

United States Department of the Interior
National Park Service572
RECEIVED
FEB 26 1990DIVISION OF
NATIONAL REGISTER PROGRAMS
NATIONAL PARK SERVICE**National Register of Historic Places
Registration Form**

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Propertyhistoric name Mullan Road
other names/site number Military Road
015758**2. Location**street & number N/A N/A not for publication
city, town Coeur d'Alene, St. Maries ☒ vicinity
state Idaho code ID county Kootenai code 055 zip code 83854
Benewah 009 83861**3. Classification**

Ownership of Property

- ☐
- private
-
- ☐
- public-local
-
- ☒
- public-State
-
- ☒
- public-Federal

Category of Property

- ☐
- building(s)
-
- ☐
- district
-
- ☒
- site
-
- ☐
- structure
-
- ☐
- object

Number of Resources within Property

Contributing	Noncontributing
<u>3</u>	<u>0</u>
	buildings
	sites
	structures
	objects
<u>3</u>	<u>0</u> Total

Name of related multiple property listing:
N/ANumber of contributing resources previously
listed in the National Register 0**4. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this
☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the
National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of certifying official

Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- ☒
- entered in the National Register.
-
- ☐
- See continuation sheet.
-
- ☐
- determined eligible for the National
-
- Register.
- ☐
- See continuation sheet.
-
- ☐
- determined not eligible for the
-
- National Register.
-
- ☐
- removed from the National Register.
-
- ☐
- other, (explain:)

for Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation: road related

Current Functions (enter categories from instructions)

Not in use

7. Description

Architectural Classification

(enter categories from instructions)

Other: Road

Materials (enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other N/A

Describe present and historic physical appearance.

The Mullan Road was constructed between 1859 and 1862 by Lieutenant (promoted to Captain in 1862) John Mullan and a civilian and army road crew. The Mullan Road was the first engineered road to connect the Great Plains with the Northwest, linking Fort Benton (in the Missouri River drainage) with Fort Walla Walla (in the Columbia River Drainage). Three surviving portions of the Mullan Road in Idaho are nominated. These are:

- the Heyburn State Park Segment
- the Alder Creek/Cedar Creek Segment
- the Fourth of July Pass Segment

These segments are clearly identifiable and retain their original character. The forest environment along the segments retain a natural appearance and contribute to the authentic character of the segments. One of the segments was built in 1859 and two of the segments were built in 1861. The nominated segments, therefore, cover both of Mullan's major road construction periods in what is now Idaho.

The Heyburn State Park Segment just west of Chatcolet Lake was constructed in 1859. Mullan (1863:15) describes the work in this area that occurred on July 10th, 1859 in his final report:

Our first work of difficulty [since leaving Fort Walla Walla] was to make the descent of seven hundred feet from the table land to the valley of the St. Joseph's. Several points were examined, but none afforded a natural descent, and I was forced to work one over a long spur making down to the lake at the juncture of the St. Joseph's river with the outlet of the Pund [Hidden] Lake.

This segment of the Mullan Road down the ridge to Hidden Lake is in very good condition; it is clearly identifiable and indicates no modification since it was constructed other than rutting from use by wagons or other vehicles. This road segment is 3,878 feet long and from 15 to 20 feet wide. It has 12 to 30 inch deep ruts. The road segment extends from Heyburn State Park Campground on the east up a ridge 2,067 feet to Conkling Road. It then extends up the ridge beyond Conkling Road another 1,811 feet to a recent clearing.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☒ nationally ☐ statewide ☐ locally

Applicable National Register Criteria ☒ A ☐ B ☐ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G N/A

Areas of Significance (enter categories from instructions)

Transportation

Period of Significance

1853-1916

Significant Dates

1853-1862

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

N/A

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Mullan Road was a key transportation development in what is now northern Idaho between 1853 to 1916. In this historical context, the Mullan Road is significant for its association with the development of transportation, early exploration, settlement, military activities, engineering, mining and Native American history in northern Idaho. The exploration for a northern railroad route to the Pacific provided a great deal of information that eventually was used to promote settlement and to build the Mullan Road. The construction of the road was one of the causes of the Indian war of 1858, prompting Congress to finally approve sufficient funds to build the road. Later it was one of the indirect causes of the move of the Coeur d'Alene Tribe to the Desmet area. After its construction the road was used by miners and suppliers traveling to the Montana mines in the 1860's. After a trial use of the road in 1860 the army found that it did not have an immediate need for the route and discontinued using it. Renewed interest in the road came only in 1877 when General of the Army William T. Sherman traveled the route and ordered the road repaired, a consequence of the Nez Perce War that had occurred the same year. Sherman selected the site of Fort Coeur d'Alene (Fort Sherman) during the same trip largely because of its location on the Mullan Road. The road when completed in 1862 represented an engineering accomplishment under primitive conditions in a relatively unknown area inhabited by unfriendly if not hostile people. The conception, survey, design and construction of the Mullan Road by John Mullan and Isaac I. Stevens have been characterized as both worthy and remarkable by their contemporaries and peers.

