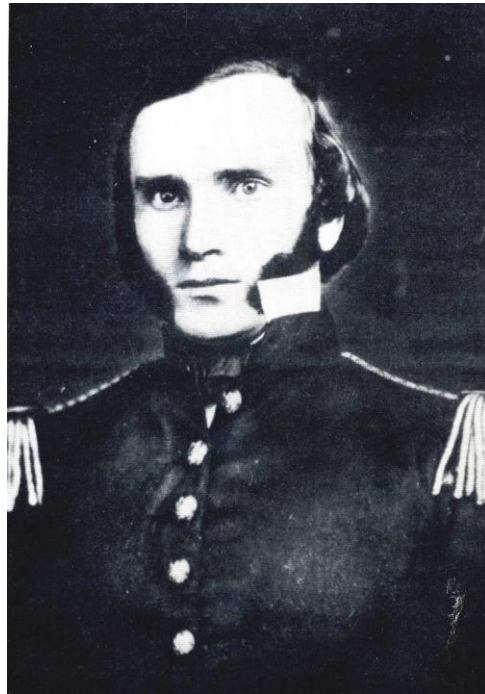


# MULLAN ROAD DETAIL MAPS



Captain John Mullan

COMPILED BY  
**RAYMOND BORCHERS**

# MULLAN ROAD

DETAIL MAPS FROM

WALLA WALLA TO FORT BENTON

PRELIMINARY EDITION

compiled by

RAYMOND BORCHERS

These detail maps are dedicated to the "pioneers" of Mullan Road history. First, to Louis C. Coleman and Leo Rieman whose "Captain John Mullan; His Life--Building the Mullan Road" is the only extended historical publication about the Mullan Road since Mullan's great publication of 1863. Coleman and Rieman's book was published privately in 1968 and is no longer in print. Second, to Bernard and Dorothy Merriman of Coeur d'Alene who have traveled far and photographed widely on the Mullan Road. Their video tape of the Road is a first. And third, to Carl W. Cliff and Bill Trueblood of Spokane who have personally followed the crooks and crannies of the Mullan Road from Walla Walla to Fort Benton. You need to hear Carl singing his ballad of the Mullan Road to appreciate their spirit.

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Orders may also be sent to the Mineral County Museum and Historical Society, Superior, Montana 59872

Printed in the U.S.A.

## INTRODUCTION

The initials "MR."--The initials, "MR," were first used by Mullan to stand for "Military Road." By an accident of names, "MR" is also the initials for the Mullan Road. Although John Mullan did not so intend, his "MR" for "Military Road" spontaneously became "MR" for "Mullan Road." The earliest date of the name "Mullan Road" appearing on the land survey maps is 1873.

County road maps.--These detail maps of the Mullan Road are marked on county road maps at a scale of 1" = 1 mile. The county road maps were purchased from the state highway departments of Idaho and Montana and from the respective county highway departments in Washington state. Since some counties are further subdivided, 26 maps are needed.

Original township survey maps (BLM maps).--The information giving the location of the Mullan Road was obtained from the township surveys made by the General Land Office, U.S. government. These surveys primarily located the section corners within the township. This was necessary so that land claims or titles could be identified as a particular fraction of a numbered section within a township identified by number and range. Flowing streams and existing roads were also marked on these surveys. Hence, the Mullan Road was noted in most places where it traversed. These surveys were made as early as 1860 for Walla Walla and as late as 1912 for the township on the immediate west side of the Bitterroot Mountains at St. Regis Pass in Idaho. The first township on the east side of the pass in Montana has not been surveyed to date--the only one involved with the Mullan Road not surveyed. The scale of these survey maps is near to 1" = 0.5 mile. Present day roads and towns are not indicated on these so that identification can only be made by transcribing the Mullan Road of the old maps on to present day county road maps.

The U.S. government agency of the General Land Office was absorbed by the present day Bureau of Land Management in the early part of the 1900's. The old survey maps are, therefore, archived with the latter agency. These can be purchased from the respective state BLM offices in Boise, Billings, and Spokane. About 125 township maps are needed from Walla Walla to Fort Benton.

Why a scale of 1" = 1 mile?--The map scale of 1" = 1 mile used in the following is an arbitrary and compromise choice. Mullan's great maps of 1863 were on a 1:300,000 scale, that is, 1" = 4.7 miles. Those who have tried to use such maps are aware that, at this scale, one can find the part of the country where the Mullan Road is located but little of detail or precision is possible. Enlarging the maps to 1" = 1 mile attains the stage where one can begin to locate the road with at least some degree of detail and precision.

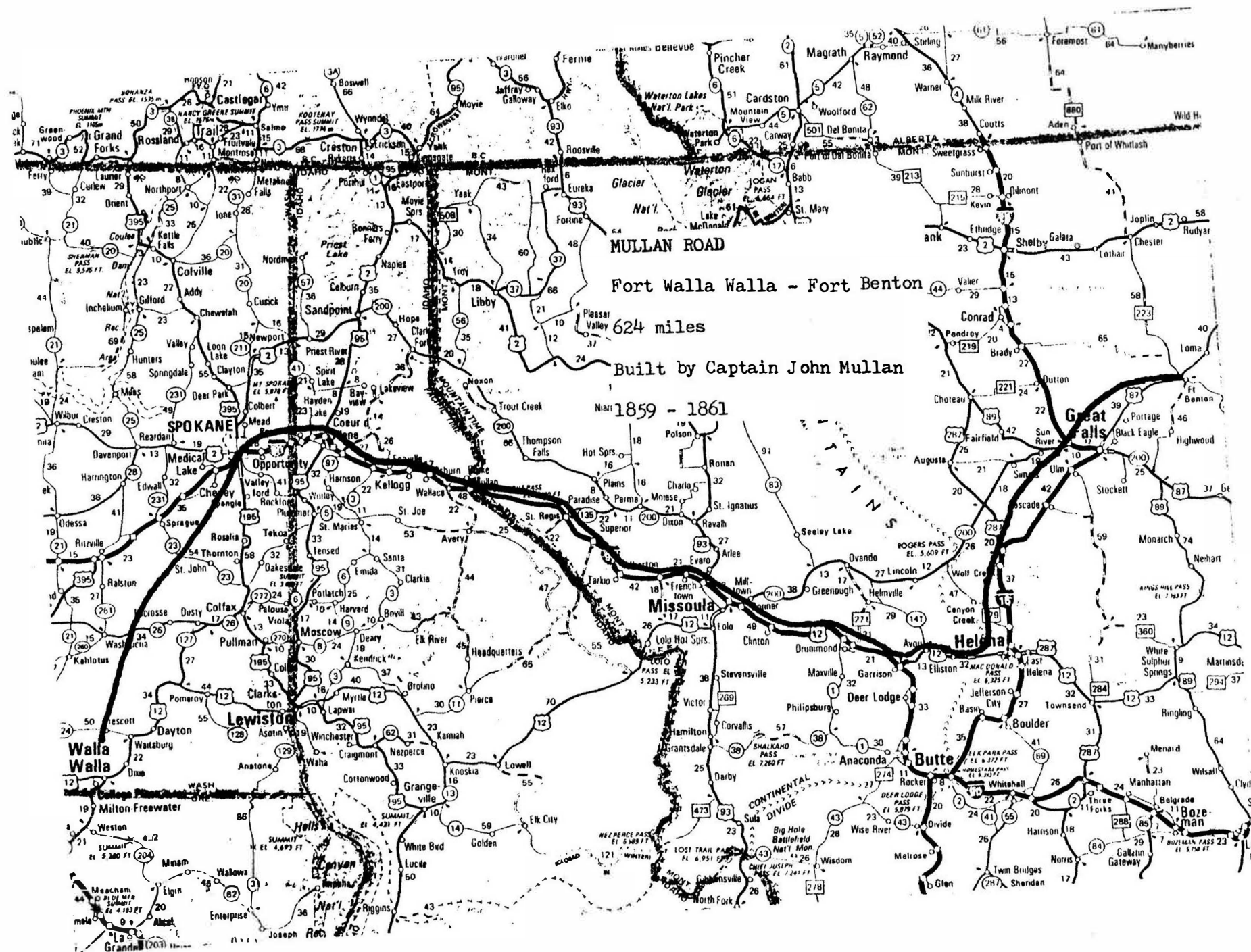


The accuracy is of the range of about 100 yards right or left of the indicated position, hopefully never more than 200 yards. To reach a higher degree of accurate presentation requires about a five fold further increase, that is, to 1" = 0.2 mile or 1" = 1,000 feet. Such amplification requires five times as many pages of maps. Hence, the scale chosen is a compromise between precision and space. Nevertheless, the scale chosen of 1" = 1 mile gets one pretty close to the "real" or "true" location.


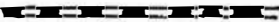



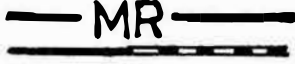

Why a preliminary edition?--Questions may arise as to why a preliminary, that is, an incomplete edition should be published. First of all, there appears to be increasing interest in a more precise location of the Mullan Road. "I want to follow the Mullan Road. Where is it?" So goes a frequent inquiry. Second, those who are interested could go to the BLM and obtain the requisite maps. But why do this again and again for each of us. In addition, the BLM does not know what maps are needed. You must personally select by township and range the maps needed. Why not pool our efforts and move on to finding the "true" location of the road in all places. Third, information and data on a sufficiently precise location in many cases are incomplete. The BLM maps are good and the best available but not sufficiently precise and complete in all cases. To collect the remaining items of data would require considerable time for one person. If all those interested have a beginning point and a means for cooperation, the job can be completed sooner. And fourth, a good, desirable edition of the maps to the Mullan Road will require a color edition and color coding of the routes vs present day roads. Such an edition will be so expensive as to preclude common purchase and use. In fact, such a color edition will require underwriting of expenses to be accomplished.

And so, the preliminary edition is put forth so that something is available for all of us. Join in collecting and determining data about the location. Send your findings, additions, corrections, etc., and whatever to the author or to the Mineral County Museum and Historical Society at the respective addresses given earlier. Join the fun and excitement of exploring for the route.

Trespassing.--Much of the Mullan Road is now highway right of way and obviously open to the public. A smaller portion passes through public lands such as the National Forests. But a portion is now on private land. Entering thereon without permission is trespassing--and especially so where signs clearly state "No trespassing." Please respect the landowner's rights and requests. And above all, if you do enter private land through a closed gate, by all means close the gate behind you.



## KEY TO MAP SYMBOLS

	Hard surface road--all weather--any such road is OK for travel providing it goes where you want to go.
	Crushed rock or gravel road--fair weather--very dusty when dry--may become impassable, even hazardous after a rain.
	"AUTO" indicates a recommended road to follow even though farther than other apparent roads.
	"NO" indicates a road not recommended for travel even though near to the Mullan Road or a shorter route.
	Solid line interrupted by "MR" indicates that this is the Mullan Road-- <u>not</u> itself a present day road.
	Solid line interrupted by "MR" and immediately adjacent to a present day road indicates that the Mullan Road and the present day road are identical or nearly so.
	Interstate "90" interrupted by "MR" indicates that the Mullan Road and I-90 are identical or nearly so.

One generally thinks that historical roads and railroads were built from east to west across our country though there are exceptions. This results from the westward growth of the USA. The Mullan Road is one of these exceptions being built from west to east despite the predominant travel in the opposite direction. Even John Mullan's directions for travelers moves from "First day" from Walla Walla to "Forty-seventh day" at Fort Benton. These daily directions are quoted on the maps near the site of each indicated day's camp.



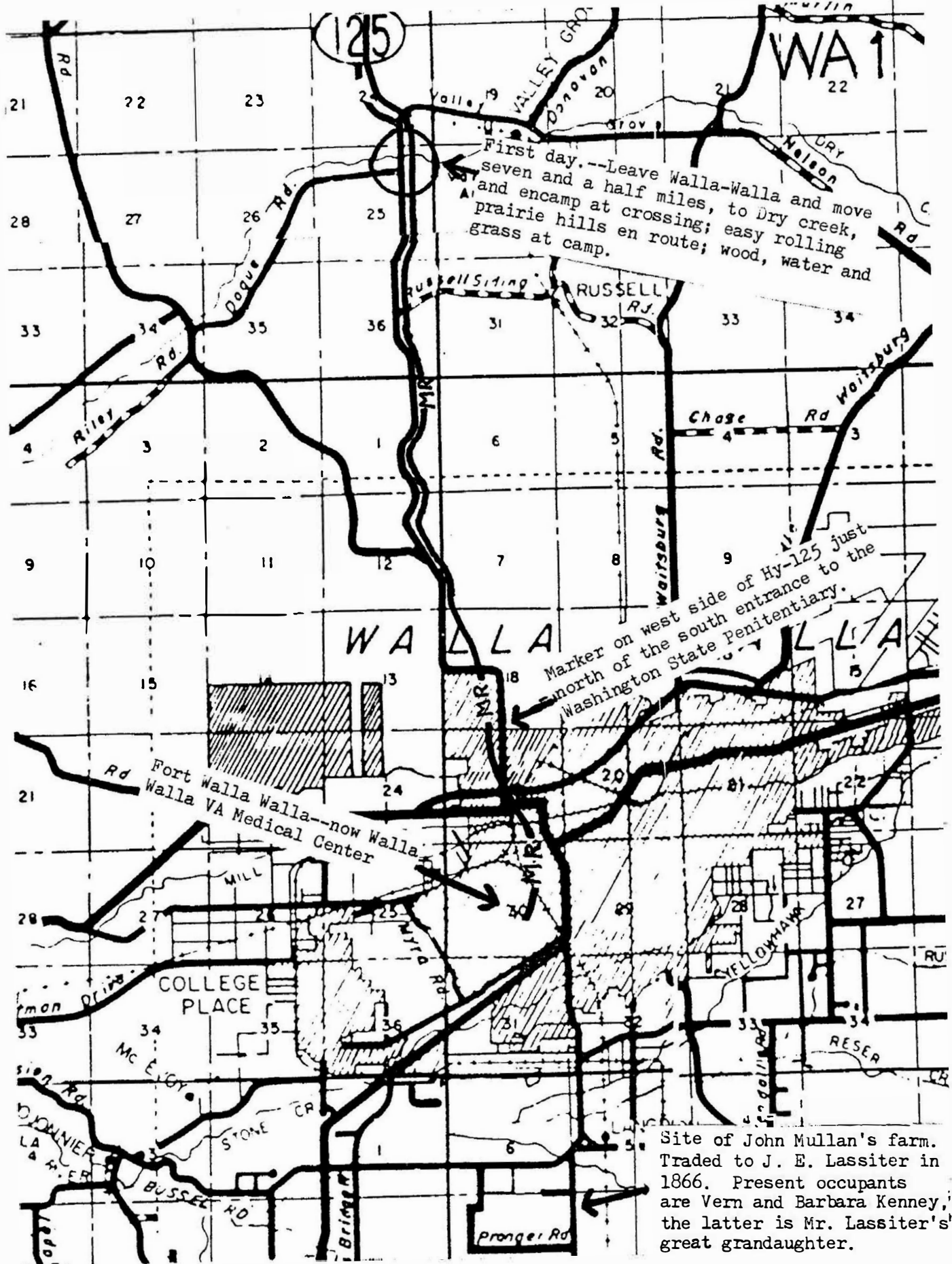
Open circle indicates a Mullan camp site whose location can be identified.



Question mark indicates a Mullan camp site whose location has not yet been identified.

Markers along the route of the Mullan Road.--

1. Roadside historical signs
2. Stone markers--a block of concrete or rock or a slab of granite
3. Pyramid markers--a square base pyramid composed of small stones held together by concrete
4. Statue markers--a statue of Mullan embedded in a limestone rock

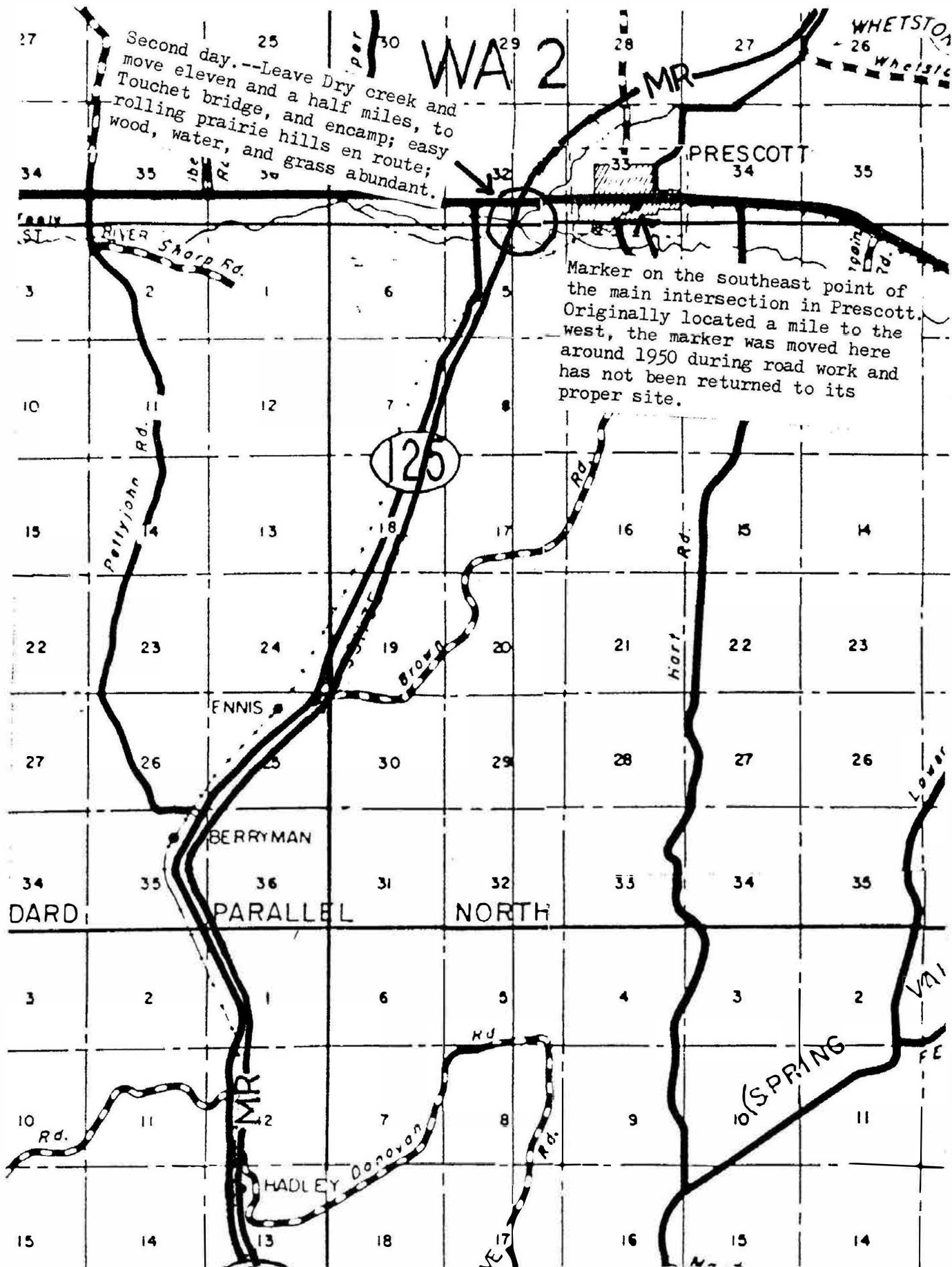


First day.--Leave Walla-Walla and move seven and a half miles, to Dry creek, and encamp at crossing; easy rolling prairie hills en route; wood, water and grass at camp.

Marker on west side of Hy-125 just north of the south entrance to the Washington State Penitentiary.

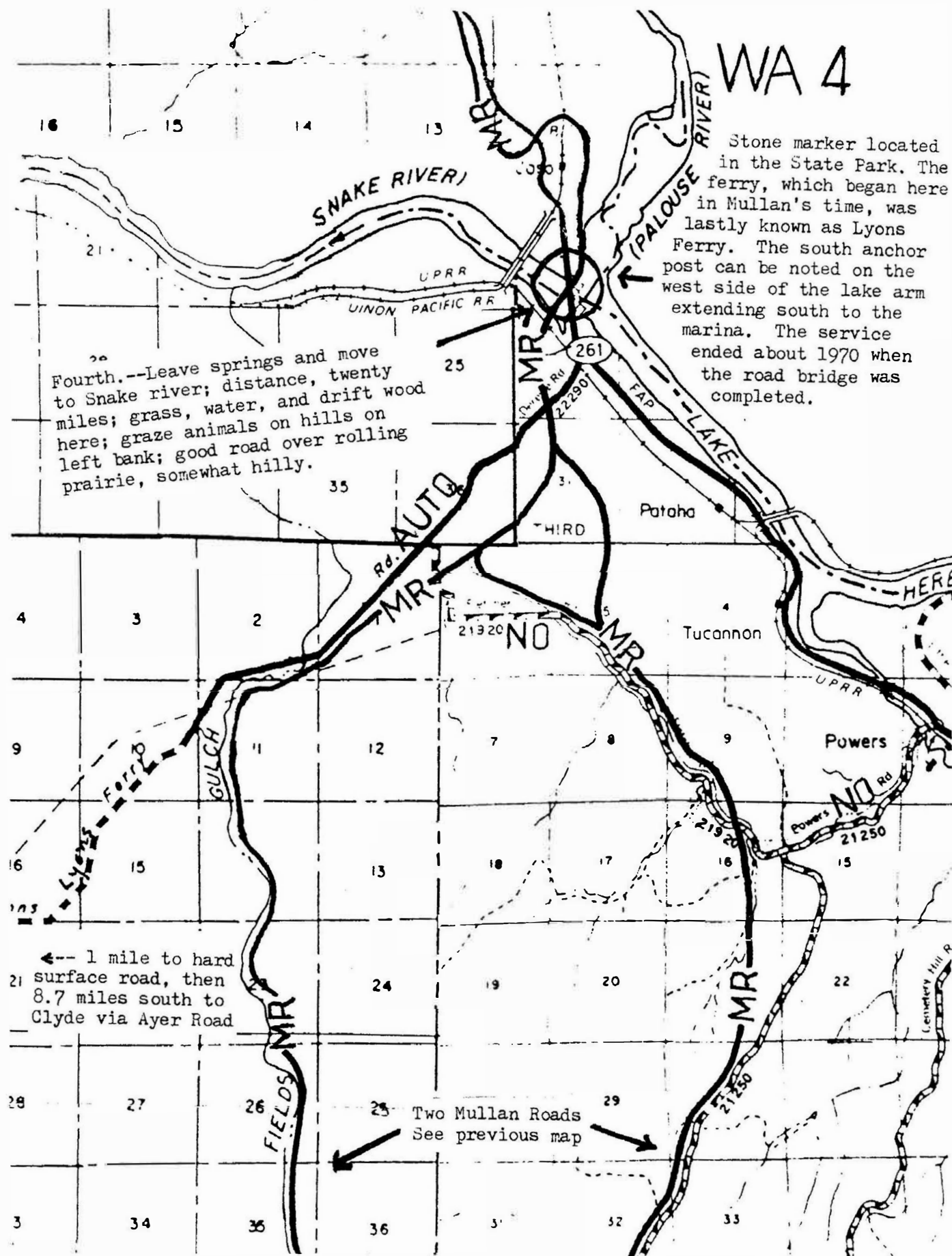
Fort Walla Walla--now Walla Walla VA Medical Center

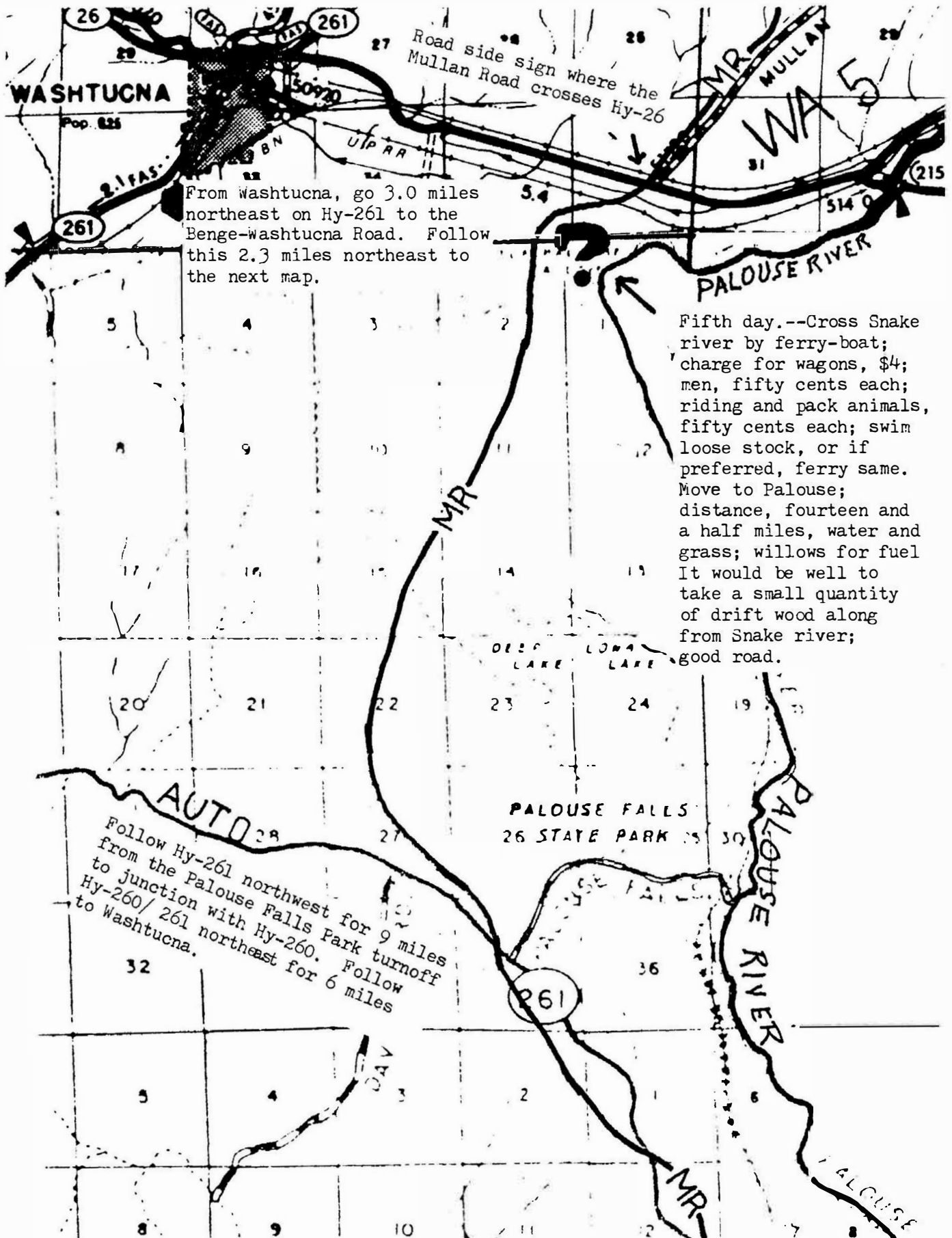
Site of John Mullan's farm. Traded to J. E. Lassiter in 1866. Present occupants are Vern and Barbara Kenney, the latter is Mr. Lassiter's great granddaughter.



