



# AMERICAN SOCIETY OF CIVIL ENGINEERS

## COLUMBIA SECTION

ASCE

24 January 1977

Re: ASCE Committee on the History and  
Heritage of American Civil Engineering

Mr. Carl E. Nelson  
Manager, Field Services  
ASCE, 345 East 47th Street  
New York, New York 10017

Dear Carl:

Reference is made to our telecon dated December 15, 1976, and subsequent letter on December 20, 1976, in regard to ASCE's Local and National Historic Civil Engineering Landmark Programs.

The Columbia Section is submitting the Mullan Road for National recognition. The Mullan Road was constructed under the supervision of Captain John Mullan, 1859-1862. This military road played an important link between Fort Walla Walla, Washington, to Fort Benton, Montana. The wagon road covered 624 miles across virgin prairie and mountain country.

Acceptance of this nomination could provide recognition to three PNC Sections- Columbia, Spokane, and Montana. Each of these sections is small, featherweight, and welterweight divisions and, to my knowledge, have not had a National Historic Civil Engineering Landmark. Nine or more common plaques could be cast and placed at various locations along the 624-mile route, such as Walla Walla, Lyons Ferry State Park and Spokane, WA; Coeur d' Alene and Mullan, Idaho; and Missoula, Helena, Great Falls, and Fort Benton, Montana.

Our History and Heritage Committee is submitting three projects for Local Landmark recognition. We propose to have the recognition plaques on display at the new Lyons Ferry State Park for the following landmarks:

- (1) The Joso Union Pacific Railroad Bridge
- (2) The Lyons Ferry Site - Swinging Current Ferry 1860-1968 for surface travel
- (3) The Lyons Ferry Boat Operated 1949-1968 and presently located on display at Lyons Ferry State Park

Since the Columbia Section is in the Featherweight Division, our budget is limited. We hope the Committee will find merit in these landmarks and grant

Committee on History and Heritage  
ASCE

24 January 1977

our Section some subsidy. We would appreciate any amount that the National Office would contribute to our project.

Sincerely yours,



RICHARD A. KADEN, P.E.  
President, Columbia Section  
1936 S. Howard  
Walla Walla, Washington 99362

4 Incl  
As stated

CF: w/o incl  
Leland J. Walker  
ASCE President  
P.O. Box 1561  
Great Falls, MT 59403

Lucy Pettapiece  
President, Montana Section  
U.S. Bureau of Reclamation  
P.O. Box 1629  
Great Falls, MT 59403 - 406-452-6455

Frederick J. Watts  
President, Spokane Section  
489 Paradise Drive  
Moscow, ID 83843 - 885-6111 (885-6783)



Revised in August 1977 to submit for National Landmark status. CK 3/2014



## AMERICAN SOCIETY OF CIVIL ENGINEERS

COLUMBIA SECTION

Nomination for Designation  
as a  
LOCAL HISTORIC CIVIL ENGINEERING LANDMARK

DATE: 24 January 1977

TO: Committee on the History and Heritage  
of American Civil Engineering  
American Society of Civil Engineers  
345 East 47th Street  
New York, New York 10017

FROM: Committee on History  
and Heritage  
Columbia Section ASCE

This is to notify the National Committee on History and Heritage of American Civil Engineering, CHHACE, that the Lyons Ferry Boat, presently located at Lyons Ferry State Park Day Use Area on the Snake River in Washington has been designated by this Section as a LOCAL HISTORIC CIVIL ENGINEERING LANDMARK. The National CHHACE is hereby requested to include this landmark in the Master Roster of Local Historic Civil Engineering Landmarks.

The following information is provided:

- a. Date of construction (or other significant dates):

Used from 1949 to 1968

- b. Historical significance of this landmark:

The Lyons Ferry Boat was the last to cross at the Lyons Ferry site and was undoubtedly one of the few cable ferries anywhere in the west to operate at such a late date.

- c. Listing of published references:

(1) "A CULTURAL RESOURCES SURVEY FOR THE UNITED STATES ARMY CORPS OF ENGINEERS WALLA WALLA DISTRICT HISTORICAL RESOURCES STUDY" by David H. Stratton and Glen W. Lindeman - Washington Archaeological Research Center, Washington State Research University, Pullman, WA.

(2) Pacific Northwest Quarterly, July 1974, "The Economic Impact of The Mullan Road on Walla Walla, 1860-1883"; by Alexander C. McGregor.

- d. Any other information:

The Lyons Ferry Boat was acquired by the Corps of Engineers in the late 1960's and moved a short distance up the Palouse River, where it is now preserved as a central attraction of Lyons Ferry State Park. This 64½-foot craft was the last cable ferry to use the current to sweep the boat across the river in a semicircular swing.

Committee on History and Heritage  
Columbia Section ASCE

At its present location, the boat is rigged in the same manner as when it was in use, and the hull has been reinforced with lightweight material for added buoyancy. A walkway leads from the shore out onto the boat. When in operation, the ferry used the river current for motive power. A line, controlled by a hand-operated wheel, was attached to a cable that spanned the river. As the operator spun the wheel, the bow was turned into the current and the force of the water pushed the ferry diagonally across the river. Earlier models of the white man's ferry carried soldiers, miners, packers, stockmen, traders, and other early settlers when traveling the Mullan Road, between Fort Walla Walla and Fort Benton Montana.

Joseph D. Bodman  
Joseph D. Bodman  
Chairman  
Committee on History and Heritage

ENDORSED BY:

Ernest L. Hale  
Ernest L. Hale  
Secretary-Treasurer

Richard A. Kaden  
Richard A. Kaden  
President



# AMERICAN SOCIETY OF CIVIL ENGINEERS

COLUMBIA SECTION ORGANIZED OCTOBER 10, 1950

1936 S. Howard  
Walla Walla, WA 99362  
10 February 1977

Mr. Herbert R. Hands, Manager  
Public Information Service  
ASCE 345 East, 47th Street  
New York, N.Y. 10017

Dear Herb:

I received your February 1 letter, File: 3-57-2 Mullan Road-Walla Walla, WA, to Ft. Benton, Montana. As you know, this is our first nomination as an ASCE National Historic Civil Engineering Landmark.

In our nomination, I suggested that nine plaques be used to recognize the 624-mile Mullan Road route. I had talked with Carl Nelson about reducing the cost of the present brass plaques and he suggested the use of aluminum. The change in metal may reduce the temptation for vandalism. Inclosed is a letter from the Indiangiver Company dated December 21, 1976, for quotes on brass etched ASCE logo; 6 inches wide for \$22.50 each, when ordered in quantities of six to eleven. The same ASCE logo placed on 9x11½-inch walnut backing is priced at \$42.00. The wood plaque may be an acceptable solution for an indoor display at museums along the route. Since three ASCE sections could benefit by the Mullan Road nomination, I suggest that  $3 \times \$284.50 = \$853.50$  be allotted toward the less expensive plaques or  $\$853.50 \div 9 = \$94.83$  each. I would appreciate the CHHACE to consider the merits of this proposal during their next meeting.

In addition, the Columbia Section requests the \$300.00 allotment for our separate local landmark designations. I would be interested in ASCE's assistance in the production of aluminum plaques for our proposed outdoor display at Lyons Ferry State Park.

Sincerely yours,

RICHARD A. KADEN, P.E.  
President, Columbia Section ASCE

CF; w/o incl

Leland J. Walker  
ASCE President  
P.O. Box 1561  
Great Falls, MT 59403

Lucy Pettapiece  
President, Montana  
U.S. Bureau of Recl.  
P.O. Box 1629  
Great Falls, MT 59403  
406-452-6455  
(535-1321)

Fredrick J. Watts  
President, Spokane Sec.  
489 Paradise Drive  
Moscow, ID 83843  
885-611 (885-6782)



February 22, 1977

File: 3-57-2 (Mullan Road) ✓  
(Local Landmarks)

Mr. Richard A. Kaden, President  
Columbia Section, ASCE  
1936 S. Howard  
Walla Walla, WA 99362

Dear Dick:

Thanks for your February 10 letter. Our information is that Bronze is much better than Aluminum for ASCE landmark plaques, as it withstands outside weathering better. It is outside that the public sees our designating plaques and at or near the site. Of course a museum can be an exception.

