

Monuments, Statues, and Interpretative Signs along the Mullan Road

- Currently, many markers, including statues, monuments, and interpretative signs commemorate and mark the route of the Mullan Road.
- We have traveled the length of the Mullan Road from Walla Walla to Fort Benton following the route as close as possible on public roads.
- We have attempted to locate, document, and photograph these markers, including counting all of the marker sites.
- This became an adventure that combined the suspense and excitement of an Easter egg hunt, a scavenger hunt, and geocaching all rolled into one.



How we counted Monuments, Statues, and Interpretive Signs

- Count marker sites not individual monuments, statues, and interpretive signs
- At one location, on Highway-12 east of Elliston, Montana, there are identical signs on each side of the two lane highway. We chose to count this as one site.
- Did not typically count sites where past markers no longer exist except marker sites at Cantonment Jordan and at Mullan Pass (MT) because of the historical importance of these sites
- We did not count as “official” Marker Sites those sites which may have mentioned the Mullan Road but whose primary purpose was something other than marking or commemorating the MR. These include interpretive signs at Wallula, WA; Murry, ID; and Hall, MT. These have been labeled S 0-1, S 0-2, and S 0-3 with the “0” indicating that they were not counted as “official” marker sites.
- Counted Coeur d’ Alene Mission in Idaho as a marker site as this was a very important location along the Mullan Road
- Counted 4th of July Pass (upper parking area) and Mullan Tree (lower parking area) in Idaho as two marker sites as the upper parking area is open year round whereas the lower one is often not accessible in winter

- Counted the marker at Rock Creek crossing south of Chapman Lake in Washington. This marker site is now on private property and we have not been able to independently confirm its current status
- We did not count the many, almost countless, Mullan Avenues, Mullan Roads, Mullan Schools, Mullan Banks, or other business with the Mullan name that lay along the Mullan Road route nor did we count the many fine museums along the route that have exhibits about the Mullan Road.
- We recognize that others may have a different philosophy or method for counting the marker sites and that is entirely O.K.
- Using this methodology, we have documented 62 total marker sites commemorating the Mullan Road between Walla Walla and Ft Benton. This includes 18 in Washington, 14 in Idaho, and 30 in Montana. These are documented through this report by photographs; information from the monuments, statues, and road signs; and general maps. At the end of this report are tables giving details for each site, generalized location, common location using road or street names, and gps coordinates.

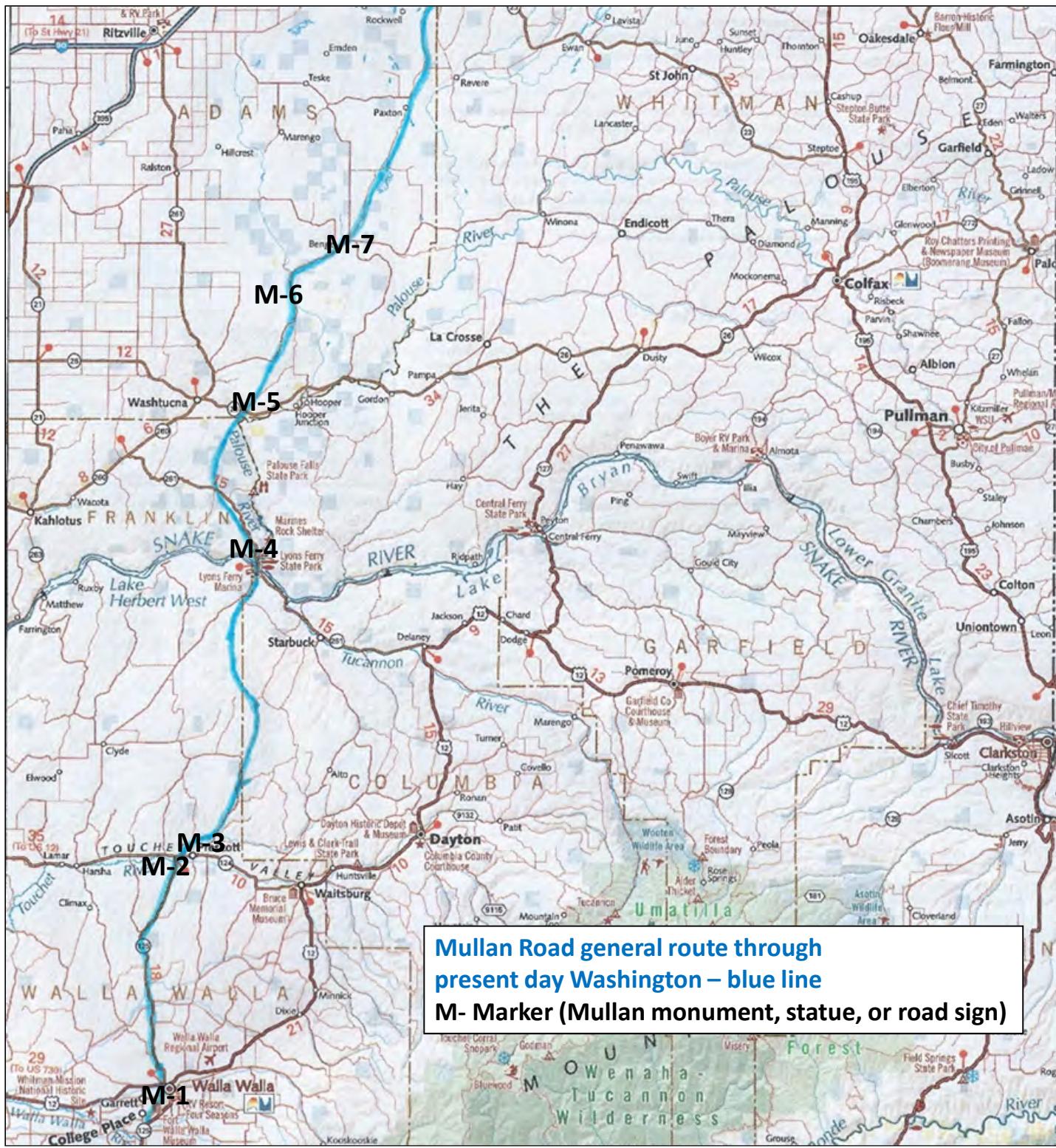
LET'S START EXPLORING THE MULLAN ROAD

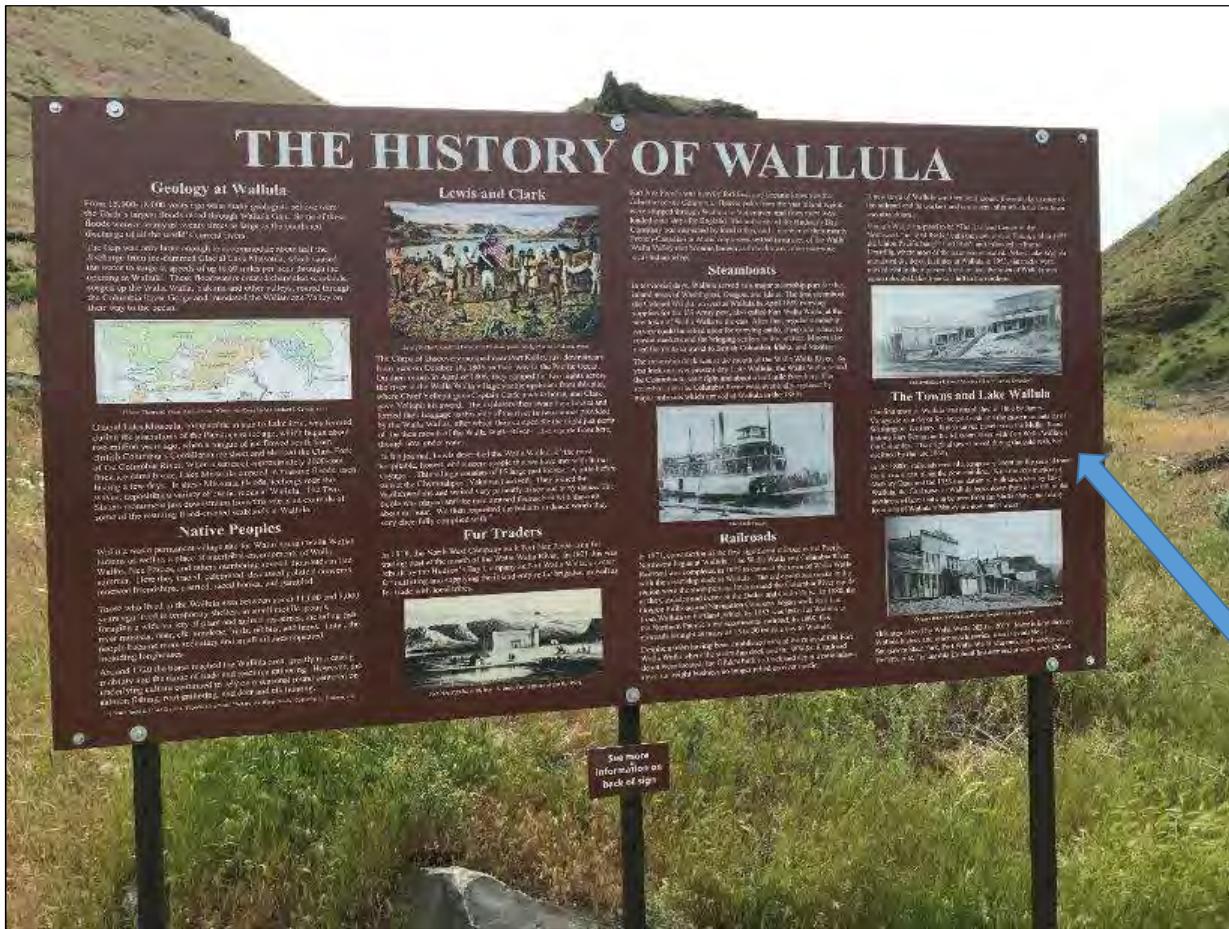


Mullan Road Marker Sites

Chapter I: Washington

David & Sue Eakin





S 0-1, Interpretive Road Sign – “THE HISTORY OF WALLULA”
1 mile south of Wallula Junction (junction of U.S Highway 12
and U.S. Highway 730)

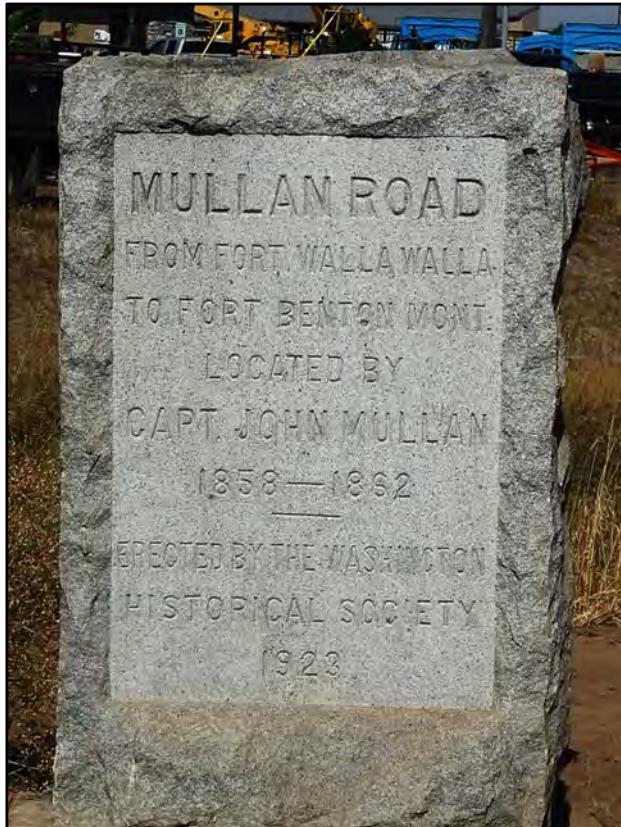
Note – this sign is west of Walla Walla actually before being on what many would consider the Mullan Road

