, Brigham Young.

the wheel, we are also at the mercy of ourselves, when our driving skill is inadequate. And in a sense, we are at the mercy of the machine.

For one thing many modern motorcars can go faster than many modern drivers can think—an act "Cannonball" Baker, professional record-smasher, who has driven more than 3 million miles, often at forced speeds, and who has had only one accident and that when his own car was standing still, says: "The average man's reflexes are not fast enough to handle the top speeds of today's automobiles"

Each driver has a "safe" speed. It is a balance of his personal reflexes against his car's speed. It is a speed that is right for him given his physiological and mental make-up. For some exceptional drivers this "safe" speed may be high, but for many it is certainly not more than 40 or 45 miles an hour.

But the campaign for highway safety—while it focuses chiefly on eliminating auto deaths and maimings, as, patently, it ought to—has

other aspects. For instance, bad conduct on the highways can pump up the blood pressure, perhaps can harden the arteries, and surely can upset the digestion, and with it one's peace of mind.

Here is a driver—and where is he not? — who feels that that car ahead, moving a little slower than his own, must be passed at all costs, that the light must be beaten, that any other driver on the road who seems to violate the rules or infringe on his pride, must be disciplined with inner angers and perhaps with downright discourtesy and cursing. Of course, he may cause no accident. He may leave the death and injury toll where he found it. But the resultant turmoil has a price—and he will pay it, in frayed nerves, in an overworked heart.

Yes, we must not only make the highways safe for others, but we must make them safe for ourselves. We must learn how to drive with serenity. Otherwise we are not driving the car. It is driving us.