If the Mullan Road is designated by the Society we have precedent for providing three plaques, one each for the Columbia, Spokane and Montana Sections. These cost the National ASCE \$284.50 each and each Section should be ready to conduct a presentation ceremony. Additional duplicates would have to be funded from other sources. Other kinds of recognition plaques (on wood etc.) would also have to be funded from other sources.

Your February 10 letter requests three \$100 grants toward the cost of your three local historic civil engineering landmarks. We do have enough available funds for this and am pleased that you want our help in the production of these plaques. As indicated above, we feel they should be in-bronze. The total cost for each is \$284.50 and the size is 18" x 12". Enclosed is a photo of one. Please advise me if you wish to proceed and send me the exact wording for each one, being careful to not have so much lettering that it will not fit. Production takes about six weeks from receipt of the order.

Dick, I hope that this letter answers your questions and that you are assured that we want to be of all possible help.

Best regards,

Herbert R. Hands, Manager  
Public Information Services

Enclosures

x blue - CEN

HRH:AC



April 1, 1977

File: 3-57-2  
(Mullan Road)

Mr. Richard A. Kaden, President  
Columbia Section, ASCE  
1936 S. Howard  
Walla Walla, WA 99362

Dear Dick:

As you may know, the Committee on the History and Heritage of American Civil Engineering has studied your nomination and documentation for the Mullan Road carefully. At its last meeting the committee reluctantly concluded that it could not recommend the Mullan Road to the Board of Direction for designation as an ASCE National Historic Civil Engineering Landmark.

The committee, however, was enthusiastic in making the following recommendation to the Columbia Section. The committee suggested that the Columbia Section designate the Mullan Road as a Columbia Section Historic Civil Engineering Landmark. (With possible "blessing" from the PNC, could it be designated as a Pacific Northwest Historic Civil Engineering Landmark?) As you may know, such local designation is encouraged by the national Society. Here we have provision for assisting Sections with the cost of a bronze plaque to mark such recognition. We can provide \$100 for this purpose upon your request. We will also register the designation on our master register of local landmarks as soon as you advise me that your section has so designated it.

The committee also wished me to tell you that the activities of the Section in this public recognition program is very much appreciated.

Sincerely,

Herbert R. Hands, Manager  
Public Information Services

cc: CHHACE

HRH:ac



MONTANA  
SECTION  
1945



May 5, 1977

Civil Engrg & Engrg Mechanics  
Montana State University  
Bozeman, MT 59715

Committee on the History and Heritage of  
American Civil Engineering  
American Society of Civil Engineers  
345 East 47th Street  
New York, NY 10017

Dear Gentlemen:

By formal action at their February 19, 1977 meeting, the Board of Directors of the Montana Section wholeheartedly endorse and support the efforts of the Columbia Section to have the entire Mullan Road running from Fort Benton, Montana to Walla Walla, Washington designated as a National Historic Civil Engineering Landmark. I believe the application carries your file number 3-57-2.

There is absolutely no question in our minds that the Mullan Road warrants such designation. Our own Section was planning to nominate it, and we were pleasantly surprised to learn that the Columbia Section had already done so.

Please let us know what we can do to further support the nomination. If more documentation is required, the Montana Section is willing to compile it. We obviously would be willing to identify specific sites in Montana where plaques would be appropriate.

Sincerely,



Ralph W. Zimmer, P.E.  
Chairman  
History and Heritage Committee

RWZ/g

cc: Lucy Pettapiece (President, Montana Section)  
Richard A. Kaden (President, Columbia Section)  
Fredrick J. Watts (President, Spokane Section)  
Leland J. Walker (National President)



May 18, 1977

Ralph W. Zimmer, P.E., Chairman,  
History and Heritage Committee,  
Montana Section, ASCE  
Civil Engineering and Engineering Mechanics  
Montana State University  
Bozeman, Montana 59715

Dear Mr. Zimmer:

By copy of this letter, your May 5 letter to the Committee on the History and Heritage of American Civil Engineering (CHHACE) is being brought to the committee members' attention.

I must tell you that CHHACE at its last meeting did not act to recommend it to the Board. (See enclosed April 1 letter.)

If evidence of a widespread regional impact with national significance can be provided and/or civil engineering techniques first used to build the road were later used by the profession nationally, such would be most helpful in bringing it before the committee for reconsideration. Should any other aspects be able to be provided which would be helpful to the committee in recommending national instead of regional or local designation, this should be provided.

Committee members, by copy of this letter should feel free to communicate any thoughts they may have. I know that CHHACE tries hard to recommend national whenever possible.

Sincerely,

Herbert R. Hands, Manager  
Public Information Services

Enclosure

cc: CHHACE w/5/5/77 letter  
Ms. Lucy Pettapiece (Pres., Montana Section)  
Mr. Richard A. Kaden (Pres., Columbia Section)  
Mr. Frederick J. Watts (Pres., Spokane Section)  
Mr. Leland J. Walker (National President)





*file*  
*next CHHACE*  
*mtg*

AMERICAN SOCIETY OF CIVIL ENGINEERS  
COMMITTEE ON HISTORY AND HERITAGE  
OF AMERICAN CIVIL ENGINEERING

May 24, 1977

Messrs. Neal FitzSimons, Chairman  
John W. Briscoe  
Emory L. Kemp  
Alan L. Prasuhn  
John R. Wolfs  
Herbert R. Hands

Gentlemen:

This is in connection with Herb Hands letter of May 18th to Ralph W. Zimmer re the Mullan Road. I am pleased that this subject is being renewed by Mr. Zimmer because at least once every two weeks since our Washington meeting I have framed a letter to CHHACE "in my mind" because I felt the Mullan Road was as important transportation media to the West as the National Pike was to the East. You will recall I voted "yes" for the road to be a NHCEL.

The National Road was constructed between 1811 and 1839. It followed an Indian trail out of Cumberland, Maryland which was widened to 12 feet by General Braddock for military purposes. Item c. on page 2 of the Nomination for NACEL dated October 29, 1975 includes the following statement:

"Unique features or characteristics which sets this proposed landmark apart from other structures or projects:

"There is little to suggest that any new construction practices or innovations were developed for the National Road. It's importance lies in the sheer magnitude of the project and its impact on trade with the West, tying the states together in a firmer political, economic, and cultural union."

The write-up submitted to the ASCE Board of Direction includes the statement: "This highway was the precursor of today's federal interstate system and represented the highest standards of road design and construction at that time."

The National Road extended from Baltimore to Vandalia, Illinois, a distance of 812 miles. It was built by federal funds and Congress refused to finance it to its planned destination, St. Louis.

The Mullan Road was constructed from 1859 to 1862. It extended from Fort Benton, Montana (head of navigation on the Missouri River) to the Pacific Northwest and Columbia River transportation system terminus at Fort Walla Walla, Washington.



Committee on History and Heritage of American Civil Engineering  
May 24, 1977  
Page 2

It was 624 miles in length and completed as planned. Like the National Road, it traversed virgin mountain country and flat-lands. Several major river crossings were made on both roads and many bridges constructed.

I would presume that, although the National Road construction started 48 years before the start of construction for the Mullan Road, the construction processes and developments in the Eastern part of the country were still far ahead of those in the Pacific Northwest, even at that earlier date, so the Mullan Road was also a pioneer adventure. As far as the economic impact that the two roads had on their sections of the country, I feel they were equally significant.