First road sign mention of Mullan Road on the western end (note- not counted as an “official” Mullan Road Marker Site by authors)





**M-1: Walla Walla – Historic Mullan Road Park, 13th Ave & Abadie
Monument and Multiple Interpretative Signs**

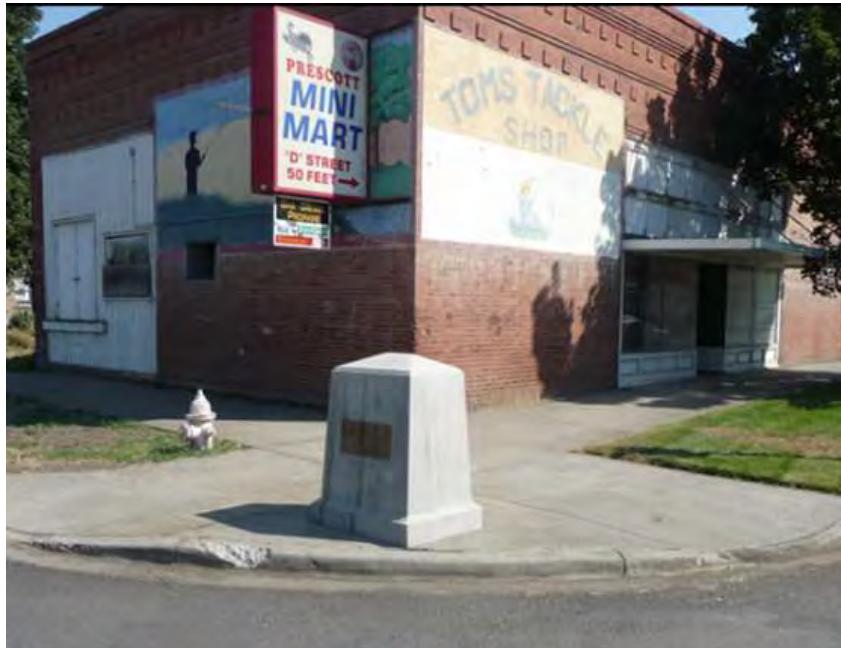


Authors David & Sue Eakin with sign containing their photos of other Mullan Road Sites

**M-2: Halfway House - on Highway 124,
approximately 0.2 miles east of junction
of Hwy-125 and Hwy-124**

HALFWAY HOUSE on the Mullan Road

Beginning in 1869, Benjamin and Malinda Flathers provided a forage station and accommodations for travelers along the Mullan Road near this location. The Mullan Road was the first engineered wagon road in the Pacific Northwest. It linked the steamship dock at Old Fort Walla Walla on the Columbia River and the new U.S. military fort in the town of Walla Walla with the steamship dock at Fort Benton, Montana on the Missouri River. The Flathers' station near the Mullan Road's Touchet River crossing was called Halfway House because of its location approximately halfway between the Fort in the town of Walla Walla and the Snake River crossing at Lyons Ferry.



**M-3: Prescott - corner of D St and
Hwy-124, (originally near Touchet
Bridge Hwy-125 crossing of Touchet
River)**

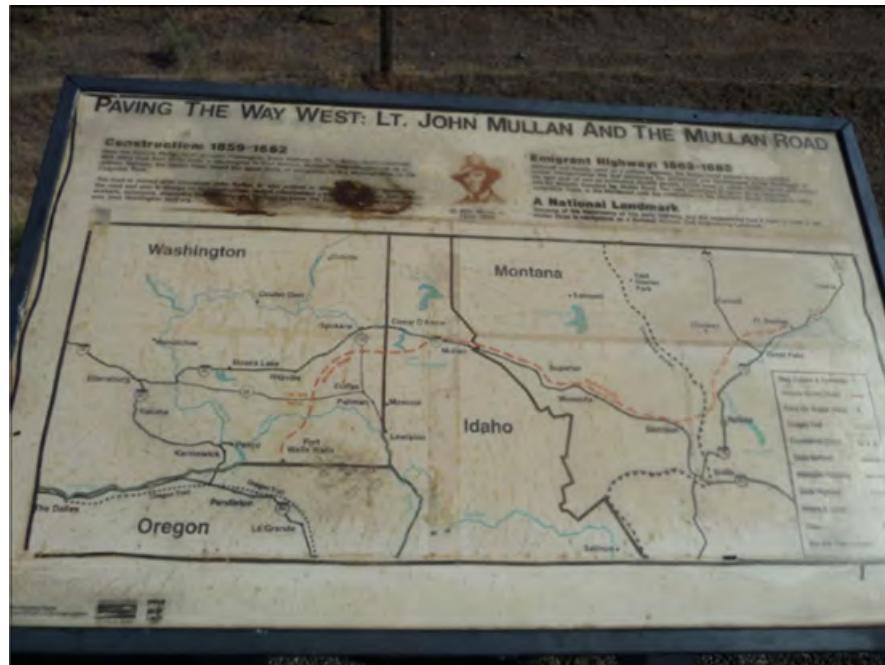


M-4: Lyons Ferry State Park day use area - mouth of Palouse River at the Snake River

Small circular insignia reads
ERECTED 1976
BSA TROOP
155
PASCO, WA



**M-R
MILITARY ROAD
LOCATED BY
CAPT. JOHN MULLAN
1858 – 1862
PRYAMID ERECTED BY
MULLAN ROAD ASSOCIATION
TABLET FURNISHED BY
WASHINGTON STATE
HISTORICAL SOCIETY
1926**



**M-5: Washtucna (near corner of
Mullan Rd & Hwy-26 approximately
3.6 miles east of Washtucna)**

Emigrant Highway: 1863-1883

Although not heavily used as a military Highway, the Mullan Road proved to be a valuable civilian transportation link that quickened the settlement and development of the Northwest. In the first year of use an estimated 20,000 people, 5,000 head of cattle, 6,000 horses and mules, and 83 wagons traveled the Mullan Road.



M-6: Cow Creek (approximately 3.3 miles north of junction of Benge-Washtucna Rd and Gray Rd – **note sign is in very poor condition and is mostly unreadable**)

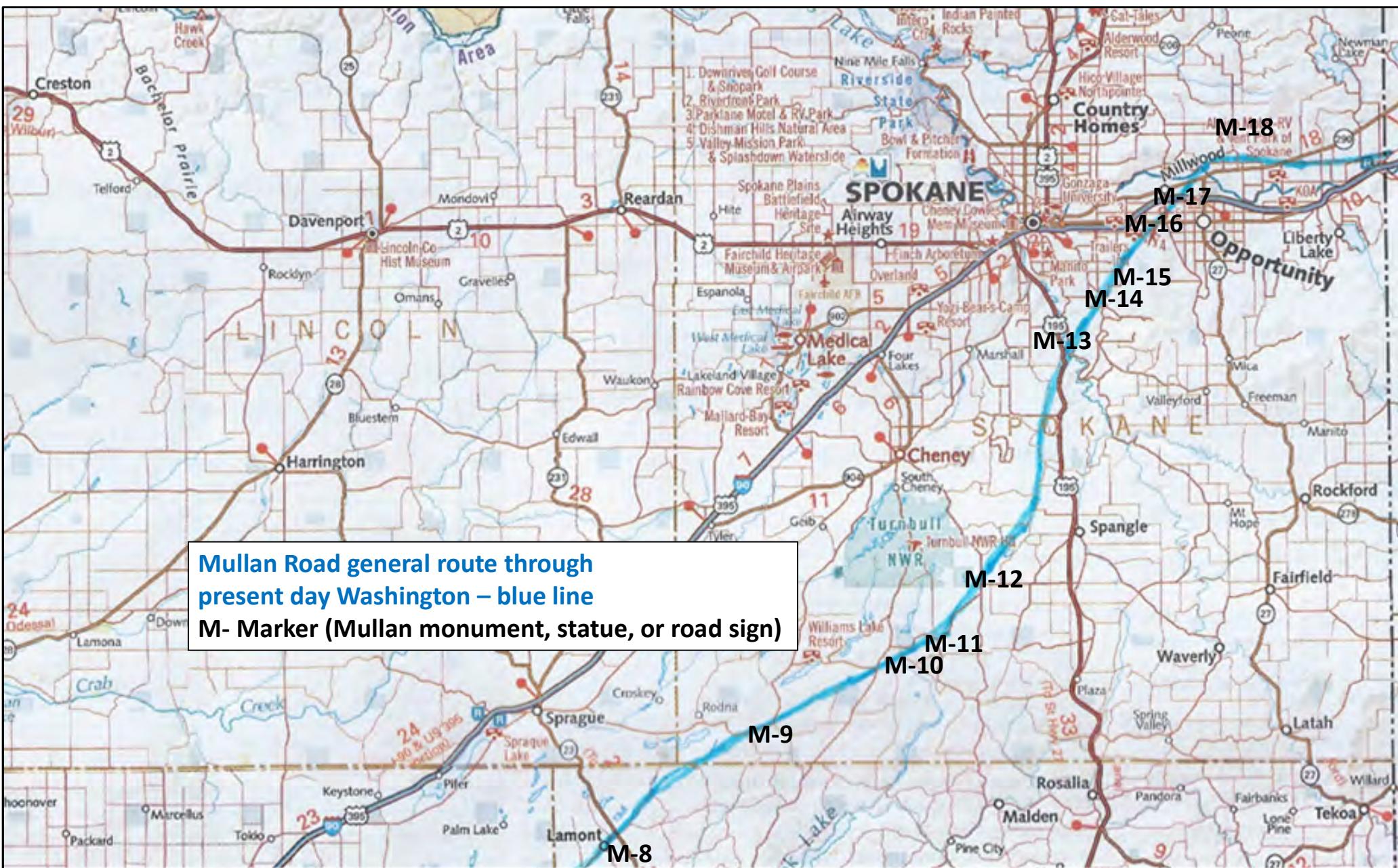
- **Splitting of the Colville and Mullan Roads**
- **Stone corral and stone fence**
- **Way house for travelers on Mullan Road**



M-7: Benge, WA (E.
Benge – Winona Rd
across from school)

MILITARY AND CIVILIAN CREWS WORKED ON THE BENGIE SECTION OF THE ROAD ON 22 MAY 1861. THE WAGON RUTS IN THE ROAD ARE VISIBLE NORTHEAST OF HERE, NEAR THE SITE OF THE FIRST BENGIE SCHOOL.
A 2007 BENGIE COMMUNITY PROJECT