The Mullan Road was the first engineered road to connect the Great Plains with the Northwest, linking Fort Benton (in the Missouri River drainage) with Fort Walla Walla (on the Columbia). This road was first conceived as a result of the northern railroad exploration survey (1853-1855) led by Washington Territorial Governor Isaac I. Stevens. Stevens was commissioned in 1853 not only to find a practical route for a railroad, but also to obtain treaties with the Northwest Indians and take care of the territorial government. The northern railroad route was to be between the 47th and the 49th parallels. Stevens set out from the east with an exploration party to locate the most likely routes. Lieutenant John Mullan was assigned as an assistant to Stevens on the railroad survey. Mullan was put in charge of the meteorological

☒ See continuation sheet

9. Major Bibliographical References

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☒ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

☒ See continuation sheet

Primary location of additional data:

- ☐ State historic preservation office
- ☐ Other State agency
- ☒ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Specify repository: _____

10. Geographical Data

Acreage of property 6.2

UTM References

A

--	--	--	--	--	--	--	--	--	--

 Zone Easting Northing

B

--	--	--	--	--	--	--	--	--	--

 Zone Easting Northing

C

--	--	--	--	--	--	--	--	--	--

D

--	--	--	--	--	--	--	--	--	--

☒ See continuation sheet

Verbal Boundary Description

☒ See continuation sheet

Boundary Justification

The boundaries for all three segments were chosen so that the road bed, road cuts and tree border were included within the nominated areas. The nominated area would include all the features that define the road way.

☐ See continuation sheet

11. Form Prepared By

name/title Cort Sims

organization Kootenai County Historic Preservation date June 1, 1989

street & number Commission, 1960 West Breezy Way Road telephone (208) 773-9349

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The Heyburn State Park Segment was part of the route that was replaced by an alternate route constructed by Mullan in 1861. The Heyburn Segment, however, still served as an important local access link into the 1900's. As an example, Orland Scott (1967:102) states:

It was this route [the 1861 route] from Fort Walla Walla to Cheney which my father and mother, with their family, had taken in 1879, at which time they had made temporary settlement at a place called Crescent near Cheney. In the summer of 1885 they again followed the old Mullan Road from Cheney to the Hangman Creek crossing. From there they traversed virgin country, open timber and grass lands, going in the general direction of the present town of Plummer until they again struck the Mullan Road [the 1859 route] somewhere between Coeur d'Alene and Plummer; thence following the Mullan Road, they continued on it down to the St. Joe River at Chatcolet.

The Heyburn State Park Segment is shown on early maps of the Coeur d'Alene Indian Reservation but is replaced by less steeply graded Conkling Road on the maps in the early 1900's. Scott (1967:103) notes that the Hidden Lake bridge built by Mullan had washed out by 1885 which must have limited traffic through this area.

The Alder Creek/Cedar Creek and the Fourth of July Pass Segments were constructed in 1861. Mullan states that when starting his new expedition in 1861 that:

From what I had seen of the wet and mucky character of the St. Joseph's Valley in early spring, I found that we should be compelled this season to cross the Spokane river and skirt the northern rim of the Coeur d'Alene lake, opening a new section of thirty miles from the lake to the mission (Mullan 1863:29).

The new route had been explored in 1860 by W. W. Johnson, a civil engineer and an assistant to Mullan. He was accompanied by an Indian guide named Bassile. The two explored a route for the wagon road between Wolf Lodge Prairie and the Coeur d'Alene Mission. Although there was an Indian trail between these two locations, Johnson found:

As it is impracticable to follow the line of the trail, leading as it does, over high steep hills, rocky in many places, covered with fallen timber, and also making ascents and descents so steep as to endanger even a rider, the only way therefore in which a road can be had is to follow the lines of the water-courses in the valleys below the trail, and work such places in side-hill excavation as are rendered otherwise impassable for a wagon road (Mullan 1863:162).

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Johnson determined the route of this portion of the Mullan Road, which includes the portion nominated to the National Register in the Alder Creek/Cedar Creek Segment and the Fourth of July Pass Segment. He describes this route as ascending

...an open ravine, narrow at the bottom and very much obstructed with fallen timber, which brings us to saddle No. 2, by an ascent of a quarter of a mile in length and 200 feet high. The descent [on Alder Creek/Cedar Creek Segment] to the east here is steep and will have to be modified by grading, unless a natural descent be found on the spurs leading to the south. A valley is reached at the bottom of a steep ravine, along which the road will pass, and in a mile and a half ascent to the third saddle [the Fourth of July Pass], which will be reached by a long and not very steep ascent of three hundred feet in height...

Descending the third saddle by a very good slope to the valley, 200 feet below, we reach that portion of the line which is the most difficult [the Fourth of July Canyon] (Mullan 1863:142).

Actual work on this portion of the Mullan Road was completed during the week of July 4, 1861. On that day Mullan wrote

July 4, Thursday, gave the expedition a holiday, to commemorate the day. Issued to working parties extra issues of molasses, ham, whiskey, flour, and pickles, for a 4th of July dinner...Day spent pleasantly and harmoniously in camp, which was six and a half miles east of Wolf's Lodge prairie and branded one hundred ninety-six miles from Walla Walla.

An expedition map drawn by Gustav Sohon places mile post 194 just east of Fourth of July Pass. At some time during the observance of the Fourth of July mile post 194 was marked with the legend (M.R. July 4 1861) on a white pine tree. The tree was then about 250 years old. The remnants of this tree survived until 1988 when natural decay forced the Forest Service to remove what was left for preservation. The "M.R." on the mile post stood for "Military Road." At two mile intervals the military road was marked with mile posts with legends of "M.R." and mileage from Fort Walla Walla (Hewitt 1964:390-1). Later travelers translated the "M.R. as "Mullan Road."