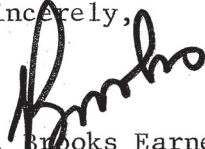
In no way am I denigrating the National Road. I just feel that the two roads were equally important to their regions at the time they were constructed. The National Road providing transportation from Baltimore practically to the Mississippi River and the Mullan Road providing transportation between the head of navigation on the Missouri River to the transportation system terminus on the Columbia River. The Mullan Road traversed parts of Montana and Washington and all of Idaho.

I hope we easterners do not deprecate the national historical civil engineering accomplishments conceived and built by our predecessors in the west. If my count is correct there are 37 NHCEL's east of the Mississippi River and 22 to the west, of which 7 are in California. The area of the United States west of the Mississippi River not including Alaska and Hawaii is just about  $2\frac{1}{2}$  times the area east of the Mississippi. If Alaska and Hawaii are included it is slightly over 3 times as great.

I sincerely hope that the Sections encompassing the Mullan Road will be able to appropriately supplement the original nomination submitted to CHHACE dated January 24, 1977.

Just one more comment; Montana, Idaho nor Washington have a NHCEL within their states. I think it would be nice for CHHACE to recommend one for that area before Leland Walker leaves the office as ASCE President. Lee's home is in Montana and he is the first President the northwest has had since Glenn Holcomb in 1961, and I am not sure, but Glenn may have been the first ASCE President from that area, at least there are no others in the 1977 official register.

Sincerely,



G. Brooks Earnest

GBE:md





AMERICAN SOCIETY OF CIVIL ENGINEERS  
HYDRAULICS DIVISION

14 July 1977

*Public  
Mullan Rd -  
and rest  
CHASE Meehey  
Jules*

Mr. Herbert R. Hands, Manager  
Public Information Services  
ASCE  
345 East 47th Street  
New York, N.Y. 10017

Dear Mr. Hands:

The Spokane Section of the American Society of Civil Engineers strongly endorses the nomination of the Mullan Road for designation as a "National Historic Civil Engineering Landmark."

This road was a major link in the early transportation system in northwestern United States. Many miles of the road were constructed in extremely difficult terrain and it is apparent that good engineering judgment was exercised. An Interstate Highway and a major railroad currently parallel much of the route of the Mullan Road attesting to the adequacy of the reconnaissance and final alignment surveys.

Thank you for considering this proposal.

Sincerely yours,

Fred J. Watts  
President of Spokane Section  
American Society of Civil Engineers

FJW:ph

July 21, 1977

File: 3-57-2  
Mullan Road & Next CHHACE Meeting

Mr. Fred J. Watts  
President, Spokane Section, ASCE  
489 Paradise Drive  
Moscow, ID 83843

Dear Mr. Watts:

Thank you for your July 14th letter indicating that the Spokane Section endorses the Mullan Road for designation as a National Historic Civil Engineering Landmark.

By copy, this is being brought to the attention of the Committee on the History and Heritage of American Civil Engineering.

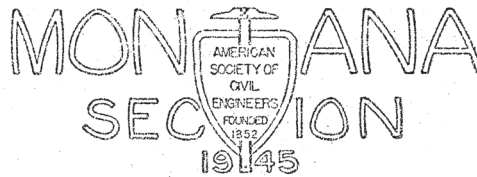
Sincerely,

Herbert R. Hands, Manager  
Public Information Services

HRH:pb

cc: CHHACE





Civil Engineering/Engineering Mechanics  
Montana State University  
Bozeman, MT 59717  
August 26, 1977

*Rec'd  
8/31/77*

*see appendix C*

Mr. John R. Wolfs  
2065 Berkeley Drive  
Westlake, OH 44145

Dear Mr. Wolfs:

For your consideration in relationship to your duties on the ASCE CHHACE, we are enclosing a revised National Historic Civil Engineering Landmark nomination for the Mullan Road. Mr. Herb Hands recommended that we send copies directly to the committee members in order to allow them the maximum possible time for review prior to the upcoming CHHACE meeting.

You perhaps recall that the Columbia Section previously nominated the Mullan Road for national designation and that your committee denied the application. Several things have happened since then, and we are now asking that you reconsider the nomination on the basis of the revised documentation.

The Mullan Road passed through a geographic area now encompassed by the Columbia, Montana, and Spokane Sections of ASCE. As you can see in the enclosed document, all three Sections are now jointly nominating the Mullan Road for national designation and the nomination has been officially endorsed by the ASCE Pacific Northwest Council as well as by other agencies and societies. By mutual agreement amongst the three Sections, this revised application has been prepared by the Montana Section, and all communications concerning it should be directed to me personally.

There are several reasons why we hope you will be able to recommend national designation:

1. The Mullan Road warrants such designation. Both the American Association of State Highway Officials and the American Public Works Association have singled it out for special mention in their national publications. Milnor Roberts, 1879 national ASCE President, subsequently referred to the road and the report of its builder, John Mullan, as a very important work (underlined by Roberts).
2. The Pacific Northwest seems to be devoid of National Historic Civil Engineering Landmarks. The designation of the Mullan Road would significantly fill that void since it would be shared by three states and three sections.

Mr. John R. Wolfs

Page Two

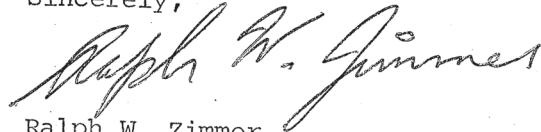
August 26, 1977

3. We in Montana would particularly appreciate its designation since we would like to "give" it as a sort of going out of office present to one of our own, Lee Walker, whose term as national ASCE President is coming to an end.

However, we do not ask special favors. We expect you to consider the application on its own merits. We hope to have some color prints of the road at your meeting for your examination, and we will be anxiously awaiting word of your decision.

If national designation is granted, we would hope that national ASCE would provide us with three gratis bronze plaques, one for each of the Sections. In addition, if any of the Sections would like additional plaques for display at other locations, would national ASCE totally or partially subsidize those additional plaques?

Sincerely,



Ralph W. Zimmer

History & Heritage Committee

406/994-2111

RWZ/jj

Enclosure (3 with this copy)

cc: Dr. Joe D. Armijo  
Mr. David R. Beadling  
Mr. Herbert R. Hands ✓  
Mr. Richard A. Kaden  
Mrs. Lucy W. Pettapiece  
Prof. Fred J. Watts



Mr. Neal FitzSimmons, Chairman  
10408 Montgomery Avenue  
Kensington, MD 20795

Mr. John A. Adams, Jr.  
3413 Pickard Avenue, N.E.  
Albuquerque, NM 87110

Prof. John W. Briscoe  
University of Illinois  
Civil Engineering Bldg., Rm. 2122  
Urbana, IL 61801

Dr. G. Brooks Earnest  
Fenn Educational Foundation  
700 National City Bank Building  
Cleveland, OH 44114

Prof. Emory L. Kemp  
Dept. of Civil Engineering  
West Virginia University  
Morgantown, WV 26506

Prof. Alan L. Prasuhn  
Civil Engineering Dept.  
California State University  
6000 J Street  
Sacramento, CA 95819

Mr. John R. Wolfs  
2065 Berkeley Drive  
Westlake, OH 44145

Rec'd  
8/31/77

NOMINATION FOR DESIGNATION AS A  
NATIONAL HISTORIC CIVIL ENGINEERING LANDMARK

DATE: August 26, 1977

FROM: ASCE Columbia, Montana, and Spokane  
Sections (joint nomination; see  
Appendix D)

TO: Committee on the History and  
Heritage of American Civil  
Engineering  
American Society of Civil  
Engineers  
345 E. 47th Street  
New York, NY 10017

CORRESPONDENCE: History and Heritage  
Committee  
Montana Section ASCE  
c/o Dept. of Civil Engineering  
Montana State University  
Bozeman, MT 59717

This is to nominate THE MULLAN ROAD for designation as a National Historic Civil Engineering Landmark. As shown on the map in Appendix A, the Mullan Road stretched 624 miles from Walla Walla, Washington to Fort Benton, Montana (at the time of construction, the two termini were known respectively as "new" Fort Walla-Walla, Washington Territory, and Fort Benton, Dakota Territory).