Mullan Road general route through present day Washington – blue line
M- Marker (Mullan monument, statue, or road sign)





M-8: Lamont (approximately 250 ft south of Lamont Rd on Hardy Rd)

**M. R.
MILITARY
WAGON ROAD
LOCATED BY
CAPT. JOHN MULLAN
1858-1862 CROSSED
HARDY ROAD HERE
PYRMID ERECTED BY
LAMONT COMMUNITY
UNDER SUPERVISION OF
LADIES AND
TABLET PLACED BY
WASH. STATE HIST. SOCIETY
1925**

**M. R.
MILITARY
WAGON ROAD
LOCATED BY
CAPT. JOHN MULLAN
1858-1862
CROSSED THE MULLINIX
ROAD HERE
PYRAMID ERECTED BY
PIONEERS OF THIS
COMMUNITY
TABLET PLACED BY
WASH. STATE HIST. SOCIETY 1926**

M-9: Mullinex Rd (corner of Martin Rd and Mullinex Rd)



M-10: Rock Creek Crossing (off Babbs Rd just south of Babbs Rd & Cheney-Plaza Hwy south of Chapman Lake. Photo courtesy of Robert Dunsmore. [Note - on private property](#)



M
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1861
BSA

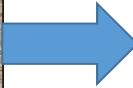
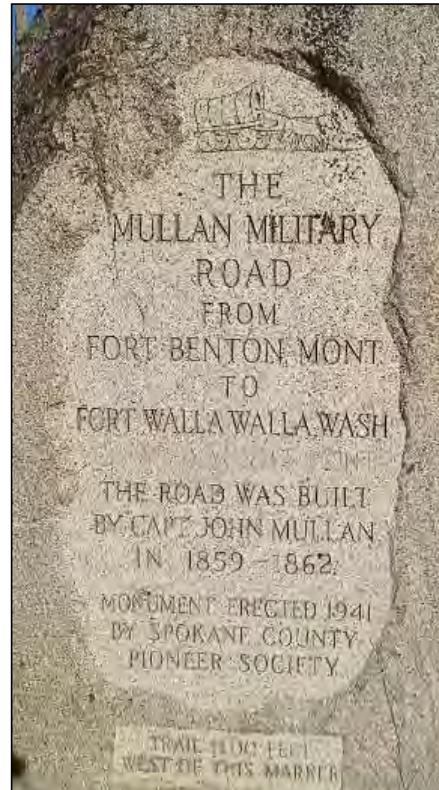
M-11: S Cheney Plaza Road and Grogan Rd



M-12: Cheney-Spangle Rd (approximately 1 mile north of junction with S Wells Rd)

Sign unreadable from photograph

M-13: Hwy-195 (corner of Excelsier Rd & Hwy-195)



**M-14: Moran Prairie (1 block south of 57th on
east side of Palouse Hwy)**

M – R
MILITARY
WAGON ROAD
LOCATED BY
Captain John Mullan
A.D. 1858 – A.D. 1862
CROSSED THE HIGHWAY HERE
THIS LOCATION MONUMENT ERECTED BY
WASHINGTON STATE HISTORICAL SOCIETY : 1922



**M-15: 29th and Cherry Lane (south side
of 29th approximately one long block
west of S. Glenrose Rd)**

MULLAN
MILITARY
WAGON ROAD
LOCATED 1858 – COMPLETED 1862
BY
CAPTAIN JOHN MULLAN
THE MOUMENT ERECTED BY GLENROSE WOMANS
CLUB
AND COMMUNITY
1934



**M-16: 8th Ave and Coleman Rd
(NW corner of intersection)**

**MILITARY TRAIL
LOCATED 1858 BY
CAPTAIN JOHN MULLAN
CROSSED THE HIGHWAY HERE
ERECTED 1934 BY
EAST SPOKANE HOME
ECONOMICS CLUB**

**M-17: Sprague Avenue (SW
corner of Vista Rd and Sprague
Ave)**

**M – R
MILITARY
WAGON ROAD
LOCATED BY
Captain John Mullan
A.D. 1858 – A.D. 1862
CROSSED THE HIGHWAY HERE
THIS LOCATION MONUMENT ERECTED BY
WASHINGTON STATE HISTORICAL SOCIETY : 1922**

(note - same wording as M-14)



**M-18: Ferry Crossing (west entrance
to Plante's Ferry Park off of E.
Upriver Dr)**



THIS MONUMENT
ERECTED IN 1938
BY PATRIOTIC CITIZENS
UNDER AUSPICES OF THE
SPOKANE COUNTY PIONEER
SOCIETY MARKS THE SPOT
WHERE THE FOLLOWING
HISTORIC EVENTS OCCURRED

1849 ANTOINE PLANTE ERECTED FIRST RESIDENCE IN SPOKANE VALLEY
1851 ANTOINE PLANTE BUILT FIRST RIVER FERRY
1853 GOV. STEVENS CAMPED
1855 GOV. STEVENS SIGNED PEACE TREATY AND ORGANIZED THE FIRST TWO TERRITORIAL MILITARY COMPANIES CALLED THE SPOKANE INVINCIBLES AND STEVENS GUARDS
BLOCKHOUSE WAS BUILT TO PROTECT TRAPERS AND MINERS
1860 CAPT. MULLAN COMPLETED FORT BENTON – FORT WALLA WALLA MILITARY ROAD TO THIS SPOT
1865 ISSAC KELLOGG BUILT BRIDGE HERE
BOULDER PRESENTED BY
WASHINGTON MONUMENTAL & CUT STONE CO

Mullan Road Marker Sites

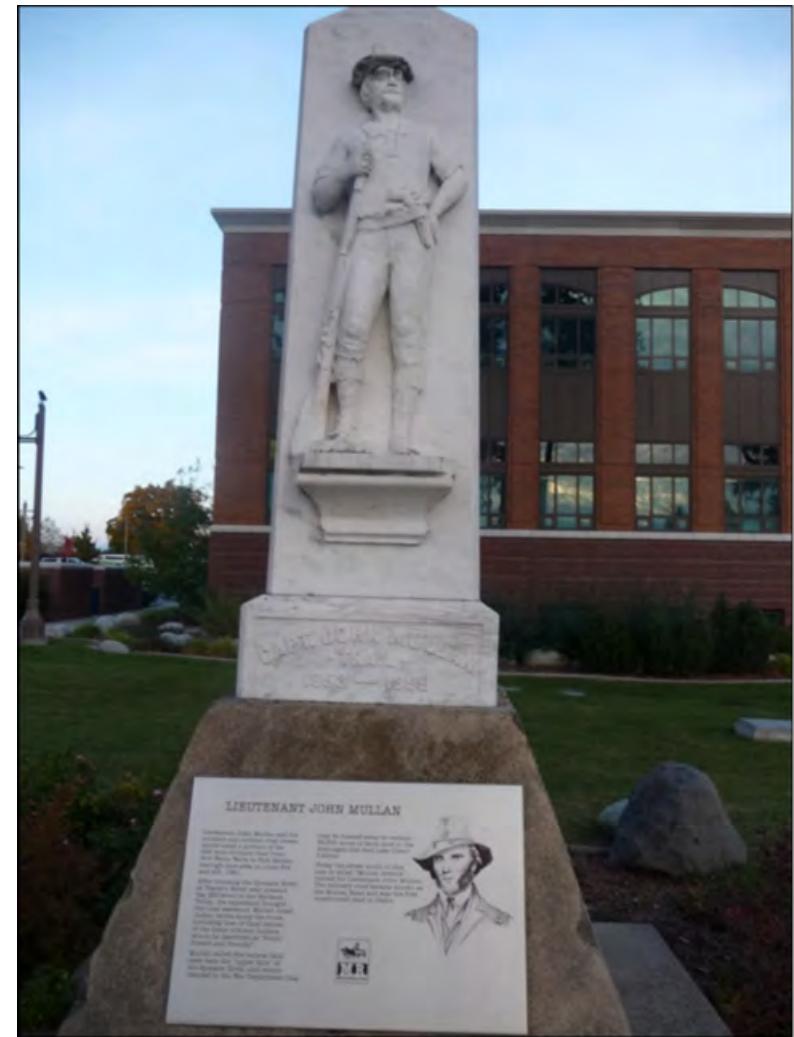
Chapter II: Idaho

David & Sue Eakin



M-19: On I-90 entering Idaho from Washington
(note – this sign was apparently removed during construction of, or near, exit 1 and has not been replaced)

M-20: Post Falls (east side of Spokane St just north of 4th Ave) (note - moved from Mullan Ave & Spokane Street in 1998)



Typical inscription on Mullan Statues



CAPT. JOHN MULLAN
TRAIL
1853-1855

ERECTED UNDER THE AUSPICES OF
THE HISTORICAL SOCIETY OF IDAHO
AND THE SOCIETY OF MONTANA PIONEERS
GIFT OF Wm. A. CLARK OF BUTTE, MONT.
TO THE VILLAGE OF
POST FALLS

1918

SURVEYOR AND CONSTRUCTOR
OF THE MILITARY ROAD
FROM FORT BENTON, MONT.
TO WALLA WALLA, WASH.
COMPLETED 1862

LIEUTENANT JOHN MULLAN

Lieutenant John Mullan and his military and civilian road crews constructed a portion of the 624 mile military road from Fort Walla Walla to Fort Benton through this area on June 3rd and 4th, 1861.

After crossing the Spokane River at Plante's Ferry near present day Millwood in the Spokane Valley, the expedition brought the road eastward. Mullan noted Indian farms along the route, including that of Chief Seltice of the Coeur d'Alene Indians, whom he described as "frank, honest and friendly".

Mullan called the natural falls near here the "upper falls" of the Spokane River, and recommended to the War Department that

they be blasted away to reclaim 32,000 acres of farm land in the drainages that feed Lake Coeur d'Alene.

Today the street south of this site is called "Mullan Avenue", named for Lieutenant John Mullan. The military road became known as the Mullan Road and was the first constructed road in Idaho.





Highly recommend visiting these Marker Sites!

M-21: 4th of July Pass off I-90 (upper parking area)

M-22: Mullan Tree (off I-90 at 4th of July Pass at lower parking lot

No photo of statue dedication inscription



MULLAN MILITARY ROAD

WALK THE MULLAN ROAD ONE OF THE NORTH-WEST'S MOST SIGNIFICANT ROUTES. TAKE THE SIDE ROAD TO YOUR LEFT.

From 1858-62, Lt. John Mullan's crew built the Northwest's first engineered highway, connecting Fort Benton with Fort Walla Walla, 625 miles. In Idaho, I-90 closely follows the original road. Mullan's crew spent July 4, 1861 here, carving the date into a white pine -- the famous Mullan Tree. The diseased tree -- and last Mullan Road Marker -- was removed in 1988.