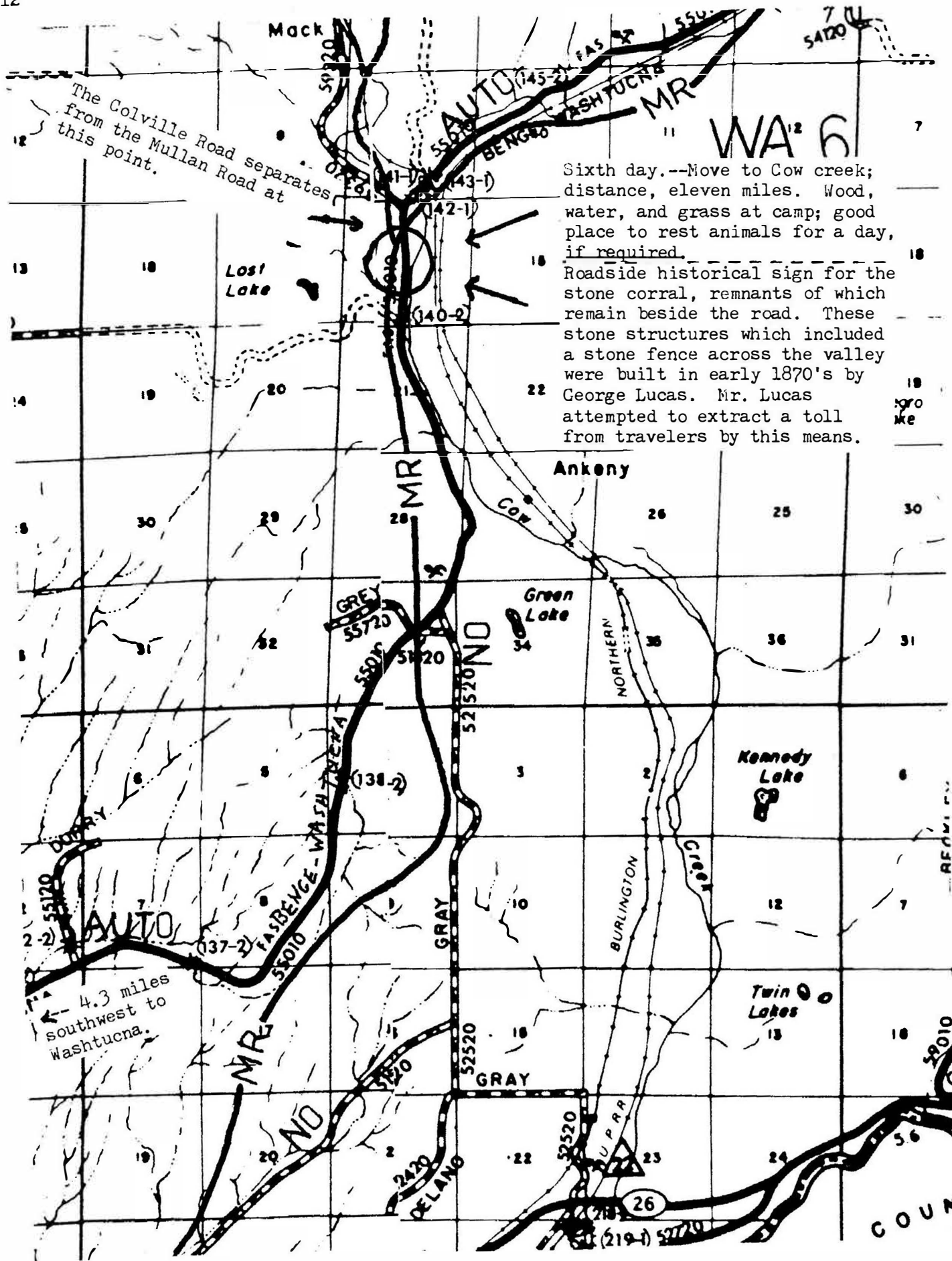








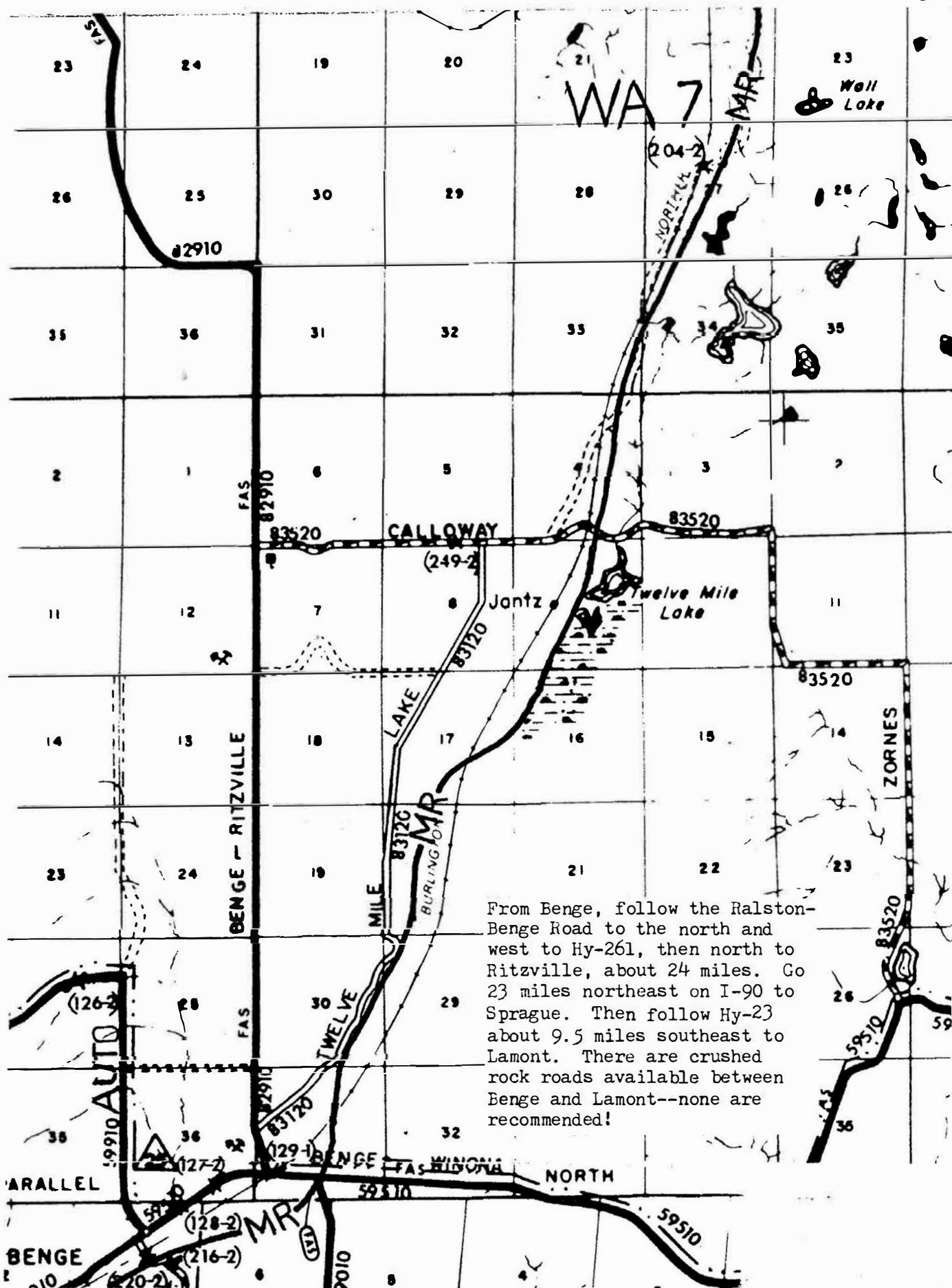


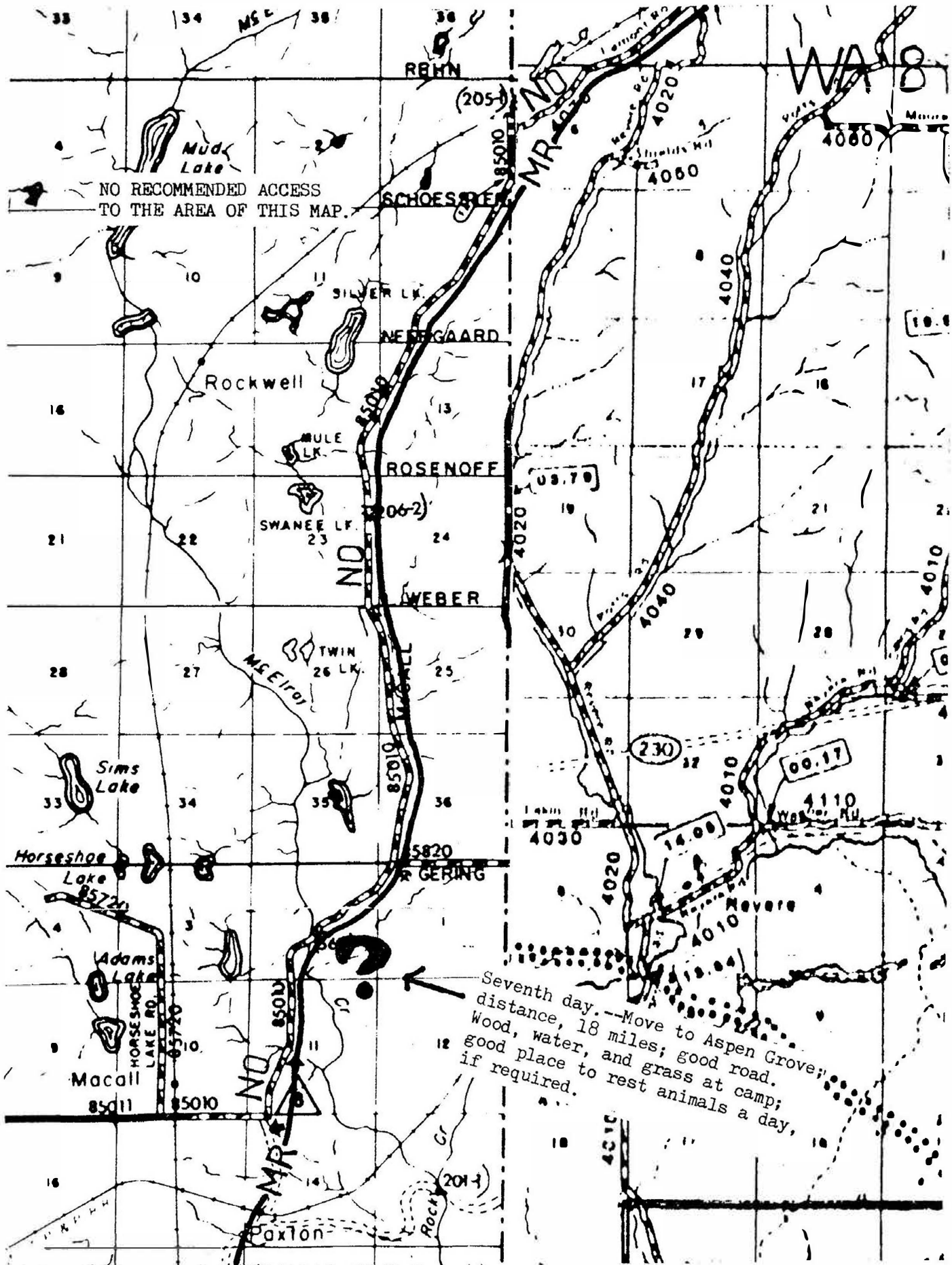


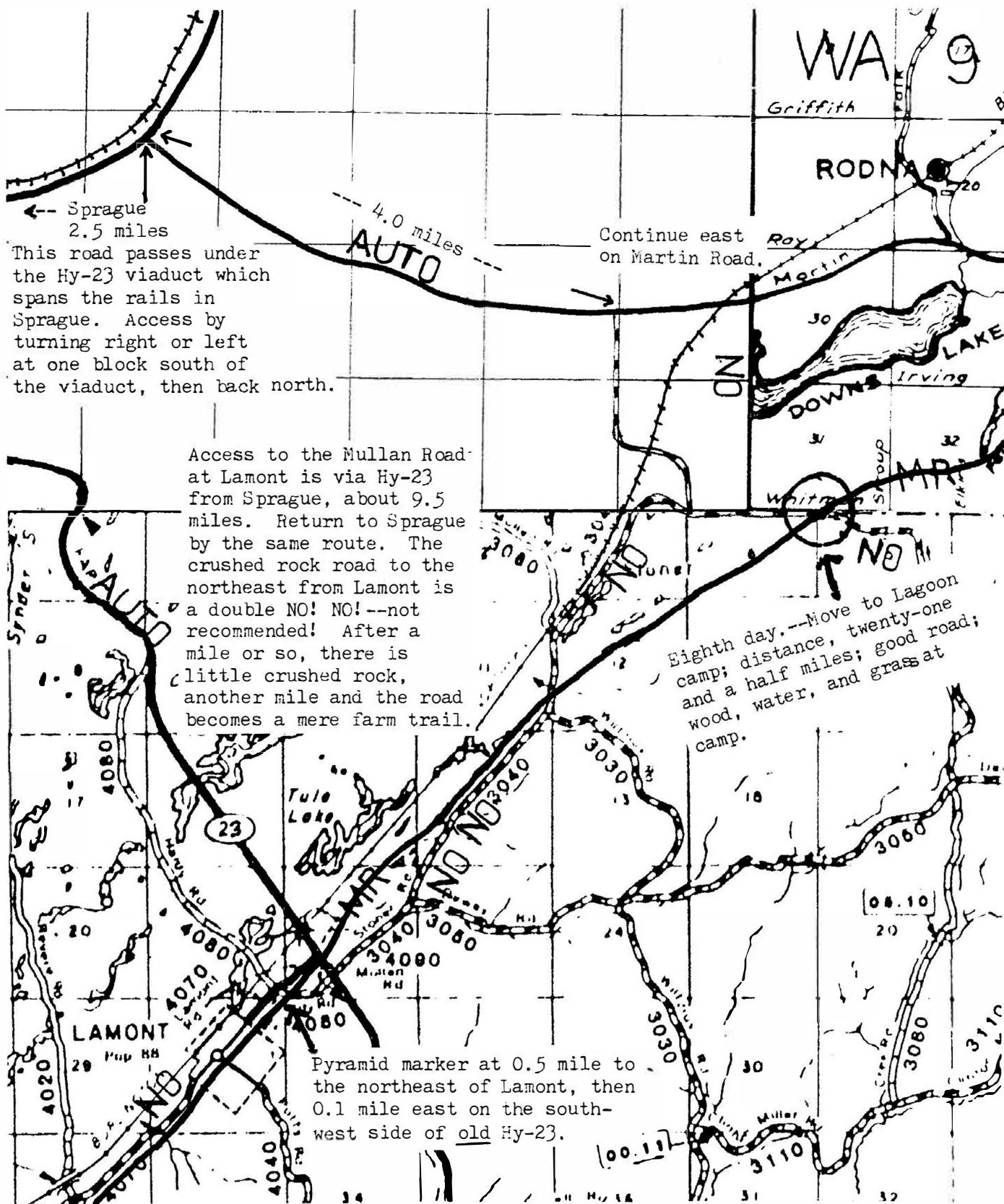
Sixth day.--Move to Cow creek;  
distance, eleven miles. Wood,  
water, and grass at camp; good  
place to rest animals for a day,  
if required.

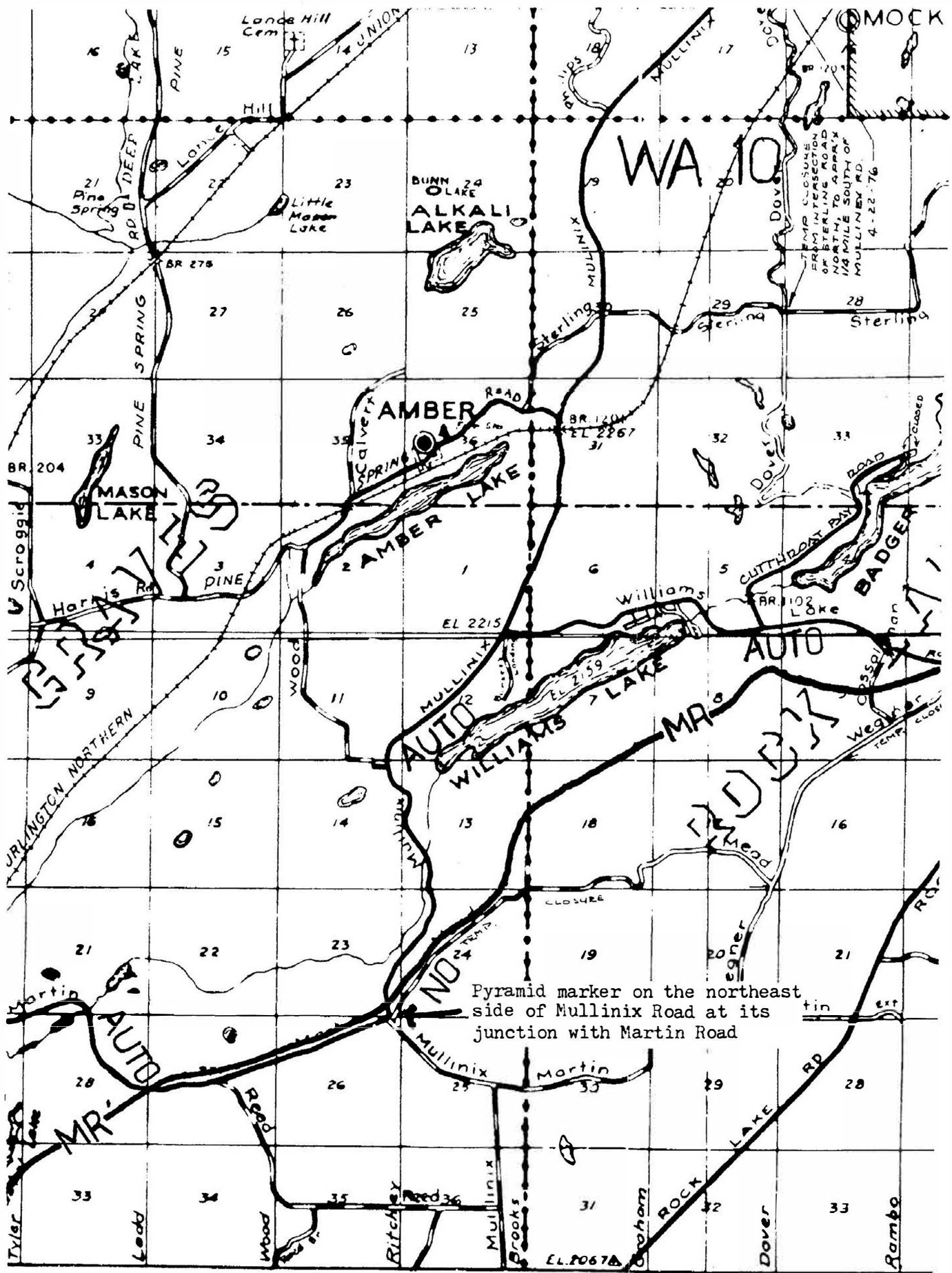
Roadside historical sign for the stone corral, remnants of which remain beside the road. These stone structures which included a stone fence across the valley were built in early 1870's by George Lucas. Mr. Lucas attempted to extract a toll from travelers by this means.

← 4.3 miles southwest to Washtucna.

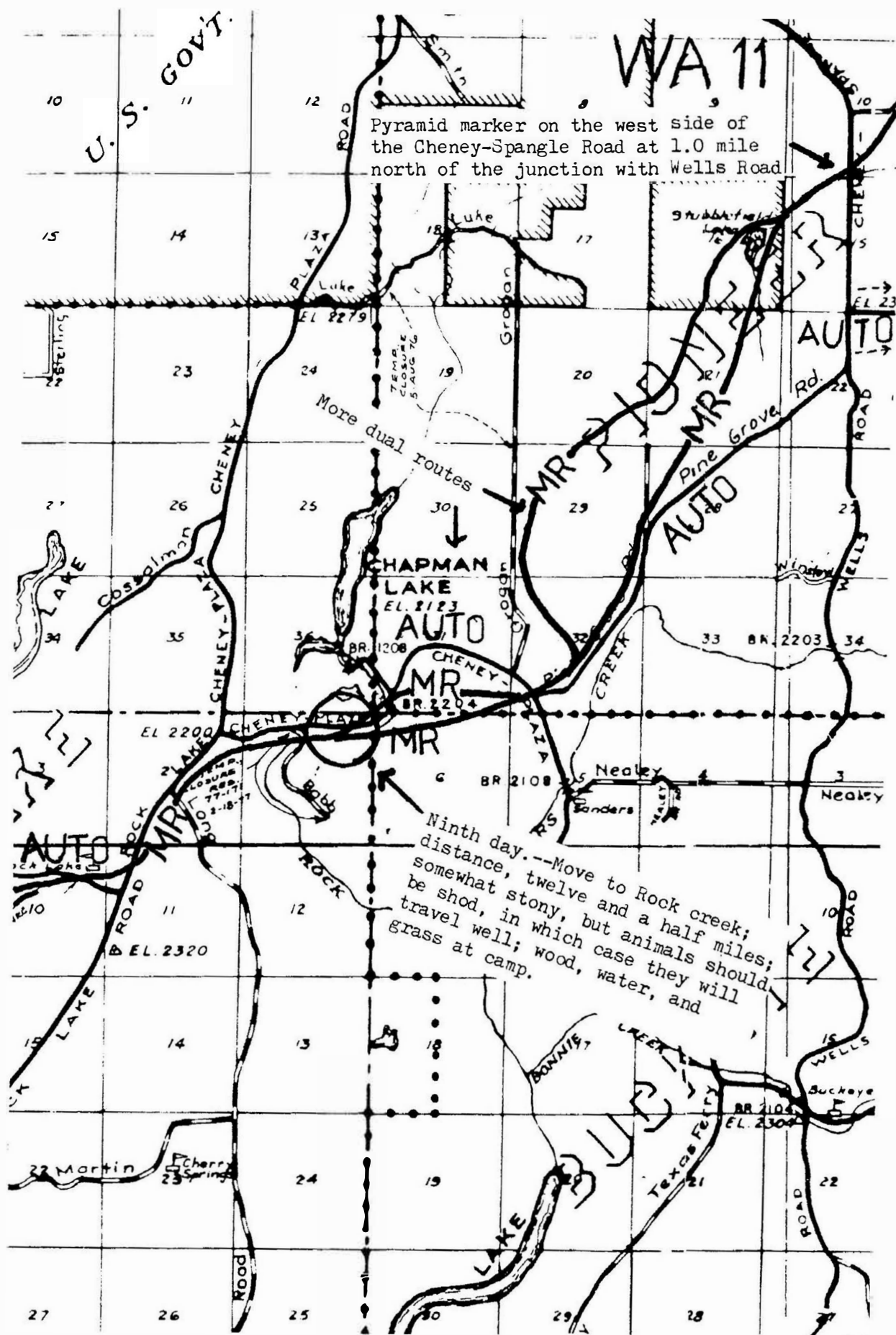


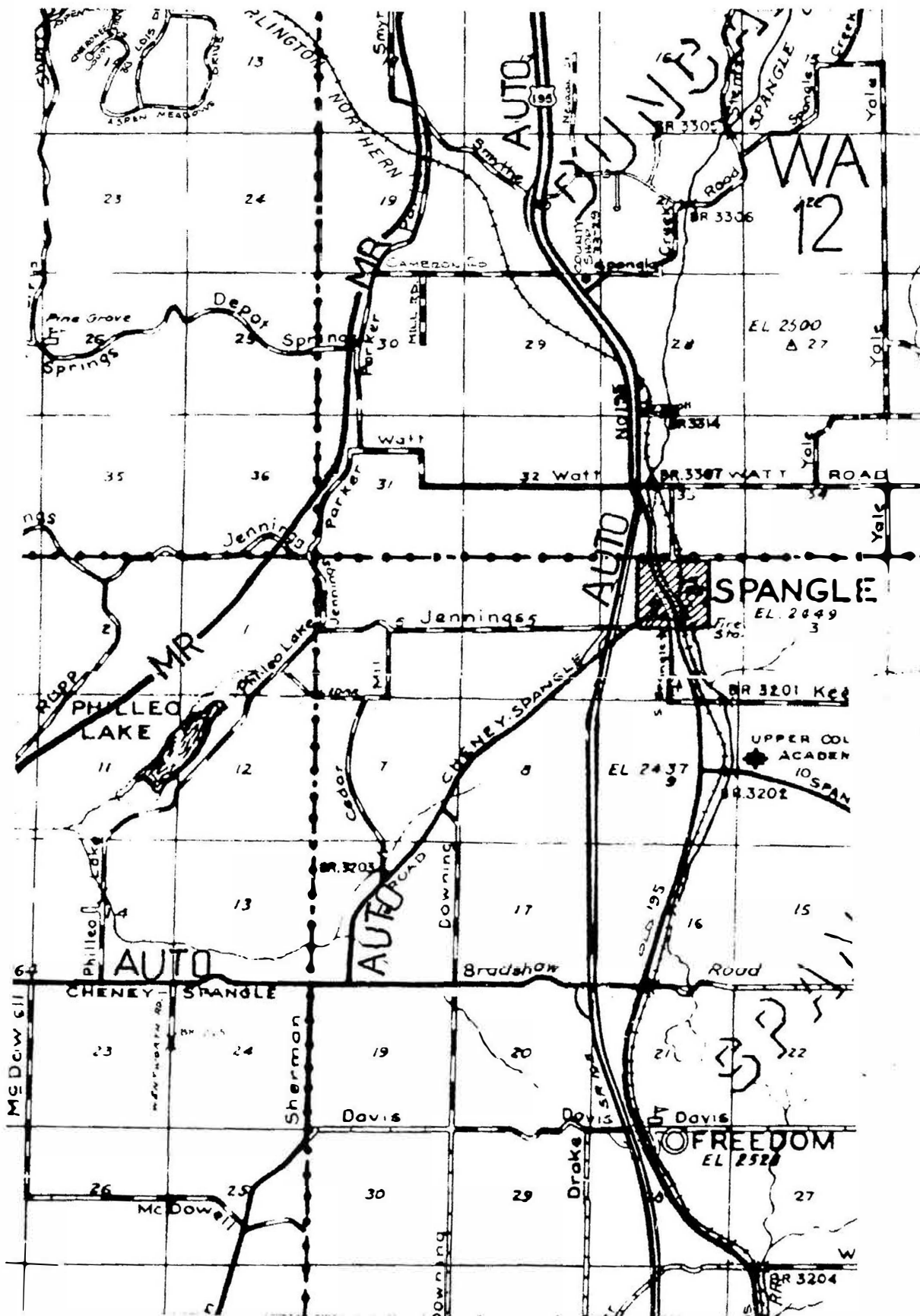


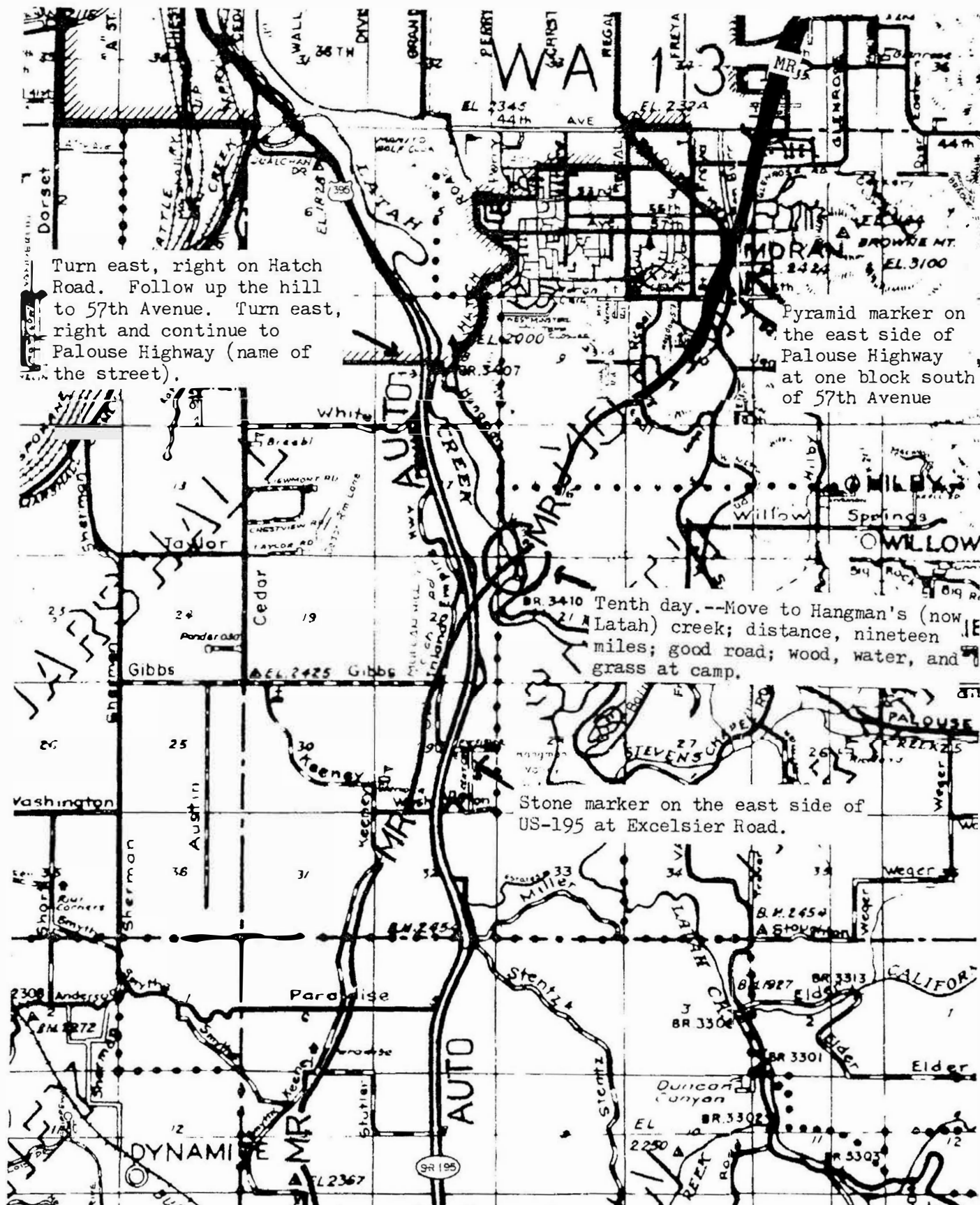














Auto route in the Spokane area

From 57th Avenue and Palouse Highway, go east a long block to Glenrose Road. Follow this north, east, north, west, and again north to 29th Avenue.

