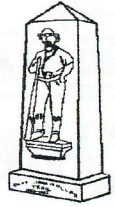


MULLAN CHRONICLES

Volume Eleven, Issue #1

Autumn 2006



2006 Mullan Days in Helena was biggest and best ever!

It was a wonderful event in May when over 100 persons interested in John Mullan and the road he was involved in building met in Helena.

Did you know that Capt Mullan does *not* have an appropriate monument at the cemetery in Maryland where he is interred? In fact it is unmarked. A worthwhile project for our group would be to see that that oversight is corrected.

The Helena/Lewis & Clark

County Historic Preservation Officer Paul Putz hosted our annual gathering. The event was held at the Great Northern Hotel, they pulled out all the stops in the royal treatment we received. We heard from old friends, Don Popejoy, (cousin-cousin) who gave a historic visual tour from Fort Walla Walla to Plante's Ferry.

Special Mullanite friend Robert Dunsmore, retired Highway Engineer, who has donated copies

of so many of the items in our collection. He is our expert on the North Idaho section.

Jon Axline, Historian with the Montana Department of Transportation, gave an overview of the road in Montana. He and Chuck Mead have been working together for years to preserve and protect many pieces of the original road.

Following too much lunch, keynote speaker Paul McDermott
(continued on Page Two)

2006 Mullan Days...

(continued from Page One)

of Montgomery College in Maryland showed many pictures and prints made by artists John Mix Stanley and Gustavus Sohon. Paul is the person we have to thank for the proposal to have the name of St. Regis Pass returned to the name Mullan gave it in honor of his friend and fellow traveler, Sohon Pass. The railroad in about 1895

Bill Weikel, in period costume, gave us a delightful insight into the instruments and techniques used by the surveyors in mapping and measuring the road.

arbitrarily changed it to St. Regis Pass without a thought to the historical connection. We still have hope that one day it will happen!

Bill Weikel, in period costume, gave us a delightful insight into the instruments and techniques used by the surveyors in mapping and measuring the road. Bill has many original instruments in his collection and has many times graciously shared their history with interested groups.

A video presentation of the state Masonic Grand Lodge, Reid Gardiner and Tomas Valente, was interesting as they told of the first

meetings of their organization at the top of Mullan Pass in 1862. We later toured that site; you can see original tracks of the road there.

Railroad History in the West by Missoula authors, Bill and Jan Taylor capped the evening program. They have several books available that show the stations, lines and places throughout the state.

Sunday morning Christine Whitacre of the National Park Service Cultural Resources explained what it means to have the Mullan Road as a National Historic Landmark nominee. It takes planning to make it happen. That should be one of the projects that should be taken up if the road is to remain as part of our historic heritage

A lively discussion included several persons stepping forward to volunteer to hold the next annual meetings in their area. Don Popejoy of Spokane has said he will be happy to have everyone come to Spokane in 2007. If you have questions or can help him his mail address is:

dpoc1al@hotmail.com

Missoula put in a bid for 2008, Fort Benton would like to have it in 2010, the 150th anniversary of it reaching that town. Is there someone who can work towards having it in Fort Walla Walla in 2009, the 150th anniversary of the start of the trek eastward? Let us know.

Roger Hanson of Parker, CO has set up a chat line for Mullan members:

groups.yahoo.com.

You sign up with a user name and password. Ask it for Mullan Road and "join this group." If it doesn't work, email him at:

mullan_road-owner@yahoogroups.com

Dennis Washington of Montana Rail Link let the group use a train and cars for an exciting ride from Helena through the Mullan Pass to Elliston. Several people said it would be the first time they had ridden a train so took advantage of it and were very pleased. The group that took vans over the original got to wave at them as they passed. How in the

Dennis Washington of Montana Rail Link let the group use a train and cars for an exciting ride from Helena through the Mullan Pass to Elliston.

world the vans made it over the route is nothing short of a miracle. I was sure we were going to bottom out every few yards. But we didn't and had a wonderful time seeing the route as it was laid out so many years ago.

Family history of Mullan's wagonmaster

In April I received a message from Glenn Harrison about the wagon master with Mullan, John Creighton. It included a brief family history.