In support of this nomination, the following information is provided:

1. Significant dates:

The initial explorations for the route occurred as part of the famous 1853-54 Pacific Railroad Surveys. Indian difficulties and other problems intervened, so actual construction did not start until 1859. Work progressed from Walla Walla eastward, and Fort Benton was reached in 1860 at which time the route was first traversed from one end to the other. Realignments and other improvements were made during 1861 and 1862.

2. Key professional personnel associated with the project:

Primary credit goes to two West Point educated soldier-engineers, Isaac I. Stevens and John Mullan. Lesser credit belongs to the subordinate engineers and other professionals.

Stevens conceived the project and championed it to its completion. Resigning from the Army as Lieutenant of Engineers and executive officer of the United States Coast Survey, brevet Major Stevens was appointed governor of newly created Washington Territory in 1853. He was almost immediately appointed director of the northern Pacific



Mullan's 1859-1862 crews successfully determined for the first time the precise latitudes and departures at various key locations in the interior of the Pacific Northwest. Both the Lewis & Clark and Stevens expeditions had hoped to do this, but equipment failures and other problems had intervened.

4. Unique features or characteristics which set this landmark apart from other structures or projects:

Unlike the Oregon Trail and other famous old west trails of the same period, the route was selected based upon engineering reconnaissance surveys and a roadway was actually constructed. The 624 mile (1,004 kilometer) route traversed rolling prairies, timbered hills, and mountains. Light grading and occasional bridging sufficed on the prairies, but substantial grading and frequent bridging were required in the mountainous sections. Corduroy was laid across swampy areas and rock obstructions were blasted. Using only primitive equipment, extensive grading was performed particularly in crossing the Coeur d'Alene mountain range. Mile posts were periodically placed along the route giving the total distance from the western terminus.

Although fords were used wherever feasible, many, many wooden bridges (apparently in excess of one hundred) were built as were a few ferries. The bridges varied from a few feet to well over one hundred feet (thirty meters) in length.

5. Contribution which this structure or project made toward the development of (1) the civil engineering profession and (2) the nation:

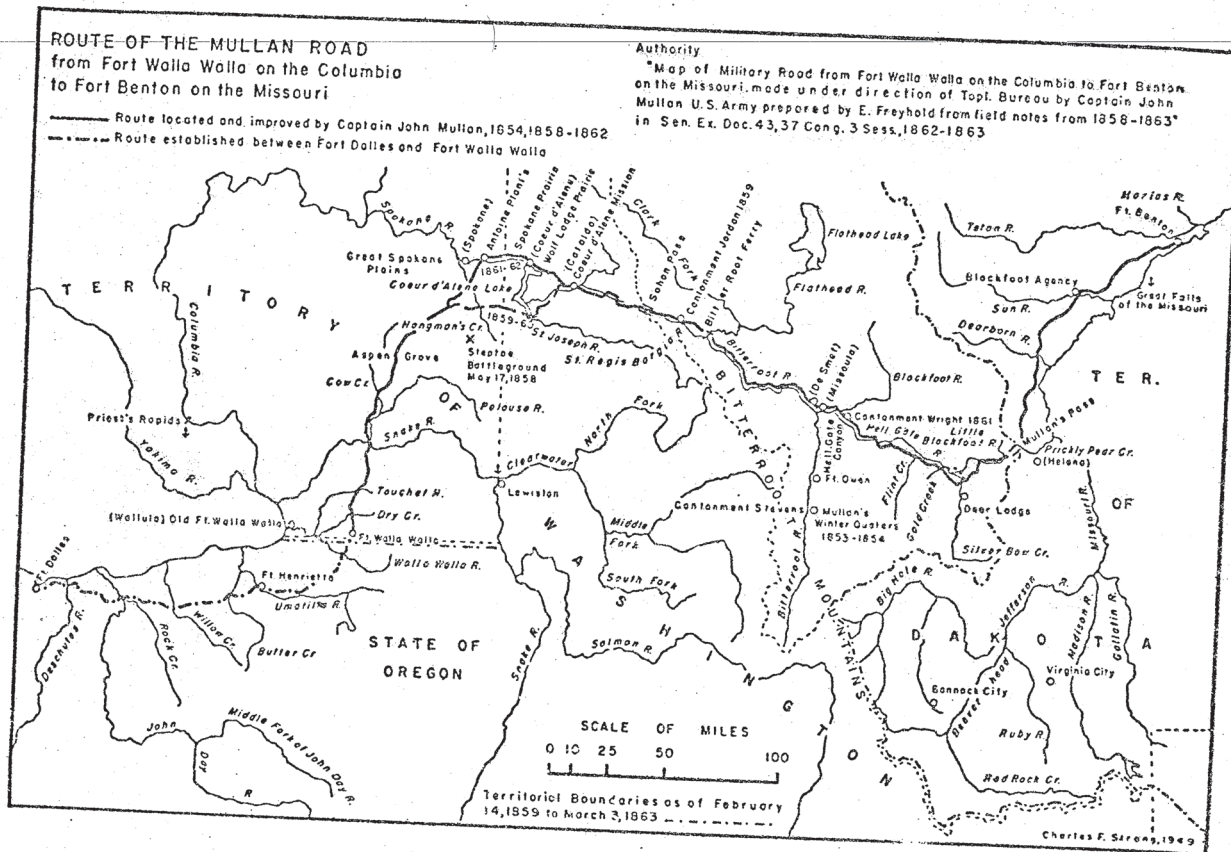
Perhaps the major contribution to the profession was knowledge of the problems of building and maintaining a permanent transportation facility through mountainous areas subject to fallen timber, flooding streams, avalanches and landslides. In addition, the project advanced the art of making engineering reconnaissance surveys.

The local importance of the Mullan Road is attested to by the fact that the name Mullan was given to two towns, one mountain pass, several city streets, a voting precinct, a DAR chapter, etc. In addition, many permanent markers and monuments have been placed along it.

Congress authorized the construction of the Mullan Road as a military wagon road whose existence would aid the military in expediting the inexpensive movement of military personnel and goods between the headwaters of two major river basins, the Columbia and the Missouri. Since peace was reached with the Northwest Indians at an early date, the Mullan Road was only used once for any significant military purpose, and that was in 1860 on a demonstration basis.

# APPENDIX A

## MAP



The Mullan Road ran 624 miles from present day Walla Walla in southern Washington to Fort Benton in north central Montana. At the time of the road's construction, Walla Walla was identified as "new" Fort Walla-Walla, Washington Territory, and Fort Benton was in Dakota Territory at the extreme head of steamboat navigation on the Missouri River.

Source of map: Jackson, W. Turrentine, Wagon Roads West, Yale University Press, New Haven, 1964, p. 262.



## APPENDIX B

### PAINTINGS OF THE MULLAN ROAD

Since we were unable to locate any contemporary photographs of the Mullan Road, we are including photocopies of three paintings in this appendix. The first painting was done by the Federal Highway Administration's predecessor agency, the Bureau of Public Roads, and currently remains in their possession. The last two paintings were commissioned by the Montana Department of Highways and still hang in their headquarters building in Helena.

Photographs of twentieth century remnants of the Mullan Road can be found in Coleman and Rieman's book, Captain John Mullan; His Life: Building the Mullan Road.

The painting of the Mullan Road surveying party on the previous page was done by former Bureau of Public Roads (now named Federal Highway Administration) artist Carl Rakeman. Rakeman and the Bureau of Public Roads noted highway historian, Albert C. Rose, collaborated to produce an illustrated series of articles subsequently collected together by the American Association of State Highway Officials and published in 1953 under the title of Historic American Highways.