Note the pyramid marker on 29th Avenue west of Glenrose near Cherry Road.

Continue west on 29th Avenue for about 1 mile to Freya Street. Go north on Freya about 1.8 miles to I-90, then east on I-90 to the Sprague Avenue exit. Go east on Sprague for about 0.5 mile to Coleman Road, then south on Coleman to 8th Avenue.

There is a historical marker at 8th and Coleman.

Return to Sprague Avenue and go east about 0.7 mile to Vista Road.

Note the pyramid marker at Sprague and Vista.

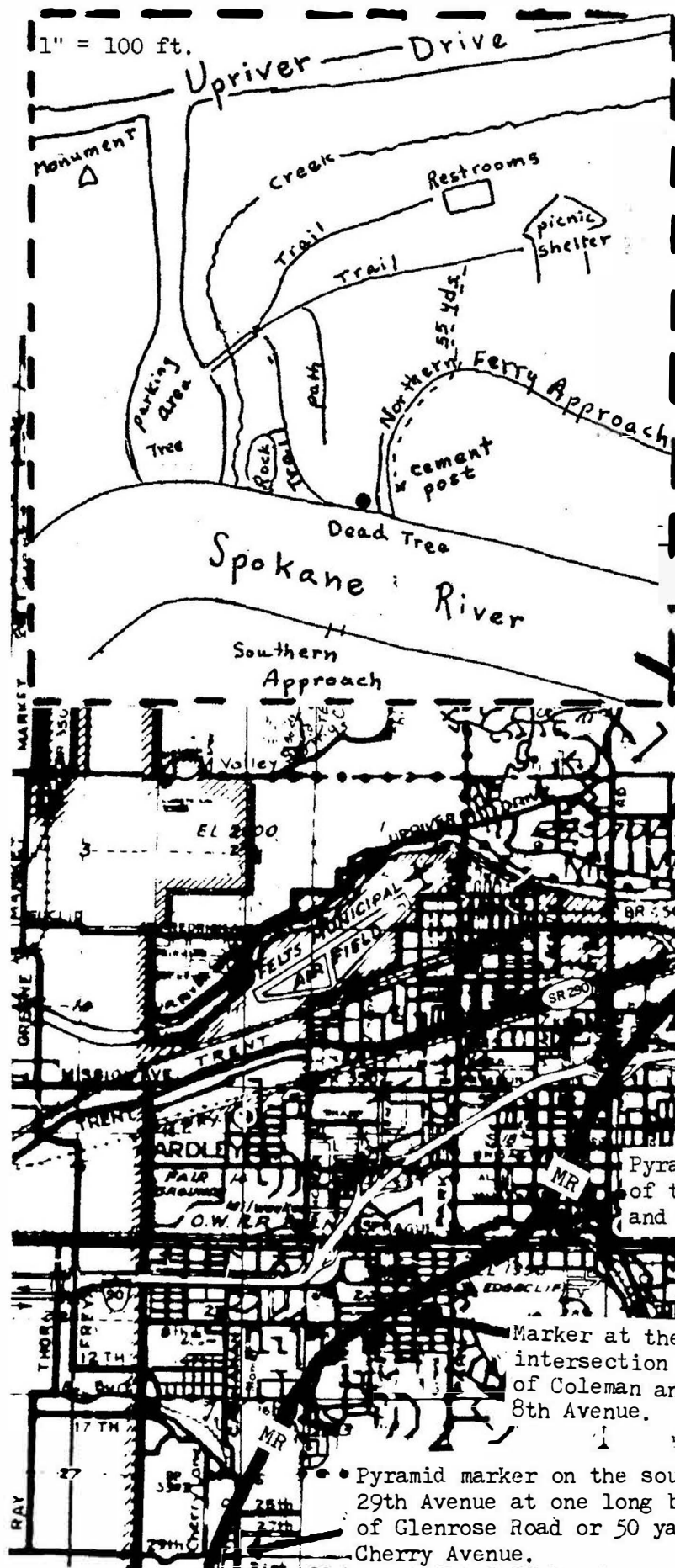
Continue east 0.6 mile on Sprague to Argonne and then Mullan (northbound of the pair). Go north on Mullan for 1.2 miles to I-90, then east 2 miles to Pines Road. Go north 1 mile on Pines to Trent Road/Hy-200, then east on Trent for 0.6 mile to McDonald. Note the bridge crossing of the Spokane River. Go north 0.5 mile on McDonald to Wellesley.

Go west 0.7 mile on Wellesley which changes to Upriver Drive to the Antoine Plant Ferry Site Park. Pass the first park entrance continuing to the second which is unpaved and to a dirt parking lot adjacent to the river and the ferry site. A stone marker is immediately west of this park entrance.

Consult the map showing an enlarged view of the ferry site. The cement post marks the site of the original north anchor post. This latter area is so overgrown with brush that the post is near impossible to find when the trees are in full leaf--in fact, finding the post is near a major achievement.

To attain a view from the south side of the river, return on the incoming route to the Trent Road bridge over the Spokane River. Park on the south side of the road and on the southwest side of the river. Follow a hard surface hiking trail to the northwest for about 0.6 mile. The trail goes under the bridge and parallels the river.

Return to I-90 via the incoming route. Go east on I-90 for 9.5 miles to the next state, see Map ID-1.



# WA 14

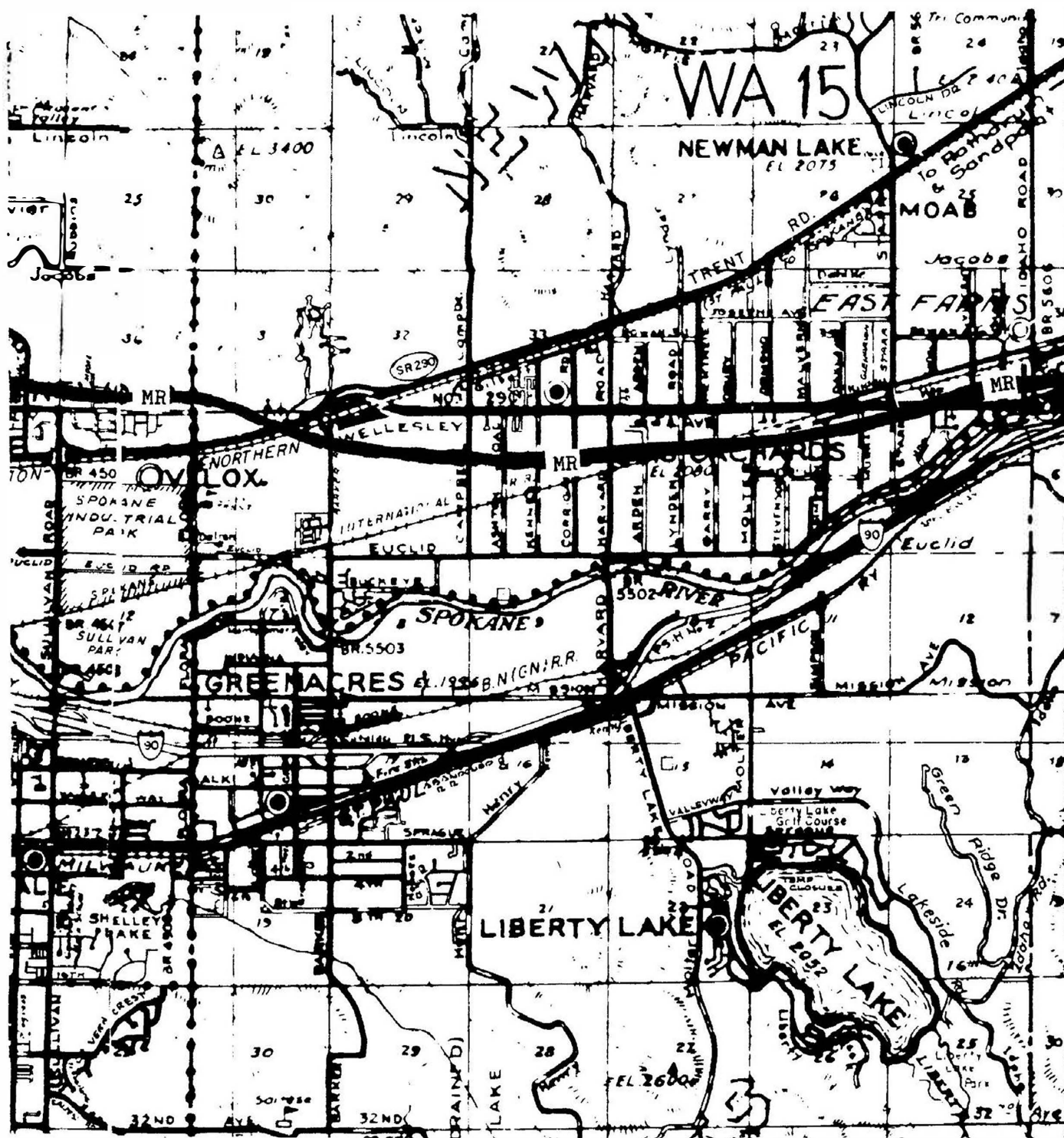
Eleventh day.--Move to Spokane river; distance, twelve and a half miles, and cross; wood, water, and grass at camp; good place to rest animals; charge for each wagon, \$4; for each man, fifty cents; swim loose stock, or ferry, if preferred. There is a ford eight miles above.

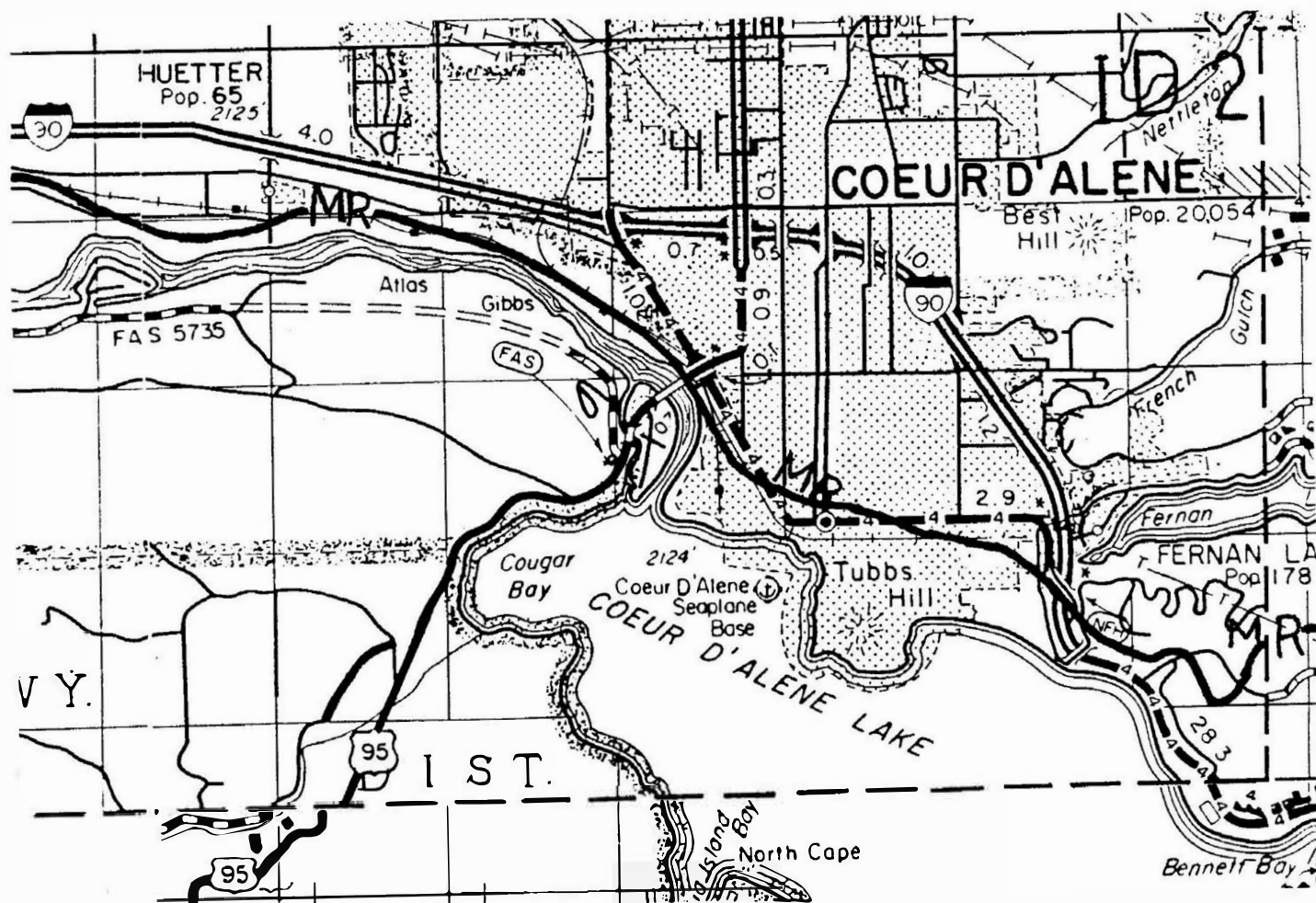
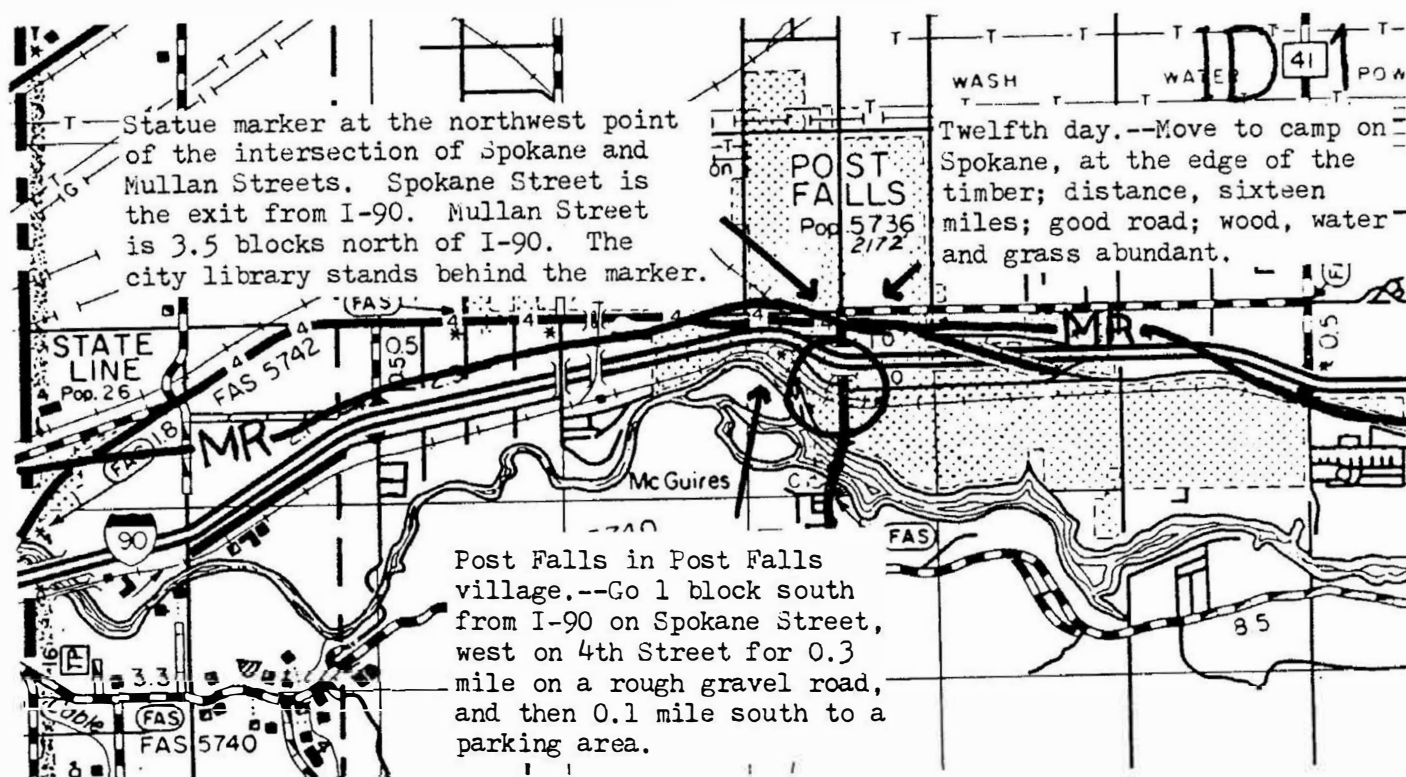
Stone monument to the south of Upriver Drive and west of the west entrance to the Ferry Site Park.

Pyramid marker on the southwest point of the intersection of Sprague Avenue and Vista Road.

Marker at the intersection of Coleman and 8th Avenue.

Pyramid marker on the south side of 29th Avenue at one long block west of Glenrose Road or 50 yards east of Cherry Avenue.

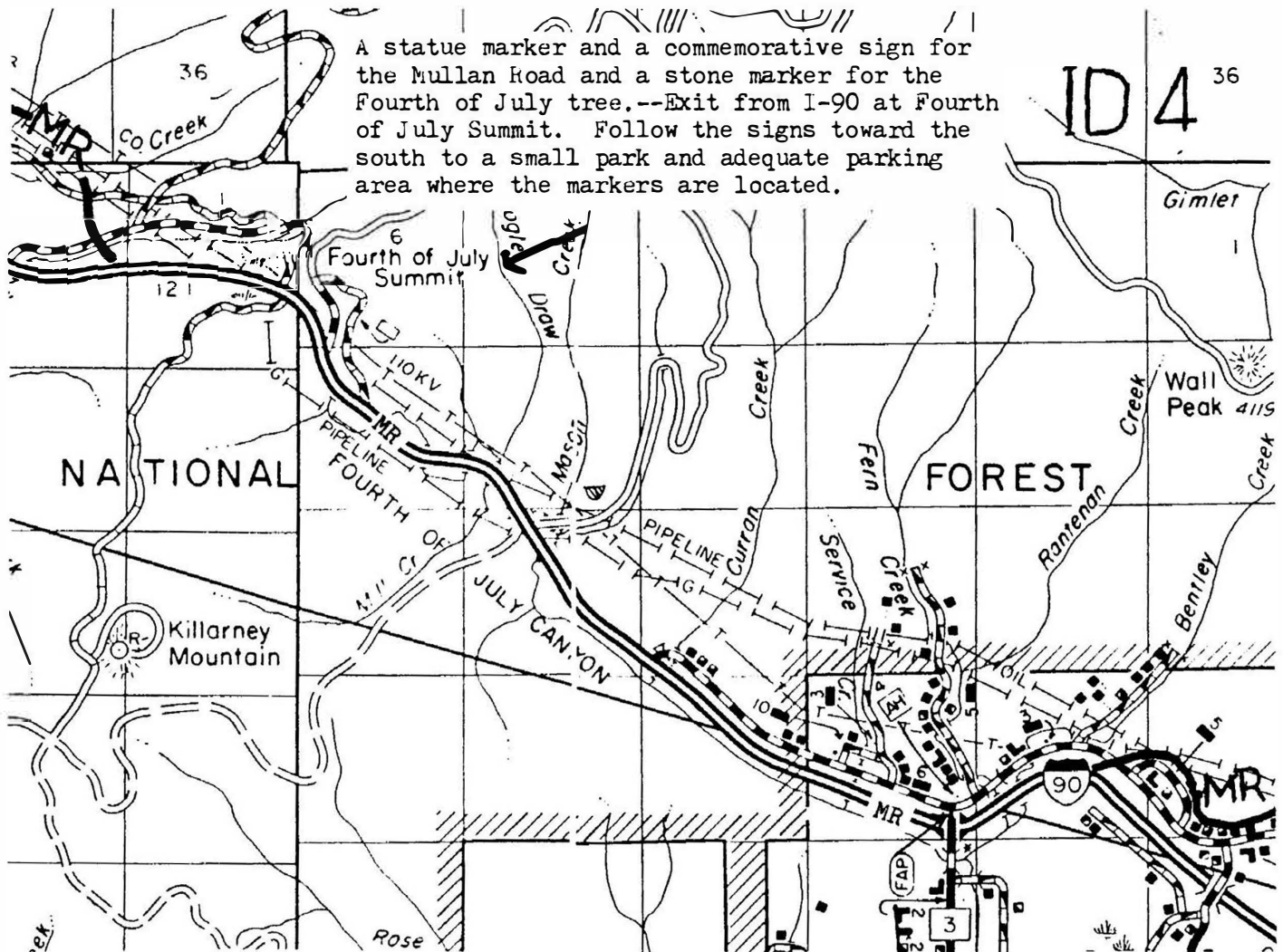
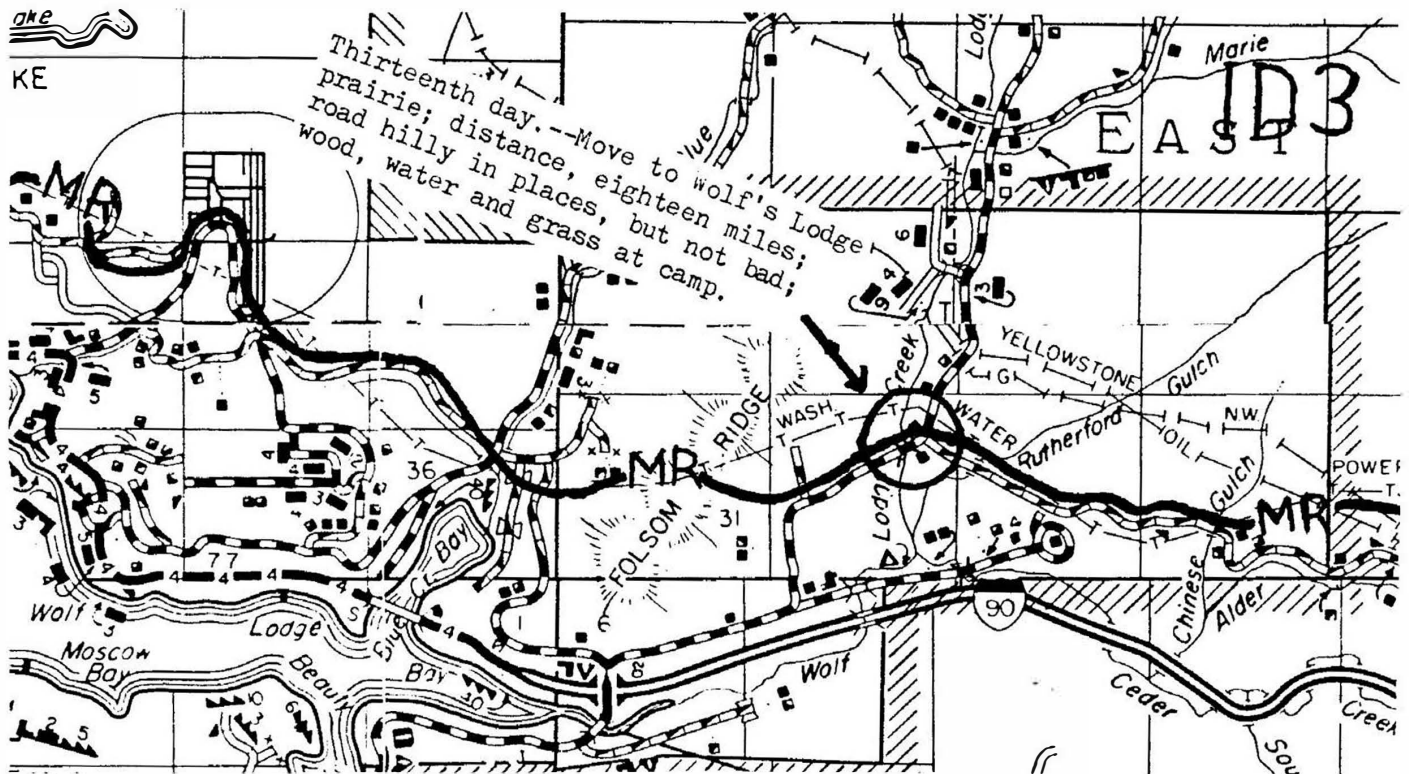