The mother of Mary J Creighton born 11 Sept 1870 was Mary Jane McCully born 16 Aug 1844. Her father was John Creighton. Mary Jane married John 24 Dec 1868 at

Salem, OR. John was born 13 Aug 1834 in Dundee, Scotland.

John Creighton came to America with his parents from Scotland when he was age eleven and settled at LaPorte, IN where his parents remained most of their lives. The parents were reported to have been living there in the year 1884 per some McCully family notations.

John was employed by the US Government in April 1858 and stayed in the employ for six years. His first job was as wagon master for the US Army (Col. Andrew) and was hired to run a wagon train from Fort Leavenworth, Kansas to Fort Benicia, California. (Benicia was an early day US Army post, fort and also an early day State Capital of California, following Monterey and before Sacramento, CA.) On 18 July 1858, he was the first person to take a wagon supply train through Bridger's Pass over the Rocky Mountains. This trip was extremely hard travel. The peak of discomfort was one fifty mile distance took fourteen days to cover those fifty miles.

In spring of 1859, he was sent by General Hancock from Benicia to Vancouver, Washington with a load of mules for government use. There he was placed in charge of

Lt John Mullans' supply train. In fall of 1859, he was among those beginning to build a wagon road from Fort Walla Walla to Fort

They got snowed in on the Bitterroot River (St. Regis) and almost did not make it out alive. One man (Mahon) had severely frozen limbs.

Benton, Washington Territory. They got snowed in on the Bitterroot River (St. Regis) and almost did not make it out alive. One man (Mahon) had severely frozen limbs, and John Creighton left alone to travel twenty-five miles to reach assistance and a doctor. (? As Dr James Mullan was with the party.) The party did not return to Walla Walla until February 1860 (1861?).

Mary Jane was made guardian to minor heirs to his estate on 13 Dec 1887. A.N. Gilbert had been appointed 25 April 1885 as administrator of his estate following John Creighton's death on 22 Dec 1884.

Mullanites Lose a Dear Friend

We are saddened to report that good friend and ardent Mullanite Carl Cliff of Spokane, died June 1, 2006 in Spokane. He and Bill Trueblood traveled the entire road many times and made videos of their trips. (The museum has copies.) They also discovered that if you cut a barbwire fence it is almost impossible to get it together again! Carl had a TV program for several years in Spokane and had a wonderful voice. He was the cousin of Helena doctor Richard Buswell.

Even Capt. Mullan had trouble getting paid

This tells us something more about Mullan the man after his road building time.

Statutes of California
Passed at the 26th Session
of the Legislature, 1885

Senate Concurrent Resolution #3, relative to directing the governor to fix compensation for services rendered by Captain John Mullan, in collections of claims due the State of California from the United States. Adopted March 3, 1885.

WHEREAS, the Governor and the State surveyor-General of this State, respectively, have heretofore appointed Captain John Mullan, of San Francisco, California, agent and attorney to represent the State of California before the proper authorities of the United States, at Washington, DC, in the matter of claims of the State of California against the United States, growing out of past Indian hostilities, and for interest on moneys heretofore expended by this State on account of military operations herein and borders hereof, and in recovering all land fees heretofore illegally paid to the United States by this State; and whereas, in pursuance of Concurrent Resolution #12, adopted February 26, 1881, and in pursuance of Assembly Joint Resolution #30, adopted

March 9th, 1872, James E Hale and Thomas M Nosler were duly appointed and commissioned agents on behalf of the State of California and the Governor thereof, by themselves and their duly constituted agents, to collect from the Government of the United States the cost, charges, and expenses properly incurred by the State of California for enrolling, subsisting, clothing, supplying, arming,

...this State shall not, in any event, become liable for any expenses, fees, and salaries of any nature whatever, other than such contingent commission...

equipping, paying, and transporting its troops employed in aiding to suppress the insurrection against the United States; and whereas said James E Hale and Thomas M Nosler have duly constituted said Captain John Mullan their agent and attorney, in pursuance of the foregoing authority conferred on them, in their names, places, and stead, to demand and receive all said moneys from said Government of the United States, and in and about the said premises to act as their agent therein; therefore, be it:

Section 1. Resolved by the Senate of California, the Assembly concurring, That the appointments so conferred upon Captain John Mullan by the Governor and Surveyor-General, respectively are hereby ratified and confirmed, and the Governor of this State be and he is hereby authorized and directed to fix the compensation for the services by Captain John Mullan theretofore and that may be by him hereafter rendered at twenty per cent of each sums or claims that may be by him collected from the United States, and to pay him such per cent out of the moneys that may be collected by him and paid to this State on account of each of the foregoing matters; provide, however, that this State shall not, in any event, become liable for any expenses, fees, and salaries of any nature whatever, other than such contingent commission.

