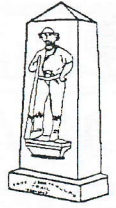


MULLAN CHRONICLES

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Ramsey Researches Mullan's Route

Recently we received a letter from *Mullan Chronicles* member Hank Ramsey who lives in Selah, WA. It was in regard to the research he is doing on the Mullan Road. We decided to share the letter with other Mullanites who are sure to be interested:

I would like to briefly describe my efforts in retracing the old route in Eastern Washington from Walla Walla to Spokane. My goal is to map Mullan's route on a detailed small-scale basis. The Walla Walla-Spokane section . . . covers 155 miles, or about 25% of the entire route to Fort Benton. Briefly, the main terrain features of the route are as follows: An early 1909 Walla Walla County Atlas shows that the present Washington State Route (SR) 125 followed closely to the Mullan Road



"Mullan's crew lays down a bed of limbed poles in the marshy roadbed to make travel easier"—From A Traveler's Guide Through Idaho, Mullan Military Road, a brochure published for Idaho's 1990 Centennial.

farming with some chance of the old MR trace still visible in the untilled areas.

A few miles north of Lyons Ferry, ruts from the MR are still clearly visible and in close proximity to SR 261 at mile post 17. Mullan's route continues north, roughly paralleling the Palouse River to SR 26. This ten-mile portion runs through range country in the extreme eastern side of Franklin County. The best chance for viewing portions of the old MR trace would be

in this area because it has always been used for livestock grazing and never tilled. I find that one of the time-consuming tasks of this research is contacting land owners to gain permission to access property over the old route. Once these individuals learn of your purpose, they are generally very cooperative.

North of SR 26, a five-mile gravel road heads north by northeast and is signed the MR. About five miles west of Bengie, Cow Creek and Twelve Mile Creek merge. The MR followed the latter in a northeasterly direction. Many of the historical accounts say that the Mullan Road and the pre-existing Colville Road/Trail are one and the same from Walla Walla to this point. West and east of Bengie, MR evidence can be seen. The MR corridor continues northeast, paralleling somewhat the now-abandoned Burlington Northern RR right-of-way. It passed Macall, Lamont, Downs Lake, Chapman Lake, Stubblefield Lake and Philleo Lake.

About five miles south of Spokane, US 195 crosses the old route as it headed downhill to cross Hangman (Latah) Creek. The original road continued northeast skirting Spokane proper through Moran Prairie and the Glenrose District. It crossed Sprague Avenue near Vista Road and angled

(see "Ramsey..." on page 4)

From Colville Springs north to Lyons Ferry on the Snake River, there is intermittent dryland wheat farming with some chance of the old MR trace still visible in the untilled areas.

(MR) route to the town of Prescott. At this point, the MR headed northeast to Colville Springs near the Walla Walla and Columbia Countys' line. To this point, the old road is either paved or farmed over. From Colville Springs, north to Lyons Ferry on the Snake River, there is intermittent dryland wheat

Mullan Makes National Register

On the 2nd of June, 1990, the U.S. Forest Service hosted the official opening of the Mullan Road historical area in conjunction with the Coeur d'Alene Volkssport Club at Fourth of July Pass in northern Idaho.

Cort Sims, the Forest Service archaeologist who worked on the site, reported that the club sponsored a "walk" on portions of the road. We hope it was a big success.

Sims also says "Finally in April the Department of the Interior placed the

Mullan Road on the National Register of Historic Places. Three sections, two at Fourth of July Pass and one at Heyburn State Park, were included in the nomination. It will make it much simpler to add other sections now that some of it is already on the Register."

INSIDE THIS ISSUE

We had a great turnout for the showing of Bernie and Dorothy Merimam's "In Search of Mullan's Road" in May.

Is Joseph Mullan a descendant of the road builder?

Kay's Civil War vets research turns up some of Mullan's men.

Letters, letters: Kudos, Charlie Russell's *Wagon Boss*, and AA remains anonymous.