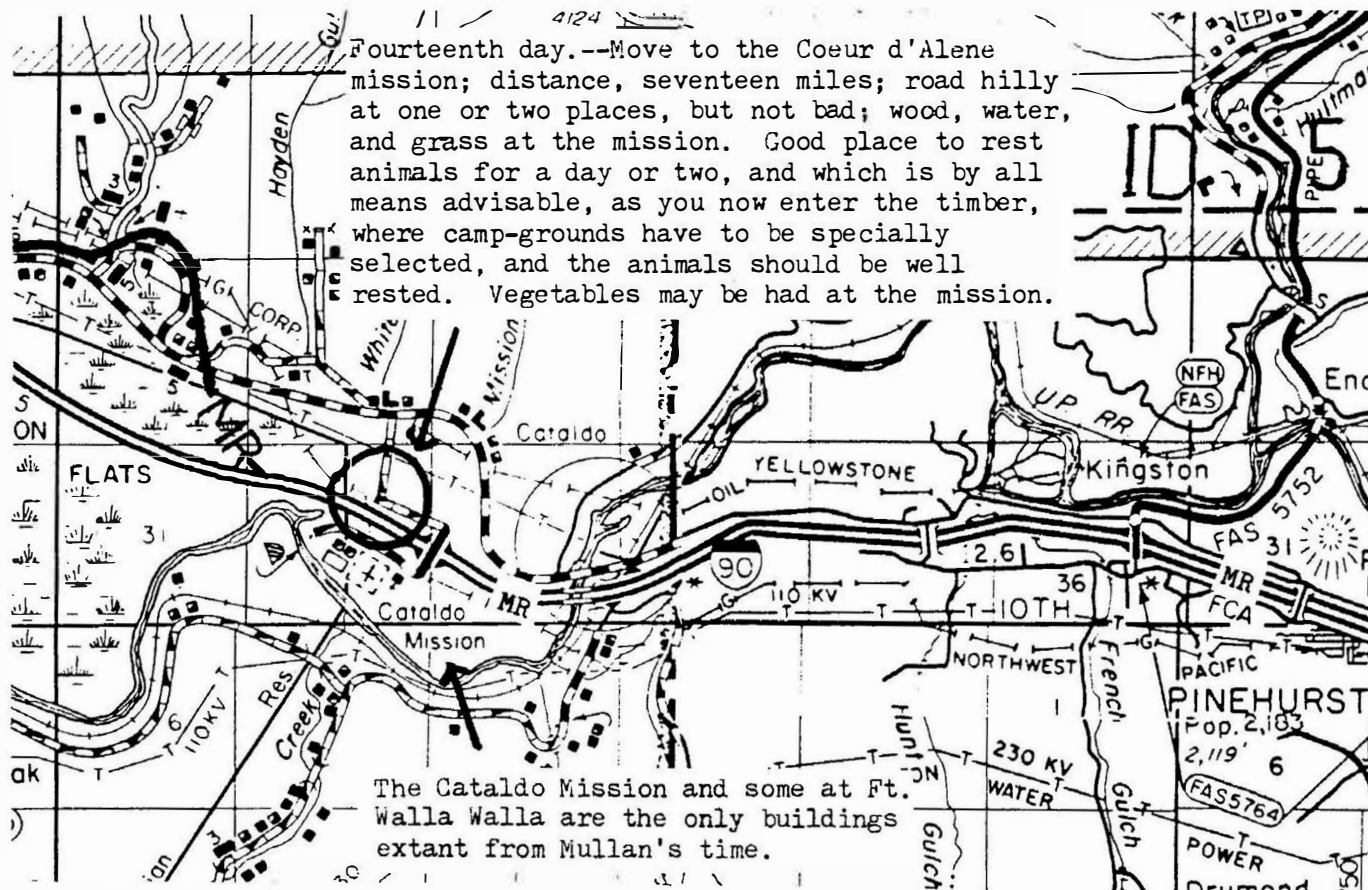


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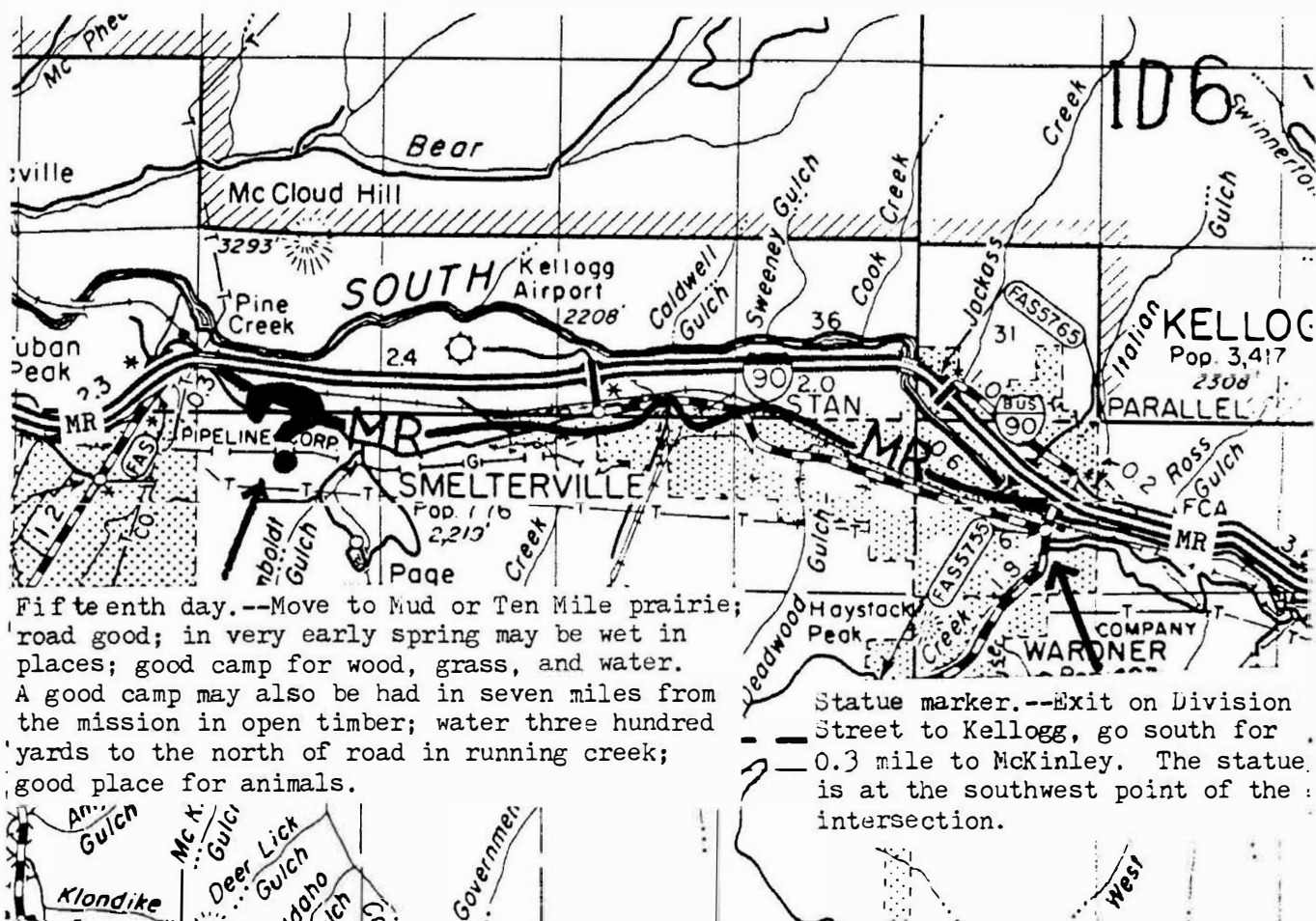
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Fourteenth day.--Move to the Coeur d'Alene mission; distance, seventeen miles; road hilly at one or two places, but not bad; wood, water, and grass at the mission. Good place to rest animals for a day or two, and which is by all means advisable, as you now enter the timber, where camp-grounds have to be specially selected, and the animals should be well rested. Vegetables may be had at the mission.

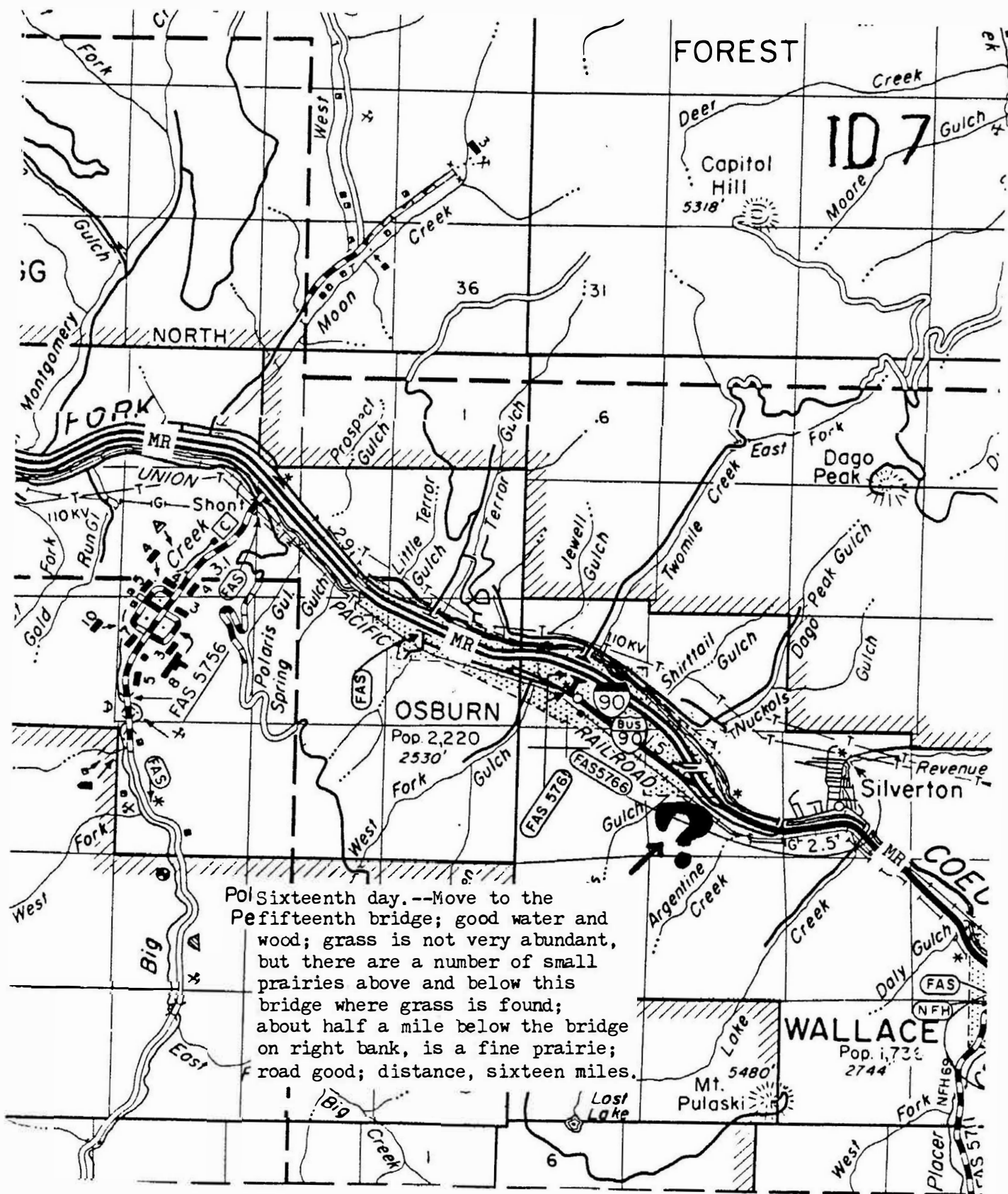


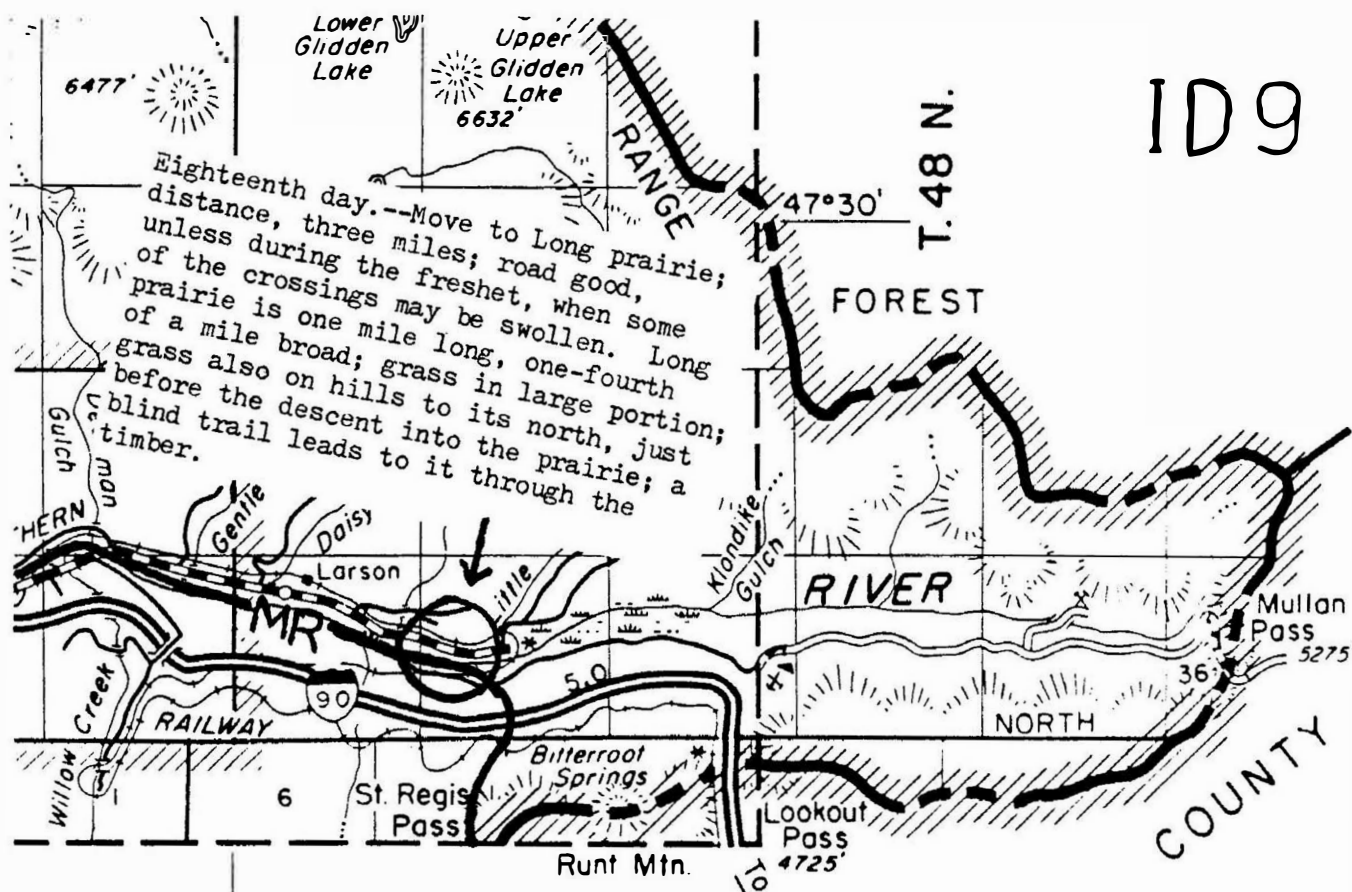
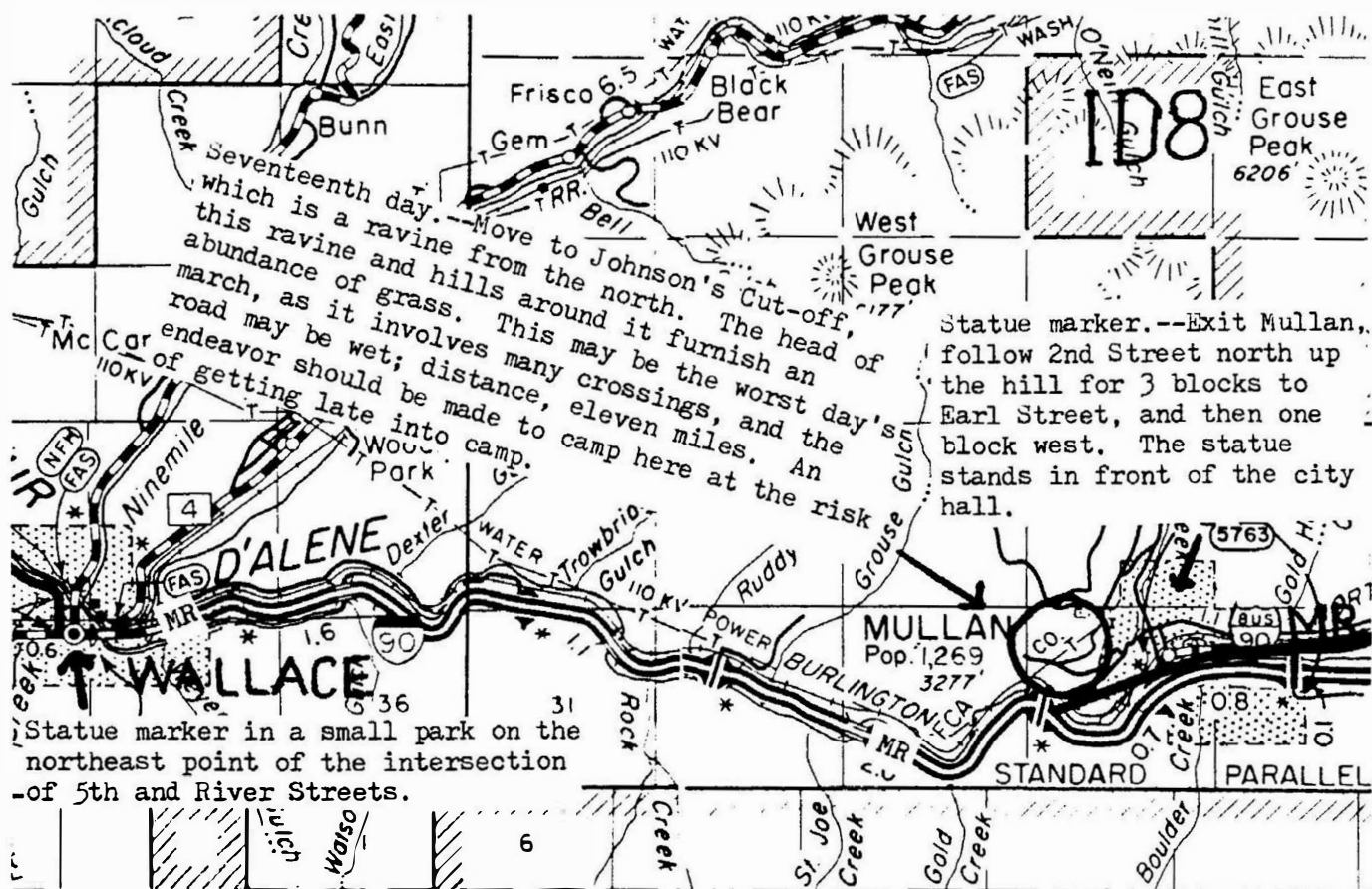
The Cataldo Mission and some at Ft. Walla Walla are the only buildings extant from Mullan's time.



Fifteenth day.--Move to Mud or Ten Mile prairie; road good; in very early spring may be wet in places; good camp for wood, grass, and water. A good camp may also be had in seven miles from the mission in open timber; water three hundred yards to the north of road in running creek; good place for animals.

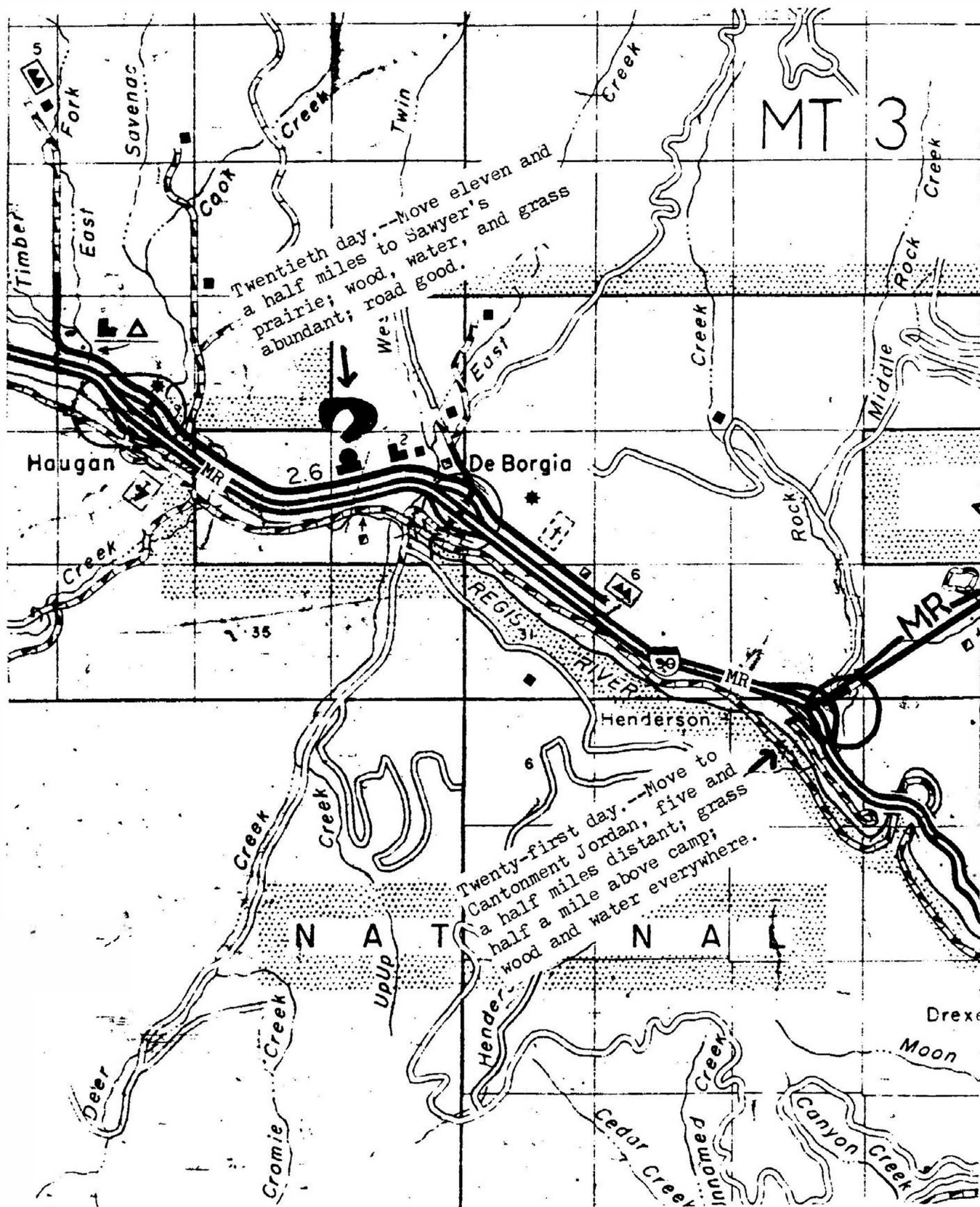
Statue marker.--Exit on Division Street to Kellogg, go south for 0.3 mile to McKinley. The statue is at the southwest point of the intersection.