164

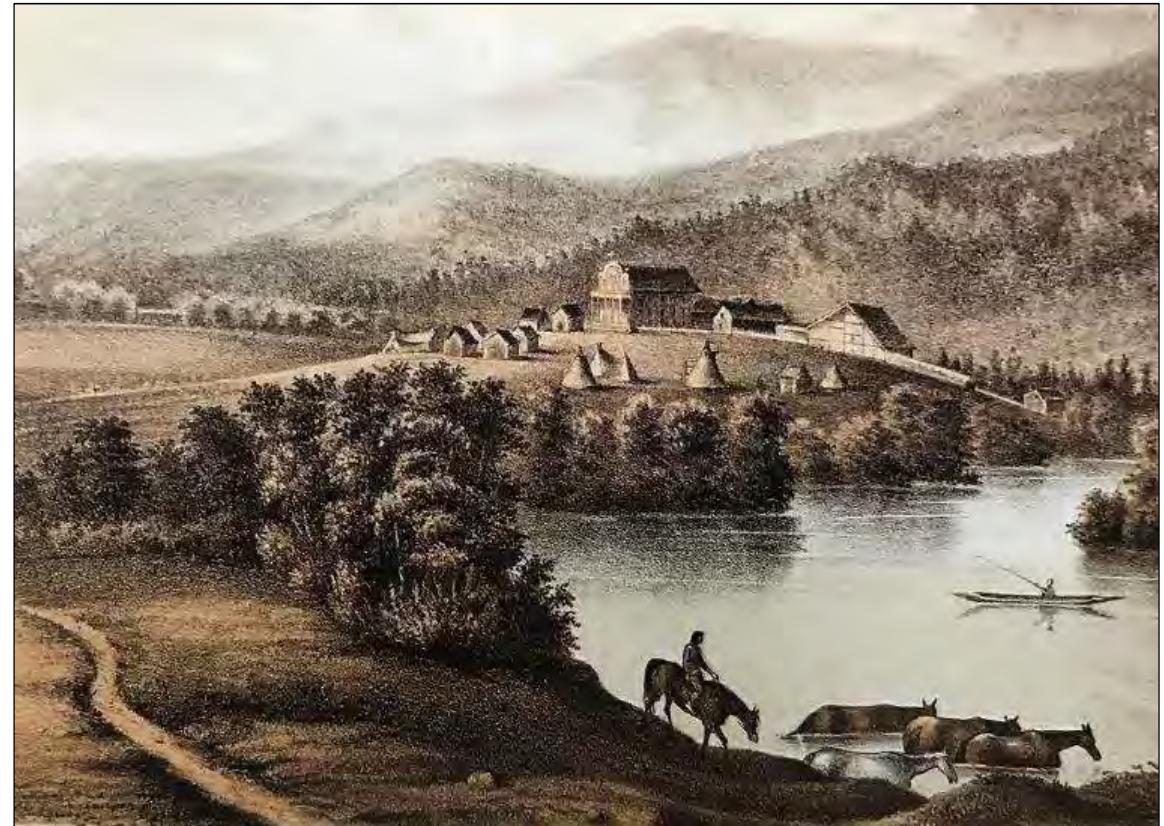
M-23 Coeur D'Alene Mission (Cataldo Mission)

Old MISSION of the
SACRED HEART
OPENED FOR SERVICES IN 1853, THIS IS THE
OLDEST BUILDING IN IDAHO.

Black-robed Jesuits founded the mission on the St. Joe River in 1842, but moved here in 1846 and raised this imposing building in a complete wilderness. Dwellings and outbuildings are now gone, and the mission moved to Desmet in 1877, but Mass is still celebrated here every year

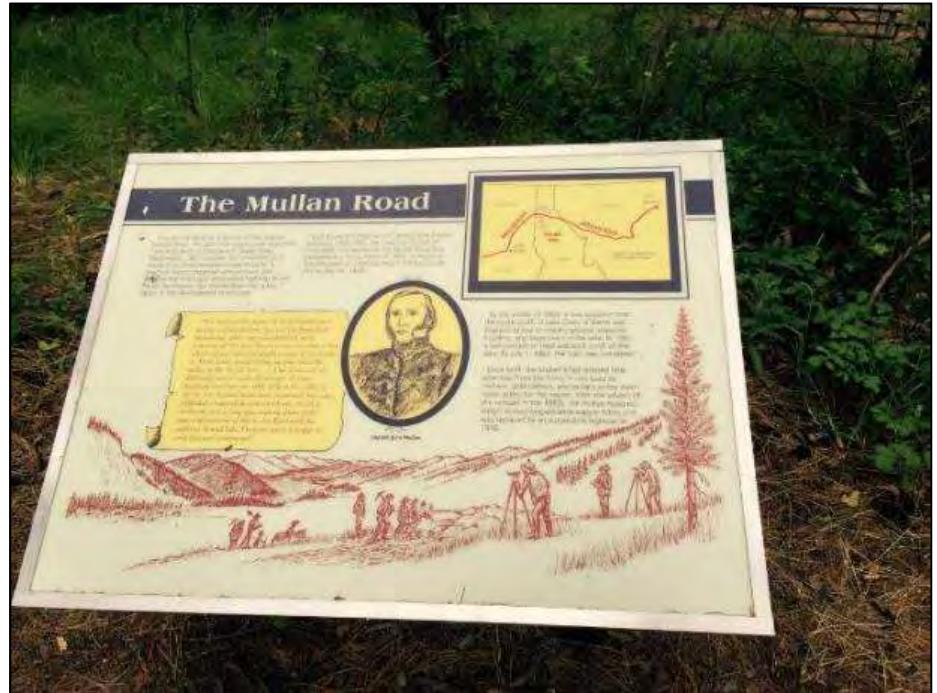


Sohon sketch of Coeur d'Alene Mission (McDermott, Grim, and Mobley)





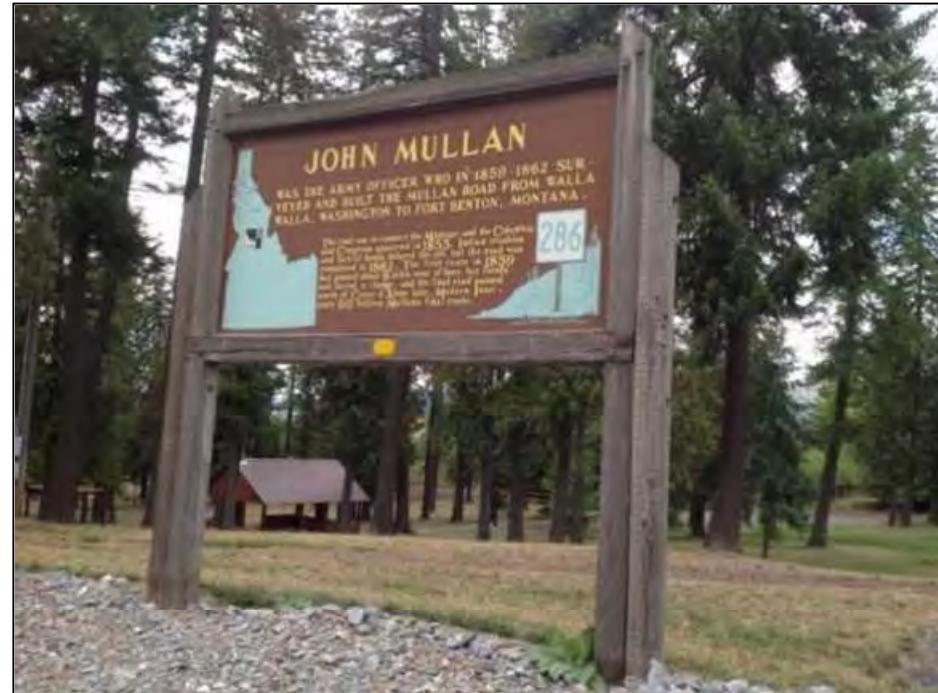
M-24: Chatcolet Campground, Heyburn State Park



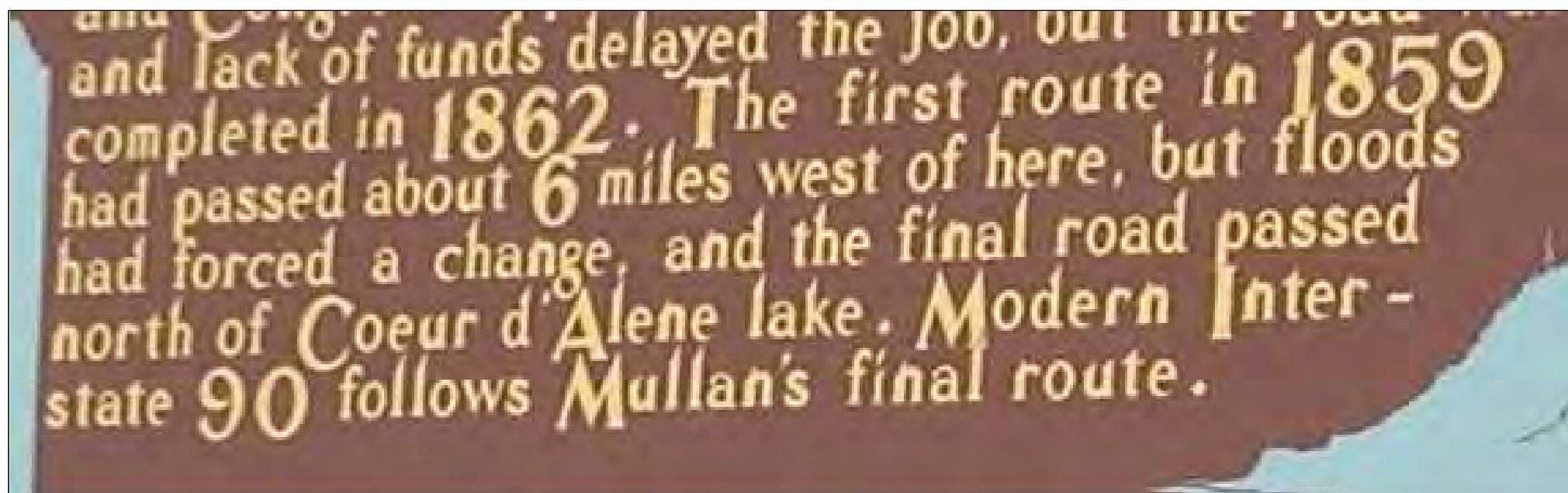
"We had left the plains of the Columbia river proper and reached the spurs of the Bitter Root mountains, where our more difficult work commenced. We had chosen for our location a line which jutting upon the southern edge of the Coeur d'Alene Lake, would follow up four miles the valley of the St. Joe river . . . Our first work of difficulty was to make the descent of seven hundred feet from the table land to the valley of the St. Joe. Several points were examined, but none afforded a natural descent and I was forced to make one over a long spur making down to the lake and junction of the St. Joe River with the outlet of Round lake. Over the outlet a bridge of sixty feet was constructed."



No photo of dedication inscription



M-25: St Maries, Northwest corner of
intersection of Hwy-5 & N 23rd St at
MULLAN TRAIL PARK



M-26: Hwy-3 and Hwy-97 Idaho



Swamps in the St. Joe valley had to be corduroyed with logs, and 70 men spent a week digging out sidehills south of here and chopping through 3 miles of forest. But after all that work, spring floods made this route impossible. Two years later, Mullan had to survey and build a new section of his road around the north of Coeur d'Alene lake.