New Mullan Descendants Revealed

When Dorothy Merrimam returned to Coeur d'Alene, she promptly put a package in the mail to us which included a copy of an article they had received from Elsie Harlow of Mullan, ID.

The article is about Joseph Mullan and his wife, Getty. The story reports that Mullan became a skilled furniture maker after giving up his other hobbies in 1973. Is this a long, lost Mullan family member?

The article states that Mullan's handcrafted furniture graces the family residence at Guilford but does not say the state, although it did appear in *The Sun Magazine* on June 25, 1978. It is an interesting piece and we would like to hear more about Joseph Mullan.

A sidebar to this story is Dorothy's note that "We think Jos. Mullan and his wife were the ones who visited the town of Mullan and donated \$5,000 to the Mullan School according to Ms. Harlow." We have learned otherwise. Mullanite Joan Munholland of Strasboury, Sask., Canada, wrote to us last year with the following information:

The enclosed letter is one my father received from Mullan, Idaho. The authorities there knew of no living relatives (of John Mullan) except him so sent it up to my dad as he had been inquiring about John Mullan on a previous trip to Mullan in 1950. At that time, they knew nothing about the man or his family, even though their town had been named after him—only that he was responsible for the construction of the now-famous road . . .

3306 St. N.W.
Wash., D.C.
Aug. 23, 1956

The City Treasurer
Mullan, Idaho

Dear Sir:

In memory of my father, Capt. John Mullan, (West Point, 1852) it gives me much pleasure to make the enclosed contribution of \$5,000 to the town of Mullan named after him.

He built the Military Road from Ft. Walla Walla to Ft. Benton, over which the Northern Pacific R.R. now goes.

If advisable, I would like the money used to establish a Library, which would be valuable to the young people growing up.

I hope you will write me fully and send me a few photographs of the town. Mr. Ernie Jaggard, who formerly lived in Mullan, then moved to Wallace, sent me some.

With very hearty good wishes to all who live in Mullan, believe me.

Very cordially yours,
Mary R. Mullan Flather
(Mrs. Henry H. Flather)

Mullan Men Become Civil War Veterans

Kay Strombo is immersed in her on-going project of compiling all the names of Montana's Civil War veterans, and in her search she has matched up some of those names with those on Mullan's rolls. She writes:

The great division of the states was about to explode upon the nation in 1859, and many of those who would participate were already in the military as escorts or workers on the Mullan Military Road.

Four members of the original crew—Lt. Hylan Benton Lyons, Lt. Charles Garrison Harker, Lt. Nathaniel Wickliffe and Pvt. Nicholas Michael Haley—served in the conflict.

Hylan Benton Lyons was born on February 22, 1836 in Caldwell County, Kentucky. He graduated from West Point in 1856, nineteenth in his class. He served in Florida and Washington states. He resigned from the Union Army in April 1860 and signed up with the Confederates as an artillery captain. He was with the 8th Kentucky Infantry at Fort Donelson, Vicksburg, and Chattanooga. After the war, he spent some time in Mexico in self-exile. He was active in veterans' affairs and earned an appointment as state prison commissioner in Kentucky because of his property holdings. He died on April 25, 1907 in Eddyville, Kentucky.

Charles Garrison Harker was born at Swedesboro, New Jersey on December 2, 1835. He was a retail clerk until attending West Point where he graduated in 1858, sixteenth in his class. He made brigadier general on Sept. 20, 1863 and served at Chattanooga, Missionary Ridge, Knoxville and Atlanta campaigns. He died on June 27, 1864 at the battle of Kenashaw Mountain in Georgia.

Nathaniel Wickliffe was a lieutenant in the 9th Infantry, Company C when he resigned his commission in May 1861. Which colors did he wear?