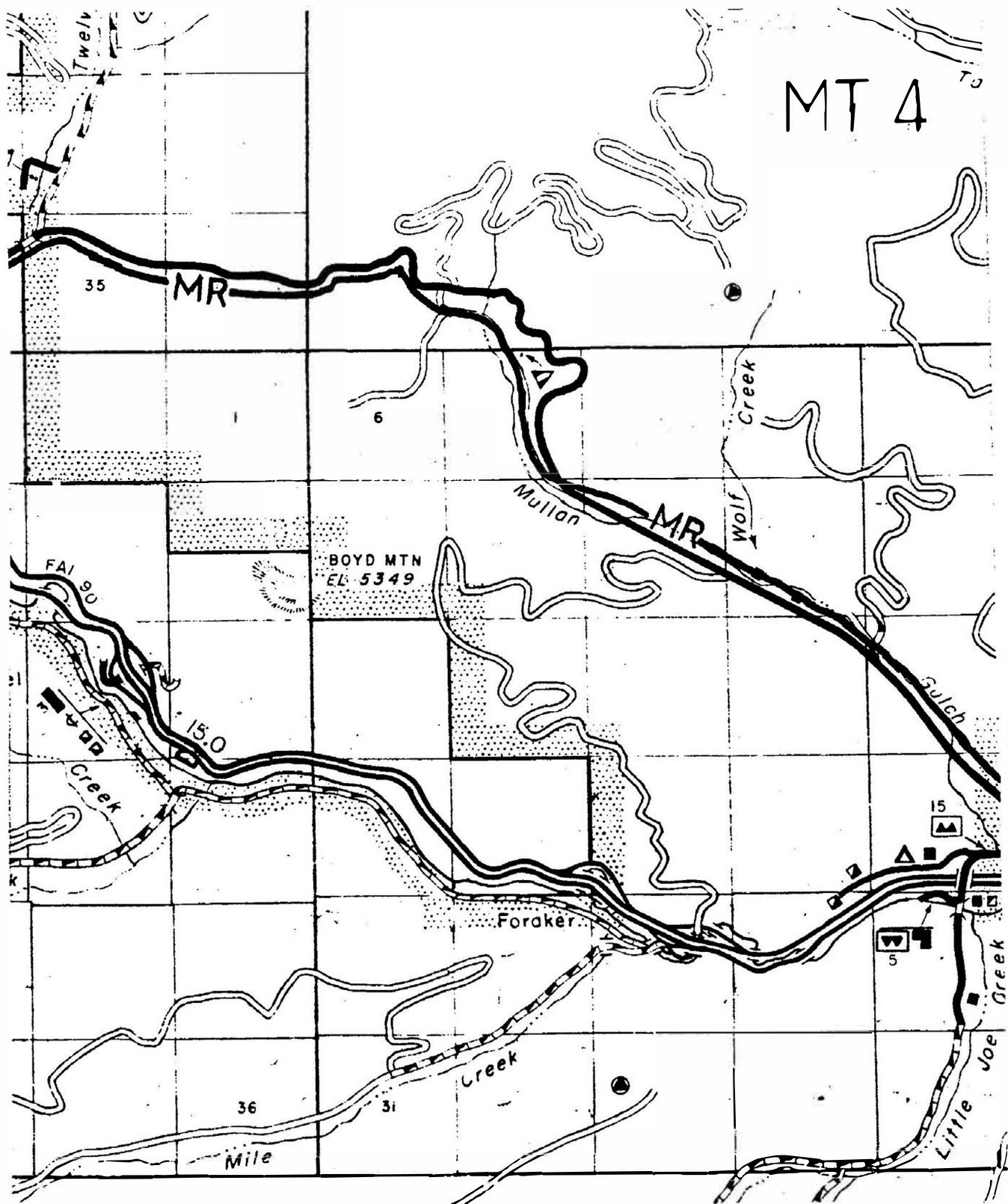


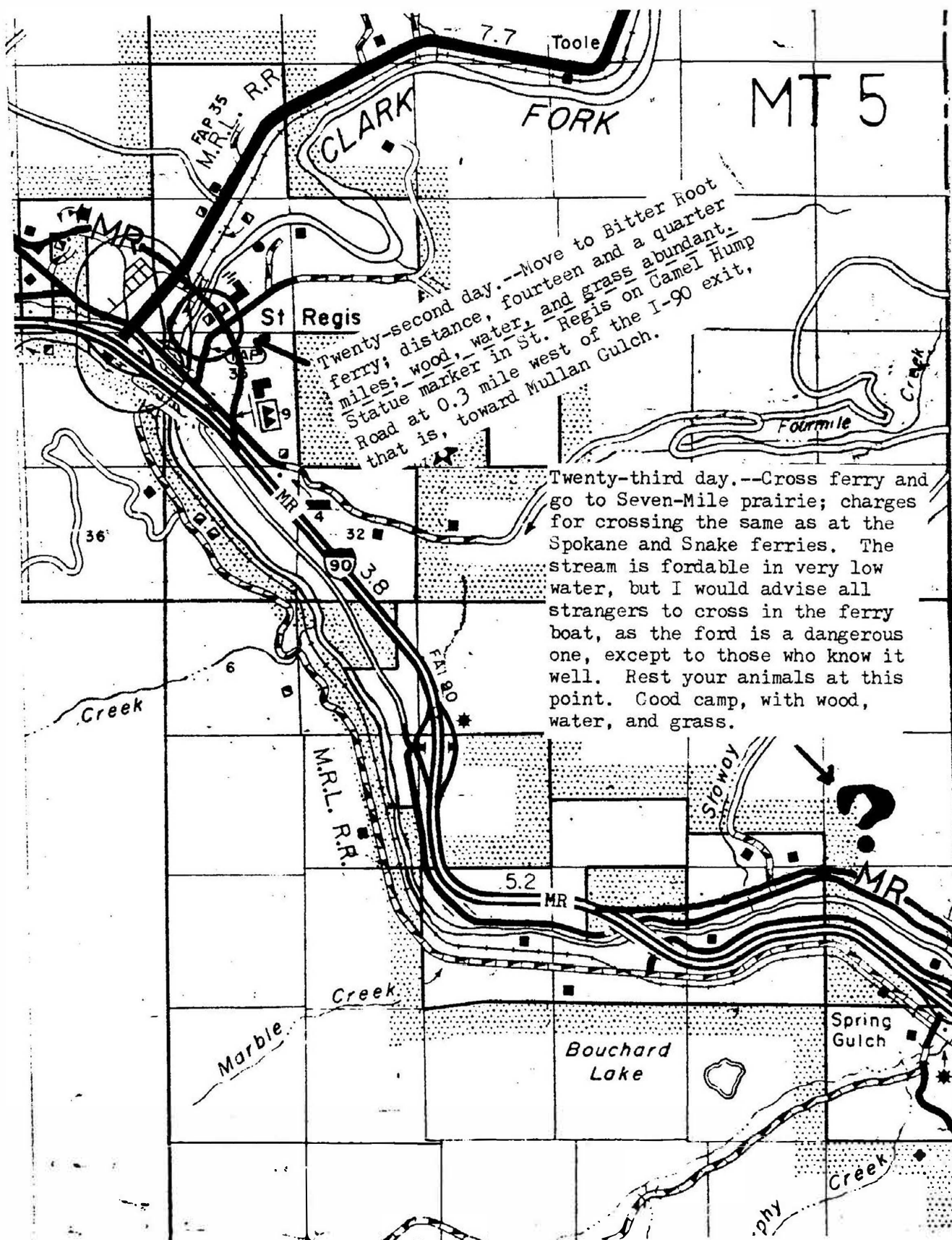


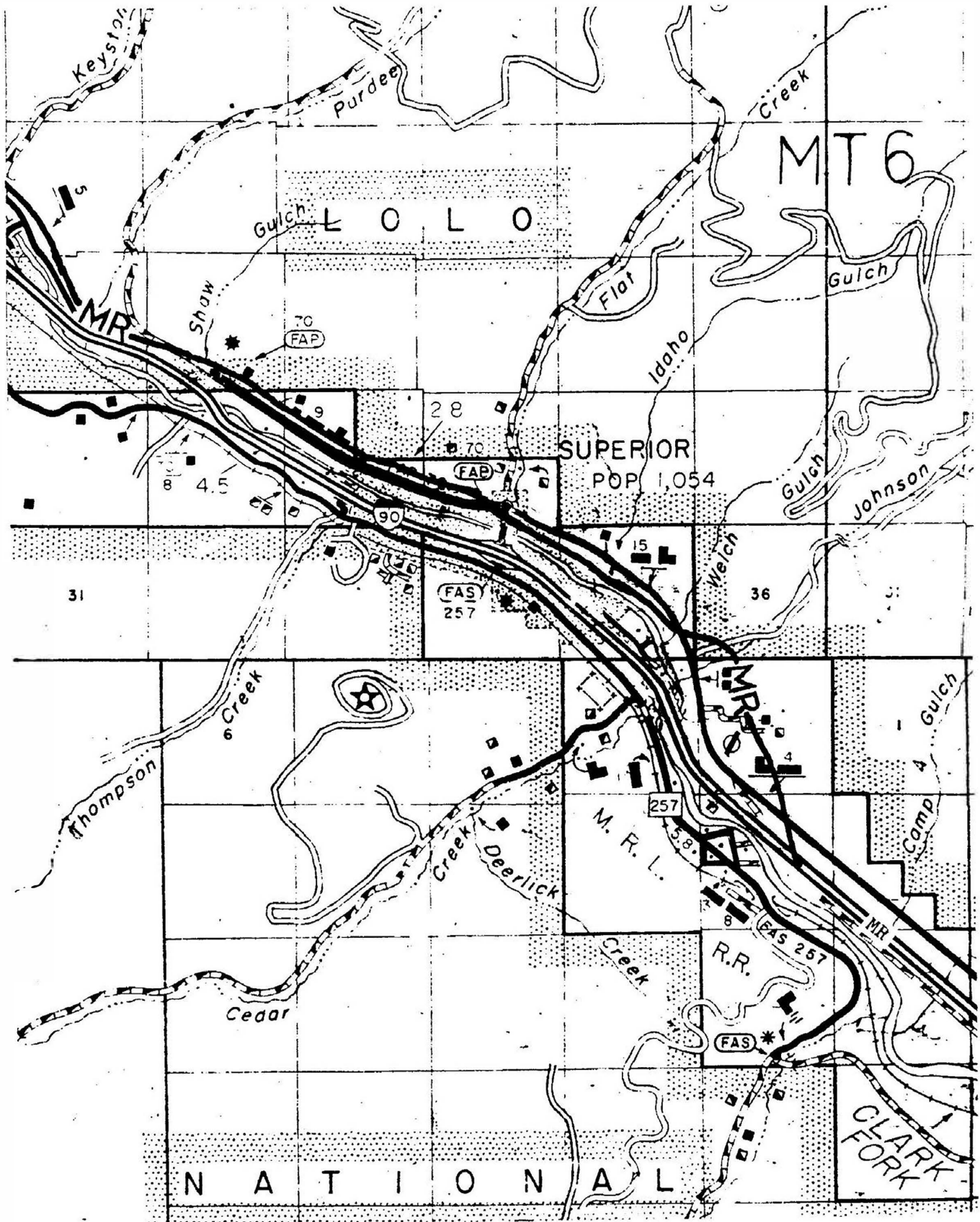




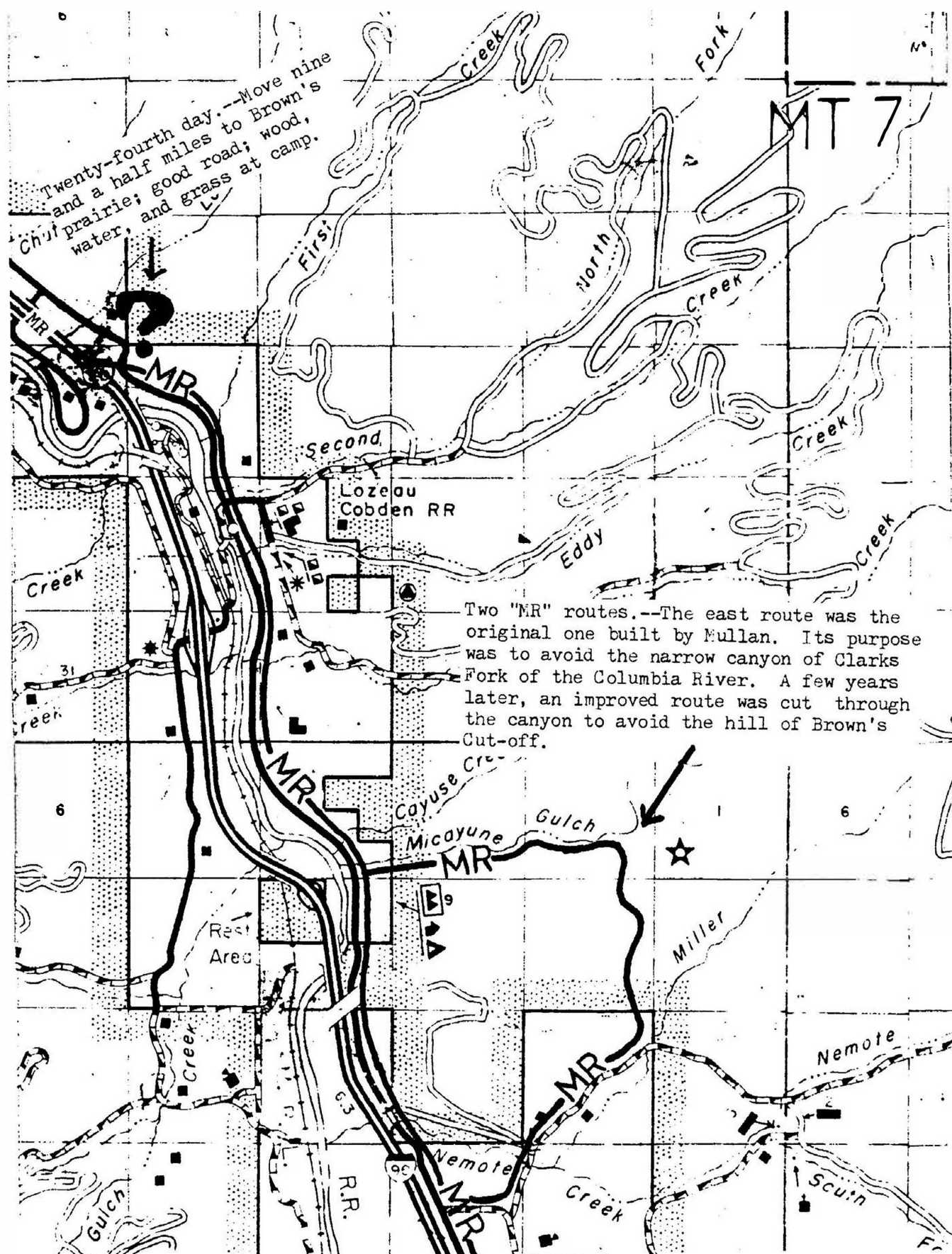






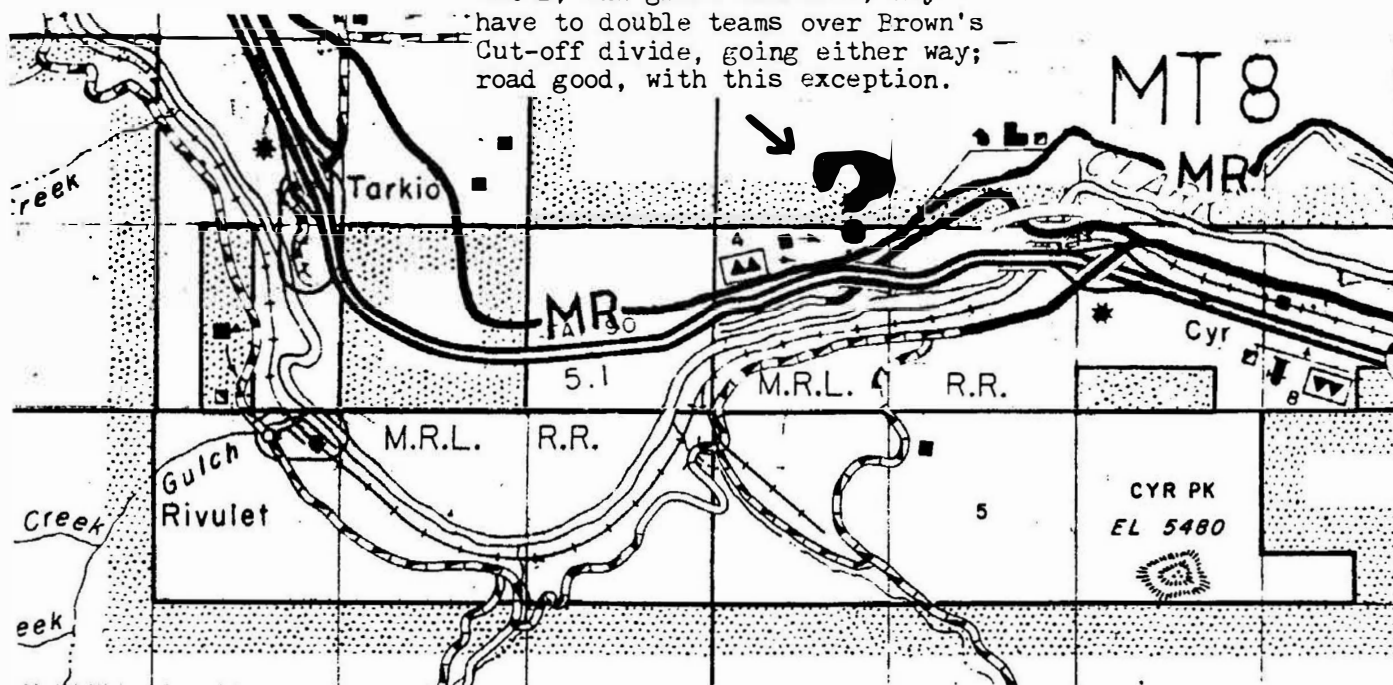




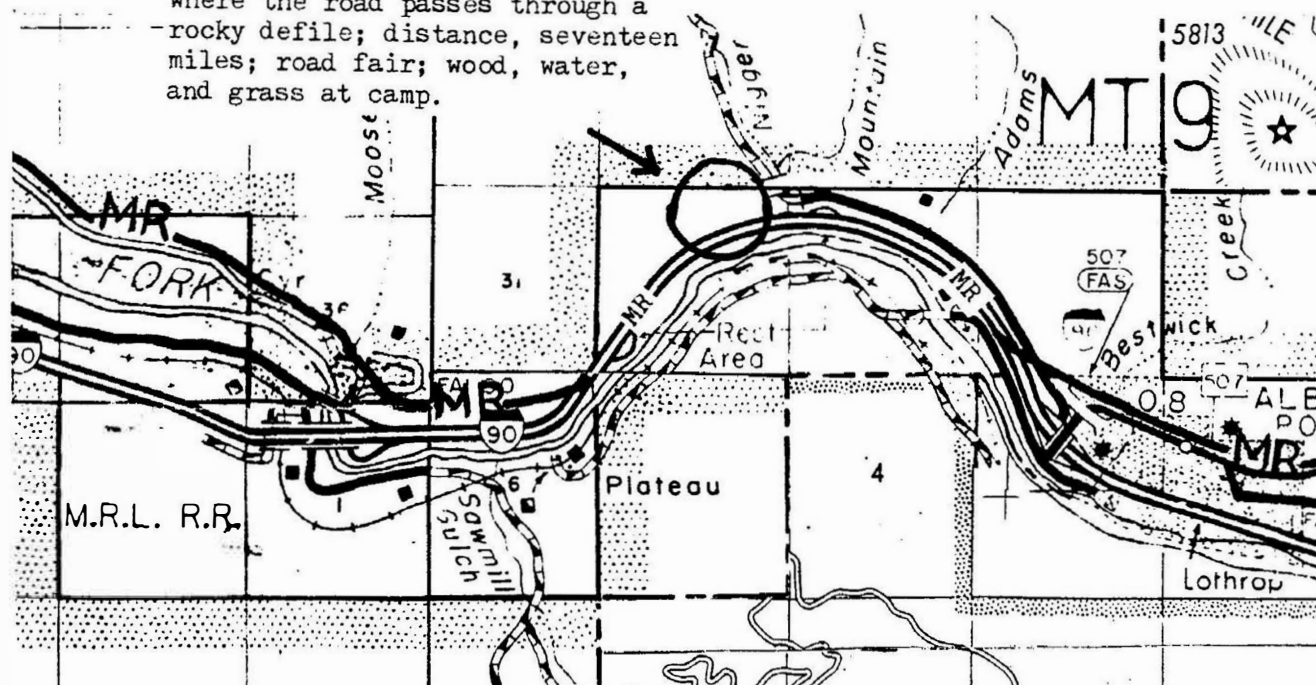


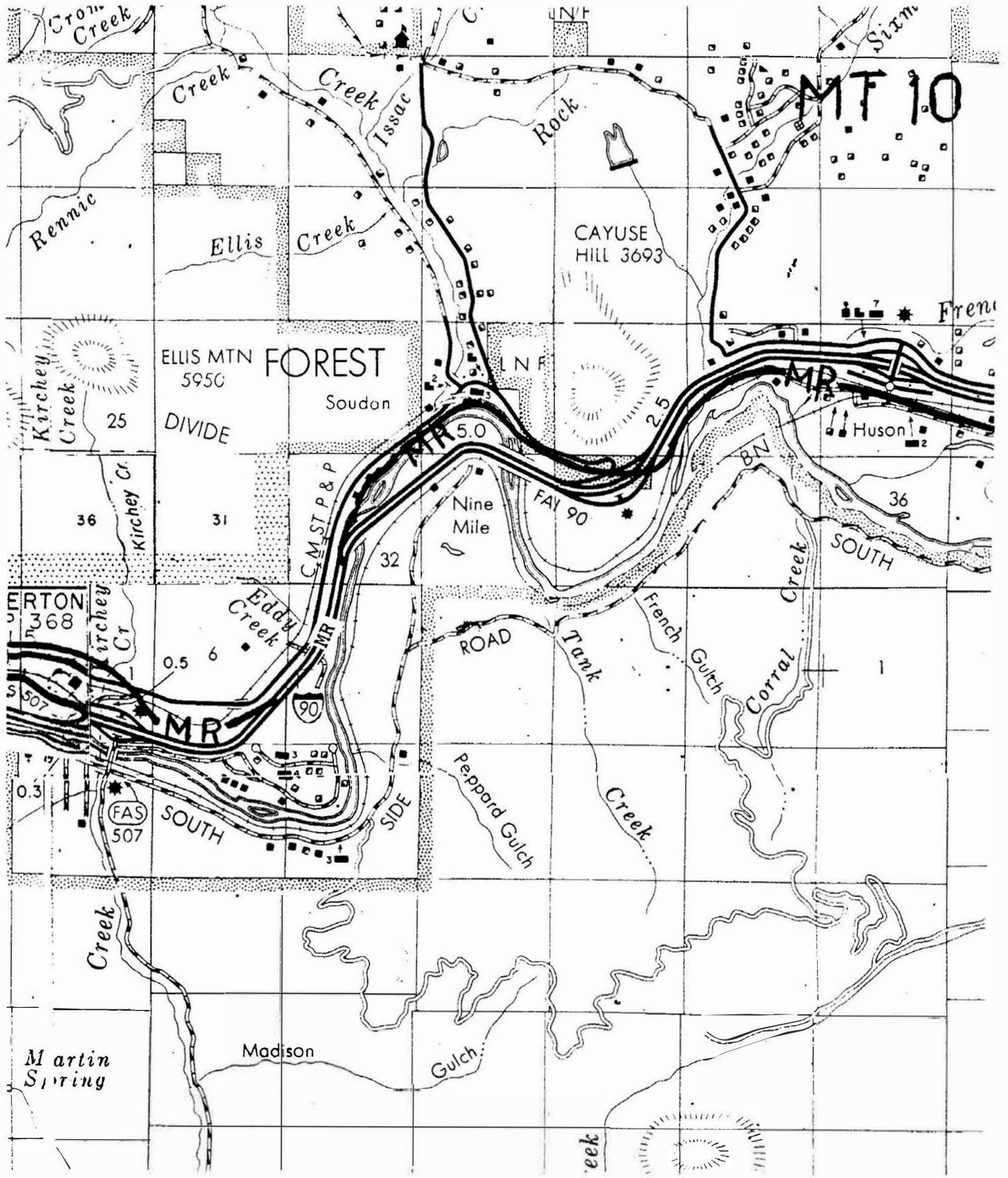
Two "MR" routes.--The east route was the original one built by Fullan. Its purpose was to avoid the narrow canyon of Clarks Fork of the Columbia River. A few years later, an improved route was cut through the canyon to avoid the hill of Brown's Cut-off.

Twenty-fifth day.--Move fifteen and a half miles to west end of big side-cut, and camp at foot of mountain, on small creek. Wood, water, and grass abundant; may have to double teams over Brown's Cut-off divide, going either way; road good, with this exception.

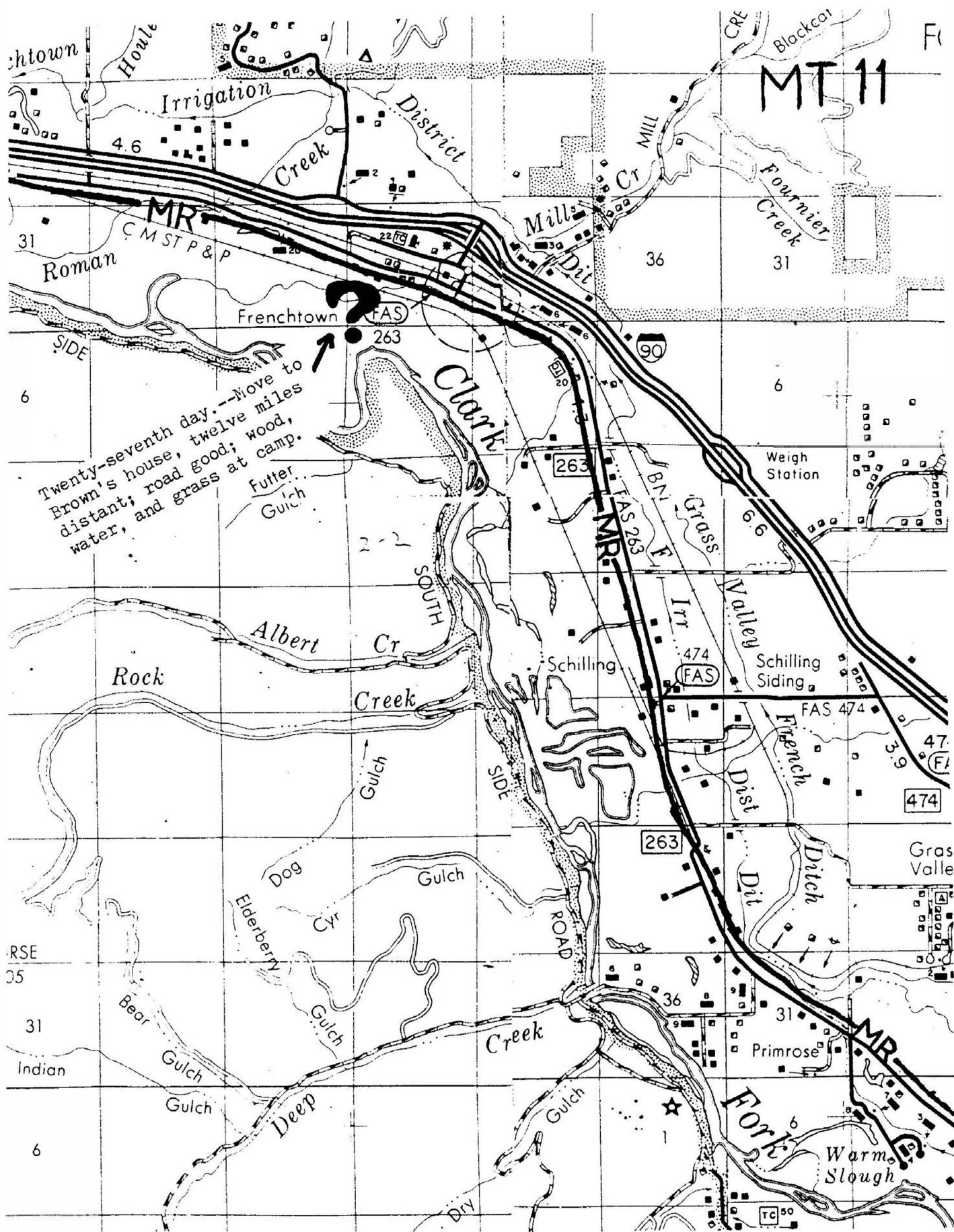


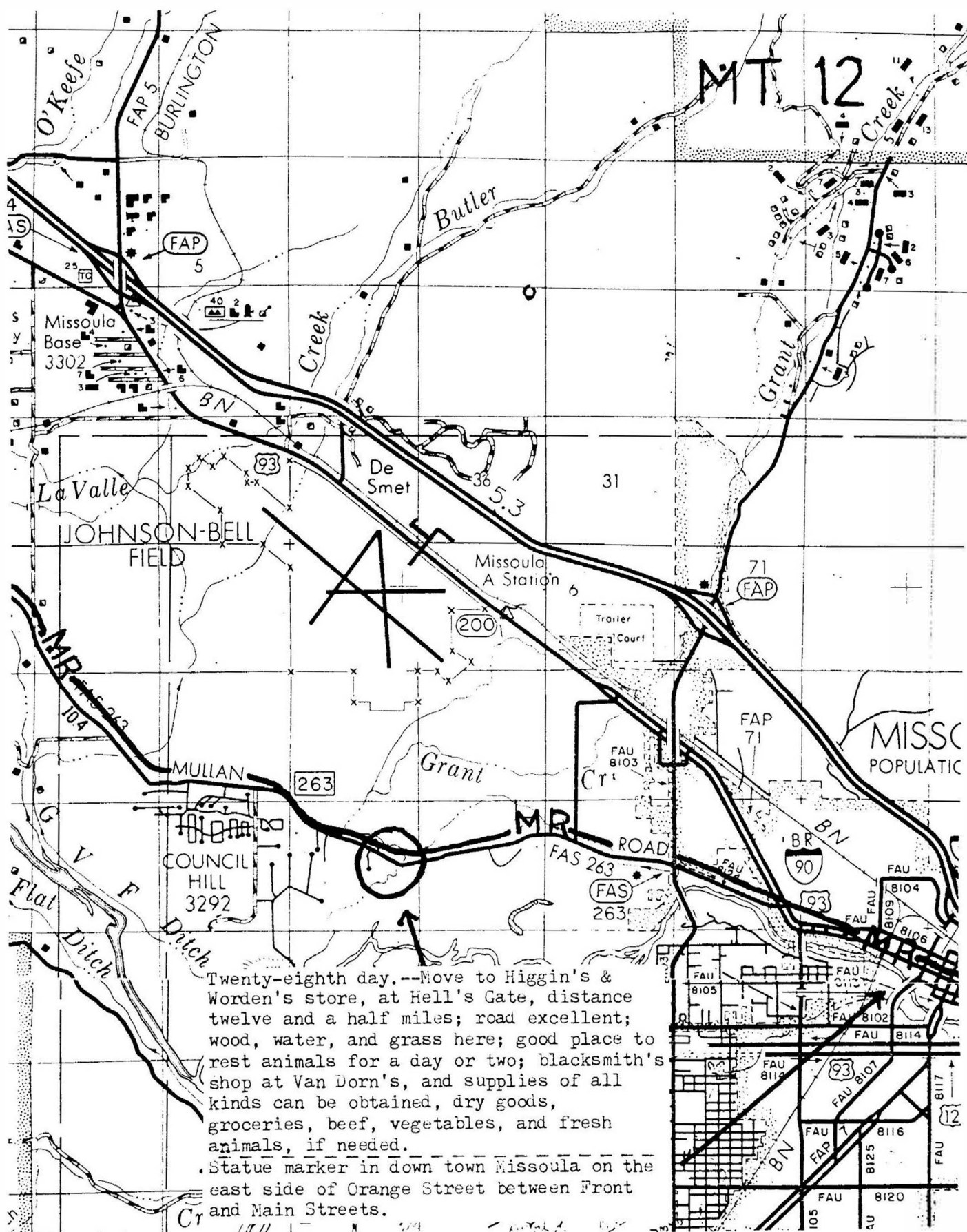
Twenty-sixth day.--Move over big side-cut to a camp on Main river, one mile above the Rocky Points, where the road passes through a rocky defile; distance, seventeen miles; road fair; wood, water, and grass at camp.