Sec. 2. That the proper State officers of the State of California be and they are hereby authorized and directed to deliver to Captain John Mullan, or to his authorized agent, all the original vouchers, certificates, and papers of every kind and nature relating to the claims of this State against the Government of the United States

(See "getting paid" on page five)

SHORT NOTES SHORT NOTES SHORT

**Dr. Youngs puts up
a Mullan Web site**

Dr. Bill Youngs of the History Department at Eastern Washington University in Cheney has a web site where the information on the Mullan Road can be found. Currently they have completed a carefully edited version of the *Mullan Report*, just go to Google and enter "Mullan Report." They are in the process of putting a complete reading of the report online. The web site also includes Mullan Road diaries, articles about various facets of the road's history, and other features such as timelines, maps, films and photo galleries. Dr Youngs, can you get me for plagiarism as I copied your handout! Contact him at 509-359-7951 or email:

jyoungs@ewu.edu

Museum email

Email for the museum here in Superior is:

mchs1976@blackfoot.net

**It's time to start
planning for next year**

Get in touch with Don Popejoy and let's make the 2007 meeting as good as it was in Helena!!

Mullan in Missoula

From an early *Weekly Missoulian* of November 7, 1884

John Mullan, who built the well-known Mullan Road, was in the city last Saturday for the first time—except when he passed through on the Villard excursion. He was over the ground in 1862, but the few people here at that time lived at Hell Gate; five miles below. Captain Mullan is a commissioner of Indian Schools, and is on a tour of inspection. He favors bringing the Piegan children to the flathead reservation to attend school, hoping by that means to induce the parents to follow and settle on the same reservation, and thus throw the Piegan reservation open to settlement. The Captain spent Sunday with Colonel Gibson and Major Jordan, old friends of his, at the fort, and on Sunday night went westward.

...getting paid

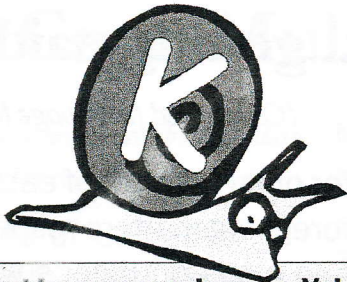
(Continued from page four)

for or on account of each of the foregoing matters respectively, and also Controller's warrants that have been heretofore paid and canceled, and which may be needed to perfect any claims of this State against the United States represented by him.

That said State officers shall prepare and take from Captain John Mullan, or from his authorized agent, a receipt in writing, bound in a book same as they keep in their offices.

Sec. 3. That said State officers shall prepare and take from Captain John Mullan, or from his authorized agent, a receipt in writing, bound in a book same as they keep in their offices for all such papers as aforesaid, and which shall show what papers are in each case, the date thereof, by what Board of Examiners passed, the amount and date of the warrant, and in whose favor drawn.

(There seem to be several notes that Mullan did not receive all that was due to him and that he went broke. Does anyone have anything further on this subject?)



Memberships are now shown as Volume and issue number, i.e., if yours shows 11-1 it means you are now due to renew. Also my email address is mrshezzie@blackfoot.net. Thank you for all the support you have given us in over 10 years of trying to share information on this most fascinating man and his venture. You will get four issues for your membership dues! Be patient with us please, for there is hope.

The *Mullan Chronicles* is published by the Mineral County museum and Historical Society, Post Office Box 533, Superior, MT 59872, a non-profit organization. Subscriptions are \$5 per 4 issues to cover printing and mailing. Computerized typesetting by Van Wolverton.

Cathryn (Kay) Strombo, Editor

MULLAN CHRONICLES

Mineral County Museum

Post Office Box 533

Superior, MT 59872