Nicholas Michael Haley was born in 1837 in Kildare, Ireland and enlisted in the U.S. Army at Rochester, New York on November 30, 1857. As a private, he served with the original military escort of the Mullan expedition in 1859-1860. After receiving his discharge in 1873 at Sitka, Alaska, he remained there filing one of the first mining claims in Sitka. On November 24, 1862, he married Maria Ryan, who was also from

Records on file at Georgetown University show that Mrs. Flather was Mary Rebecca Mullan, one of John's five children, two of whom died in infancy.

—Deb

(see "Civil War..." on page 3)

May Showing Was Success

The May showing of "In Search of Mullan's Road" was a delightful success. About 45 persons showed up, some long-time Mullanites and a few new folks who were interested in becoming Mullanites.

Bernie and Dorothy Merrimam's video of the road, its markers and the people they met along the way (among those is Joel Overholser, who is the MC Fort Benton anchor) was a treat.

After the showing, everyone introduced him/herself and talked about the interest he/she had in the Mullan Road. Then things broke into small groups where intense discussions took place concerning the many aspects of Mullan and the Road.

We hope to make this an annual event, each year featuring a new speaker or topic concerning Mullan and/or the road. So mark it on your May calendars.

OUR NEW MEMBERS

As a result of word of mouth, our May event, and numerous other causes of which we will probably never be aware, the *Mullan Chronicles* keeps acquiring new subscribers. Here are our latest Mullanites:

Kermit Edmonds (interest: military angle)
720 South 3rd West
Missoula, MT 59801

Lt. Col. (Ret.) Leo A. and Claire Rhein
4487 Hoover Lane
Stevensville, MT 59870

Bill Linse
1119 No. 34th Avenue
Yakima, WA 98902

John Mullan Museum/Mullan Hist. Society
Evelyn L. Smith, Secretary
Mullan, ID

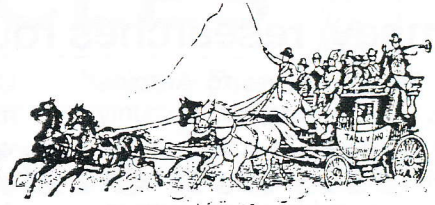
Civil War . . . (from page 2)

Ireland, at Benicia, California. In a letter to the Commissioner of Pensions in 1909, Haley stated, "I also took part in the construction of the Mullen (sic) Road built between Fort Walla Walla and the Missouri River in 1859." He died in Juneau, Alaska on August 19, 1914.

This information was provided by Marion Haley Sim of St. Albert, Alberta, Canada, who is Haley's great-granddaughter. Mrs. Sim was a visitor at the rededication of the Mullan statue at St. Regis, Montana on July 4, 1989. It was a pleasure to meet her and share the event with all of our new-found friends.

—Kay

from the mail pouch



We'd like a subscription

We have enjoyed the first three issues so much that we'd like a year's subscription. Thank you.

Evelyn L. Smith
Mullan Historical Society

Thanks, Evelyn. We, too, are pleased with the success that the Mullan Chronicles has found. In fact, I think we have exceeded our expectations. At first, we were concerned that we wouldn't have enough material to publish, but now it seems we have barely scratched the surface. So much to do, so little time. It looks as if we're into this for the duration however long that might be. So, THANKS. to all of you for your continued support.

—Deb

Charlie Russell's Wagon Boss

I have been unable to ascertain the amount of freight from the west into early Montana, what little seems to indicate largely pack animals. Oh yes, and Charles M. Russell's *Wagon Boss* is sitting on his hoss at almost exactly the point where the Mullan Trail, and successor Benton Road to Helena, pulled out of Fort Benton onto flatter country just beyond. Half a dozen area families claim a grandpa atop the steed, my own idea is Russell used a composite, if not, it was Diamond R Brown (took me 20 years to determine Diamond R was christened James W.)

Receipt of the latest *Mullan Chronicles* brought this on.

Joel Overholser
Fort Benton, MT

May you continue to be inspired!

Deb

The mysterious AA

I am curious about the identity of AA in the story on page two of the last *Mullan Chronicles* about the first arrest in Montana (MC, May 1, 1990).