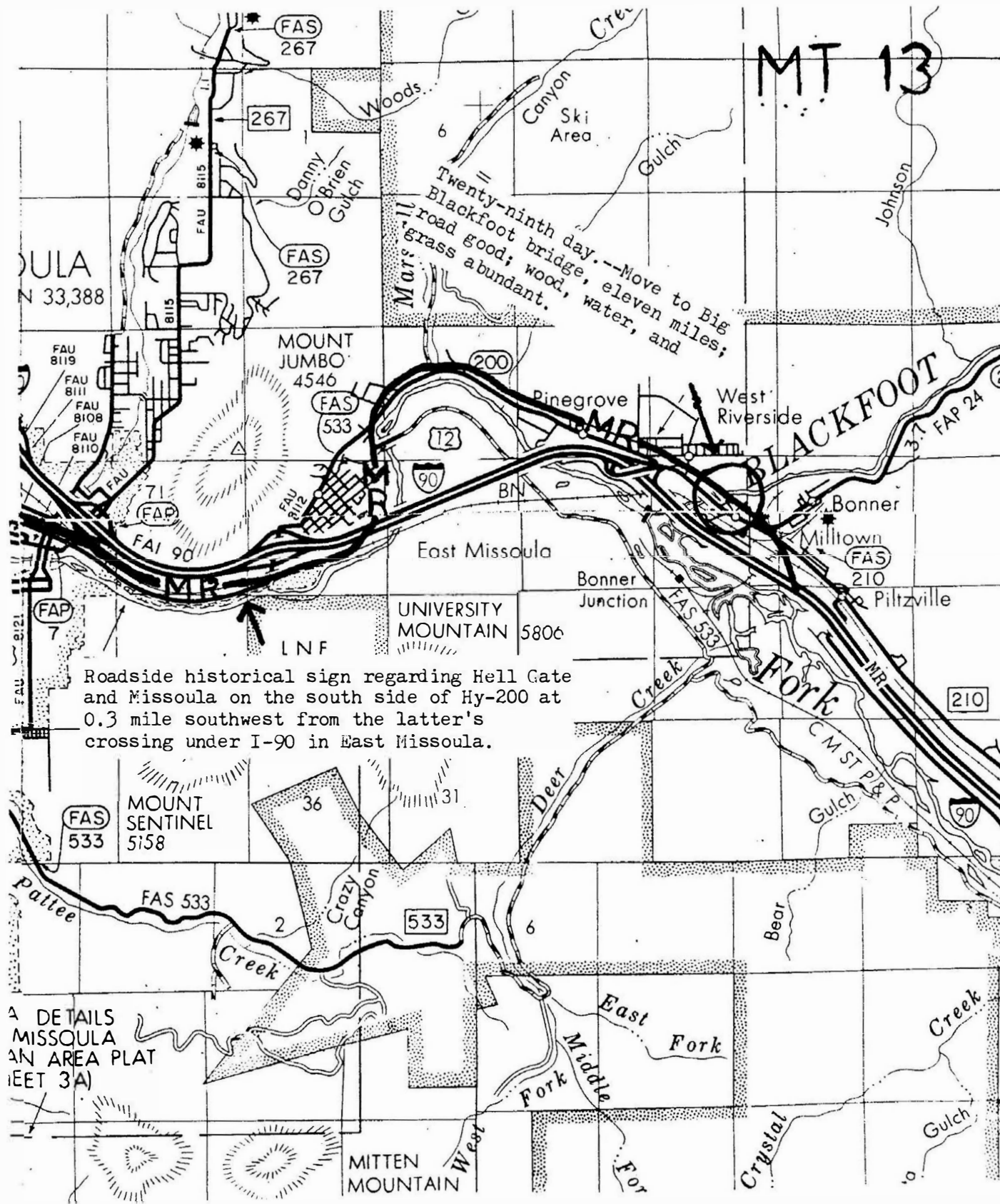


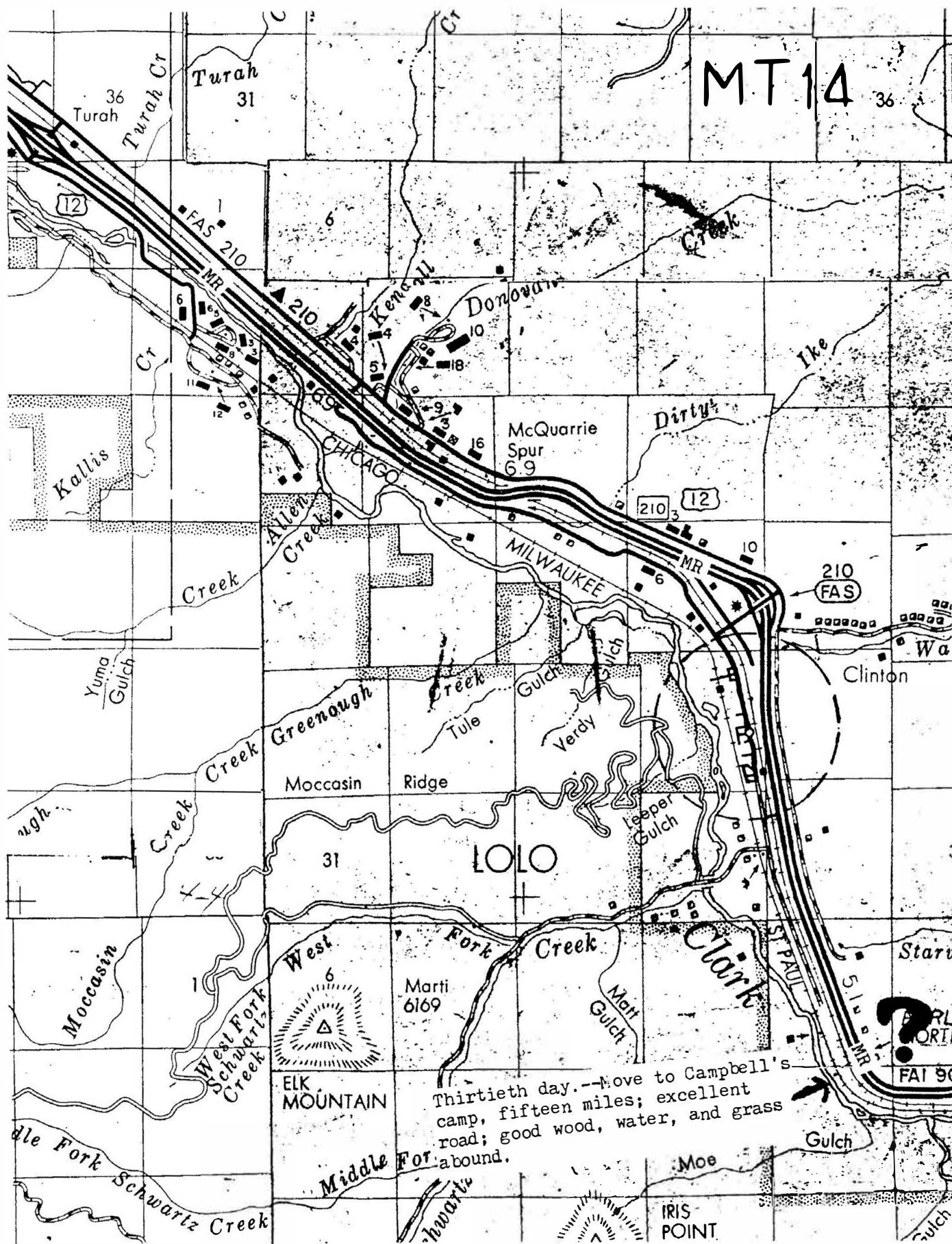




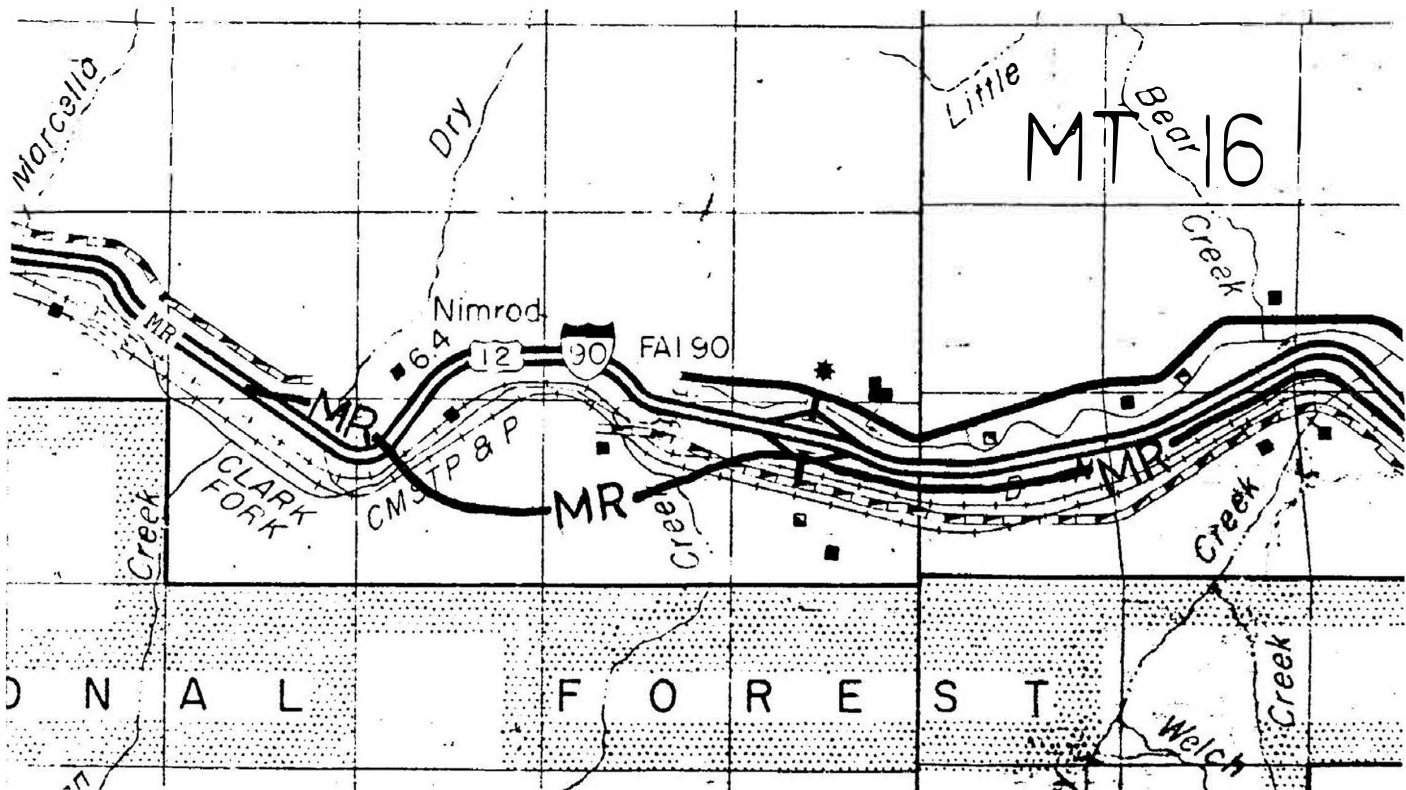
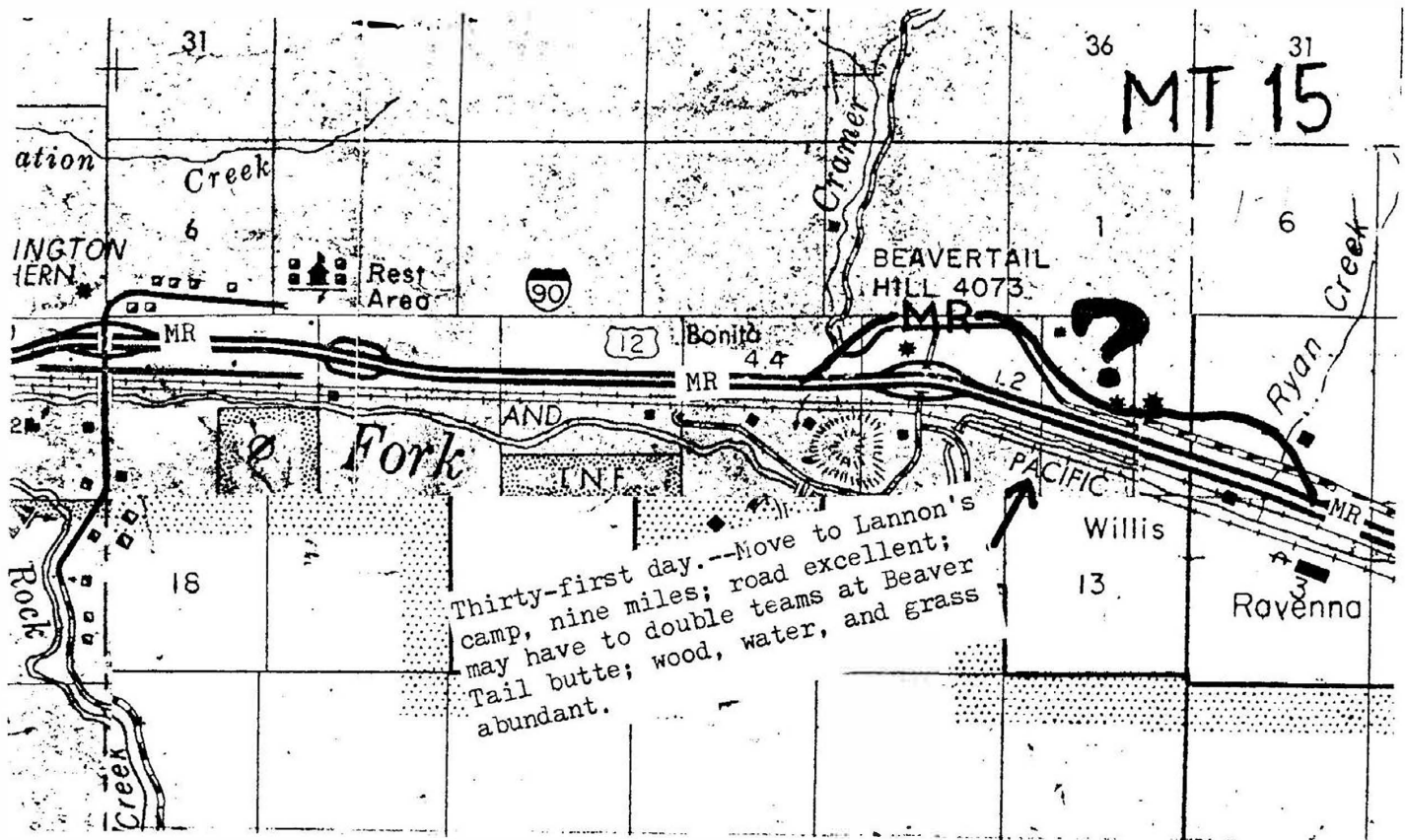




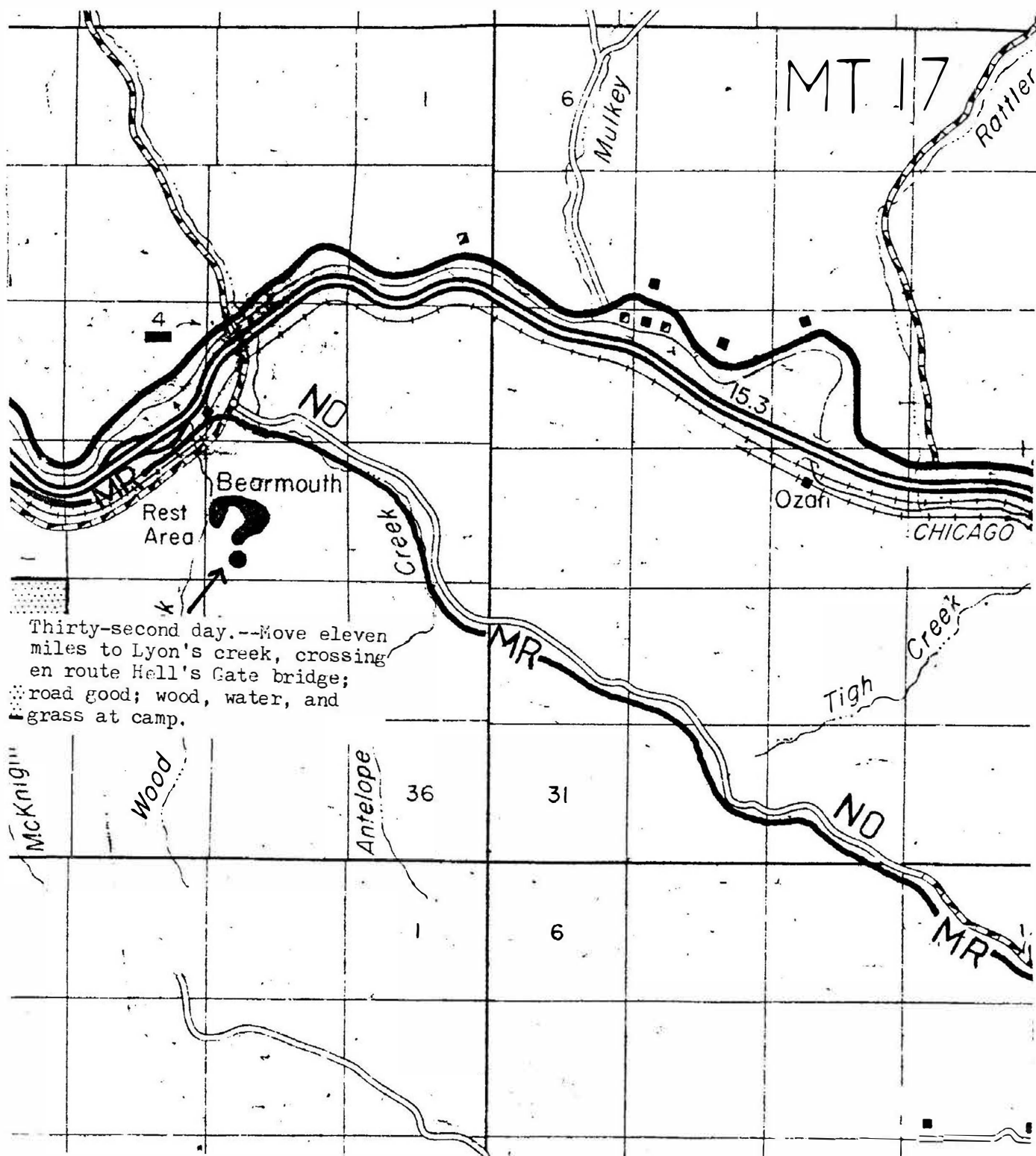


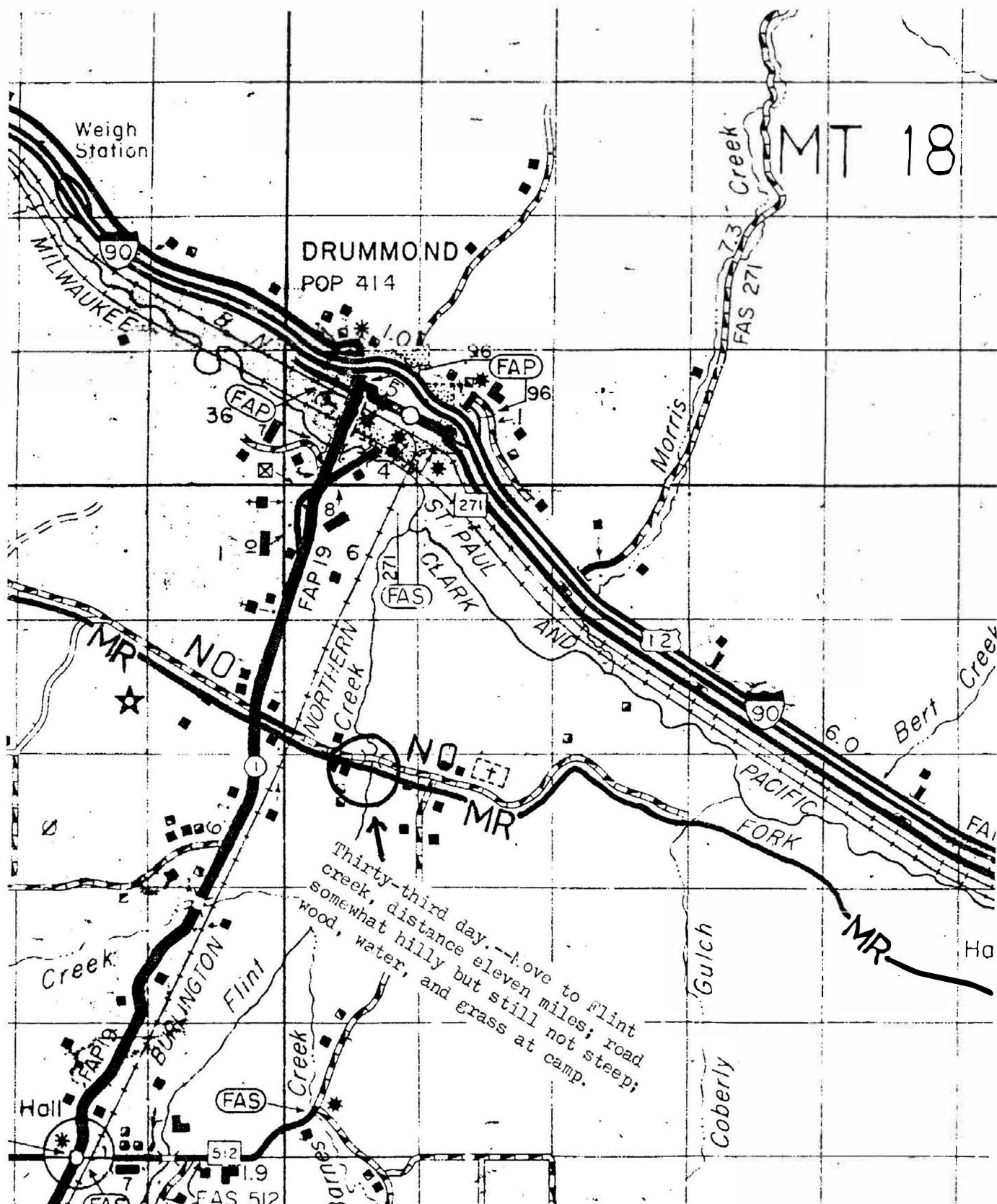




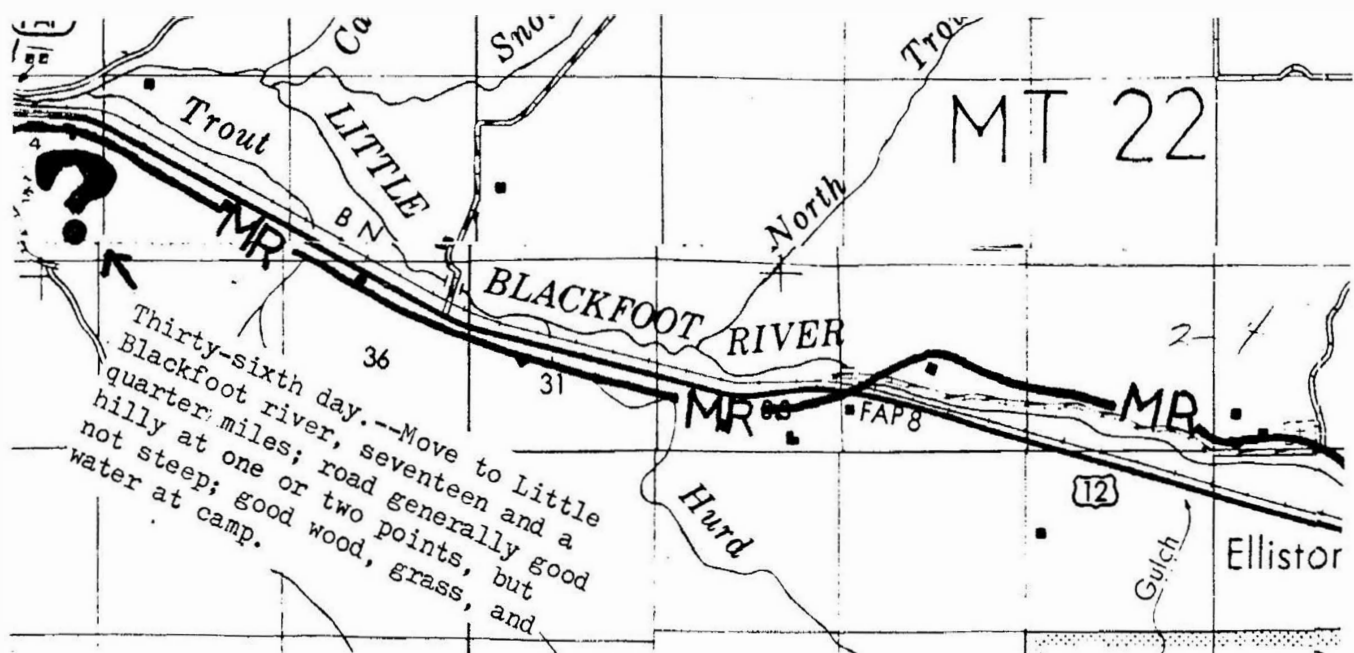
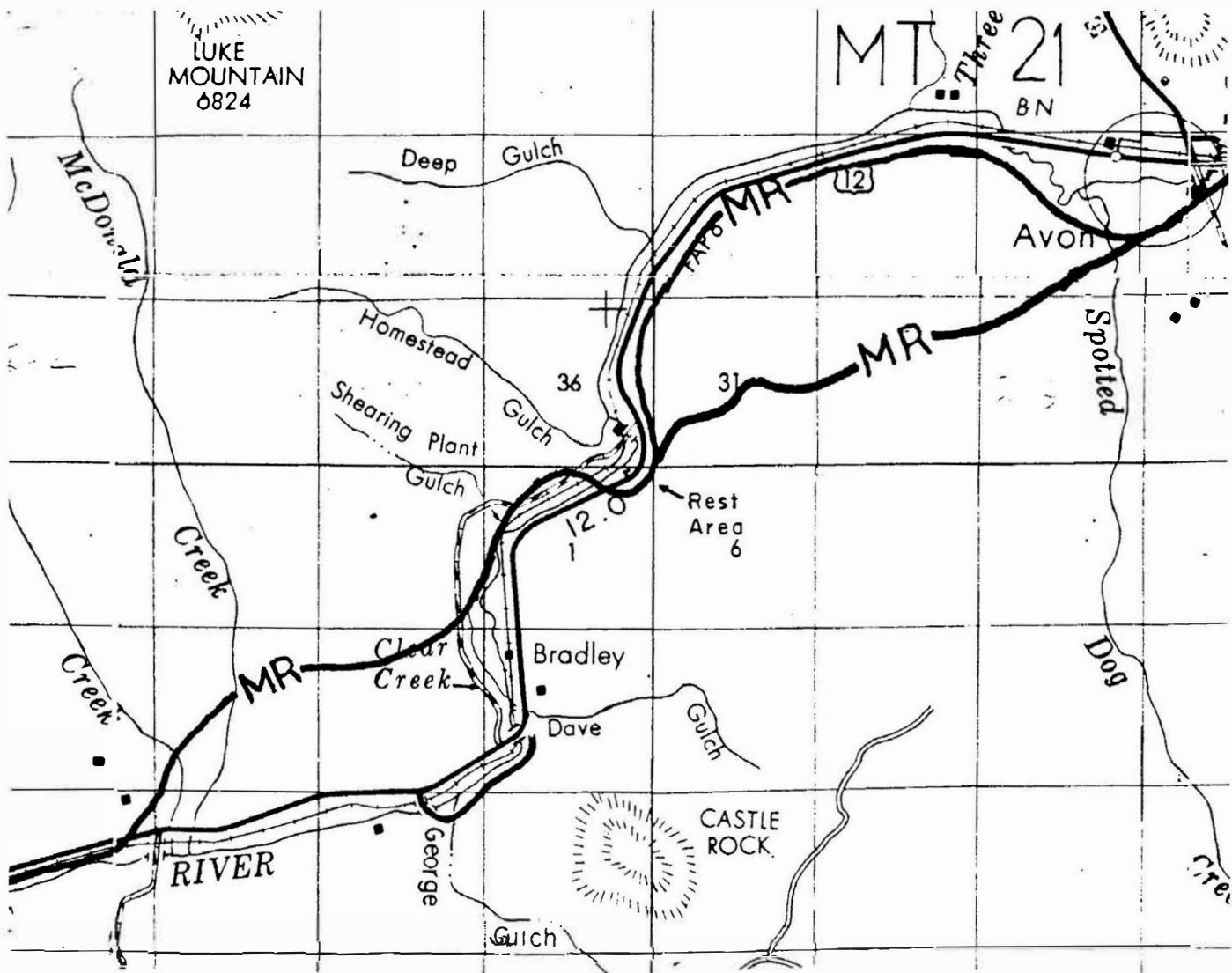