The Alder Creek/Cedar Creek and the Fourth of July Creek Segments were used exclusively by travelers over the Fourth of July Pass until the construction of the Yellowstone Trail (later called U.S. Highway 10) in 1916. Much of the Coeur d'Alene River traffic bypassed the Fourth of July Pass road by using steamboats from Coeur d'Alene, Idaho to the Coeur d'Alene Mission (the head of navigation on the river). Starting in 1886 railroads accessed the Coeur d'Alene Valley which further decreased the traffic on the Mullan Road. Nevertheless, the Mullan Road over Fourth of July Pass remained an important link between the town of Coeur d'Alene and the Coeur

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d'Alene River valley. Travelers from Montana continued to use the route on their way west into the 1900's. As an example Ermal (Steiner) Denham, (1968) whose initials were carved in the Mullan Tree above the Mullan Road builders blaze, stated in a letter that

In 1900, we moved to Idaho, via the old Mullan Road. Our final destination was to be Lewiston, Idaho....Our means of transportation was a common covered wagon, pulled by two horses with a third horse being led behind as a reliever...Our journey took us through Frenchtown, Mont. There we stopped for three days [before going] into Idaho over the Mullan Road.

The Mullan Road was nothing fancy; just a dirt road with deep ruts. After leaving Mullan, the road passes through steep, narrow canyons. In places the railroad was built on this road. We would straddle the railroad tracks with the wagon and send my brothers both behind and ahead of us to stop any train that might be coming.

We camped in the Fourth of July Canyon, July 15, 1900 under the Mullan Tree. In 1861, Captain John Mullan and his men camped under this tree upon which they carved their initials and date. The Mullan Road was just above the tree and we camped under the tree and drew water from the creek running there. Upon this tree was a brass plate, dedicating it and telling the history of Mullan....The friend that was traveling with us carved my initials upon this tree just above the plaque. The initials were E.S. (Ermal Steiner). The morning of July 16, 1900, we moved on into the Lewiston area.

The entire trip took us a little longer than three weeks, making about 15 miles a day.

The Alder Creek/Cedar Creek Segment is in very good condition, retains its original character and appears to have been unaltered by later transportation developments in the area. From the Alder Creek Road the Alder Creek/Cedar Creek Segment ascends to a saddle and then descends to Cedar Creek. The road surface is cut into the slope of the hill; it is built up high on the outside edge and worn deep in the center. The segment is 2,186 feet long, 11 to 14 feet wide. A gully about a foot deep runs down the roadway on both sides of the saddle. In this section of the road, no recent human alteration has occurred. This segment ends at the bottom of the grade where old U.S. Highway 10 has obliterated the Mullan Road.

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The Fourth of July Pass Segment is in very good condition, retains its original character and appears to have been unaltered by later transportation developments in the area. This segment is 689 feet long and averages about 15 to 20 feet wide. The Fourth of July Segment begins at the base of the Interstate 90 west bound off ramp at Fourth of July Pass and ends down Fourth of July Creek where old U.S. Highway 10 has covered it.

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detachment and was given the task of further exploring the Continental Divide for a practical route for a railroad. Conversations with Indians and missionaries suggested four possible routes over the Bitterroot Mountains into what is now Idaho. After scouting, Mullan recommended the Coeur d'Alene Valley/St. Regis Borgia Valley route. Stevens traveled this route several times and concluded that this was the most direct possible route and for this reason he too came to favor it.

The prospects for the construction of the Northern Pacific Railroad fared poorly in the face of competing proposals from the Central Pacific/Union Pacific and Southern Pacific Routes. Stevens lobbied hard for the northern railroad funding, first as Territorial Governor and then as Territorial Delegate. Still the idea did not gain favor until 1857, when the Yakima War and the Mormon War demonstrated the strategic need for an alternate military route, other than the Oregon Trail, into Washington and Oregon. The growth of steamboat traffic on the Missouri River increased the importance of finding a good route over the Bitterroots.

As an initial measure in the construction of the railroad, Stevens proposed the construction of a military road along the proposed route. This road would have the attractive features of proving the practicality of the railroad, encouraging settlement along the route, and adding supporters for constructing the railroad from people using the road.

On May 15, 1858, Mullan was ordered to begin construction of a military wagon road from Fort Walla Walla to Fort Benton. An appropriation of \$30,000 was made by Congress for the project. It was Isaac Stevens who pushed through the appropriation and insisted that Mullan be the officer in charge of the project. Stevens engineered additional appropriation in 1859 and 1860 which brought the total cost to \$230,000 for 624 miles of road. The building of this road required extensive surveying, cutting timber along 125 miles of the route, and over 30 miles of cut and fill work as well as the construction of numerous bridges and corduroy surfaces.

Survey and road work started in 1858 and had only proceeded a few miles when the Interior Northwest Indian tribes went to war. One of the main reasons for the war was the fear the Indians had that the road construction would mean the loss of their lands.

The Indian War of 1858 involved the Coeur d'Alene, Spokane, Palouses, Okanogans, Kalispel, Yakimas and probably a few other tribes. It started with the defeat of Colonel Edward J. Steptoe in May of 1858 near what is now Rosalia, Washington. The "war" consisting of only three battles, ended just four months later when Colonel George Wright defeated the combined tribes.

