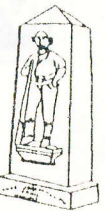


MULLAN CHRONICLES

Volume Three

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Number Three and Four



DIG ARTIFACTS ON LOAN

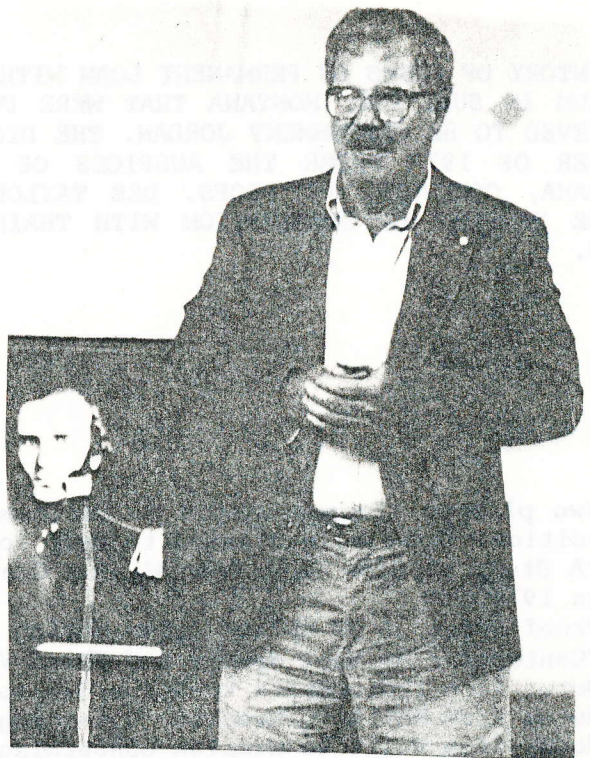
The John Mullan exhibit at the Mineral County Museum was the delighted recipient of good news and artifacts as a result of the Third Annual John Mullan Conference held in Superior, Mont. on Saturday, May 9.

Duane Hampton, professor of history at the University of Montana in Missoula, made the announcement at the conference during his talk about the 1975 dig that was done near DeBorgia, Mont. The artifacts were unearthed from a site that was determined to be the possible location of the Mullan Expedition's winter camp in 1860. Hampton said there was more than one place proposed as the camp's location but the DeBorgia site was the most promising according to calculations done by one of the participants, Thain White.

And apparently he was right because the dig revealed a number of items that were consistent with the era, including those that have already been discussed in previous MCs.

The artifacts will remain on permanent loan at the museum. [More information about them can be found on page two.]

A video tape of the event is available by sending \$7.50 to: John Amonson, Box 92, Wallace, ID 83873.



DUANE "LAMP" HAMPTON, history professor at the University of Montana in Missoula, describes the fun and facts of the dig that took place near DeBorgia, Montana in 1975 as one of the proposed sites of Cantonment Jordan, Mullan's winter camp. Hampton spoke and brought artifacts from the dig to the Third Annual John Mullan Conference held in Superior, Montana on May 9.

Also speaking at the conference was Hank Ramsey of Selah, WA, who also showed a number of slides he had taken as he traced the route from Walla Walla to Spokane. The excellent slides gave views of numerous Mullan markers, plus the grounds of the Washington state prison, the launching point of Lyons Ferry and the Palouse country in eastern Washington. He gave a clearer sense of what Mullan and his men saw as they traveled the route.

Ramsey said that Walla Walla seems to not appreciate the value of the Mullan Road. He acquired this opinion, he said, when they changed the name of the main street from Mullan Road and scraped the sign posts. He added that he recovered one of the signs for himself.



HANK RAMSEY listens to audience members after his slide presentation on the western portion of the road as it exists today.