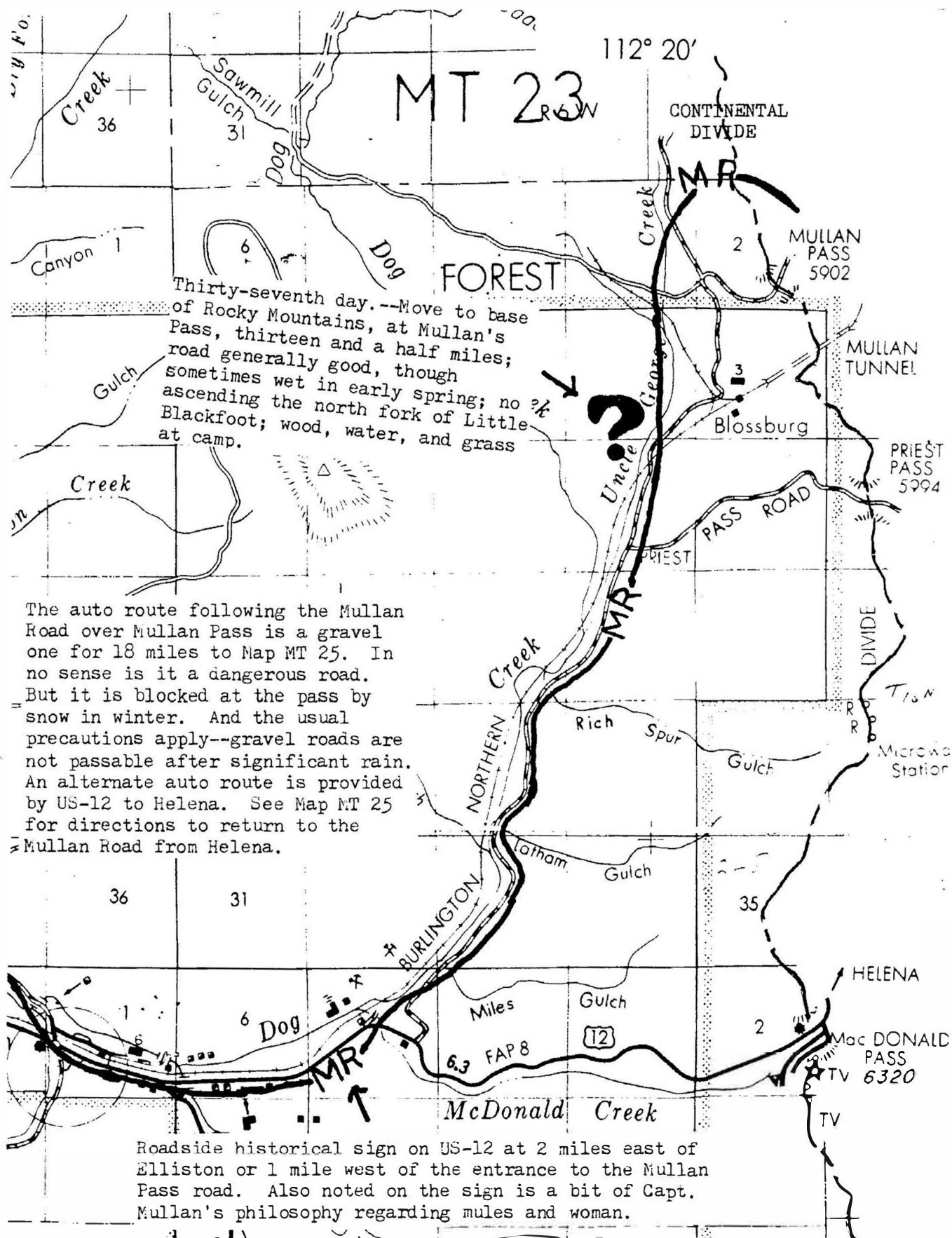




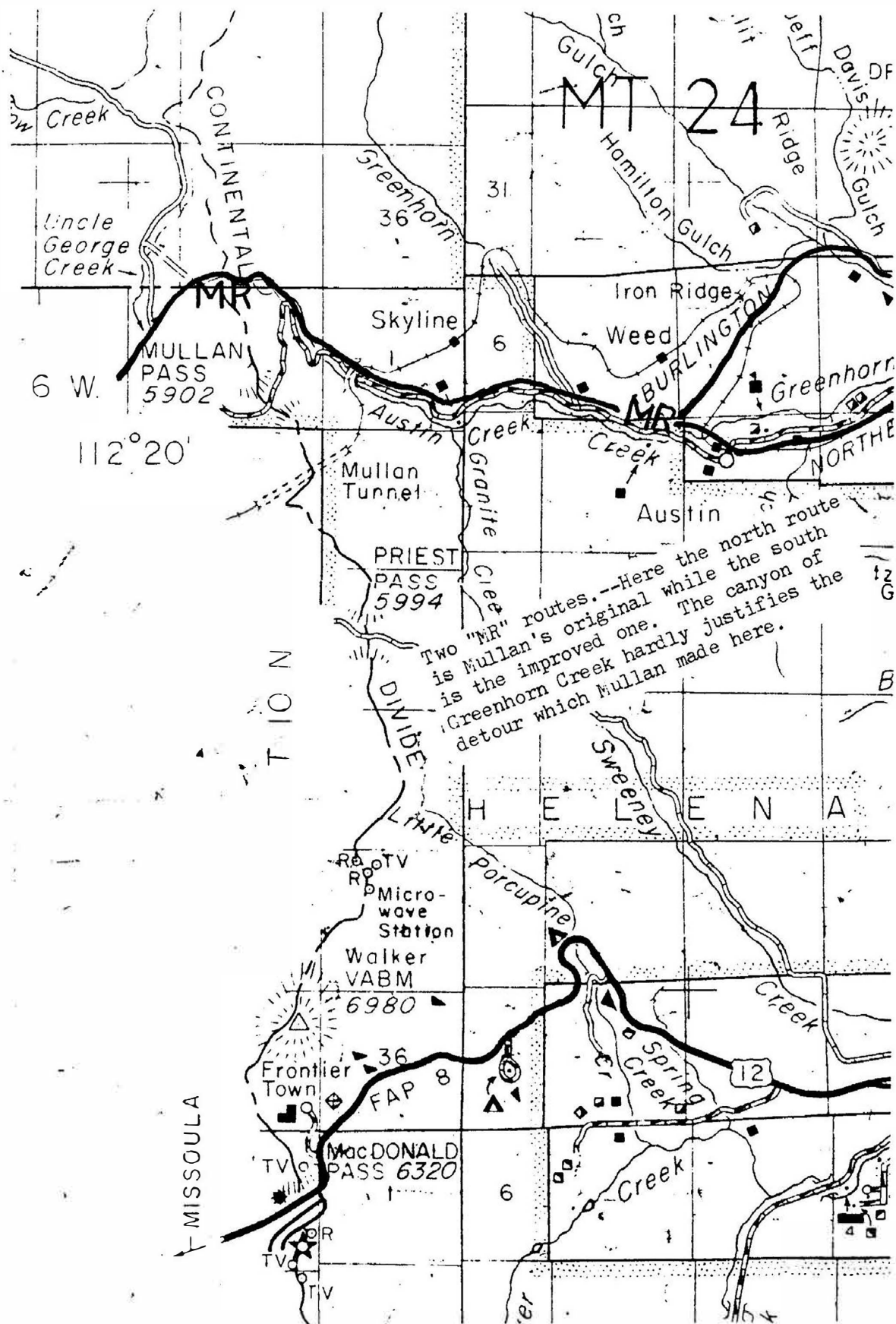


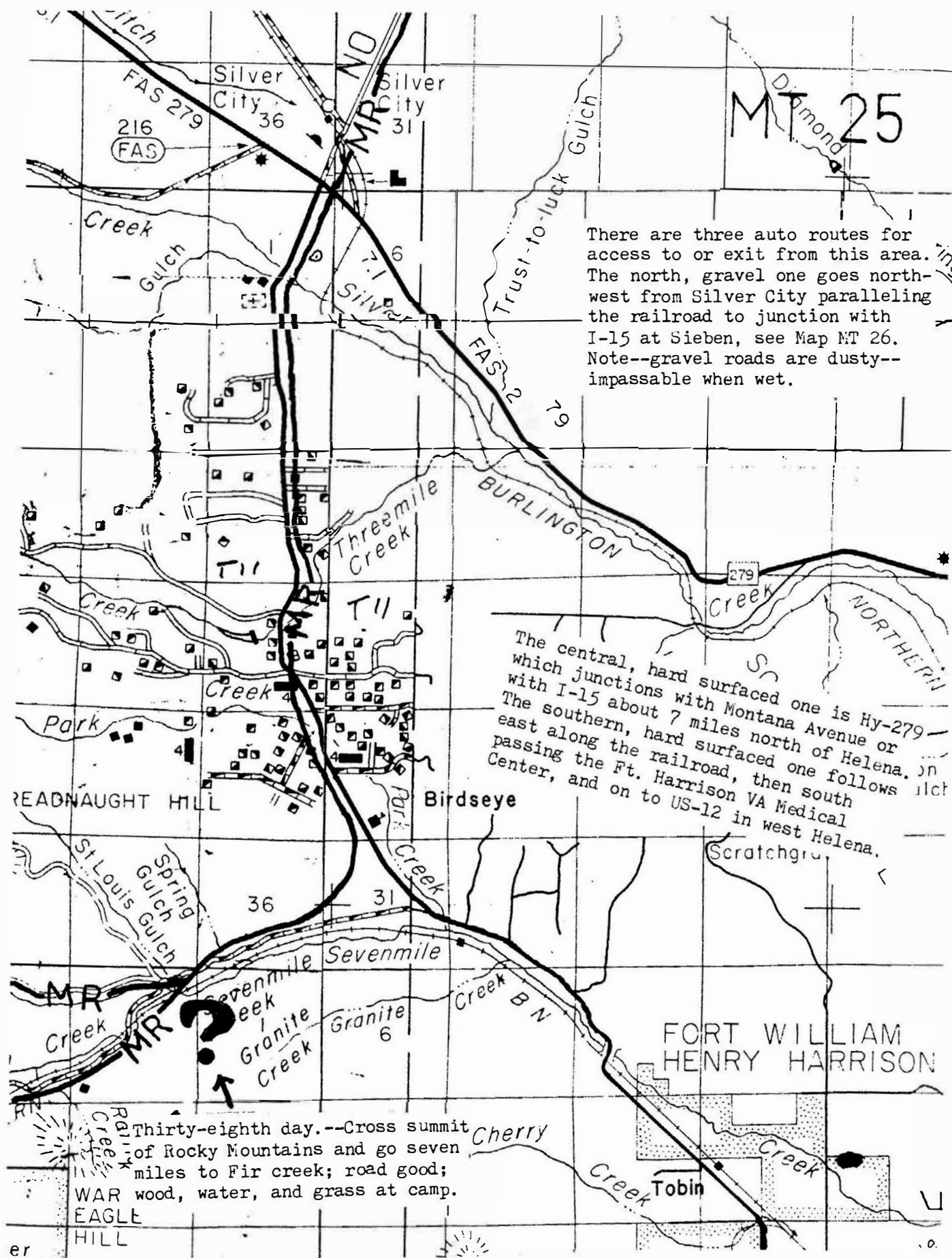


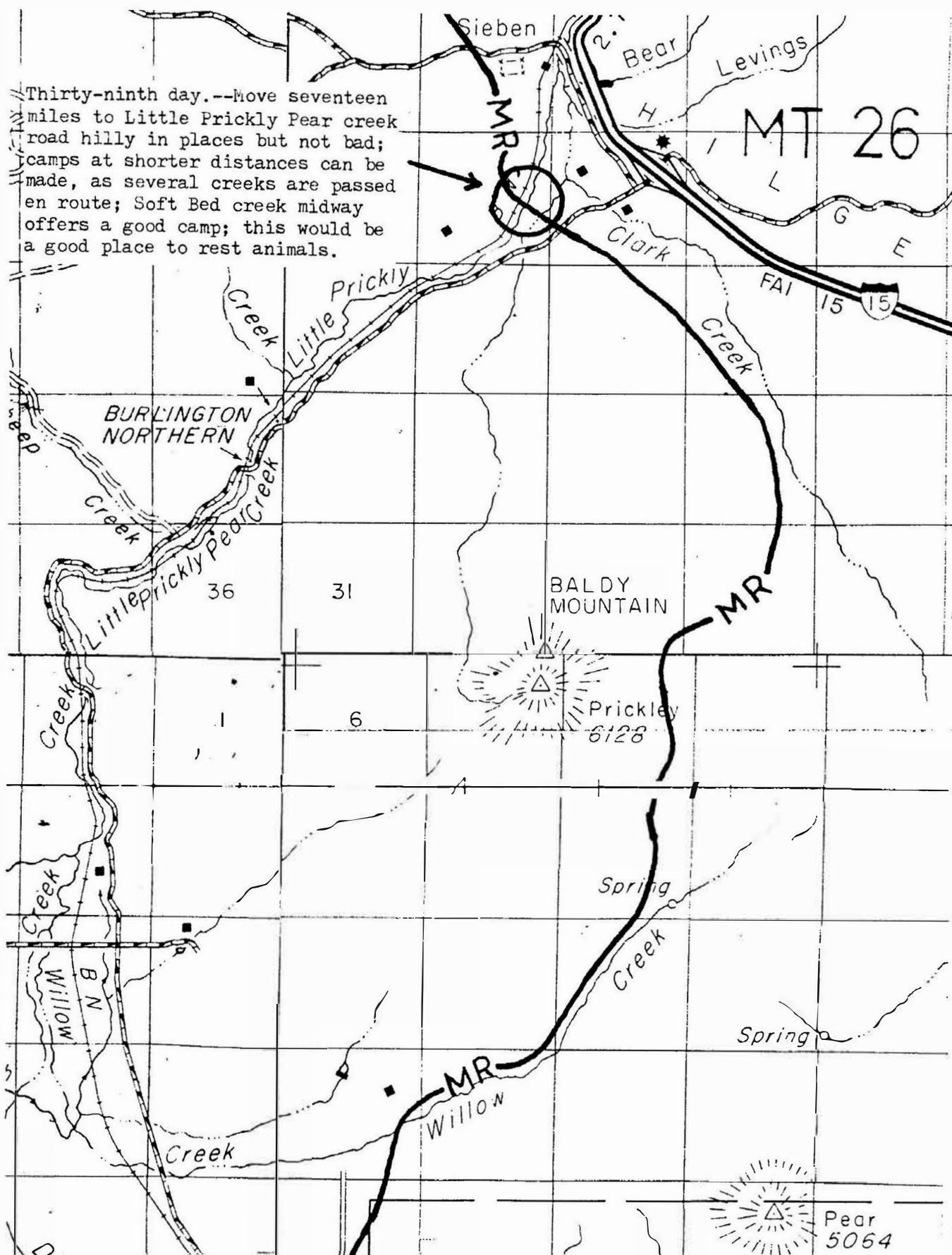


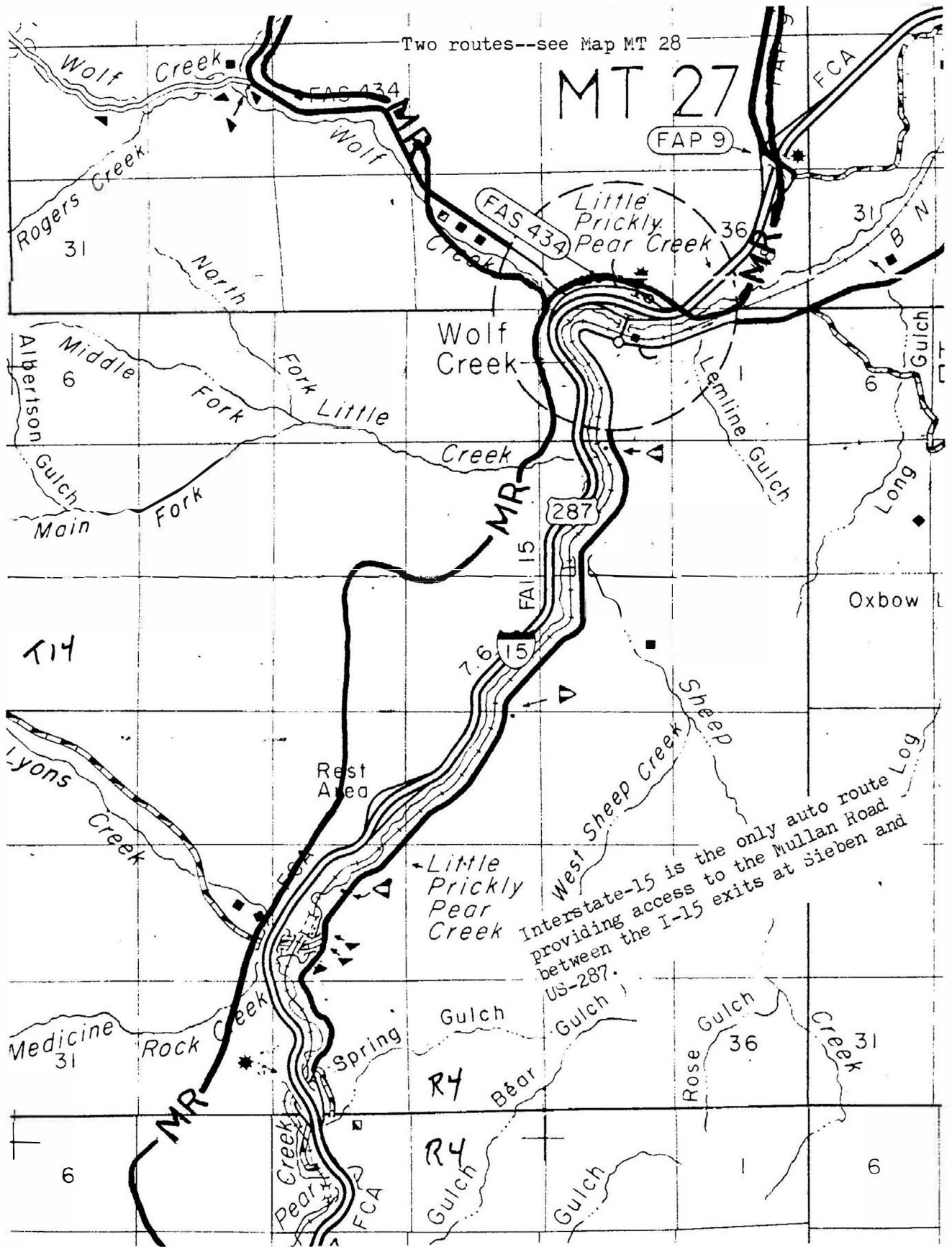


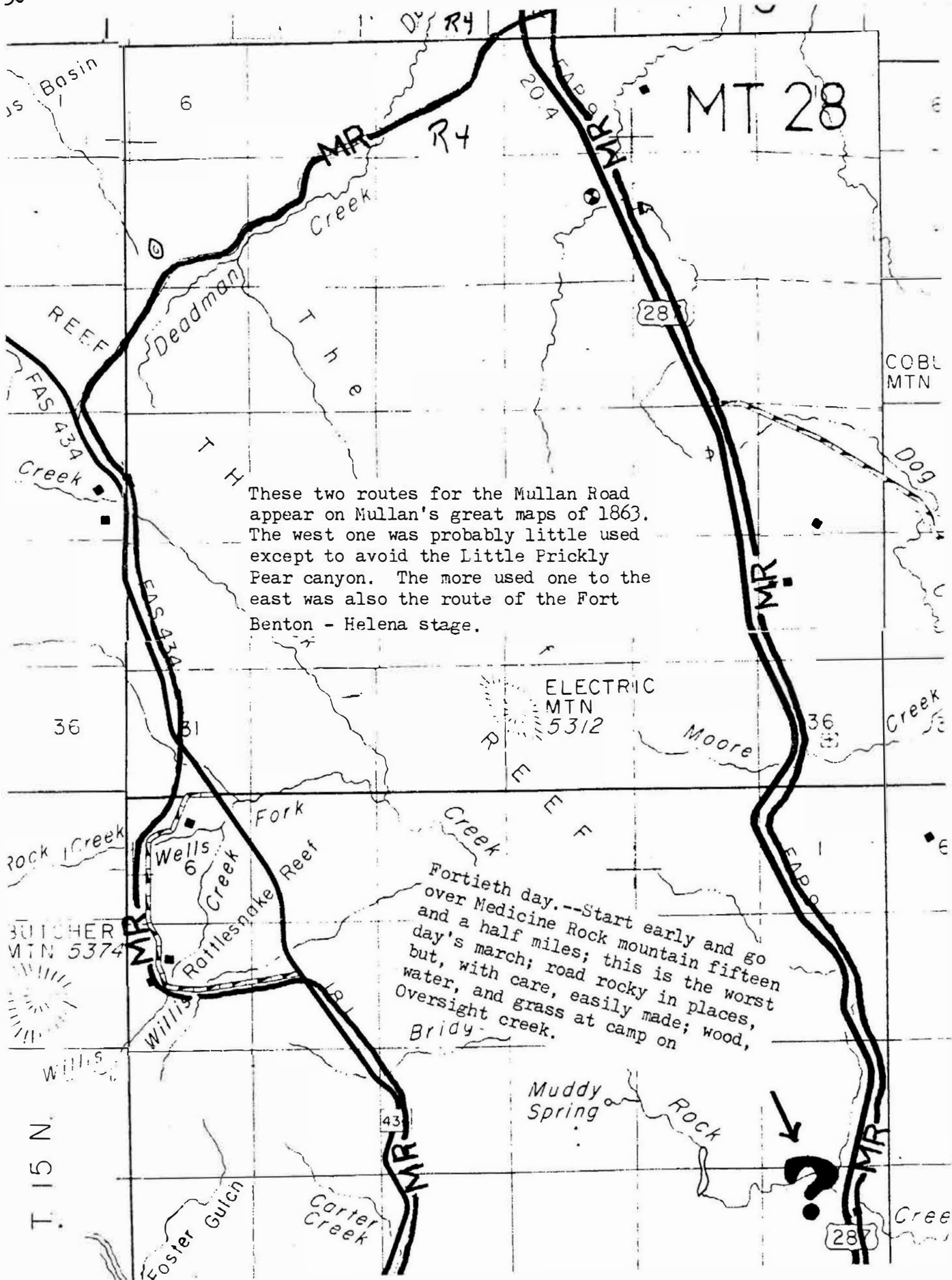




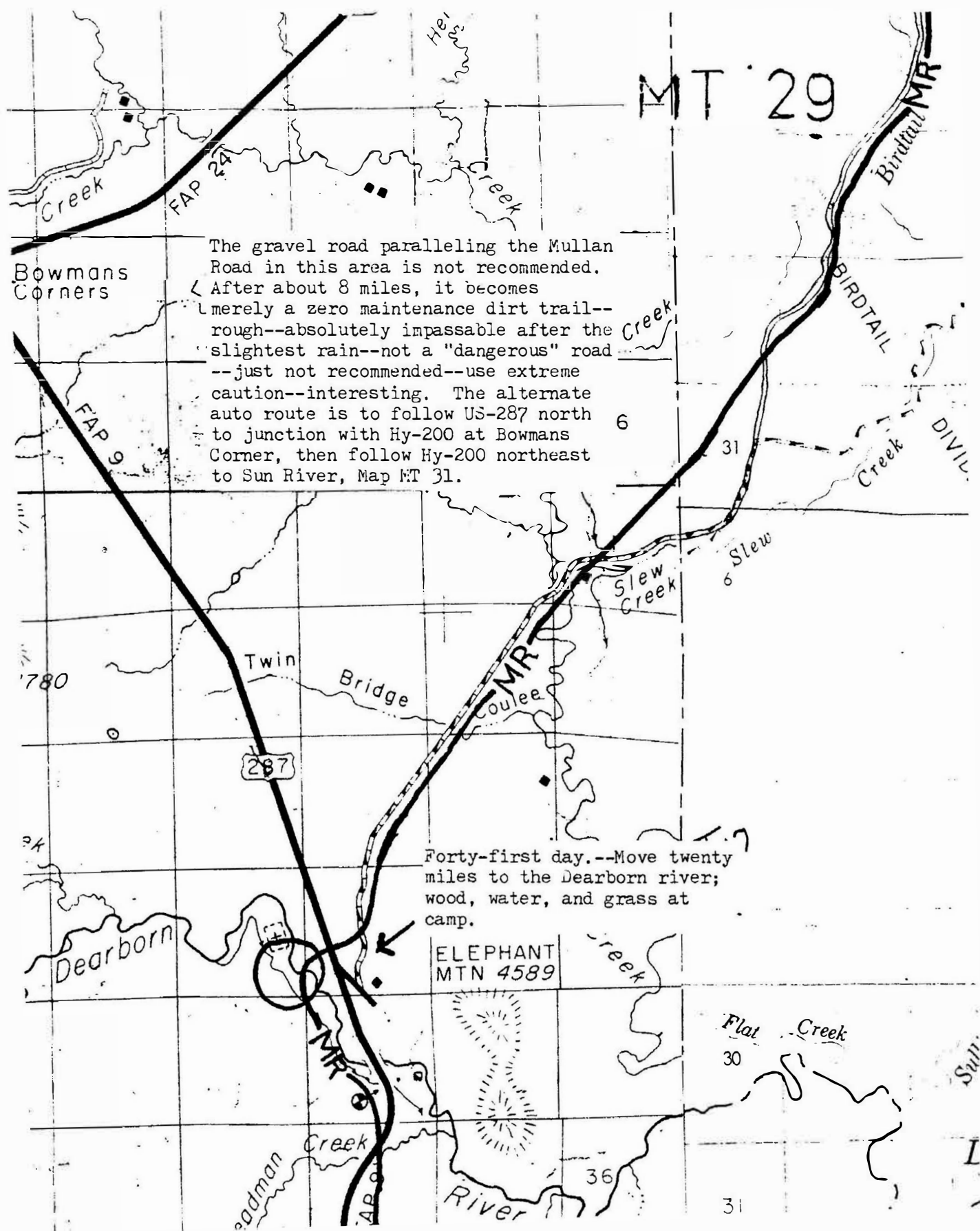






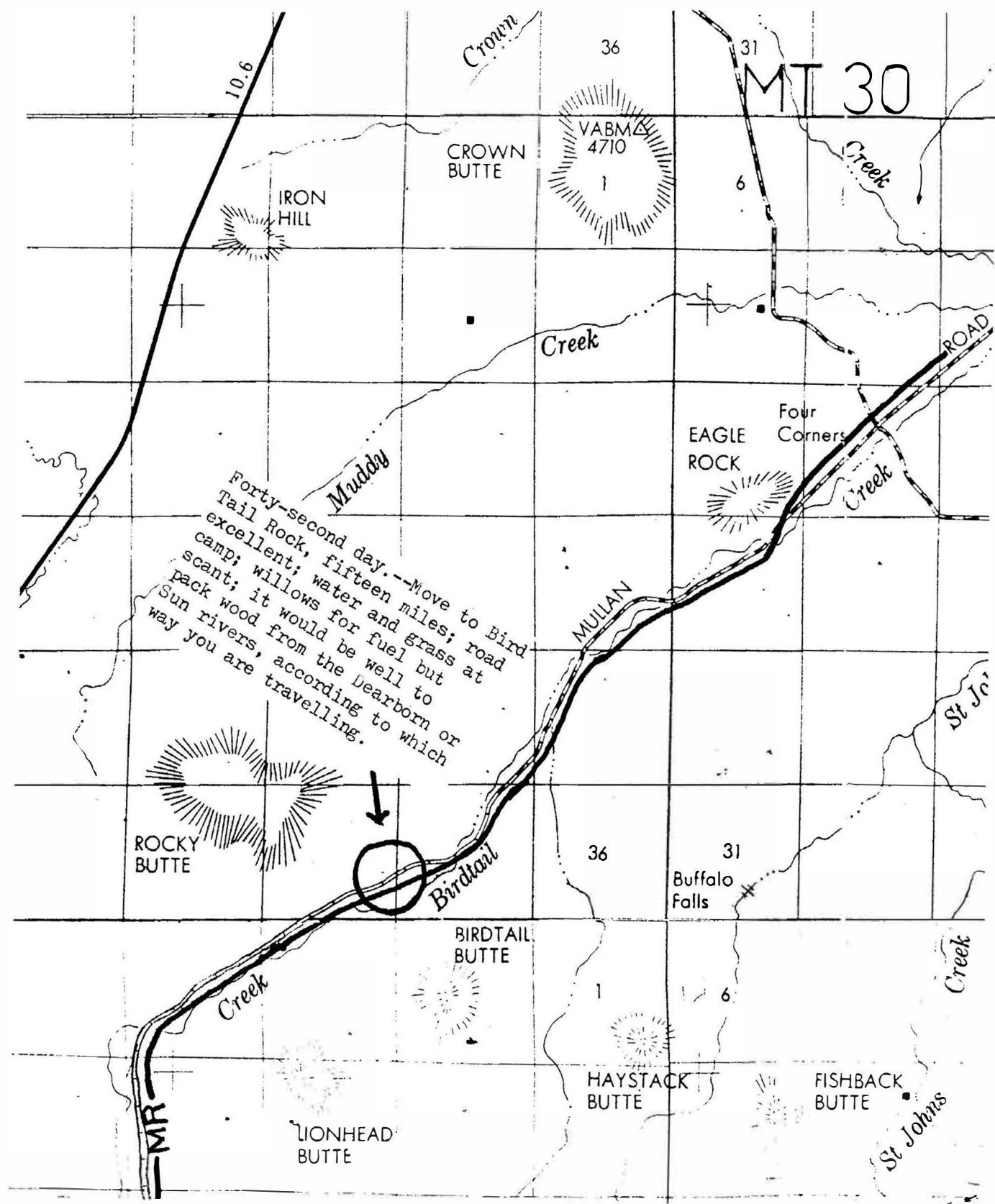


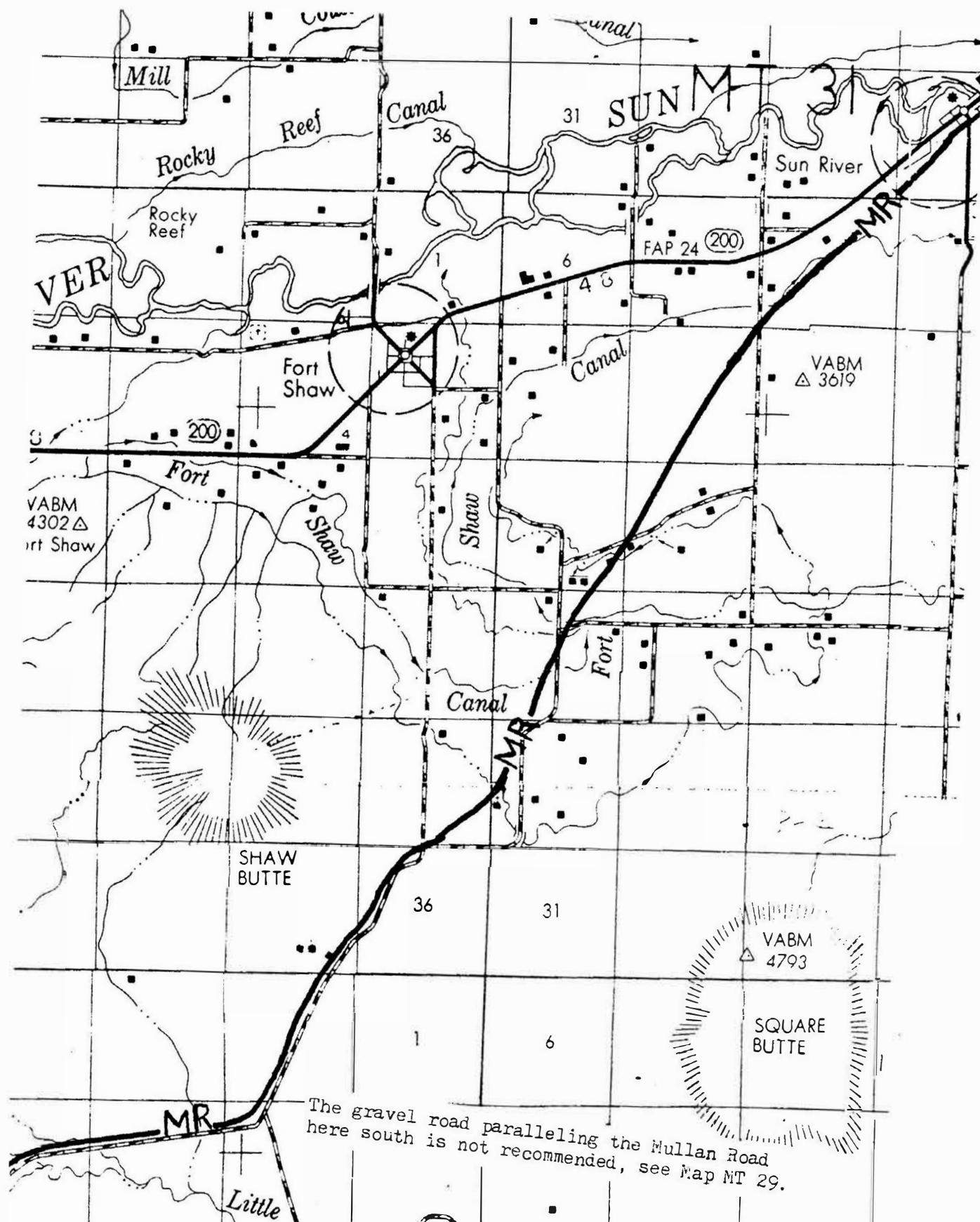


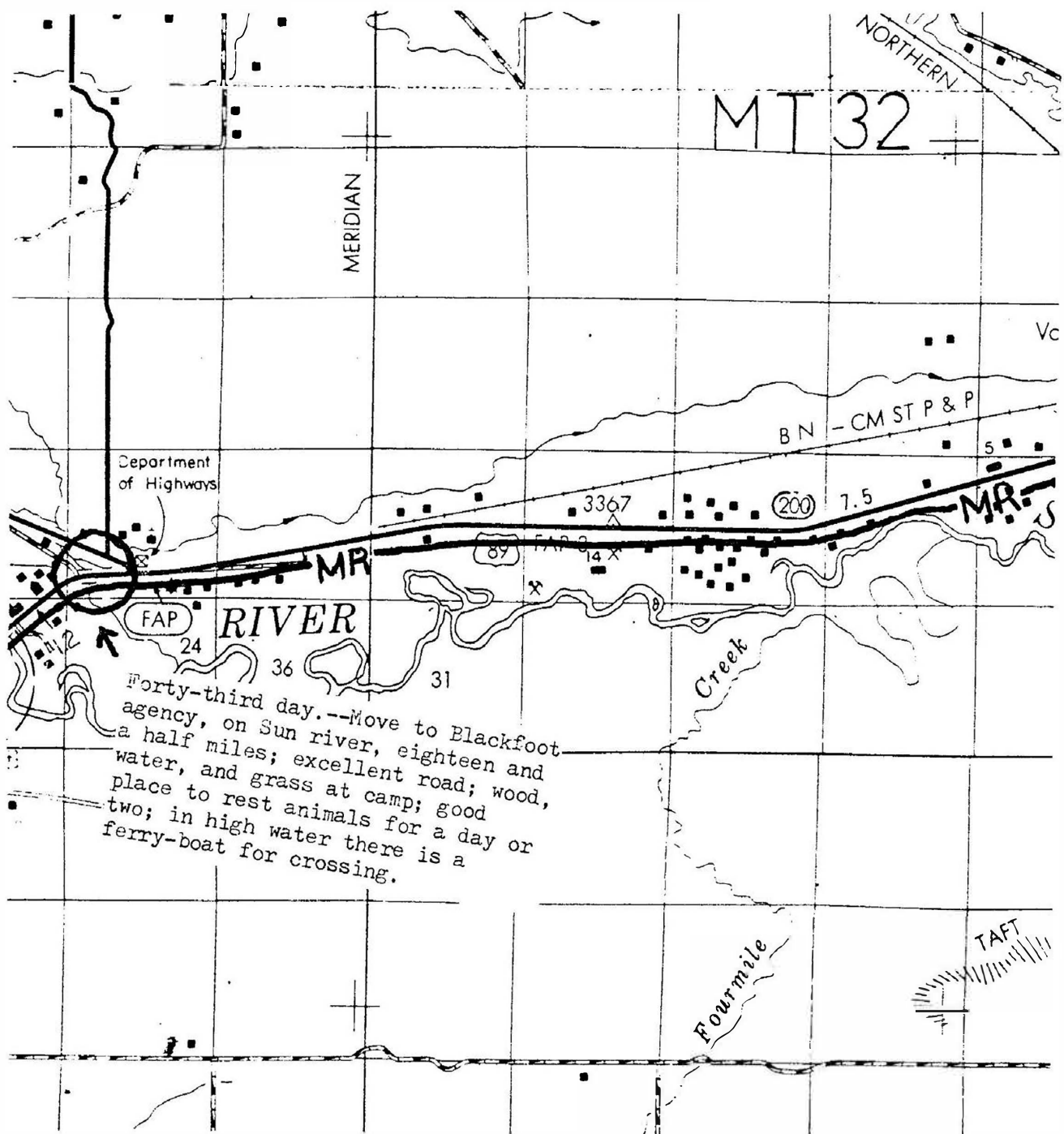


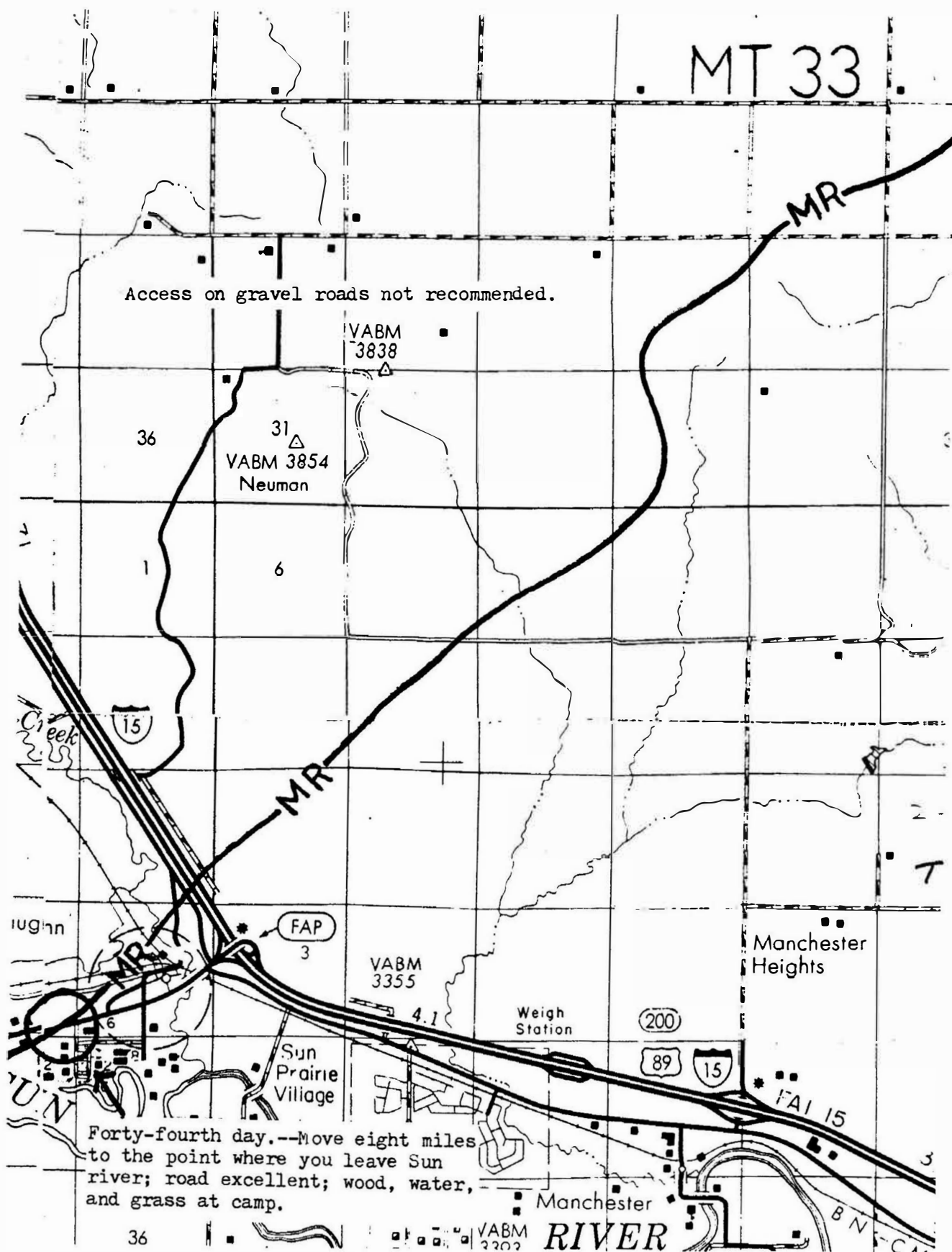
Forty-first day.--Move twenty miles to the Dearborn river; wood, water, and grass at camp.

ELEPHANT  
MTN 4589



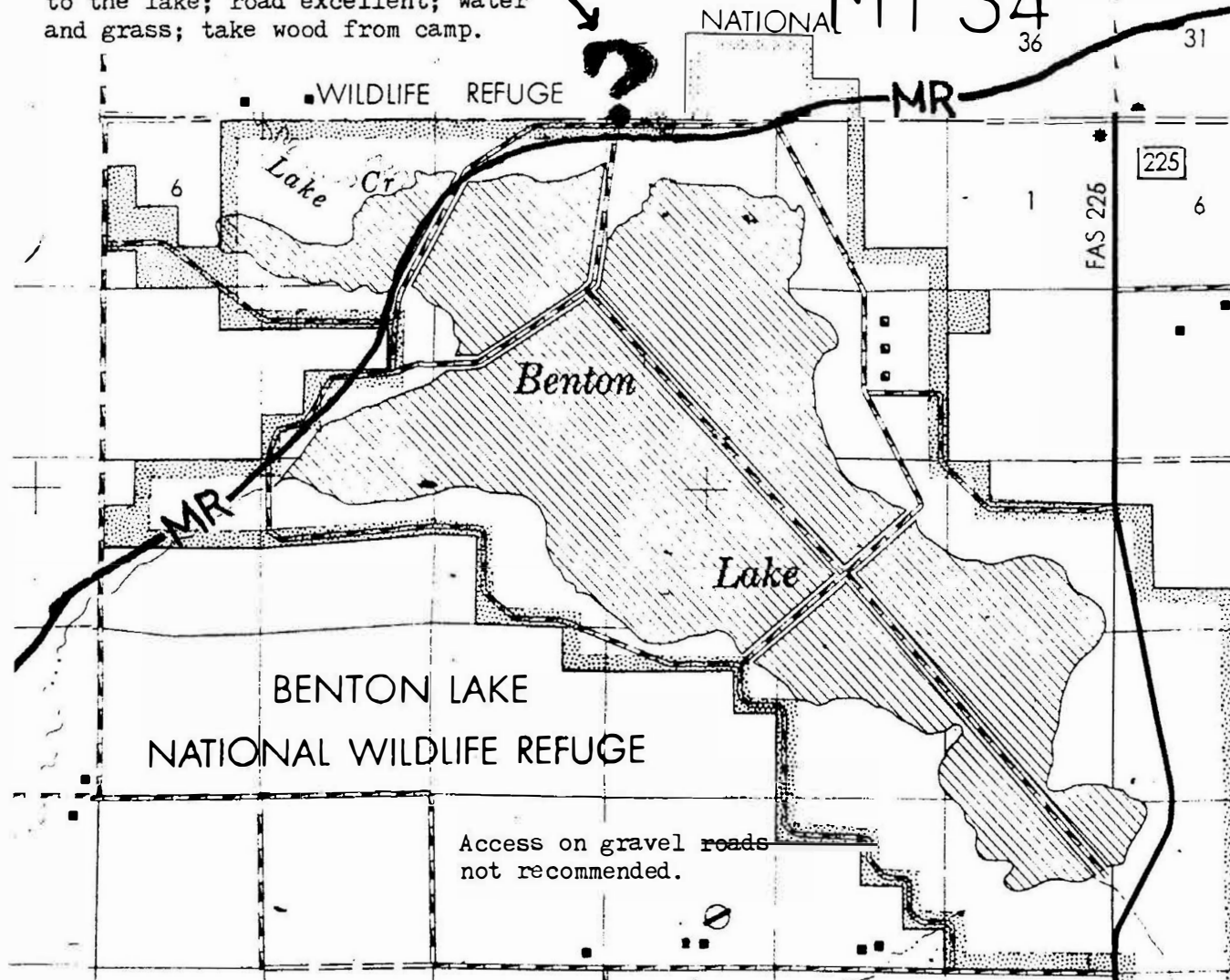






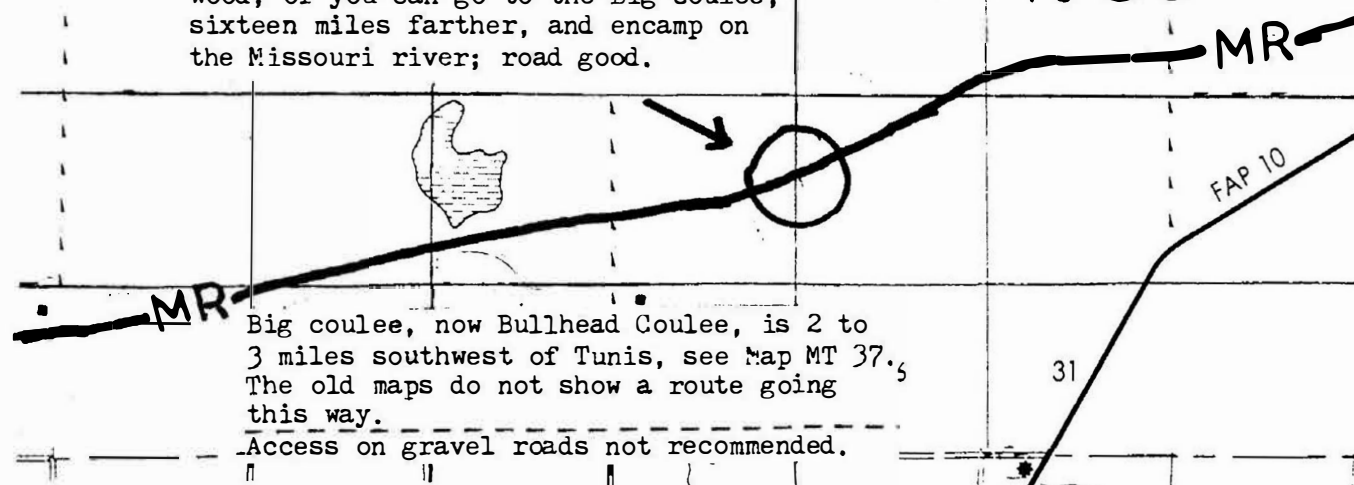


Forty-fifth day.--Move sixteen miles to the lake; road excellent; water and grass; take wood from camp.



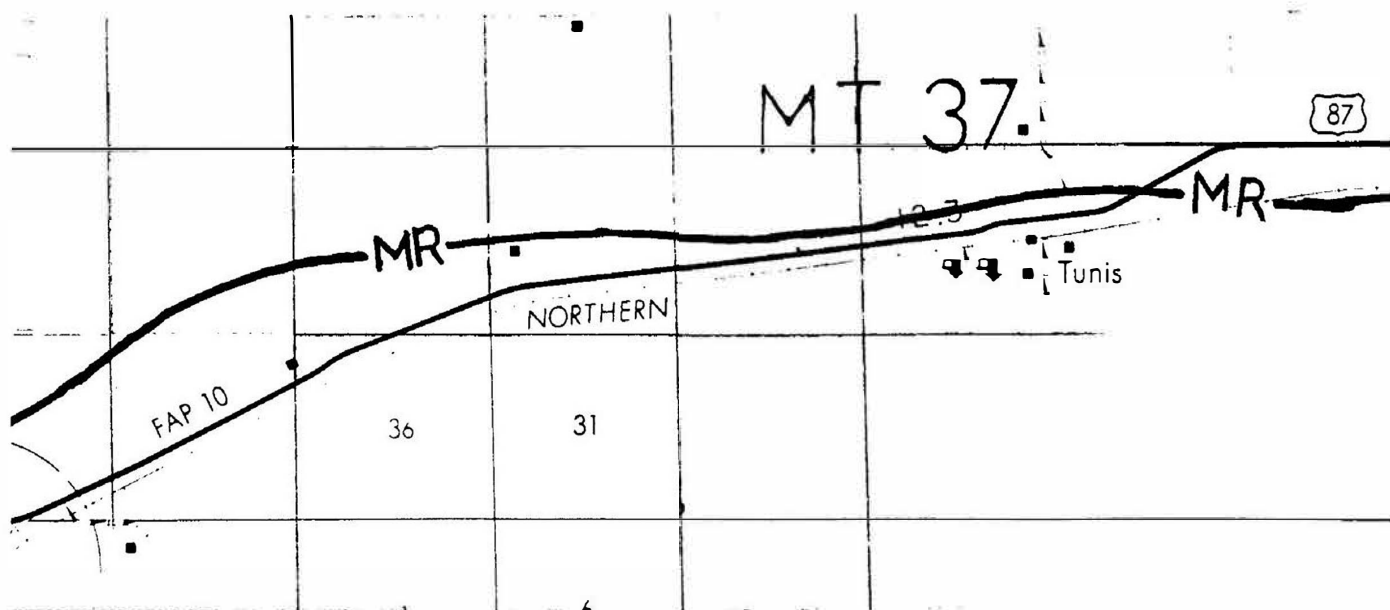
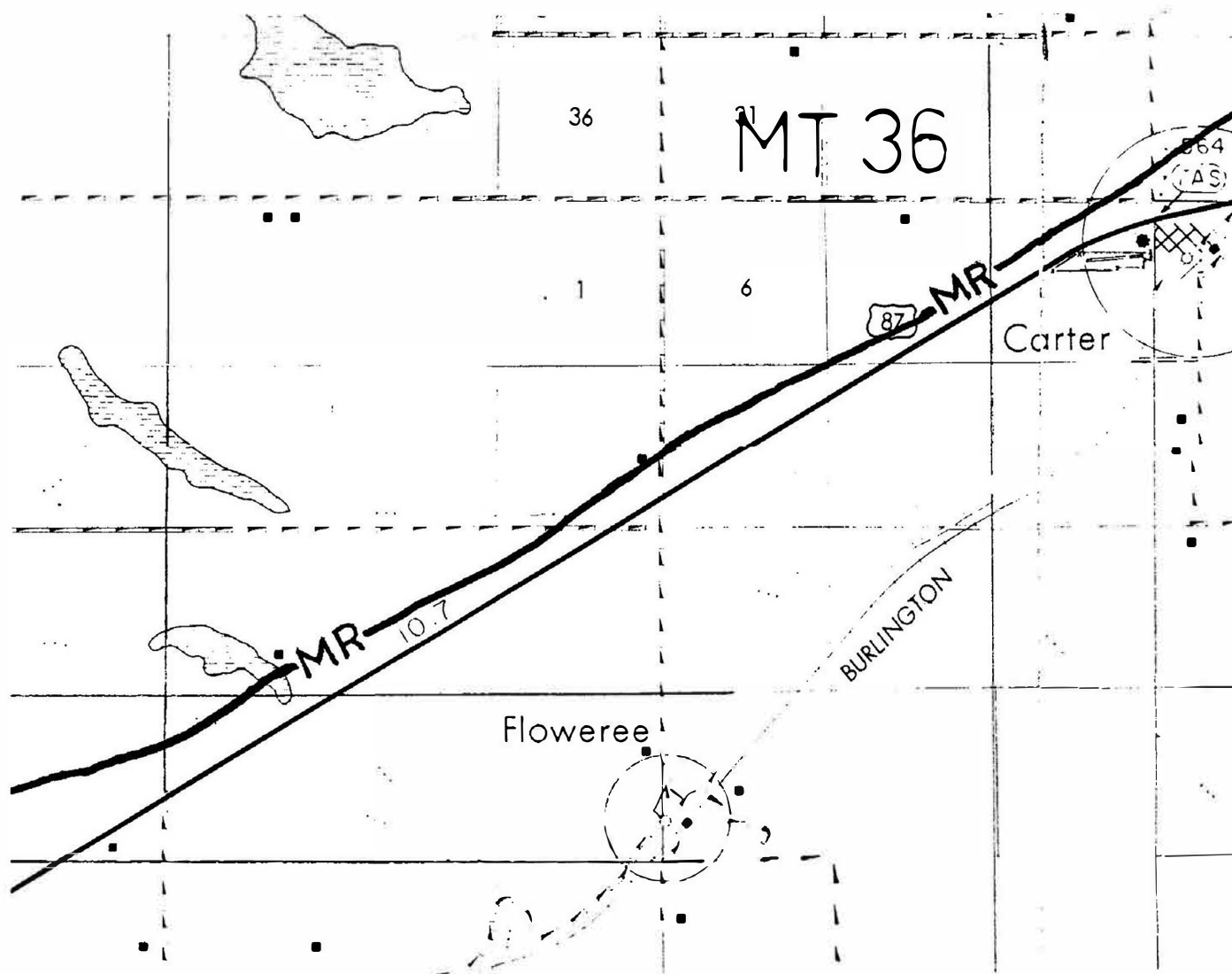