The cause of the war included a number of factors including white miners intrusions into the Colville area, dissatisfaction with treaties, religious differences, and even some inter-tribal rivalries and personal feuds (Burns 1966). One element that particularly upset the Northwest Indians was the planned military wagon road from Fort Benton to Fort Walla Walla. The Indians were hostile to this idea from the

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beginning. Governor Stevens noted that as early as 1853 the Indians of the area gave misleading information about the area to impede the development of any transportation route. Steptoe in a report after the first battle indicated that the Indians intended to attack Mullan's road survey crew and would have done so had Steptoe not reached the Indian territory first. Steptoe (1858:350) states:

In this connection I may inform you that the fight with my command only committed the Indians to hostilities a little earlier, and probably under more fortunate circumstances for us. A few minutes before the attack upon us, Father Joseph [Joset], the priest at Coeur d'Alene mission, joined me and stated to me that most of the excitement among the tribes was due to mischievous reports that the government intended to seize their lands, in proof of which they were invited to observe whether a party would not soon be surveying a road through it. He added that the Coeur d'Alenes, Spokanes, and Flatheads had bound themselves to massacre any party that should attempt to make a survey. I do not doubt in the least the truth of this statement, and make no questions that Lieutenant Mullan's party has been saved from destruction by late occurrences.

Feelings remained high among the Coeur d'Alene Indians against the road even after they were defeated by Colonel Wright. Some Indians continued to give the road builders misleading information and at some points refused to help them in any way.

Construction advanced quickly through eastern Washington, starting from Fort Walla Walla to the St. Joe River crossing, doing some grading and building bridges over watercourses. It was during this first construction period in July of 1859 that the section through Hayburn State Park was constructed. Work on the seventy miles from the St. Joe River to the crest of the Bitterroot Mountains was much more difficult and required the last two months of the 1859 field season. The construction party wintered in the St. Regis River Valley and in the spring of 1860 proceeded on to Fort Benton. Late in the summer of 1860, three hundred soldiers passed over the new road on their way to garrisons at forts in Oregon and Washington Territories. During the construction of the road it was marked with blazes on posts, trees or rocks with the letters "MR" (Military Road) carved in them and the distance from Fort Walla Walla.

By the winter of 1860, Mullan had decided that the route south of Lake Coeur d'Alene was impractical. The marshy ground, seasonal flooding and wide river crossings made sections of the road impassable much of the year. As a consequence, 1861 found Mullan building a new section of road north of Lake Coeur d'Alene as well as repairing existing portions of the road. It was at this time that the route over Fourth of July Pass was established. Work on this segment of road was finished during the week of July 4, 1861, at which time the inscription "M.R. July 4 1861" was inscribed on the Mullan Tree -- a large white pine adjacent to the military road on the east side of Fourth of July Pass. This was mile post "194" according to one of Mullan's Maps.

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The road was finished in August of 1862, but he hoped for momentum that was to result from the road to build the Northern Railroad did not materialize for several reasons. First the Civil War began in 1861 and the army became preoccupied with that conflict. Second, the railroad's greatest friend in Congress, Isaac Stevens, joined the Union army after the start of the conflict. Stevens was killed a few days after the completion of the Mullan Road during the retreat by Union forces from the Second Battle of Bull Run. Third, the Interior Northwest Indian tribes were not perceived as a threat to white settlers and miners at this time, making the military road unnecessary. As a result of these events, the Mullan Road/Northern Railroad route was not developed any further. While the road was used in the 1860's by hundreds of travelers and many pack strings to and from the Montana gold fields, it was not maintained and could not be used by wagons.

When gold was discovered in southwestern Montana in 1862 three supply and travel routes into the area quickly developed. The primary route was from Fort Benton along the eastern portion of the Mullan Road. Secondary routes were established north from Salt Lake City (over Monida Pass) and by pack train over the western portion of the Mullan Road from Fort Walla Walla. After 1864 additional alternate routes were established with steamboats on Lake Pend Oreille and the Clark Fork River and by pack train from Lewiston over the Lo Lo Trail.

The Washington Territory business interests were active in promoting the Mullan Road in 1865. Competing business groups in Lewiston, Montana and southern Idaho/Utah worked against support for the Mullan Road and promoted routes that would favor their businesses. In order to support their proposal for government funds to repair the Mullan Road, Walla Walla businessmen gathered the following statistics on the use of the Mullan Road:

From January 1 to November 15, 1866, 1,500 head of horses have been purchased by individual miners at Walla Walla horse markets, 2,000 miners have outfitted at Walla Walla, 5,000 head of cattle were driven from Walla Walla to Montana, 6,000 mules have left Walla Walla and the Columbia River loaded with freight for Montana; fifty-two light wagons with families have left Walla Walla for Montana, thirty-one wagons with immigrants have come through from the States via the Mullan road, a portion of whom settled in Walla Walla valley and the remainder crossed the Columbia River at not less than 20,000 persons have passed over the Mullan road to and from Montana during the past season [sic]; \$1,000,000 in treasure has passed through Walla Walla and Wallula during the same period (Talkington 1916:306).