The *Montana (Magazine of) Western History* of January 1976 has the autobiography of Charles Schafft who was the first Clerk and Recorder of Missoula County. I am enclosing a couple of pages which show he was hired by sutler William J. Terry and wrote a story of those horse thieves (as follows):

Arriving in Walla Walla, I was employed by Wm. J. Terry, sutler to the Mullan expedition . . . to go out and join the expedition as one of his clerks. Serving in that capacity, I remained until winter quarters had been built at Cantonment "Jordan" . . .

Late in December some horses were stolen and the thieves had passed up the river to Deer Lodge Valley. It was desirable to arrest them, and three of us, Wm. Roland (since gone mad), J. Grandmaison (murdered in the Bitter Root Valley a few years ago), and myself (since crippled) volunteered to go after and received authority from Lt. Mullan to capture them.

[Schafft then goes on to relate the capture and return much the same as the story went in the last issue of MC. Schafft's full story appeared in the first Mullan issue of the Mineral County Pioneer. —Ed. Note]

Since his autobiography was written in 1887, he might have read the 1880 *Benton Weekly Record* account and repeated it—or Terry might have had two clerks and Schafft heard AA talk about the horse thieves—or he himself was AA?

Is there any record of a man with the initials AA on the lists of Mullan employees? Or of Charles Schafft?

Audra Browman
Missoula

A search of the list of Mullan's men—which is still incomplete but growing—shows no AA, although there is a Capt. Andrew Atkinson Humphreys who was attached to Mullan's expedition and remained in the military until his retirement in 1879. He died and was buried in Washington, DC, so it wasn't him.

If we jump ahead to the Cedar Creek Gold Rush 10 years later, there were 17 store clerks listed in the census but none of them was named Charles Schafft. There is one AA and that was Adam A. Lalonde who had a brother who was a saloon-keeper, but that's a long reach. If something else turns up later, we'll let you know. Until then, any of these theories are as sound as any other explanation.

—Deb

Ramsey researches route. . . (from page 1)

to the Spokane River to Antoine Plante's Ferry crossing, now a county park on Upper River Drive. At this point, John Mullan headed his road building crew east into Idaho and Montana.

Along the Walla Walla-Spokane section of the MR, there are 13 rock, concrete and/or granite markers, most placed by the Washington State Historical Society in 1926. It is interesting to note that the inscriptions on some markers use the words trail and road interchangeably. Along this section are three Mullan Road interpretive signs. This section also claims four roads named for Mullan—actually, three now, since the city of Walla Walla had oddly decided during Washington's 1989 Centennial year to resign Mullan Avenue as 9th Street.

The second road is mentioned above and the third is signed Mullen Hill Road located 5 miles south of Spokane on

US 195. "Mullen" is not an infrequent misspelling. In Spokane, a short, one-way road paralleling Argonne is signed Mullen Road and crosses Sprague Avenue about two miles east of the MR marker on Sprague.

Since initiating this research several years ago, I have photographed all of the above-mentioned locations as well as some evidence of the old wagon-wheel ruts in areas where it is almost certain they are from the MR. My map file for the Walla Walla-Spokane region contains state road maps, county (Metsker) maps, USGS Topographical Quadrangle maps, ASCS aerial photographs and (on order) selected Mullan Road Report maps from the National Archives. I am at the point now where I need to put on my hiking shoes and head for the Cheney-Palouse scablands of Eastern Washington. I am sure that in this predominant range coun-

try there is much evidence and ruts left by the passage of wagons along Mullan's Road over 125 years ago.

You may want to chat with Carl W. Cliff, Bill Trueblood and Bernard and Dorothy Merrimam before you do that since they have also traveled and researched along the same tract. And maybe some others have some input to make—let's hear from you.

☆☆☆

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Cathryn Strombo and
Deb Davis, Editors.

MULLAN CHRONICLES

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