INVENTORY OF ITEMS ON PERMANENT LOAN WITH THE MINERAL COUNTY MUSEUM IN SUPERIOR, MONTANA THAT WERE FOUND AT A DIG SITE BELIEVED TO BE CANTONMENT JORDAN. THE DIG TOOK PLACE IN THE SUMMER OF 1975 UNDER THE AUSPICES OF THE UNIVERSITY OF MONTANA, CONDUCTED BY PROFS. DEE TAYLOR, CARL MALOUF AND DUANE HAMPTON IN COOPERATION WITH THAIN WHITE AND MARGIE HAHN.



1. Two plastic transparencies of Cantonment Jordan from original map drawn during Mullan expedition. These were created to help locate same site on modern maps.
2. "A Study of Some Fort Owen Window Glass," research and notes by Thain White (a copy), circa 1975.
3. Proof sheet of 30 photos taken during the site excavation.
4. "Cantonment Jordan: Second and Third Visit, May 1975" by Thain White, Dayton, Montana.
5. Notes from Thain White to Duane Hampton concerning the military button found.
6. Notes from White to Hampton concerning the rifle parts found.
7. Notes from White to Hampton concerning the trigger guard found.
8. A mylar-encapsulated "Map of the Mountain Section of the Fort Walla Walla and Fort Benton Military Wagon Road from Couer d'Alene Lake to the Dearborn River, Washington Territory. This is a copy of the map published with the Report to Congress made in 1863 that was drawn by cartologist Theodore Kolecki.
9. A photocopy of John Mullan's address that appeared in the New Northwest on April 8, 1870.
10. A published booklet circa August 1880 that outlined the appeal made by John Mullan, attorney for Daniel Hayes, before the U.S. Land Dept., Sec. of Interior:

Daniel Hayes,
Claimant & Appellee,

vs

Hollon Parker, Esq.
Contestant & Appellant.

The booklet is 22 pages long and the cover sports a handwritten note by John Mullan that says: "To the President office N.P.R.R. Co. with Compliments of John Mullan, State Land Agent for Calif. Nevada & Oregon."

11. Contents of a shoebox, namely the following bagged items that are labeled respectively on the outside:

Pit #3 Jordan 22 May '76

Clay -- Big Stump -- Nails (illegible) site F5, F14.

FS - 2 -- pieces of broken, clear oxidized glass.

- 5-22-76 Cantonment (sic) Jordan

Nails in Board & glass SE corner

- C. Jordan 1859 P. --

5-17-75 #3 sq. nails

Misc. square nails & scrap metal, including straps & cans

Military button wrapped in cotton in small box (dark bluish markings). Slice of tree trunk found amidst footings/remains of what is believed to be one of the cabins at Cantonment Jordan.

from the mail pouch



There was nothing in the mail pouch so I thought I would use this space to catch up on some issues that were discussed in earlier issues of the Mullan Chronicles.

First of all, you may have noticed that this is a combined issue of the MC -- May-August. The reason for this -- other than time slips by so quickly -- is that we want to inform you of the May third annual Mullan Conference in Superior and catch you up on some other information. Since May is long past and August is just a flip of the calendar away, we decided to combine these two issues into one larger issue.

EXCERPTS QUESTIONED

A phone call came in the other day about the excerpts used by Raymond Borchers in his "Mullan Road Detail Maps" booklet. The excerpts can be found as inserts on the maps themselves.

The excerpt in question concerned the map on page 37 that shows the Mullan Road as it travels through Missoula, Montana area. Allen Mathews, a historian who works with the City of Missoula, asked the origin of the excerpt. The excerpt noted:

"Twenty-eighth day. -- Move to Higgin's & Worden's store, at Hell's Gate, distance twelve and a half miles; road excellent; wood, water, and grass here; good place to rest animals for a day or two; blacksmith's shop at Van Dorn's, and supplies of all kinds can be obtained, dry goods, groceries, beef, vegetables and fresh animals, if needed."

Mathews' concern was that Higgin's and Worden's store at Hellgate was not established until August 1860 and Mullan was recorded as going through the area in about June 1860, thus there was no civilization at the Hellgate site when Mullan passed through. The excerpt, however, makes it sound as if there was. And there is no notation in the booklet that refers to the source of the quotations.