According to the Montana Post in 1868 the Mullan Road provided needed competition for the Fort Benton supply route by lowering the price of many imported items in the Montana Mining camps (Winther 1945:31). Winther states that "in retrospect the Mullan Road, was of great commercial and military importance to the early history of the Far West in general and of Montana in particular. It served for a time as a link in East-West communications." (1945:35)

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In 1867 an executive order designated a reservation for the Coeur d'Alene Indians in what is today the Desmet area. Most, if not all, of the Coeur d'Alenes at that time were living outside of this reservation. The reservation was again designated by a government commission in 1873. The reservation boundaries were drawn specifically to exclude the Mullan Road. The exclusion of the Mullan Road can be understood when considering that this was looked upon as a possible route for the Northern Pacific Railroad and an important past and potentially future route of commerce that the government did not want to lock up in a reservation. This forced the boundary drawers to exclude the Coeur d'Alene Mission, located on the Mullan Road, as well as all of the northern side of Lake Coeur d'Alene/Spokane River where many Coeur d'Alenes lived at the time.

The Coeur d'Alene Indian annual buffalo hunt ended in 1876, when Indian wars, declining buffalo herds and the Jesuits missionaries persuaded the Coeur d'Alene to discontinue their annual trek to the Great Plains. By the beginning of 1877 the Coeur d'Alene voted to move to the Desmet area within the proposed reservation boundaries. Burns (1966:379) states that:

Most important to the Coeur d'Alenes was the shifting of their entire mission center far to the south. The new site was a long way below the lake or the traditional village places. It was a camas prairie, an important tribal summer encampment with the descriptive names of Nilgwalko, or Spring in the Timber. Accessible to visitors on all sides, it had been a cosmopolitan gathering spot as well. Down here all the buildings and farms would have to be started over again. Transition to an agricultural economy had, however, reached the point where a large expanse of rich land must be utilized; and this land had to be taken before more settlers arrived. The new site was also necessary for supplies and for marketing the farm surplus.

The move of the Coeur d'Alene Mission was secondarily due to the exclusion of the Mission on the Coeur d'Alene River from the reservation, which in turn was due to its proximity to the Mullan Road. However, while the Mullan Road was one of the secondary causes of the move, it also facilitated it. The flat boat constructed by Mullan's construction gang in 1859 to cross the Coeur d'Alene River at Rose Lake was still in use by the Mission in 1877. The Jesuits used the flat boat to move the Mission property down the Coeur d'Alene River and across the lake to the Mullan Road crossing at Lake Chatcolet. The property then had to be taken up the Mullan 1859 route to the Worley area then south to Desmet.

In 1877, General William Techmseh Sherman toured the Northwest inspecting military posts. Part of his tour took him through Missoula, Montana where he ordered the establishment of Fort Missoula. From Missoula, Sherman took the Mullan Road to Lake Coeur d'Alene. He had with him four lightly loaded wagons. It was his intention to prove the practicality of this part of the road. Upon reaching Lake Coeur d'Alene, Sherman became convinced that another fort at the outlet of the lake was needed. Sherman subsequently wrote that:

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As I said, Walla Walla is well placed and well located as the center of this field of operations, with Colville on the extreme north and Boise on the South. Intermediate is Lapwai, which is well, but we need and must have another intermediate place north. Spokane Bridge and Spokane Falls have often been instanced, and recently General Wheaton has named Pelouse City. I have seen all these, and prefer infinitely the outlet of Coeur d'Alene Lake, at the point where the Spokane River issues from the lake. It is twelve miles above the bridge, or thirty above the Spokane Falls. It is off the road to Colville, but is salient to that road, and is on the railroad survey to Montana by the Mullan or military road. This road should be reopened to travel. I have crossed it with wagons, which is proof that it is possible, and I am convinced that next summer by the labor of two detachments of infantry, one working west from Missoula, and the other east from Coeur d'Alene Lake, the road can be made good enough for present wants; one of which is to me conclusive: such a road will enable us to re-enforce Montana from this quarter, or to re-enforce this department from Montana, should a necessity arise. Had the Mullan road been open Howard could have reached Missoula before the Nez Perces, and would not have been forced to follow them across mountains from Lapwai to Muscleshell (Sherman 1877:69).

The next year Fort Coeur d'Alene was established and in 1879 soldiers from Fort Coeur d'Alene and Fort Missoula repaired the Mullan Road so that wagon traffic could again flow over the route at least during the late summer. In 1891 Sherman died and the name of Fort Coeur d'Alene was changed to Fort Sherman as a tribute to him. The post was the beginning of the town of Coeur d'Alene, Idaho which grew up around it. Travel on the road increased immediately. General Frank Wheaton (1879) reported that immediately after the army repaired the road:

The amount of travel over it during past thirty days in both directions has surprised us here. Every few days wagon-trains are passing, and several intelligent parties just off the road, with whom I have conversed, predict a very heavy traffic over the route next spring. One drove of twelve thousand sheep passed east over the road three weeks ago, and bands of horses are continually moved on it.

Travel on the Mullan Road between the Coeur d'Alene Mission in Idaho and St. Regis, Montana, increased markedly in the 1880's because of the silver discoveries in the Kellogg-Wallace area. The Northern Pacific Railroad had been completed in 1883 and followed the Clark Fork Route actively proposed by Mullan in his final report (1863). The establishment of the silver mines in the upper Coeur d'Alene River necessitated adequate rail or wagon freight routes.

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The Mullan Road runs through the heart of the Coeur d'Alene Mining District and the road was closely associated with the early development of the mining district. During the construction of the Mullan Road through the area between 1859 and 1862 Mullan's men noted quartz rock outcrops and some gold in the streams.