M-27: Kellogg (McKinley Ave & S. Division St)

ERECTED UNDER THE AUSPICES OF
THE HISTORICAL SOCIETY OF IDAHO
AND THE SOCIETY OF MONTANA PIONEERS
GIFT OF Wm. A. CLARK OF BUTTE, MONT.
TO THE CITY OF
KELLOGG 1918

**M-28 Wallace (River
& 5th St)**

ERECTED UNDER THE AUSPICES OF
THE HISTORICAL SOCIETY OF IDAHO
AND THE SOCIETY OF MONTANA PIONEERS
GIFT OF Wm. A. CLARK OF BUTTE, MONT.
TO THE CITY OF
WALLACE **1918**



**M-29: Mullan (Earle
St & 2nd Ave**

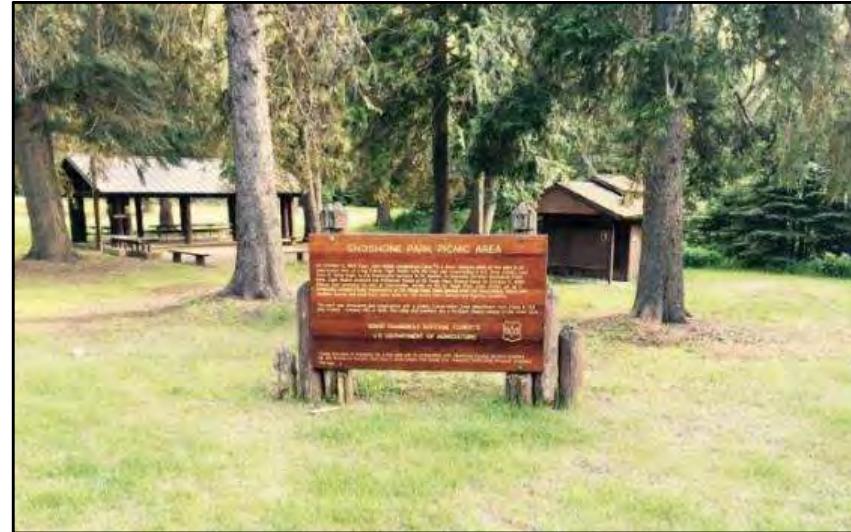
No photo of dedication inscription

S 0-2: Murray, ID Gold Strike sign references travel on Mullan Road not included as an “official” Mullan Road Marker Site



Gold was first discovered near the town of Murray in 1882. A.J. Prichard and his partners, Markson, Gellatt and Gerard, had come to the Coeur d'Alenes from Walla Walla, WA. following Mullan's Military Road. Their prospecting started near Kellogg, ID and progressed to Beaver Cr. While enroute they failed to discover the rich placer ground on Trail Cr. Working up Prichard Cr., the men's tenacity yielded a strike. A.J. Prichard is credited with the area's first gold discovery, but the actual person and location are unknown.

**M-30: Shoshone Park
east of Mullan**



“On October 3, 1859, Capt. John Mullan established Camp #9 a short distance west of the park in a area known then as Long Prairie. Capt. Mullan with 110 men was constructing a U.S. Army military road from Ft. Walla Walla, in the Washington Territory to Ft. Benton, in Nebraska Territory (Montana). From here, Capt. Mullan reached the Bitterroot Divide at St. Regis Pass (Sohon Pass) on October 5, 1859.”



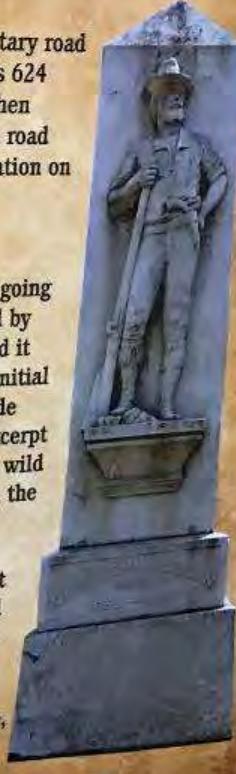
**M-31: On I-90 entering Idaho
from Montana**

THE MULLAN ROAD

At the Idaho/Montana Stateline, U.S. Highway 10 and I-90 follow the general route of the military road located and constructed from 1859-1862 by Lieutenant John Mullan (1830-1909). The road was 624 miles long and connected Fort Walla Walla, Washington Territory and Fort Benton, Montana (then Nebraska Territory). Congress appropriated \$100,000 in the 1850s for construction of a wagon road connecting the head of navigation on the Mississippi - Missouri Rivers with the head of navigation on the Columbia River. The construction crew was made up of 100 military men and 100 civilian construction workers.

Much of the area was covered with dense timber. Since no one, not even the Native Americans going to the plains to hunt ever traveled this way, there were no trails to follow. The road constructed by Lieutenant Mullan was the first road built by engineering principles west of the Mississippi and it provided access to the west for many settlers, prospectors, frontiersmen, and adventurers. The initial Mullan Road was completed in fourteen months after overcoming many difficulties. Mullan, aside from his engineering ability, was a man of considerable insight as evidenced by the following excerpt from his final report. He prophesied "... the locomotive engine will make the passage of the ... wild interior at rates of speed which will startle human credulity." Indeed two decades later, in 1883, the Northern Pacific Railway constructed a branch line over present day Lookout Pass.

The original Mullan Road went over a pass across the Bitterroot Range on the south side of Runt Mountain, and Mullan named it Sohon Pass for his good friend who traveled with him, artist and linguist Gustavus Sohon. Later it was renamed St. Regis Pass by the Northern Pacific Railway. In Montana, several intact sections of Montana's earliest road, the Mullan road, exist in close proximity to its descendants the Yellowstone Trail, U.S. Highway 10, and Interstate 90. Along the Mullan Road at the western base of the Bitterroots, is the town which carries his name, Mullan, Idaho, which grew as a townsite in 1884.



**M-32 Lookout Pass Ski Lodge. (Sign located on
stair landing between 1st and 2nd floors near east
end of lodge)**

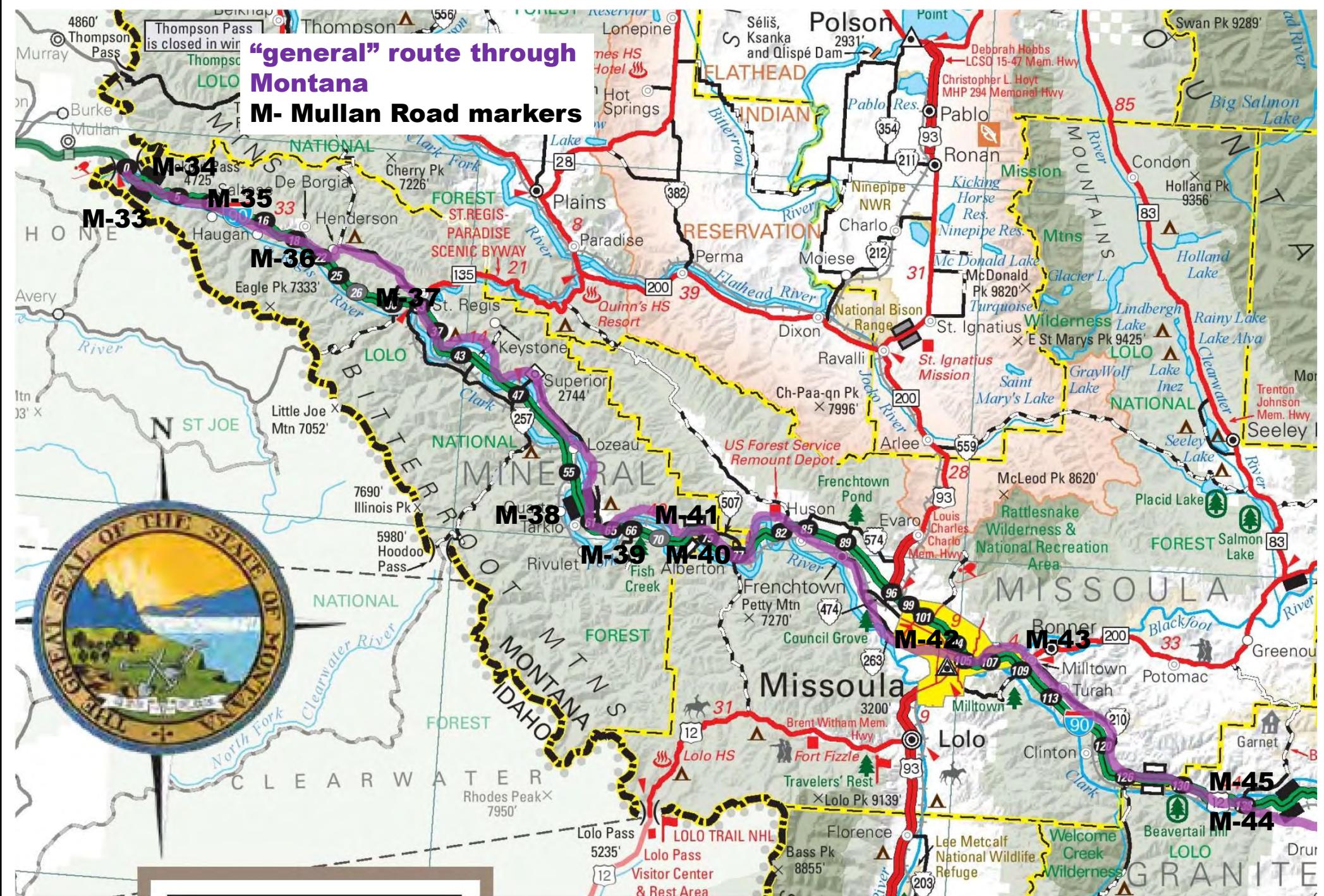
Mullan Road Marker Sites
Chapter III: Montana

David & Sue Eakin

"general" route through

Montana

M- Mullan Road markers





M-33: Dena Mora East Rest Area approximately 4.6 miles east of Lookout Pass

M-34: Dena Mora West Rest Area



SAVENAC NURSERY HISTORIC DISTRICT

Creation of the National Forest Service in 1895 brought Fred Koch, one of the nation's first professional foresters, to inspect and evaluate the Forest Resources of Montana and Wyoming. Appointed Forest Supervisor of the Bitterroot and Lolo National Forests in 1897, Koch happened upon the abandoned homestead of a German settler named Savenac. He thought it a perfect spot to establish a tree nursery. Work began in 1905 and, just as the first plants were being raised, a record 2 million acres of timberland in the state was destroyed by the disastrous Northern Forest Service policy, making fire prevention and conservation its primary mission. Rehabilitation of burnt and logged areas figured prominently in that goal. Savenac Nursery was ideally situated along two railroad routes and U.S. Route 9, Mullan Road, ran right through the property. The nursery was soon established. Circa 1912 national road improvements incorporated the new Yellowstone Trail into this segment of the Mullan Road and by 1916, Savenac shipped several million seedlings to the vast Northern Region. The Civilian Conservation Corps rebuilt and modernized the nursery in just time between 1932 and 1945. Savenac became the largest tree nursery in the northwest, producing up to twelve million trees annually. The nursery sponsored and helped re-establish the Great Smoky Mountains National Park. Savenac, whose much of the theory and practice of seedling nurseries were pioneered, reflected the conservation ethic of the Forest Service.