A quick check confirmed my suspicions. The excerpts' origin was John Mullan's report to Congress, "Construction of A Military Road From Fort Walla Walls to Fort Benton," published by the Government Printing Office in Washington, D.C. in 1863. Mullan later used these same excerpts in the "Miners and Travelers Guide" that was published in 1865.

The report to Congress and later the guide were written to inform the traveling public of what goods and services would be available to them and where as they traveled the road. A copy of Mullan's actual notes and the logs of some of the other party members can be found on microfilm at the University of Montana Mansfield Library in Missoula. They also may be available elsewhere but I know of no other sources.

Deb

A couple of years ago, we ran a piece on the first arrest in Montana that sparked an inquiry from the venerable Audra Browman, a Missoula historian who has served as our mentor. Browman wondered if the A.A. in the story was one of in the same as Charles Schafft who worked as a store clerk as A.A. said he did.

Well, we have not cracked that case yet, but while perusing early newspapers we found some information on Schafft. The following articles were printed in the Missoulian:

Reprinted from the New Northwest (Deer Lodge, Mont.) in the 12/26/1884 issue -

"Charley Schafft is in line of progress to become the Jules Verne of Montana."

We then discover why ---
12/27/1884

"Charley Schafft has an amusing article in last week's New Northwest, describing a wonderful spring he came across near the northern boundary, the water of which gave a metallic coating to everything it touched. Drinking some of the water, he found that in the course of a few hours his stomach and other
(see page five)

From the Olympia Pioneer and Democrat,
Apr. 15, 1859:

\$100,000 MILITARY ROAD APPROPRIATION

On the 20th of February the President signed the following proclamation:

"Whereas, an extraordinary occasion has occurred rendering it necessary and proper that the Senate of the United States shall be convened to receive and act upon such communications as have been or may be made on the part of the executive;

"Now, therefore, I, James Buchanan, President of the United States, do sign this my proclamation, declaring that an extraordinary occasion requires the Senate of the United States to convene for the transaction of business at the Capitol in the City of Washington, on the 4th day of the next month, at 12 o'clock at noon of that day, of which all who shall then be entitled to act as members of that body, are hereby required to take notice" (that at a special session the following took place):

The House passed the Senate bill extending the law and judicial system of the United States over Oregon, and, on March 2, it concurred in appropriating \$100,000 for the military road from Fort Walla Walla to Fort Benton.

In the April 29, 1859 issue, the Pioneer and Democrat carried this piece from the Washington Star:

"The last Congress appropriated the sum of \$100,000 to enable Lieut. Mullan, 2nd Artillery, United State Army, to continue the establishment of a military road in Oregon. It will be remembered that this road was commenced last summer but operations upon it were necessarily suspended on account of the Indian disturbances in the Northwest. The road will extend from Fort Walla Walla, on the Columbia, to Fort Benton, on the Missouri River. When completed, it must prove of incalculable advantage to the ride of immigration pouring into the State of Oregon and the Territory of Washington.

"Lieut. Mullan with his corps of assistants, & c, will leave Washington City about the 16th instant for St. Louis, where will be procured supplies and all essential appurtenances for the expedition. From this point he will start for New Orleans, there meeting the steamer, and thence sailing for California, via the Tchuantepec route.

Arriving in Oregon, Lieut. Mullan will proceed to organize and equip an efficient party, ready to take the field as early as a day as practicable. Lieut. Mullan is known to the Department as one of the most reliable and competent officers in the service. His characteristic energy and intelligence, as displayed in past duties furnish an ample guarantee that his future labors will be performed in a manner highly creditable to himself and eminently satisfactory to the Government."