Rakeman and Rose, now both deceased, selected the Mullan Road as one of only approximately forty trails, roads, and highways to include in the series. Additional articles illustrated by Rakeman highlighting famous bridges, highway construction "first", etc., were included in the published volume. It is interesting to note that Rakeman's painting of the Mullan Road surveying party was one of very few paintings in the entire series which depicted engineers/surveyors at work.

The painting is believed to have been done sometime between 1939 and 1945. Its original dimensions were 36" vertical by 48" horizontal, but a thoughtless individual trimmed it to 33" by 43" to fit an available frame. The photographic reproduction on the previous page was made from the original 36" by 48" painting.

The Mullan Road painting along with the other Rakeman originals is currently being stored by the Federal Highway Administration awaiting permanent loan to some museum.



Irvin "Shorty" Shope did the painting depicted on the previous page for the Montana Department of Highways in 1940. It hangs in the hallway corridor outside the administrative offices of the Montana Department of Highways building in Helena. The caption reads:

Between 1855 and 1862 the Federal Government built a so-called military road to connect Fort Benton with Fort Walla Walla. The location and construction was in charge of Captain John Mullan, Second Artillery, U.S.A. The route became known as the Mullan Road and was the first engineered highway in Montana.

This picture shows Captain Mullan supervising the construction of a bridge across the mouth of the Big Blackfoot River during the winter of 1861-1862.

This painting measures 16" vertical by 41" horizontal.

The large painting (5' vertical by 6-1/2' horizontal) depicted on the previous page occupies a prominent spot in the entrance to the Montana Department of Highways building in Helena. It was painted for the Department of Highways by Irvin "Shorty" Shope in 1937, and the caption reads:

The Mullan Road was built by the government to connect the heads of navigation on the Missouri and Columbia Rivers. Along its winding route traveled ox, horse and mule teams freighting from Fort Benton. The horses of pack trains, cavalry troops and cowmen kicked up the dust of its course. Over its grades and along its pleasant valleys, passing all but the swiftest horsemen, rolled the stagecoach. The six horse coach driven by a fearless reinsman was a bright spot of color in a very colorful part of our state's history.

With his horses slightly strapped, so that they might travel with the greatest of ease and swiftness, the stage driver took steep down grades and sharp turns at a rapid pace. These western reinsmen were perhaps the best the world has ever seen developed.



## APPENDIX C

### QUOTABLE QUOTES AND PERTINENT FACTS

The Mullan Road was built by the U. S. Army as a military wagon road. Starting in the 1750's, the U. S. Army has built well over one hundred military roads within the continental United States, but only five of them were longer than the Mullan Road. None of the five longer routes presented the location and construction difficulties that the Mullan Road presented.

The engineering and national significance of the Mullan Road is attested to by its inclusion in respected publications of two national engineering-oriented organizations. The American Public Works Association's outstanding bicentennial publication History of Public Works in the United States: 1776-1976 referred to the Mullan Road as "one of the most remarkable of the military wagon roads." Bureau of Public Roads (now Federal Highway Administration) personnel authored and the American Association of State Highway Officials printed a landmark 1953 publication entitled Historic American Highways. As mentioned on page B-3, the Mullan Road was one of approximately forty trails, roads, and highways singled out for mention.

Virtually all history books dealing with the western half of the country (the trans-Mississippi west) mention the Mullan Road. Several of the more specialized regional histories devote an entire chapter to the topic. Two such respected, scholarly books are Jackson's Wagon Roads West and Winther's The Old Oregon Country. Another regional history, Howard's Northwest Trail Blazers describes the Mullan Road as "the first road officially built on engineering principles in the west."

W. Milnor Roberts, 1879 national ASCE President, was Chief Engineer of the Northern Pacific Railroad in 1869 when he conducted a personal reconnaissance survey along the projected route of the transcontinental railroad. While on that mission, he wrote his wife that the Mullan Road and Mullan's final report were "very important work" (underlined by Roberts). When the railroad was completed in 1883, an elaborate ceremony was staged at the joining of the rails near Garrison, Montana. It was indicative of the importance of the Mullan Road that John Mullan was assigned a place of honor on an elevated platform along with General U. S. Grant and other national and international dignitaries.

As mentioned on page D-10, the U. S. Forest Service intends to nominate portions of the Mullan Road for inclusion in the National Register of Historic Places.

## APPENDIX D

### LETTERS OF NOMINATION, ENDORSEMENT, AND SUPPORT

This appendix contains copies of nine letters:

D-2: ASCE Columbia Section letter of nomination.

D-3: ASCE Montana Section letter of nomination.

D-4: ASCE Spokane Section letter of nomination.

D-5: ASCE Pacific Northwest Council (PNC) letter of endorsement.

The three sections "sharing" the Mullan Road are all included in the PNC.

D-6: Letter of endorsement from District 6 of the Institute of Transportation Engineers (ITE).

District 6 is ITE's largest and encompasses Montana, Wyoming, Colorado, New Mexico and all states west of those four, including Alaska and Hawaii.

D-7: Letter of support from the Idaho State Historical Society.

D-8: Letter of support from the Montana Historical Society.

D-9: Letter of support from the State Capitol Historical Association of Washington.

D-10: Letter of information from Region 1 of the United States Forest Service stating their intention to nominate parts of the Mullan Road to the National Register of Historic Places.





August 4, 1977

Mr. Herbert R. Hands, Manager  
Public Information Services  
American Society of Civil Engineers  
345 East 47th Street  
New York, New York 10017

Dear Mr. Hands:

By formal action at their February 19, 1977 meeting, the Board of Directors of the Montana Section have voted to place the Mullan Road in nomination for designation as a National Historic Civil Engineering Landmark. We are willing to make this nomination either unilaterally or in combination with the Spokane and/or Columbia Sections.

Sincerely,

*Lucy W. Pettapiece*  
Lucy W. Pettapiece  
President

LWP/RWZ/eg

cc: Joe D. Armijo  
Ralph W. Zimmer



PACIFIC NORTHWEST COUNCIL  
OF THE  
AMERICAN SOCIETY OF CIVIL ENGINEERS

7716 S. E. 27th Avenue  
Portland, Oregon 97202  
July 14, 1977

Mr. Ralph Zimmer  
Department of Civil Engineering  
Montana State University  
Bozeman, Montana 59715

Dear Ralph:

At the April 1, 1977 meeting of the Pacific Northwest Council Board of Directors, Dick Kaden presented a recommendation that the Mullan Road be designated as an ASCE National Historic Civil Engineering Landmark. After due deliberation, the Board unanimously passed a resolution endorsing that recommendation.

Sincerely,

*David R. Beadling*  
David R. Beadling  
PNC Chairman



IDAHO STATE HISTORICAL SOCIETY

610 NORTH JULIA DAVIS DRIVE BOISE, IDAHO 83706



STATE MUSEUM

August 4, 1977

Mr. Herbert R. Hands  
Manager, Public Information Services  
ASCE  
345 East 47 Street  
New York, NY 10017

Dear Mr. Hands:

I understand that the Mullan road is under consideration for designation as a National Historic Civil Engineering Landmark. This important engineering achievement certainly deserves that status, and visible remaining sections of the road in Idaho are in the process of nomination for inclusion in the National Register of Historic Places. I shall appreciate hearing of your action in this matter, and hope that your association can designate the route soon.

Sincerely yours,

A handwritten signature in cursive script that reads "Merle W. Wells".

Merle W. Wells  
State Historic Preservation Officer

dm

Ralph W. Zimmer ✓



STATE OF  
WASHINGTON

Dixy Lee Ray  
Governor

STATE CAPITOL HISTORICAL ASSOCIATION OF WASHINGTON

211 West 21st Avenue, Olympia, Washington 98501

August 23. 1977

Mr. Ralph W. Zimmer, Chairman  
History & Heritage Committee  
Dept. Civil Engineering & Engrg Mechanics  
Montana State University  
Bozeman, Montana 59715

Dear Sir:

We would like to offer this endorsement of the Mullan Road as an important historical accomplishment in the history of civil engineering in the West, and to offer that the building of this road in the mid-19th century was an event of truly national significance.