LISTED IN THE
NATIONAL
REGISTER
OF
HISTORIC
PLACES
UNITED STATES
DEPARTMENT
OF INTERIOR
IN COOPERATION WITH
THE
MONTANA
HISTORICAL
SOCIETY

figured prominently in that goal. Savenac Nursery was ideally situated along two railroad routes and the historic Mullan Road ran right through the property. The nursery was immediately rebuilt. Circa 1912 national road improvements incorporated the new Yellowstone Trail into this segment of the Mullan Road and by 1916, Savenac shipped several million seedlings to the vast Northern Region. The Civilian Conservation Corps rebuilt and

M-35 Savenac Historic Tree Nursery at Haugan, Exit 16 on I-90

Path of Mullan Road at Savenac





**M-36, Cantoment Jordon east of DeBorgia
(all that remains is a pile of rock that was
the base for the sign) 1.6 miles southeast
of exit 18 on Frontage Rd**

**Previous sign at Cantoment
Jordon - photo courtesy of
Robert Dunsmore**





M-37 at St Regis, Mullan Rd and Tiger St

ERECTED UNDER THE AUSPICES OF
MONTANA SOCIETY OF PIONEERS
CONTRIBUTED BY
W.A. CLARK JR.
ST. REGIS, MONTANA A.D. 1916



THE CAPTAIN PREDICTED THAT THIS ROUTE WOULD
BE USED BY TRANSCONTINENTAL RAILROADS. HIS PRE-
DICTION PROVED CORRECT WHEN TWO RAILROADS, HIGH-
WAY 10 AND INTERSTATE 90 FOLLOWED THE ROUTE.



**M-38, Quartz Flat
Rest Area East
Bound, Milepost 58**

A WONDERFUL PIECE OF ENGINEERING: THE BIG SIDE CUT

The Mullan Road is carved into the face of the mountains high above the Clark Fork River west of here. Lieutenant John Mullan tried to keep his wagon road as close to the river as possible. But when his work crews ran up against a mountain spur that reached all the way to the edge of the river, he was forced to seek an alternate route. Mullan later wrote that "to make this six-mile cut through rocky spurs was an undertaking that I almost feared to attempt." On May 10, 1860, he assembled his entire work force of 150 citizens and soldiers at the west side of the spur. For the next six weeks, his men dug, whittled, and blasted their way up the mountain side to an altitude of a thousand feet above the river. A premature explosion while clearing a path through the rocks wounded one man and severely stunned another. When completed in June 1860, the Big Side Cut segment was the most awe-inspiring of the entire 624-mile Mullan Road. A traveler wrote of the Big Side Cut in 1862 that it was "a narrow wagon track which left no room for careless or uncertain driving."

**M-39, Alberton
east bound Rest
Stop, milepost 72**



In 1860, 150 men under the command of Lieutenant John Mullan carved a wagon road through the colorful Precambrian mudstones on the mountainside north of here. The road took six weeks to construct and required the use of explosives to blast a route through the rocks. Called the Point of Rocks Segment of the Mullan Road, the road still traces its way across the mountainside above here. In 1908, the Chicago, Milwaukee, St. Paul & Pacific (Milwaukee Road) Railroad constructed its transcontinental line through the Clark Fork canyon enroute to Seattle. The railroad also excavated tons of rock to cut its way through these mountains to St. Paul Pass. The old railroad grade, later known as the Route of the Hiawatha for the celebrated passenger train that once used the line, is still evident along the north side of Interstate 90.



**M-40, Alberton
west bound Rest
Area, milepost 73**



**M-41, Point of Rocks
Interpretive Trail approx.
2 miles west of Alberton
on Frontage Rd**



Welcome to the Point of Rocks Historic Interpretive Trail

In July 1859, Lieutenant John Mullan and 230 workmen and soldiers began construction of a wagon road from Walla Walla, Wash., through the Rocky Mountains to Fort Benton, the head of navigation on the upper Missouri River in Montana. The intrepid road builders improved already existing Indian trails as they worked their way eastward until they reached a series of mountain spurs that descended down to the Clark Fork, harking an easy route across the mountains to the Missoula Valley. For six weeks beginning in May 1860, 150 men dug, hacked, chipped, and blasted a route through the rocks of the Big Side Cut section west of here and the Point of Rocks before reaching the area of today's Alberton. This segment was called the Point of Rocks because of a prominent geological feature composed of Precambrian sediments and mudstones. While not the roughest part of the Mullan Road, it was still difficult enough to warrant frequent mentions (most of which were not flattering) in travelers' journals of the time. Unfortunately, the Mullan Road west of Missoula was not heavily used by pioneers, who opted for easier routes into western Montana and, by the 1870s, it was little more than a pack trail.



In 1908, the Chicago, Milwaukee, St. Paul & Pacific (Milwaukee Road) Railroad completed its west coast extension along the Clark Fork to Seattle; it was the third transcontinental railroad to cross Montana. Across the river, the Northern Pacific Railway had a branch line to Mullan, Idaho, in 1891. The Yellowstone Trail incorporated much of the old Mullan Road in Mineral County in 1914. It was superseded by U.S. Highway 10 in 1926 and Interstate 90 in 1963. These sections of the Mullan Road and Milwaukee Road are parts of a significant historic transportation corridor in western Montana, one that is still much evident in the mountains bordering the river.



Montana Department of Transportation

The Minnesota Department of Transportation (MDT) became steward of the Point of Rocks segment of the Mullen Road and Milwaukee Road Railroad in 1999. The agency has worked to develop the old wind and abandoned railroad bridge as an historic interpretive trail for the benefit of the public.

For more information about the Midland Road and the Milwaukee Road Railroad, please visit the Mineral County, Montana, at 301 East 2nd Avenue in Superior.



**M-42, Missoula, E Alder
St and N. Higgins Ave**

**ERECTED UNDER THE AUSPICES
OF MONTANA SOCIETY OF PIONEERS
CONTRIBUTED
TO THE CITY OF MISSOULA BY
J.M. HANNAFORD PRES. N.P. RY. CO.**

**M-43, Bonner Statue & Roadsign, Two
Rivers Memorial Park (just east of
junction Hwy 200 & Cowboy Trail Rd)**

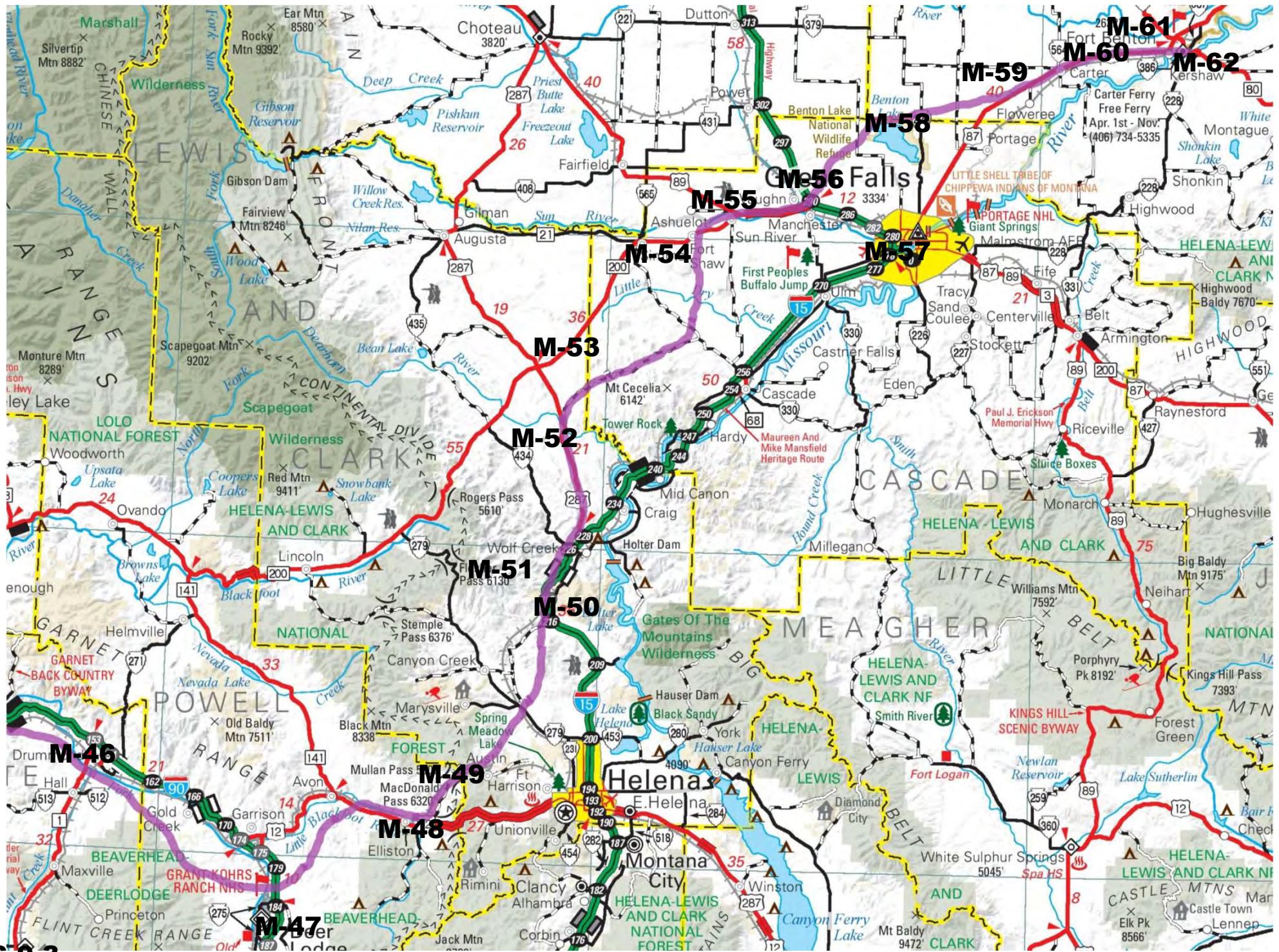
No photo of statue dedication inscription





M-44: Bearmouth Eastbound Rest Area (MP 143) and M-45: Bearmouth Westbound Rest Area (MP 142), (note – Identical signs at both rest areas)





S 0-3

S 0-3: Sign that references Mullan Road not included as Marker Site (0.4 miles South of Hall, MT)



During the 1800s, in 1865, the Stone stage station was established here on the road between Philipsburg and the Mullan road junction near Drummond. By the early 1880s, the stage stop included a post office, school, store, and boarding house. After the construction of the Drummond-Philipsburg branch of the Northern Pacific Railroad in 1887, this part of the valley became important for the productivity of its farms and ranches.