LOADS ON THE ROAD

During the Washington state Centennial in 1989, the Centennial Commission helped sponsor a book recalling historical events in the state's past. This book, "Exploring Washington's Past: A Road Guide to History" records the Mullan Road's contribution to that past on page 208. It notes:

"Mullan's men laid couduroy across swamps, cut tress at ground level, removed obstructing rocks, and built hundreds of river crossings (146 crossings in 100 miles along one particularly troublesome stretch [the St. Regis River gorge]). In heavily forested areas, Mullan doubled the width of the road from 25 feet to 50 feet to allow more sunlight to melt the snow.

"By 1862 wagons could lurch over the resulting swath from the western edge of the Great Plains, across the Rocky Mountains, to the pine country of Spokane and the sagebrush flats leading to Walla Walla. Rockslides and washouts soon changed the 'road' to a mule trail, however, and wheeled travel became all but impossible. Immigrants in 1865 reported that "any other method" of reaching the Northwest would surely be better than the Mullan Road. Nonetheless heavy use prevailed, for gold strikes drew miners and mule trains shuttling between Walla Walla and a succession of gold districts to the east and north. In September 1865, the Statesman estimated that 1,000 mules had headed for the mines in a single two-week period, tied into packtrains averaging 50 animals each and carrying 300 pounds per mule. Farmers had a bonanza simply in supplying oats, let alone flour, beef and pork."

(Reprinted with permission by University of Washington Press)

SCHAFFT CONT.

digestive organs were electroplated, and for years after he could drink even post-trader whiskey with perfect impunity. He has about worn out the lining, some Couer d'Alene aqua fortes giving it the finishing touch, and contemplates a trip to the wonderful spring for a rehabilitation of his internal organs. When he starts, we expect to see Montana towns depopulated more than by any gold discovery stampede which has ever occurred."

1/2/1885 Helena Independent-

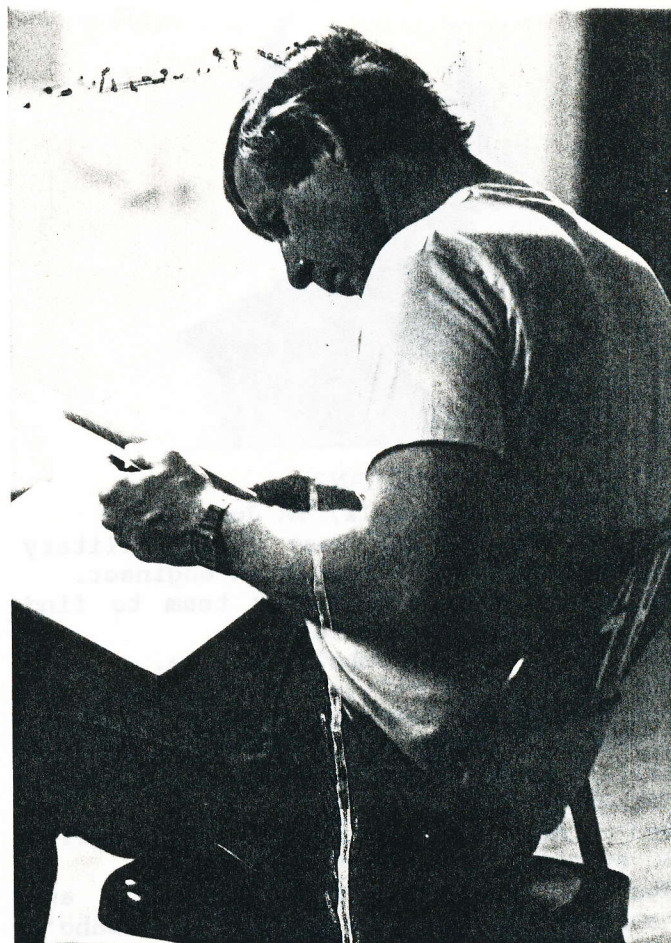
"Charley Schafft, formerly of Benton, is writing a history of the Indian service of Montana. It would probably pay some of the agents to have the work suppressed."