As stated in "The Mullan Road" compiled by B. C. Payette and published in 1968, "The Mullan Road was a vital link in the chain of events that opened the Far Northwest to the thousands of settlers who would dare the challenge open to them. It was the necessary fore-runner to the future railroad bed which was laid down along the route and it eased the huge task of moving the rich ore of the mines from the region into the economy of the nation."

W. Turrentine Jackson, in "Wagon Roads West" a scholarly study of federal road surveys and construction, published in 1952, also is emphatic about the importance of the Mullan Road, and says it was recognized as the federal government's major contribution to the Northwest region's transportation system before the railroad era.

From all accounts, Capt. John Mullan, upon whom the responsibility rested for the surveying and building of this important route, was an ideal choice, his dedication was an important force in the successful completion of the project.

Sincerely yours,

*Delbert J. McBride*  
Delbert J. McBride  
Curator



## APPENDIX E

### ANNOTATED LIST OF SELECTED REFERENCES

1. Armstrong, Ellis L. (ed.), History of Public Works in the United States: 1776-1976, American Public Works Association, Chicago, 1976, p. 64.

Refers to the Mullan Road as "one of the most remarkable of the military wagon roads."

2. Bemis, Samuel Flagg, "Captain John Mullan and the Engineers' Frontier," Washington Historical Quarterly, Vol. XIV No. 3 (July 1923), pp. 201-205.

Describes the role played by engineers in the development of the west.

3. Coleman, Louis C. and Rieman, Leo, Captain John Mullan; His Life: Building the Mullan Road, Payette, Montreal, 1968.

This privately printed book discusses John Mullan and the Mullan Road at length. Includes many photographs of the twentieth-century remnants of the road.

4. Erickson, Harvey, "Mullan's 1862 Interstate Road," The Pacific Northwesterner, Vol. 18 No. 4 (Fall 1974), pp. 53-66.

Presents an engineering oriented description of the Mullan Road and its builder.

5. Greenough, W. Earl, "First 100 Years: Coeur d'Alene Mining Region," 1947, p. 27.

This booklet describes how the initial automobile to travel from Chicago to north Pacific points used portions of the Mullan Road.

6. Howard, Helen Addison, Northwest Trail Blazers, Caxton Printers, Caldwell, Idaho, 1963, pp. 145-171.

Devotes one full chapter to "Captain John Mullan, the Road Builder" and another chapter to Isaac Stevens. Describes the Mullan Road as "the first road officially built on engineering principles in the West."

7. Jackson, W. Turrentine, Wagon Roads West: A Study of Federal Road Surveys and Construction in the Trans-Mississippi West: 1846-1869, Yale University Press, New Haven, 1964, pp. 257-278 ff.

Devotes one full chapter to the Mullan Road. Describes it on pages 325-326 as "the federal government's greatest contribution to transportation development in the Pacific Northwest."

14. Stevens, Isaac I., "Reports of Explorations and Surveys, to Ascertain the Most Practicable and Economical Route for a Railroad from the Mississippi River to the Pacific Ocean: Made under the Direction of the Secretary of War, in 1853-5, According to Acts of Congress of March 3, 1853, May 31, 1854, and August 5, 1854," Senate Executive Document 56, 36 Cong., 1 sess., Vol. XII, Book I.

Contains Stevens' final report.

15. Winther, Oscar Osburn, The Old Oregon Country: A History of Frontier Trade, Transportation and Travel, University of Nebraska Press, Lincoln, 1950, pp. 202-213.

Devotes one whole chapter to the Mullan Road. Although perhaps overexaggerating, page 212 states "for a time this remarkable road was even a challenge to the Oregon Trail . . . ."





## AMERICAN SOCIETY OF CIVIL ENGINEERS

345 EAST 47th STREET • NEW YORK, N. Y. 10017 • (212) 644-7496

September 19, 1977

File: 3-57-2  
Reports to Board

### COMMITTEE ON THE HISTORY AND HERITAGE OF AMERICAN CIVIL ENGINEERING

Messrs: Neal FitzSimons, Chairman  
John A. Adams, Jr.  
John W. Briscoe  
G. Brooks Earnest  
Emory L. Kemp  
Alan L. Prasuhn  
John R. Wolfs

Gentlemen:

For your records, here is a copy of the CHHACE report to the Board of Direction.

I am also taking the opportunity to advise our contact for National Landmarks being recommended.

Sincerely,

Herbert R. Hands, Manager  
Public Information Services

HRH:pb  
enc.

cc: Sheldon Schumacher  
H. Hobart Holly  
William Crone  
Richard Kaden  
Ralph Zimmer

*Mullan Road*

September 14, 1977

COMMITTEE ON HISTORY AND HERITAGE  
OF AMERICAN CIVIL ENGINEERING

Report to Board of Direction

For Action: The Committee recommends that the Reversal of the Chicago River be designated as a National Historic Civil Engineering Landmark. The reversal of the Chicago River, completed in 1900, was a Civil Engineering innovation of major magnitude that required imaginative planning and ingenious construction. It resulted in a multi-purpose project involving water supply, pollution control, transportation and power that had a significant impact on the development of America's heartland. This nomination was made by the Illinois Section and has received the support of the Chicago Sanitary District which is the governmental authority responsible for the project.

For Action: The Committee recommends that the Mullan Road be designated as a National Historic Civil Engineering Landmark. The Mullan Road, surveyed 1853-54 and constructed 1858-62, was the first major engineered highway in the Pacific Northwest. Its 624 miles connected the Missouri River Basin to the Columbia River Basin thereby greatly accelerating the development of the Northwest as an integral part of the United States. The Columbia, Montana and Spokane Sections and the Pacific Northwest Council jointly nominated this project which was also endorsed by state historical societies of Idaho, Montana and Washington.

For Action: The Committee recommends that The Mason-Dixon Line be designated as a National Historic Civil Engineering Landmark. This world famous line, completed in 1767, established the highest standards for engineered surveys in its delineation of the boundary lines between the several states of Delaware, Maryland, Pennsylvania and Virginia (now West Virginia). The West Virginia and Pittsburgh Sections jointly made this nomination.

(OVER)



For Action: The Committee recommends that the Naval Drydocks at Boston and Norfolk be designated as National Historic Civil Engineering Landmarks. These twin projects, built 1827 -34, are the earliest major structures of their type in the United States, probably the Western Hemisphere. Despite the dearth of scientific knowledge of hydraulics and geotechnology at the time, Loammi Baldwin II and his associated engineers successfully completed both projects which served the United States Navy for well over a century. This nomination was made by the Boston and Virginia Sections.

For Information: The Committee participated in the Federal Task Force of the National Heritage Trust by attending meetings, staff consultations and reviews of papers. This Task Force was created by President Carter on May 23, 1977 to formulate a national policy relating to heritage matters. A copy of our most recent comments are attached.

For Information: The Committee is participating with the Freedoms Foundation Celebration of the "First Engineering School" scheduled for June 1978.

For Information: The Committee is cooperating with the Task Force on the proposed National Museum for the Building Arts by providing technical guidance, and program ideas.

For Information: The Committee is pleased to report that the first comprehensive work of the Historic American Engineering Record, which ASCE was instrumental in founding, is now available to the general public. (Attachment)

For Information: The Committee is pleased to report that our Landmarks Program has had increasing participation with our colleagues in mechanical and electrical engineering.



Blue  
**AMERICAN SOCIETY OF CIVIL ENGINEERS**

345 EAST 47th STREET • NEW YORK, N. Y. 10017 • (212) 644-7496

November 2, 1977

File: 3-57-2  
(Mullan Road)

Mr. Ralph W. Zimmer, Chairman  
History and Heritage Committee  
Montana Section, ASCE  
Civil Engineering Department  
Montana State University  
Bozeman, Montana 59715

Dear Mr. Zimmer:

It is my pleasure to inform you that the Board of Direction, upon the recommendation of the Committee on the History and Heritage of American Civil Engineering, voted at its last meeting to designate the Mullan Road as a National Historic Civil Engineering Landmark.