**M-46: Drummond Mullan
Statue, S Main and E.
Front St**

**ERECTED UNDER THE AUSPICES OF
MONTANA SOCIETY OF PIONEERS
CONTRIBUTED
BY
J.W. BLAIR, HELMVILLE, MONT**

**M-47: Deerlodge Mullan Statue,
4th Street & Missouri Ave**

Dedication inscription not readable from photo

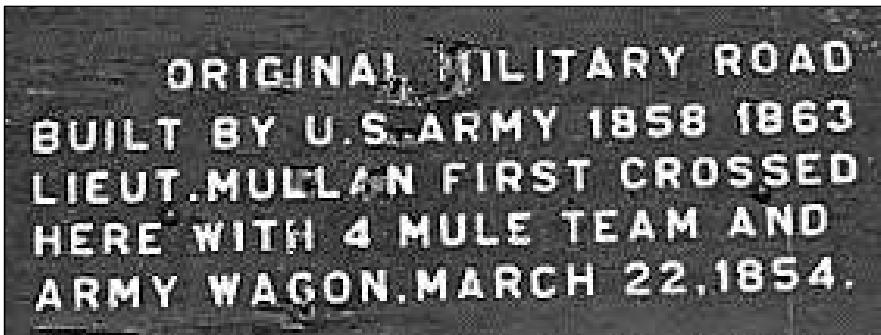




M-48, U.S. Hwy-12 east of Elliston (identical signs on both sides of Hwy counted as one marker site), approx. 2.2 miles east of Elliston



M-49, Mullan Pass Sign photos from internet (note – this sign was not here on 7/5/14. It had either succumbed to vandals or deterioration)





M-50, Lyon's Creek Rest Area
northbound, MP 222 on I-15

Although this multi-hued and rugged canyon was well known to Native Americans for thousands of years, it was first recorded by road-builder John Mullan in 1859. “by far the most difficult of any point along the [road] from Hell’s Gate to Fort Benton.”



M-51, Lyon's Creek Rest Area southbound,
MP 222 on I-15

Thereafter, other roads and a railroad were constructed through the Prickly Pear Canyon, culminating in the completion of Interstate 15 in 1967. Montana's first Interstate rest area, here at Lyons' Creek, was built in 1965.



**M-52: Dearborn River Crossing, on Hwy-287
approx. 13.7 miles northwest from junc.
of Hwy-287 & I-15**

A lonely cemetery is all that remains of one of Montana Territory's busiest settlements, Dearborn Crossing. The Lewis and Clark Expedition named the river after Secretary of War Henry Dearborn in 1805. Fifty-five years later Lieutenant John Mullan built a road between Walla Walla, Washington and Fort Benton, crossing the Dearborn here at "a very good ford."

For over twenty years, the vibrant little settlement flourished, even boasting a post office and a school. At its peak, the settlement had a population of over a hundred people. When the Montana Central Railroad bypassed Dearborn Crossing in 1887, it soon became a near ghost town.

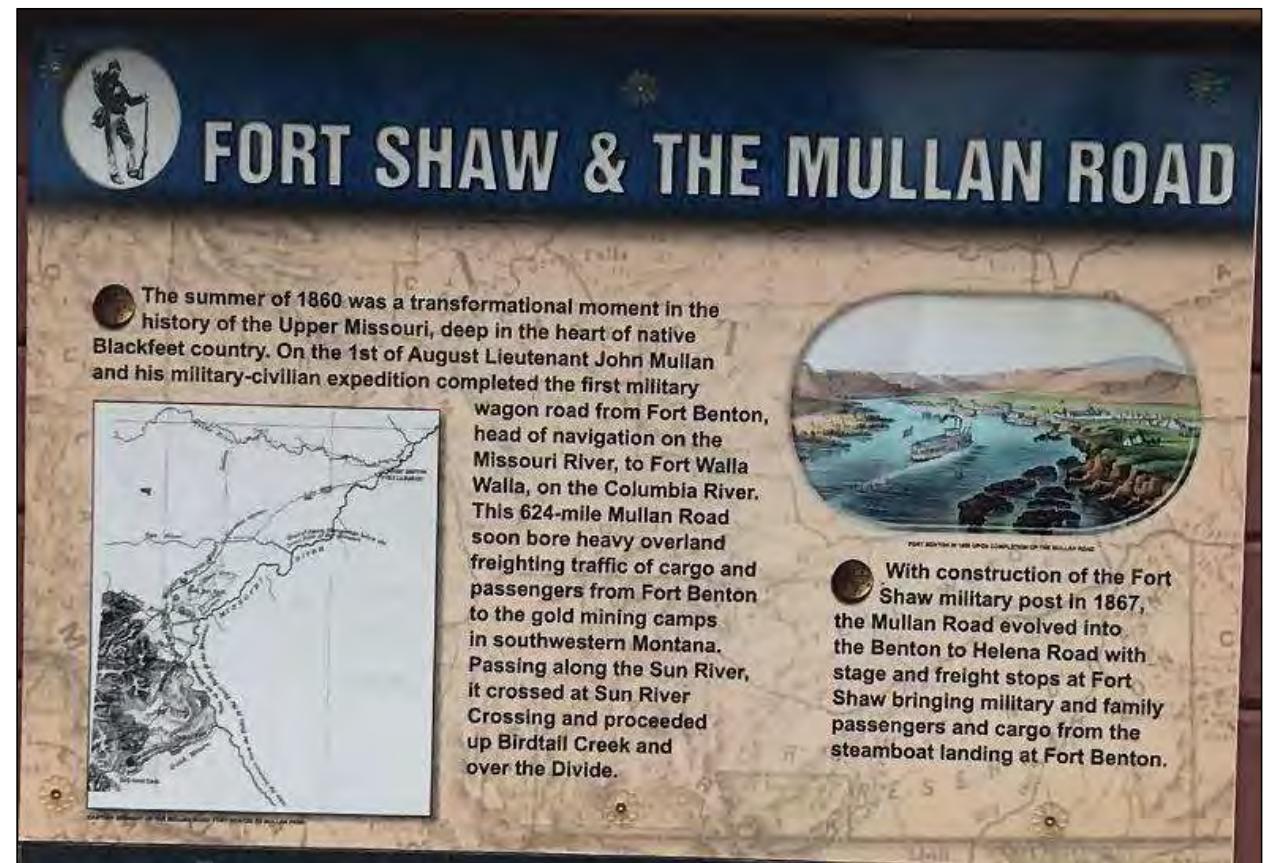
**M-53: Bird Tail Rock, Hwy-200 approx.
5.3 miles northeast of junction of
Hwy-200 & Hwy-287**

Bird Tail Rock to the southeast was one of the most prominent landmarks along the Benton Road between Fort Benton and Helena. An igneous intrusion about 55 million years old, it acquired its name because it resembled a "bird's tail erect and spread out in a fan-shape." Following an old Indian trail, Lieutenant John Mullan built a road past this extraordinary geological feature in July 1860. The rock was





M- 54, Fort Shaw, School Loop and Old Fort Shaw Rd





**M-55, Sun River
Crossing, Hwy-200
crossing of Sunriver**



**M-56 Sun River Leaving
(Photos courtesy of Ken Robinson), south
side of Hwy-89/200 approx. 1 mile west
of Vaughn**

The Mullan Road left the Sun River Valley here at a place called "The Leaving". After 1864, the road was better known as the Benton Road, connecting Fort Benton to Helena. Traffic on the road peaked during the late spring and early summers when high water allowed steamboats to off-load freight at Fort Benton. During those months, passengers and freight bound for the "States" flowed into Fort Benton. C.C. Huntley established a stage route between Helena and Fort Benton in 1866. One of the route's most important stations was located here at The Leaving. In 1879, it took a stagecoach about two days to travel from Helena to Fort Benton. Montana pioneer Martha Edgerton Rolfe Plassman wrote that



M-57: Great Falls, south end of Gibson Park near NW corner of 1st Ave & Park Dr. North

No photo of dedication inscription



It has been more than 100 years since the shouts of bullwhackers and the crack of whips have been heard along this almost invisible trail. The freight wagons have long since departed and the sounds heard today are generated by more modern means of transportation.

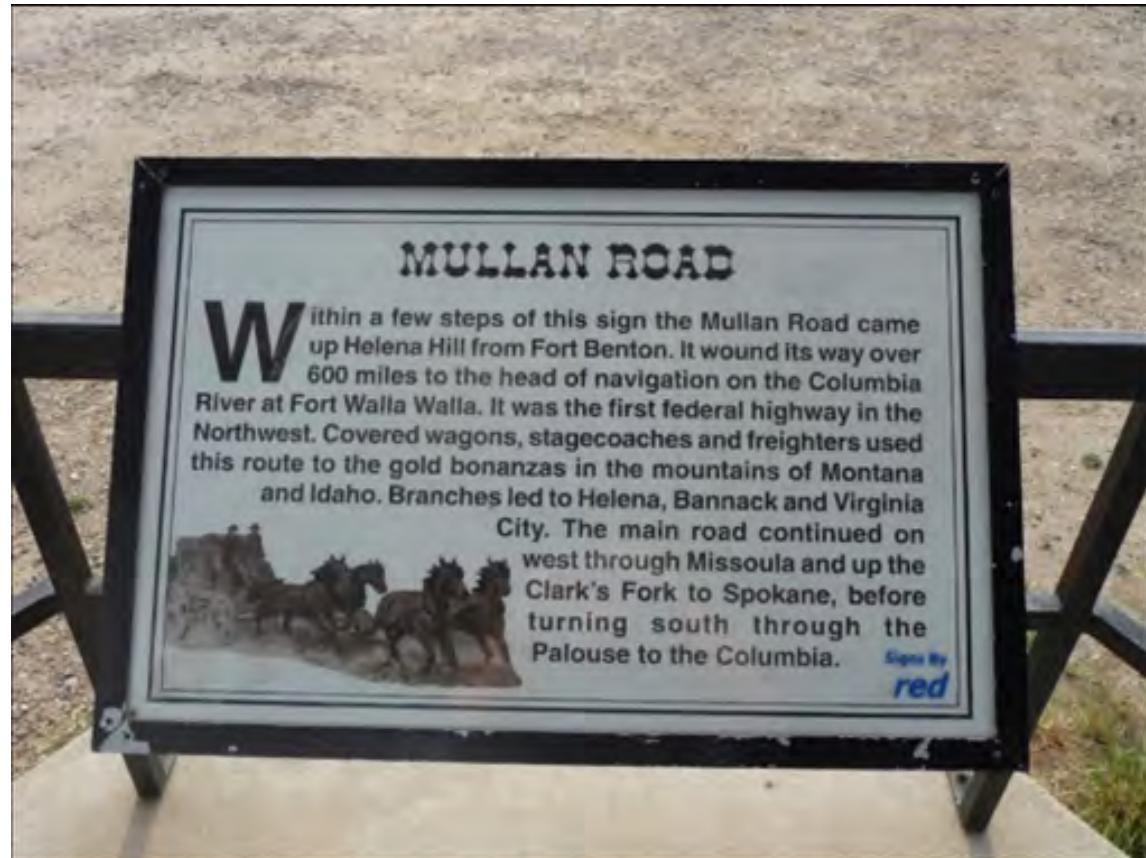
M-58, Benton Lake National Wildlife Refuge, stop #3 on Benton Lake NWLR Prairie Marsh Dr.



**M-59: Twenty-Eight
Mile Spring, on Hwy-87
approx. 2.2 miles e/ne
of Carter**

One of the stage stations was located near here and called Twenty-Eight Mile Station because it was that distance from Fort Benton. For the next twenty-one years, the station was an important stop on the Benton Road. For a while in the 1870s, the imposing two-story station was famous for the high quality of meals served there and the hospitality of its operator, Irish emigrant Edward Kelly.