Forty-sixth day.--Move to the springs, seven miles; water and grass, but no wood; or you can go to the Big coulee, sixteen miles farther, and encamp on the Missouri river; road good.

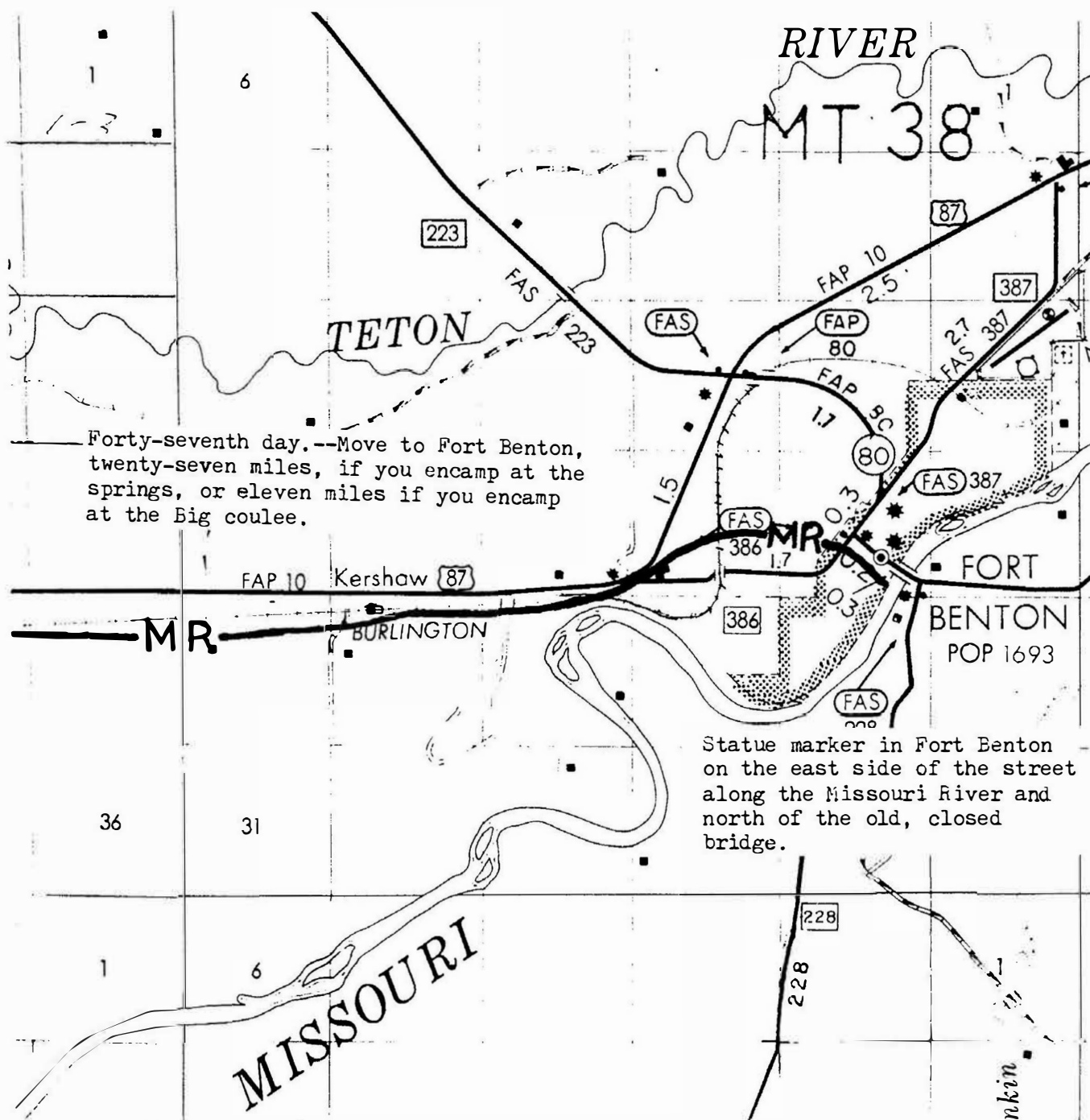
MT 35



Big coulee, now Bullhead Coulee, is 2 to 3 miles southwest of Tunis, see Map MT 37. The old maps do not show a route going this way.

Access on gravel roads not recommended.







William A Clark, Jr, son of the "Copper King" of the same name, commissioned Edgar S Paxson to design eight monuments to commemorate Captain John Mullan and his historic trail. These monuments are located at Post Falls, Fourth of July Pass and Mullan, ID; St Regis, Bonner, Deer Lodge, Great Falls and Fort Benton, MT. Most were dedicated in 1916-1918.

They have all been relocated at some time to put them at better and more appropriate display points.