As you may know, the Society will provide a 18" x 12" bronze plaque to denote this designation. In the near future, we plan to release publicity on this designation by the Society.

As the ASCE national Historic Civil Engineering Landmark program provides excellent opportunity to help increase public understanding and appreciation of the civil engineering profession it is expected that the ~~Metropolitan~~ Section will arrange a presentation event at which the plaque can be appropriately presented.

Herbert Hands, Manager of ASCE Public Information Services will work with you in this regard or with anyone that you may wish to assign to work out plans for the presentation ceremony. As the designation is a national award, it is proper that an ASCE National Officer will actually present the award to a top representative of the project at the presentation event.

We are looking forward to hearing from you and working out future plans.

Sincerely,

Eugene Zwoyer  
Executive Director

cc: William R. Gibbs, Pres., ASCE  
William W. Moore, V. P., Zone IV  
Eugene R. McMaster, Dir. Dist., 12  
Lucy Pettapiece (Past Pres., Montana Section)  
Fred V. Videon, (Pres., Montana Section)  
Richard A. Kaden (Pres., Columbia Section)  
Frederick J. Watts (Pres., Spokane Section)



Civil Engineering/Engineering Mechanics  
Montana State University  
Bozeman, MT 59717  
April 7, 1978

Mr. William R. Gibbs, President  
American Society of Civil Engineers  
P.O. Box 8405  
Kansas City, MO 64114

Dear Mr. Gibbs:

The Montana Section Board of Directors has decided to place the plaque honoring the Mullan Road as a National Civil Engineering Historic Landmark at the eastern terminus of this road at Fort Benton, Montana. We are planning the presentation of this plaque to be in conjunction with our Montana annual Section meeting which will be held September 21 through 23, 1978. Tentative plans are to have the actual award presentation occur at a function in Fort Benton planned for Saturday, September 23. I would like to extend an invitation to you to make the presentation of the plaque on behalf of ASCE.

The Montana Section considered other alternatives for the location of the plaque, and we were of the opinion that the best recognition to the Mullan Road would be obtained by having plaques in each of the Sections through which the Mullan Road passes. The decision to place the plaque at Fort Benton was made because Fort Benton is the eastern terminus of the road and Fort Benton has an excellent park area and museum where the plaque can be located.

I certainly hope that you will be able to attend our annual meeting this fall and participate in this important presentation. I'll be looking forward to seeing you at the PNC meeting in Billings next week.

Best regards,

Fred F. Videon, P.E.  
President  
Montana Section ASCE

FFV/jj

cc: Walter E. Blessey  
L. Neal Fitzsimons  
Robert W. Gillespie  
Herbert R. Hands ✓  
Richard A. Kaden  
Eugene R. McMaster

Richard A. Saty  
James M. Verzuh  
Leland J. Walker  
Ralph W. Zimmer  
Eugene Zwoyer





HRH

May 2, 1978

Mr. Fred F. Videon, P.E. President  
Montana Section - ASCE  
CE/EM Dept.  
Montana State University  
Bozeman, MT 59717

Dear Fred,

Thanks for your letter of April 7, 1978, regarding the Mullan Road Civil Engineering Landmark Presentation and the invitation to Section members to attend your September 23 Plaque Ceremony.

Our plans for the Spokane Section Presentation are tentative at this time, but we anticipate that it will be held in Coeur d'Alene on Saturday, October 28, 1978. The actual site will be at the "Mullan Tree". Bob Ewing of the Idaho Highway Department is our chairman for this event. We plan on a suitable ceremony at the Mullan Tree and then will reconvene for our monthly Section meeting in Coeur d'Alene on Saturday evening. We would appreciate representatives from Montana and Columbia Sections attending these ceremonies. I will keep you informed as more definite information becomes available.

Sorry I could not make the Billings' meeting, but we were on vacation.

Sincerely,

Richard E. Saty, P.E.  
President

RES:kc

cc: Walter E. Blessey  
Eugene R. McMaster  
Eugene Zwoyer  
Bob Ewing  
Dexter G. Lien

Paul Drake  
Ron Anderson  
Jack Orsborn  
William W. Moore  
Larry Esvelt



HR14

May 2, 1978

Mr. Walter E. Blessey  
American Society of Civil Engineers  
345 East 47th Street  
New York, NY 10017

Dear Walt,

As you are aware, the Mullan Road has been approved as a National ASCE Historic Landmark. The Montana, Spokane, and Columbia Sections are making individual plans to recognize this fact by having separate ceremonies to commemorate this honor. Tentative plans are to make the actual award presentation on Saturday, October 28, 1978, at the "Mullan Tree" location, which is located just east of Coeur d'Alene, Idaho. Suitable ceremonies would be held in the early afternoon and culminating in a regular Section meeting to be held at the North Shore Convention Center in Coeur d'Alene. I would like to extend an invitation to you to make the presentation of the plaque on behalf of ASCE.

We certainly hope that you will be able to be with us at this time. If it is not convenient to your busy schedule, we would appreciate your passing our request on to one of your other persons to represent ASCE.

Sincerely,

Richard E. Saty, P.E.  
President

RES:kc

cc: Eugene McMaster  
Eugene Zworyn  
Bob Ewing  
Paul Drake  
Ron Anderson

Jack Orsborn  
William W. Moore  
Dexter G. Lien  
Larry Esvelt

May 8, 1978

File: 3-57-2  
(Mullan Road)

Mr. Richard A. Kaden, Past President  
Columbia Section, ASCE  
1936 S. Howard  
Walla Walla, WA 99362

Dear Dick:

As requested we have produced three National Historic Civil Engineering landmark plaques for the Mullan Road. We are today shipping by air one to you, one to Richard A. Saty and one to Ralph W. Zimmer. These are for the Columbia, Spokane and Montana Sections presentation ceremonies. I understand the Montana Section is planning for September 23 in Fort Benton and the Spokane Section is ~~planning~~ <sup>YES</sup> for October 28, Coeur d'Alene. I'm looking forward to learning your date. If we can be helpful in any way, please let us know.

With this letter and its copies are extra photos of the plaque and extra copies of the news release along with its photo. I understand that all the Sections have copies of the documentation sent here to support the nomination, but if any additional materials are needed, I hope that I will be advised.

Additionally here enclosed are some sample programs of other presentation events which may be helpful.

Sincerely,

*sent, Croton*  
*Mull Rd*  
*Herbert Hands*

Herbert R. Hands  
Manager, Public Information Services

HRH/ny  
Enclosure

cc w/ encls:

R. A. Saty, Pres. Spokane Section  
R. W. Zimmer, Montana Section CHHACE

cc w/o encls:

F. F. Videon, Pres. Montana Section  
D. G. Lien, Pres. Columbia Section



100

# MONTANA SECTION

AMERICAN  
SOCIETY OF  
CIVIL  
ENGINEERS  
FOUNDED  
1914

Civil Engineering/Engineering Mechanics  
Montana State University  
Bozeman, MT 59717  
April 7, 1978

Mr. William R. Gibbs, President  
American Society of Civil Engineers  
P.O. Box 8405  
Kansas City, MO 64114

Dear Mr. Gibbs:

*for his address*

The Montana Section Board of Directors has decided to place the plaque honoring the Mullan Road as a National Civil Engineering Historic Landmark at the eastern terminus of this road at Fort Benton, Montana. We are planning the presentation of this plaque to be in conjunction with our Montana annual Section meeting which will be held September 21 through 23, 1978. Tentative plans are to have the actual award presentation occur at a function in Fort Benton planned for Saturday, September 23. I would like to extend an invitation to you to make the presentation of the plaque on behalf of ASCE.