**M-60, Hwy-87 pullout
just west of Fort
Benton, just west of
junc. of Hwy-87 &
Hwy-386**





**M-61: Fort Benton
Pullout on Hwy-87
approx. 0.3 miles east of
junc. Hwy-87 & Hwy-80**

On July 2, 1860, the steamboats *Chippewa*, and *Key West* deposited 300 soldiers under the command of Major George Blake at the Fort Benton levee. Among the troops was Lieutenant August Kautz, a Military Academy classmate of Mullan. The soldiers anxiously awaited the arrival of Mullan, who was ordered to lead them back across the newly completed road to Walla Walla. After nearly a month, Mullan and his men arrived at Fort Benton, the road completed on time and a little over budget.

M-62: Fort Benton, near corner of 17th & Front St

The road's history has faded into forgotten lore, but it was a highway to empire, the fastest land-water route across the continent in its day. Travelers took 47 days on the road, but boarded steamboats at either end where comfort and pleasure promised a safe arrival at either terminus.



SUMMARY OF MULLAN ROAD MARKER SITES

	WA	ID	MT	Total
Sites with Monuments	14	0	0	14
Sites with Statues	0	6	7	13
Sites with Interpretive Signs	5	10	26	41
All Marker Sites Note – some sites have monuments or statues and also interpretive signs so columns are not additive	18	14	30	62





The End

MARKER SITES BY STATE

Mullan Road Marker Sites						
<u>Marker Site -</u> Monument, Statue, or Interpretive Sign	Mon.	Stat.	Int. Sgn.	"Marker Site" location	common location	GPS coordinates
Washington						
S 0-1	Note –not counted as an “official” marker site			Wallula	1 mile south of Wallula Junction (junction of U.S Highway 12 and U.S. Highway 730)	46.05351, -118.93355
M-1	1		1	Walla Walla	13th & Abadie (monument moved from penitentiary & Ft Walla Walla)	46.06365, -118.35612
M-2			1	Touchet Crossing/Halfway House	On Highway 124, approximately 0.2 miles east of junction of Hwy-125 and Hwy-124	46.29883, -118.33709
M-3	1			Prescott	SE corner D St and Hwy 124	46.29953, -118.31462
M-4	1			Lyons Ferry	Lyons Ferry State Park day use area	46.59549, -118.21914
M-5			1	"Washtucna"	near corner of Mullan Road & Hwy 26 (approx. 3.6 miles east of Washtucna)	46.74572, -118.24042
M-6			1	Cow Creek	S. Benge-Washtucna Rd (approx 3.3 miles north of junc. B-W Rd and Gray Rd)	46.87596, -118.17465
M-7			1	Benge	E. Benge-Winona Rd (across from school)	46.91036, -118.09960
M-8	1			Lamont	Approx 250 ft South of Lamont Rd on Hardy Rd	47.20724, -117.89799

M-9	1			Mullinex Road	Junction of Martin Rd and Mullenix Rd (approx. 13.1 miles east of Sprague)	47.28896, -117.71708
M-10	1			Rock Creek Crossing - ? on private property	off Babbs Rd (just south of junc. of Babbs Rd and Cheney-Plaza Rd south of Chapman Lake)	47.34438, -117.57591
M-11	1			S Cheney Plaza Road and Grogan Rd	On S Cheney Plaza Road at corner of Grogan Rd and S Cheney Plaza Rd	47.35208, -117.54249
M-12	1			Cheney Spangle Road	S. Cheney-Spangle Rd (approx. 1 mile north of junc with S Wells Rd))	47.40687, -117.48858
M-13	1			Rt 195	approx 14.7 miles south of junc I-90 & Hwy 195 at Excelsier Rd & Hwy 195	47.54360, -117.39797
M-14	1			Moran Praire	1 block south of 57th on east side of Palouse Hwy	47.60126, -117.35190
M-15	1			29th and Cherry Lane	south side of 29th approx one long block west of S. Glenrose Rd	47.62805, -117.33833
M-16	1			8th Ave and Coleman Road	8th & Coleman, NW corner of intersection)	47.64974, -117.30982
M-17	1			Sprague Avenue	southwest corner of Vista Rd and Sprague Ave	47.65680, -117.29476
M-18	1			Ferry Crossing	west entrance to Plante's Ferry Park off of E Upriver Dr (which turns into E Wellesley)	47.69854, -117.24402
Subtotals WA (18 "official" sites)	14	0	5			

Idaho	Mon.	Stat.	Int. Sgn.	"Marker Site" location	common location	GPS coordinates
M-19			1	I-90 entering Idaho	Note - this sign was previously on the south side of eastbound I-90 when entering Idaho.	Approx.. (47.6978, -117.0277)
M-20		1		Post Falls	east side of N Spokane St north of 4th Ave	47.71166, -116.94789
M-21			1	4th of July Pass	"upper" parking area	47.62115, -116.51962
M-22		1	1	Mullan Tree	"lower" parking area	47.61956, -116.51725
M-23			1	Cataldo Mission	Exit 39 on I-90	47.54982, -116.35822
M-24			1	Chatcolet Campground, (note-on "1st MR")	Heyburn State Park, Chatcolet Campground south end of Lake Coeur d' Alene off of Hwy 5, next to campsite #114	47.37694, -116.76138
M-25		1	1	St Maries, (note-on "1st MR")	Northwest corner of intersection of Hwy-5 & N 23rd St	47.31832, -116.58704
M-26			1	Hwy-3 and Hwy-97 Idaho, (note-on "1st MR")	North of St Maries at junction of Hwy 3 and Hwy 97	47.39938, -116.66120
M-27		1		Kellogg	Corner of McKinley Ave and S. Division St	47.53506, -116.12156
M-28		1		Wallace	Corner of River and 5th St	47.47403, -115.92531
M-29		1		Mullan	near corner of Earle St and 2nd St	47.47036, -115.80149
M-30			1	Shoshone Park	At the entrance to Shoshone County Park on Larson Road approximately 2.8 miles east of corner of Friday avenue and Atlas road in east Mullan	47.46586, -115.7290
S 0-2	Note –not counted as an “official” marker site			Murry, ID	North side of Pritchard Creek Rd (approx. 300 feet east of Kings Pass Road)	47.62691, -115.85735
M-31			1	westbound I-90 entering Idaho from Montana	north side of I-90 westbound in Idaho when entering from Montana	47.46160, -115.69432
M-32			1	Lookout Pass Ski Lodge	Sign located on stair landing between 1 st and 2 nd floors near east end of lodge	47.45598, -115.69689
Subtotals ID (14 “official” sites)	0	6	10			

Montana	Mon.	Stat.	Int. Sgn.	"Marker Site" location	common location	GPS coordinates
M-33			1	Dena Mora East Rest Area I-90	Dena Mora (east) Rest Area on I-90 E (approx. 4.6 miles east of Lookout Pass)	47.41946, -115.62888
M-34			1	Dena Mora West Rest Area	Dena Mora (west) Rest Area	47.41978, -115.62541
M-35			1	Savenac Historic Tree Nursery at Haugan	On DeBorgia Haugan Frontage Road just east of exit 16 on I-90	47.38527, -115.39582
M-36			1	Cantonment Jordon (location of old roadsign only rock pile remains)	exit 18 from I-90, 1.6 miles "southeast" on Frontage Rd from intersection with NF-378	47.36228, -115.32140
M-37		1	1	St Regis	Mullan Gulch Road and Tiger St	47.29958, -115.10235
M-38			1	Quartz Rest Stop	Quartz Flat Rest Area Eastbound (MP 58)	47.07605, -114.76717
M-39			1	Alberton Rest Area EB	Alberton Eastbound Rest Stop (MP72)	47.01257, -114.54296
M-40			1	Alberton Rest Area WB	Alberton Westbound Rest Stop (MP73)	47.02072, -114.52020
M-41			1	Point of Rocks Segment of the Mullan Road	Interpretive hiking trail approximately 2 miles west of Alberton on Frontage Road	trail head at approx. 47.02303, -114.52462
M-42		1		Missoula	E Alder St and N. Higgins Ave	46.87500, -113.99179
M-43		1	1	Bonner	Two Rivers Memorial Park (just east of junction Hwy 200 & Cowboy Trail Rd)	46.87489, -113.88540
M-44			1	Bearmouth Eastbound Rest Area	I-90 at Bearmouth at MP 143 (previously there, but not yet replaced after reconstruction of rest stop)	46.70362, -113.33845
M-45			1	Bearmouth Westbound Rest Area	I-90 at Bearmouth at MP 142,	46.70306, -113.34606
S 0-3	Note –not counted as an “official” marker site			Hall	0.4 miles South of Hall, MT on Montana Hwy 1	46.58093, -113.19957
M-46		1		Drummond	S Main St & E Front St	46.66723, -113.14673
M-47		1		Deer Lodge	4th St & Missouri Ave	46.39905, -112.73337

M-48		1	U.S. Hwy 12 east of Elliston	Hwy 12 approx. 2.2 miles east of downtown Elliston, roadsign on both sides of Hwy 12	46.55991, -112.38571
M-49		1	Mullan Pass	(Mullan Pass sign no longer there 7/5/14)	46.64500, -112.31333
M-50		1	Lyons Creek Rest Area northbound	Lyons Creek (north) Rest Area on I-15 N at MP 222	46.95314, -112.10848
M-51		1	Lyons Creek Rest Area southbound	Lyons Creek (south) Rest Area on I-15 S at MP 222	46.95444, -112.10751
M-52		1	Dearborn Crossing	Hwy- 287 crossing of Dearborn River approximately 13.7 miles northwest from junction of I-15 and Hwy-287	47.20744, -112.10147
M-53		1	Bird Tail Rock	On Hwy-200 approximately 5.3 miles northeast of junction of Hwy-200 and Hwy-287 which is north of Wolf Creek Montana	47.33559, -112.07698
M-54		1	Fort Shaw	School Loop and Old Fort Shaw Rd	47.50902, -111.82054
M-55		1	Sun River Crossing	Hwy-200 crossing of Sun River	47.53756, -111.71409
M-56		1	Sun River Leaving	South side of Highway 89/200 approximately 1 mile west of Vaughn near junction of Medicine River Road and Highway 89/200	47.55251, -111.56953
M-57	1		Great Falls	South end of Gibson Park near northwest corner of 1st Ave N and Park Dr N	47.50664, -111.30653
M-58		1	Benton Lake National Wildlife Refuge	Stop # 3 on Benton Lake NWLR Prairie Marsh Drive approximately 10 miles north of junction of Bootlegger Trail Road & Hwy-87	47.69411, -111.32221
M-59		1	Twenty Eight Mile Station	On Hwy-87 approximately 2.2 miles east/northeast of Carter, MT	47.79684, -110.91793
M-60		1	Hwy-87 Pullout	West of Fort Benton, just west of junction of Hwy-87 and Hwy-386	47.81497, -110.70928
M-61		1	Fort Benton Pullout on Hwy-87	Approximately 0.3 miles northeast of junction of Hwy-87, Hwy-223, and Hwy-80 overlooking Fort Benton north of town	47.83957, -110.68521
M-62	1	1	Fort Benton	near corner of 17th & Front Street, Fort Benton, MT	47.81947, -110.66533
Subtotals MT (30 "official" sites)	0	7	26		