Charles Wilson prospected in the Coeur d'Alene Mountains in 1864 and found what he thought was a strike. However, when he attempted to lead a group of Walla Walla miners back to the area, he was unable to relocate the prospect. Ironically with all of the miners passing over the road (up to 20,000 in 1865) the ore deposits in the area remained hidden. This is not as surprising as it may seem because at that time, the now largely barren valley was covered by an old growth forest so dense that in many places wagons could not even be pulled off the wagon road.

In 1873-74 a prospector named John Vollmer led a prospecting expedition into the Coeur d'Alene Mountains from Lewiston. This expedition, like those previously, was unsuccessful. In 1879, Tom Irwin worked a quartz vein along the Mullan Road in the Coeur d'Alene Valley. Irwin apparently became convinced of the potential of the area and in 1881 Irwin interested A.J. Prichard enough to start prospecting the valley. Prichard eventually located claims in the upper north fork of the Coeur d'Alene River in 1883 and started the first real gold rush into the Coeur d'Alene Valley.

Miners could take steamboats from Coeur d'Alene to the Mission and avoid the Fourth of July pass then take the Mullan road up the valley. The first railroad (in 1886), a narrow gauge from the steamboat landing up the Coeur d'Alene River, provided the first all weather transportation in the valley.

Gradually new roads and more railroads were built in the valley. While parts of the Mullan Road continued to be used well into the twentieth century by Coeur d'Alene Valley residents, the improvements in the railroads greatly diminished its importance. At least once the Mullan Road between Coeur d'Alene and the Mission again became the only route. This occurred in 1888 when ice clogged the Lake Coeur d'Alene and the ice breaker steamboat "Kootenai" broke down, mail and travelers all had to use the Mullan Road between Coeur d'Alene and the Mission.

From Montana, a branch line of the Northern Pacific servicing the area was completed in 1891, but until that time all traffic from the east proceeded over the Mullan Road. It was not until 1916 that the Yellowstone Trail from the east over Mullan Pass was established as an alternate route to the Mullan Road over St. Regis Pass. In other areas the Yellowstone Trail followed routes with gentler grades such as the new route up Cedar Creek to Fourth of July Pass and the route following Randolph Creek north from the St. Regis River.

The automobile slowly brought an end to the use of the Mullan Road. Automobiles needed less steep grades and a more substantial road surface than the old wagon road could offer. The Yellowstone Trail (later designated U.S. Highway 10) became the preferred route for all but very localized traffic.

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UTM References

Cedar Creek/Alder Creek Segment

Northend	11	533800 mE	5274950 mN
Southend	11	533925 mE	5274475 mN

Fourth of July Pass Segment

Northend	11	536100 mE	5274000 mN
Southend	11	536275 mE	5273750 mN

Heyburn State Park Segment

Westend	11	517370 mE	5247110 mN
Eastend	11	518040 mE	5246940 mN

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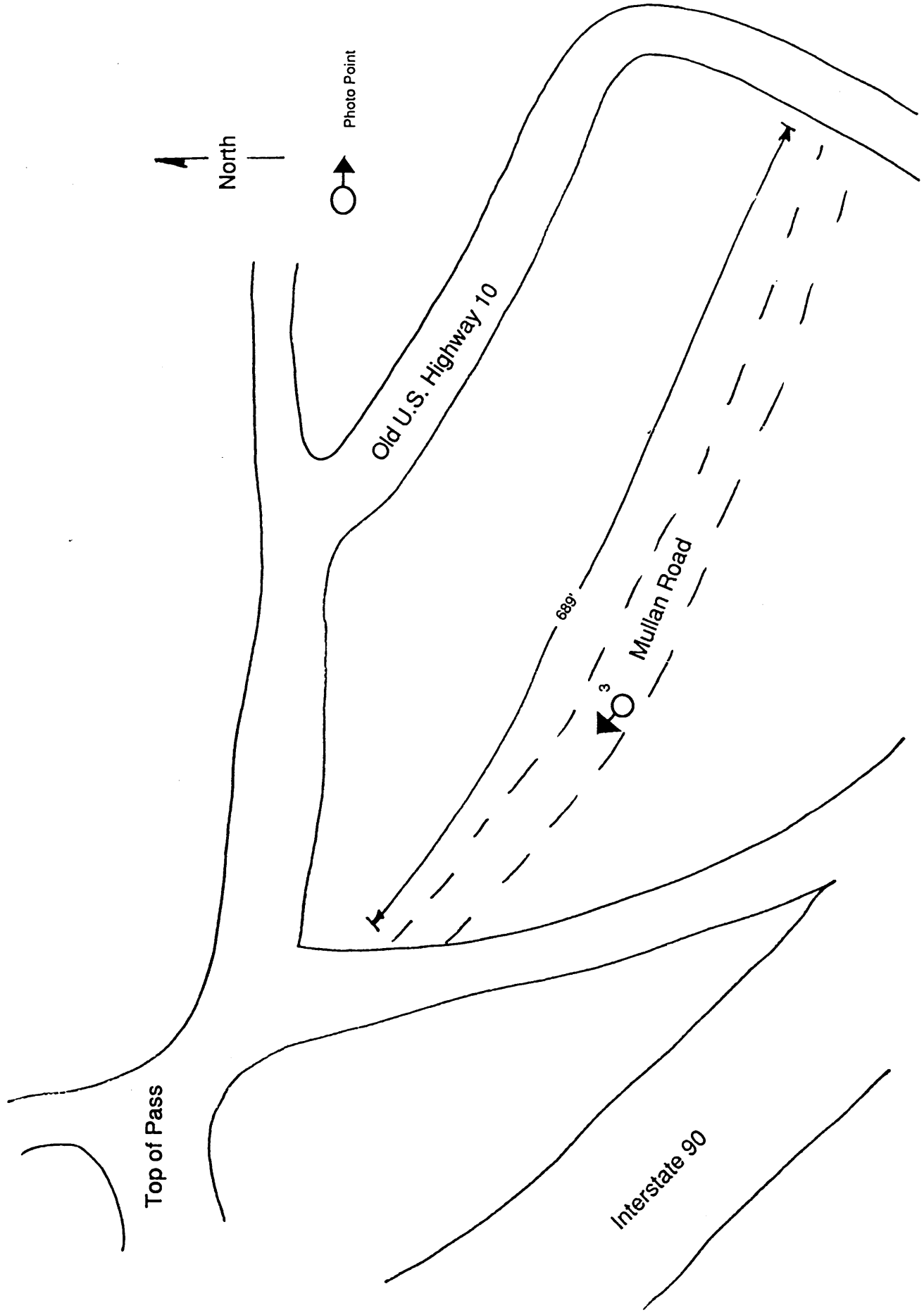
Verbal Boundary Description