3/6/1885 Missoulian-

"Charley Schafft has returned from his suburban retreat at Hell Gate and resumed his old position in the Kennedy House office."

Audra did find an obituary on Schafft that was printed in the Missoulian. It noted that he was born June 25, 1838 in Berlin, Prussia (now Germany) and that he had been a member of Mullan's road-building crew but not in what capacity. He died in Missoula on March 19, 1891.

Deb



JOHN [not Bill as one harebrained person insisted on calling him] AMONSON studies a reprint now available of the Traveler's and Miner's Guide, written by Mullan and originally published in 1865.



THIS WILL BE THE LAST FOR SOME

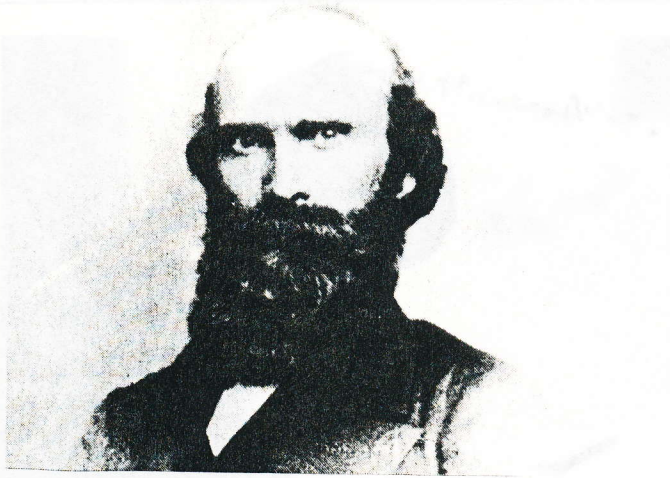
We hate to do it but this will be the last issue for over a dozen of our friends. A red stamp on you address label indicates expired membership. Please don't miss all the great stuff in upcoming issues. Its only \$5.00 a year and well worth it!

TALK ABOUT A LET DOWN ...

(Reprinted from the Apr. 6, 1863 Sacramento Union:)

"It would appear that the redoubtable Captain Mullan has beat the bush and somebody else has caught the bird in the creation of the new Territory, which has been carved out of the eastern end of Washington Territory. He was strongly urged for the Governorship by McDougall and Nesmith, but Harding, McBride and the Coeur d'Alene delagation stood up for Wallace, the retiring delagate from Washington -- a good man and true."

The new territory talked about is Idaho. Sometimes nothing seems to go one's way!



WHO WAS JOHN MULLAN?

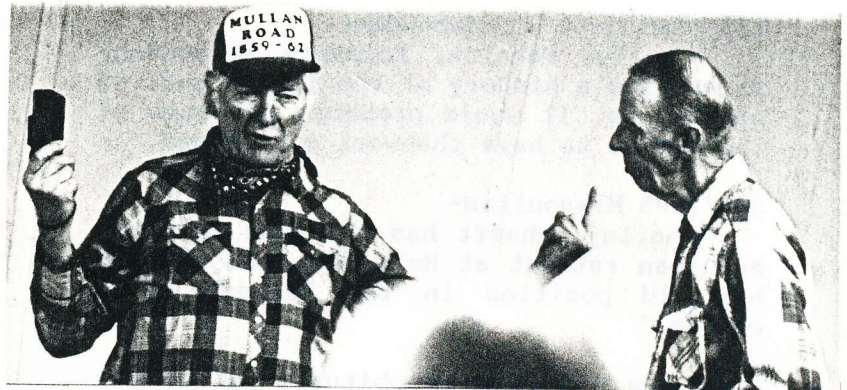
- 1830 - Born in Norfolk, VA July 31.
- 1852 - Graduate of West Point Military Academy and specialized as an engineer.
- 1853-55 - Member of survey team to find railroad route to the Pacific.
- 1855 - M.A. at St. John's College.
- 1858 - Fought in battles of Four Lakes and Spokane Plains (Coeur d'Alene Indian War).
- 1859-62 - Supervised construction of military road from Fort Walla Walla to Fort Benton.
- 1863 - Resigned from U.S. Army, married and eventually had five children.
- 1863-64 - Ranched near Walla Walla, and unsuccessfully lobbied to be Idaho's territorial governor.