The Heyburn State Park Segment begins at the western edge of Heyburn State Park Campground and follows a ridge 3878 feet to the west. The boundaries for this segment are 20 feet either side of center line of the Mullan Road from the campground to the top of the ridge 3878 feet west.

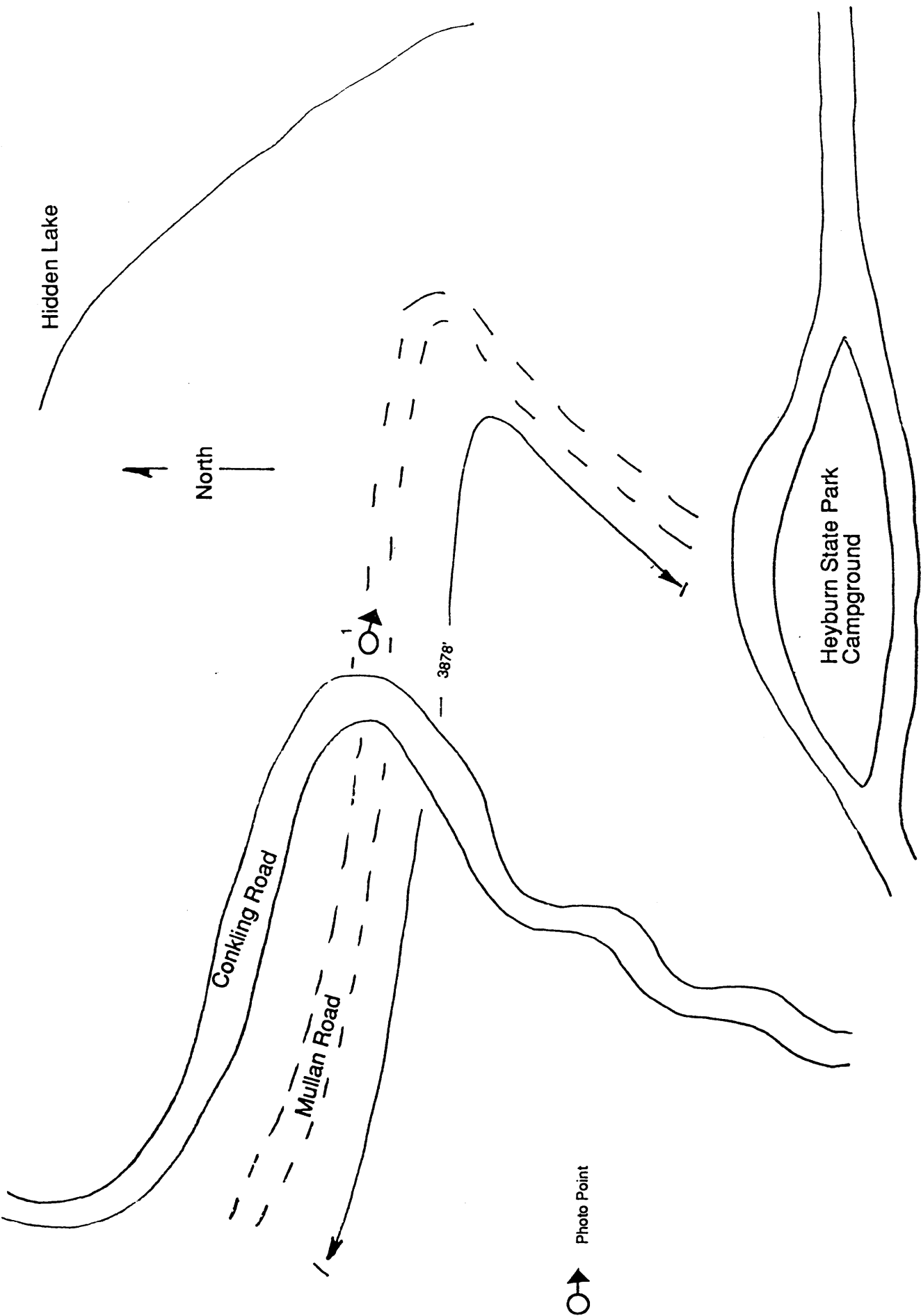
The Alder Creek/Cedar Creek Segment begins at the Alder Creek Road and extends south over a ridge to the Cedar Creek Road. The Alder Creek/Cedar Creek Segment boundaries are the Alder Creek Road on the north extending 20 feet on each side of center line of the Mullan Road, 2186 feet to the Cedar Creek Road.