MULLAN CHRONICLES

Mineral County Museum
 Post Office Box 533
 Superior, MT 59872

1865-67 - Wrote a travel guide to the west, ran a stage and freight company from Chico City, Calif. to Ruby City, Idaho.
 1867 - Engineer and counsel for City of San Francisco. Land Lawyer for several western states. Lawyer, lobbyist in Washington, D.C. Interests: Indian affairs, education.
 1909 - Died in Washington, D.C. in Dec. 28.

(Reprinted from "Travelers Guide Through Idaho: Mullan Military Road," a brochure published as part of the 1990 Idaho Centennial.)



"... And it was this wide ..." says **CARL CLIFF** as he describes some of the recent adventures he shared with **BILL TRUEBLOOD** who looks on sagely.



MINERS AND TRAVELERS'

GUIDE

TO

OREGON, WASHINGTON, IDAHO, MONTANA,
WYOMING, AND COLORADO.

VIA

THE MISSOURI AND COLUMBIA RIVERS.

ACCOMPANIED BY

A GENERAL MAP OF THE MINERAL REGION OF THE NORTHERN
SECTIONS OF THE ROCKY MOUNTAINS.

PREPARED BY

CAPTAIN JOHN MULLAN,

LATE SUPERINTENDENT OF THE NORTHERN OVERLAND WAGON ROAD,
AND COMMISSIONER OF NORTHERN PACIFIC RAILROAD.

NEW YORK:

PUBLISHED BY WM. M. FRANKLIN,

(FOR THE AUTHOR),

24 VESEY STREET,

1865.

ITINERARY OF ROUTE.

The following Itinerary supposes the traveler to start from Walla-Walla; but by simply reversing the order of the record, no trouble will be had:

First day.--Leave Walla-Walla and move seven and a half miles, to Dry Creek, and encamp at crossing; easy rolling prairie hills en route; wood, water, and grass at camp.

Second day.--Leave Dry Creek and move eleven and a half miles, to Touchet Bridge, and encamp; easy rolling prairie hills en route; wood, water, and grass abundant.

Third day.--From Touchet take wood in wagons for two days; move seven miles, to the springs, and encamp; grass and water here, but no wood; level prairie road en route.

Fourth day.--Leave springs and move to Snake River; distance, twenty miles; grass, water, and drift wood here; graze animals on hills on left bank; good road over rolling prairie, somewhat hilly.

Fifth day.--Cross Snake River by ferry-boat; charge for wagons, \$4; men, fifty cents each; riding and pack animals, fifty cents each; swim loose stock, or, if preferred ferry same. Move to Palouse; distance, fourteen and a half miles; water and grass; willows for fuel. It would be well to take a small quantity of drift wood along from Snake River; good road.

Sixth day.--Move to Cow Creek; distance, eleven miles. Wood, water, and grass at camp; good place to rest animals for a day, if required.

Seventh day.--Move to Aspen Grove; distance, 18 miles; good road. Wood, water, and grass at camp; good place to rest animals a day, if required.

Eighth day.--Move to Lagoon camp; distance, twenty-one and a half miles; good road; wood, water, and grass at camp.

Ninth day.--Move to Rock Creek; distance, twelve and a half miles; somewhat stony, but animals should be shod, in which case they will travel well; wood, water, and grass at camp.

Tenth day.--Move to Hangman's Creek; distance nineteen miles; good road; wood, water, and grass at camp.

Eleventh day.--Move to Spokane River; distance, twelve and a half miles, and cross; wood, water, and grass at camp; good place to rest animals; charge for each wagon, \$4; for each man, fifty cents; swim loose stock, or ferry, if preferred. There is a ford eight miles above.