The Fourth of July Pass Segment begins at the foot of the west lane off ramp of Interstate 90 on Fourth of July Pass and runs 689 feet southeast to Old Highway 10. The boundaries extend 20 feet on each side of the center line of the Mullan Road from Interstate 90 to Highway 10.

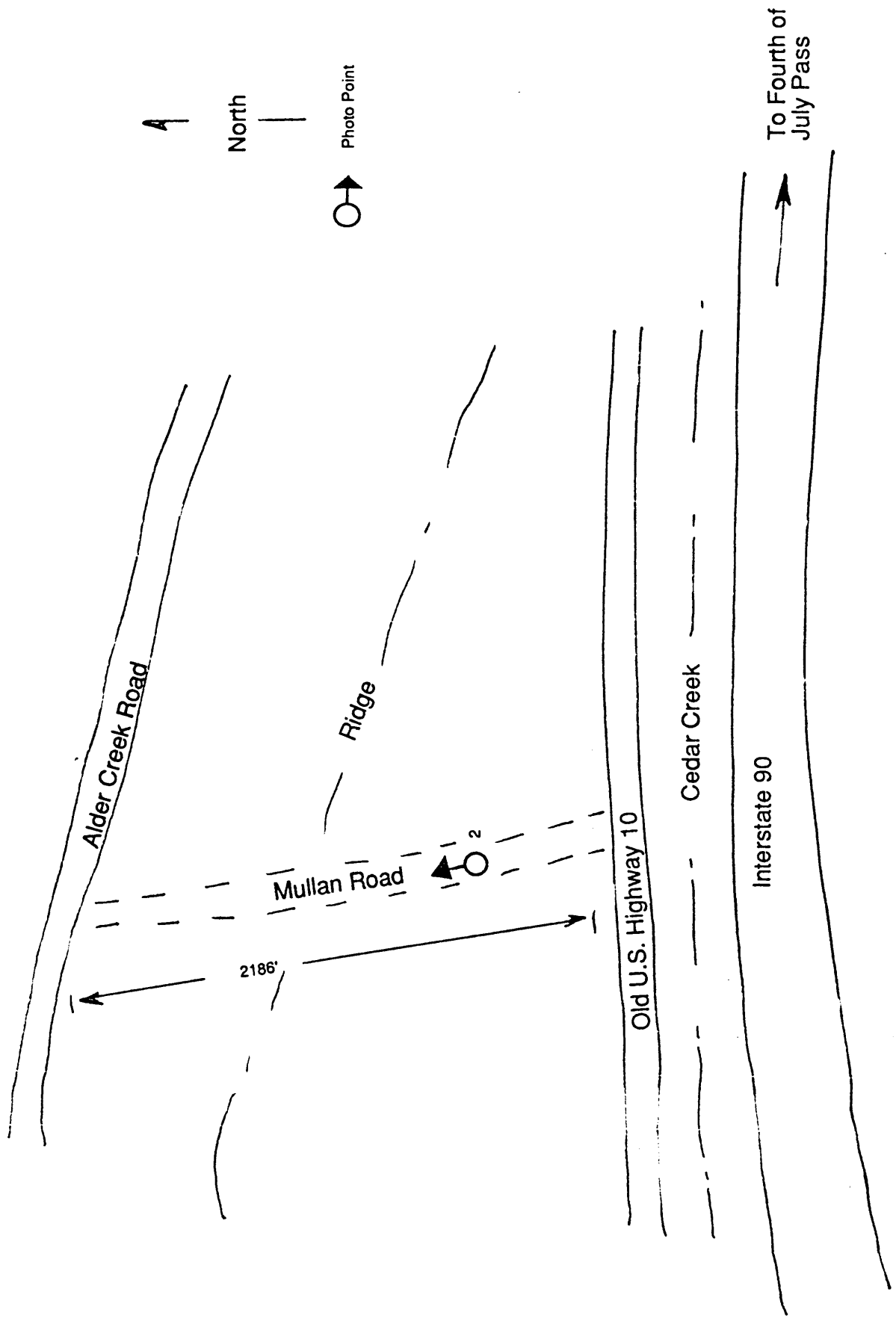
Fourth of July Pass Segment (not to scale)



Heyburn State Park Segment (not to scale)



Alder Creek/Cedar Creek Segment (not to scale)





- 1- Heyburn State Park Segment of Mullan Road
- 2- in Idaho
- 3- taken by Curt Sims
- 4- in July 1988
- 5- Negative on file Kootenai County Preservation Commission
- 6- Camera View of Road Looking East
- 7- Photo Point #1



- 1- Alder Creek / Cedar Creek Segment of the Mullan Road
- 2- in Idaho
- 3- taken by Cort Sims
- 4- in July 1988
- 5- Negative on file Kootenai County Preservation Commission
- 6- Camera View of Road Looking North
- 7- Photo Point #2



- 1- Fourth of July Segment of the Mullan Road
- 2- In Idaho
- 3- Taken by Cort Sims
- 4- in July 1988
- 5- Negative on file Kootenai County Preservation Commission
- 6- Camera View of Road Looking Northwest
- 7- Photo Point #3