The Montana Section considered other alternatives for the location of the plaque, and we were of the opinion that the best recognition to the Mullan Road would be obtained by having plaques in each of the Sections through which the Mullan Road passes. The decision to place the plaque at Fort Benton was made because Fort Benton is the eastern terminus of the road and Fort Benton has an excellent park area and museum where the plaque can be located.

I certainly hope that you will be able to attend our annual meeting this fall and participate in this important presentation. I'll be looking forward to seeing you at the PNC meeting in Billings next week.

Best regards,

Fred F. Videon, P.E.  
President  
Montana Section ASCE

FFV/jj

cc: Walter E. Blessey  
L. Neal Fitzsimons  
Robert W. Gillespie  
Herbert R. Hands ✓  
Richard A. Kaden  
Eugene R. McMaster

Richard A. Saty  
James M. Verzuh  
Leland J. Walker  
Ralph W. Zimmer  
Eugene Zwoyer

May 18, 1977

*for his  
address*

Ralph W. Zimmer, P.E., Chairman,  
History and Heritage Committee,  
Montana Section, ASCE  
Civil Engineering and Engineering Mechanics  
Montana State University  
Bozeman, Montana 59715

Dear Mr. Zimmer:

By copy of this letter, your May 5 letter to the Committee on the History and Heritage of American Civil Engineering (CHHACE) is being brought to the committee members' attention.

I must tell you that CHHACE at its last meeting did not act to recommend it to the Board. (See enclosed April 1 letter.)

If evidence of a widespread regional impact with national significance can be provided and/or civil engineering techniques first used to build the road were later used by the profession nationally, such would be most helpful in bringing it before the committee for reconsideration. Should any other aspects be able to be provided which would be helpful to the committee in recommending national instead of regional or local designation, this should be provided.

Committee members, by copy of this letter should feel free to communicate any thoughts they may have. I know that CHHACE tries hard to recommend national whenever possible.

Sincerely,

Herbert R. Hands, Manager  
Public Information Services

Enclosure

cc: CHHACE w/5/5/77 letter  
Ms. Lucy Pettapiece (Pres., Montana Section)  
Mr. Richard A. Kaden (Pres., Columbia Section)  
Mr. Frederick J. Watts (Pres., Spokane Section)  
Mr. Leland J. Walker (National President)



file Mullan Road

## Gen. Lucius Clay dies

General Lucius D. Clay, hailed by Congress as the "hero of Berlin," died in April at his home in Chatham, Mass. He was 80 years old. One of the nation's few professional soldiers to earn four-star rank without holding a combat command, Gen. Clay's most distinguished achievement was during post-World War II when he organized an airlift during the 327-day Communist land blockade of the Western sector of Allied occupied Berlin. He was credited with saving the population there from starvation.

A 1918 graduate of the U.S. Military Academy at West Point, the Marietta, Ga. native early in his military career was a member of Gen. Douglas MacArthur's staff in the Philippines. In 1938 he became district engineer at Denison, Tex., in charge of the design and construction of the Red River Dam.

He organized and directed the first national defense program of airport construction in 1940 and 1941. It included improving and enlarging 277 airports and building 197 new ones in the U.S., Alaska, and certain Pacific islands.

For his work he received the Legion of Merit—the first of many awards—for "exceptionally meritorious conduct in the performance of outstanding service." He was promoted to brigadier general in March, 1942. In that year, he was appointed director of material, Army Service Forces, and for more than two years was responsible for the production and procurement program supporting the armed forces in the field.

### Unclogged Cherbourg

A few months after the Allied invasion of Europe in mid-1944, Gen. Dwight D. Eisenhower, supreme commander of the Allied forces in Europe, called General Clay to France. Cherbourg, the principal port of entry for Allied supplies, was a tangle of blasted installations, and shipping had become snarled. In a single day, General Clay doubled the flow of supplies, and when he left three weeks later supplies were moving rapidly toward the fighting fronts.

Except for his short stay in Cherbourg, and an earlier special mission to Brazil to establish defense airports, General Clay spent most of the war years in Washington applying his engineering skills to production. Two years after the war, Clay became military governor of Germany and commander of the U.S. armed forces in Europe. At that time he rose to full general.

In 1952, when he retired from the Army, General Clay was elected

chairman of the board and chief executive of the Continental Can Company. During his first 11 years with the company it expanded into a billion-dollar business. Although he left active business at the age of 65, he continued to be active; in 1963 he became a senior partner in the investment banking house of Lehman Brothers. He also continued to advise Presidents (John F. Kennedy, Harry S. Truman and Dwight Eisenhower) and mayors (John V. Lindsay of New York City).

In addition to civic affairs, General Clay kept active as a director or member of the board of 18 major corporations. An Honorary Member of ASCE, General Clay two years ago became the first recipient of the Society's then newly instituted President's Award, meant for those who had distinguished themselves in service to the United States. He attended a special presentation at that time in the Metropolitan Club in New York City.

## People servers



*As civil engineers serve the public, so do the people who help to run the profession's headquarters operation in New York City serve members. In a series set to appear monthly, CIVIL ENGINEERING profiles some of those employees who work for the Society. Kicking off the series is Chief Draftsman Richard C. Scheblein, who brings 15 years of experience to his job of transforming some of the worst sketches imaginable into drawings of the quality that helps to make the Society's Technical Journals so outstanding. He and assistant Sam Martinez also prepare for publication the drawings that appear in CE; other tasks include varotyping, organization charts, slides, letterheads and maps. Scheblein, who joined ASCE in 1963, worked with the late Frank Loeffler, who retired in 1974.*

## Engineering surveys produced historic Mullan Road



*This is an artist's rendering of the Mullan Road, the first major engineering highway in the Pacific Northwest. The 624-mi (1,000-km) road, which stretched from Walla Walla, Washington to Fort Benton, Montana, was surveyed in 1853-54 and constructed between 1858-62. It was recently designated a national historic CE landmark by ASCE. Unlike the Oregon Trail and other famous old west trails of the same period, the route was selected based upon engineering reconnaissance surveys. The route traversed rolling prairies, timbered hills of mountains. Light grading and occasional bridging were required in the mountainous sections. Corduroy was laid across swampy areas and rock obstructions were blasted. Using only primitive equipment, extensive grading was performed, particularly in crossing the Coeur D'Alene mountain range. Many wooden bridges, ranging in length from a few feet to over 100 ft (30.4 m), were built along the route.*

## Subway costs in L.A. may be lowest in U.S.

Because construction costs for a new mass transit system are often as much as 70% of the total cost, the subsurface geology of the land to be crossed is often the most important consideration for choosing one of the three common modes of transit construction: elevated, subways by cut-and-cover or subways by deep tunneling. So stated Richard J. Proctor, head of the engineering geology branch of Southern California's Metropolitan Water District, who moderated a one-day symposium at Caltech in March. Unfortunately, said Proctor, "most transit construction in the U.S. has been in cities with poor subsurface geology—cities like New York, Washington, Baltimore, Boston and San Francisco. Other cities currently planning rapid transit have good subsurface geology (meaning firm soil or soft sandstone and shale above the water table)—geology that lends itself to excavation by modern high-speed boring machines. Such include Los Angeles, Denver, Minneapolis-St. Paul, Dallas and several others.

"However, the costs for recent transit construction in cities with poor geology are used to estimate

costs in the cities with favorable geology, simply because they are the latest cost figures. Excavating tunnels by boring machines is significantly cheaper than cut-and-cover in urban areas if the geology is favorable. Also, of course, with deep tunnels there is minimum disruption of surface businesses and no need to underpin buildings or relocate utilities. More than 370 tunnels in the world have been excavated by mechanical moles, with more than two dozen mole manufacturers."

Some highlights of the symposium follow:

- Some of the alternatives faced by Los Angeles in its plans to build a 15-mi (24-km) starter line for a rapid transit system were pointed up by Richard Gallagher, manager and chief engineer of the rapid transit department for the Southern California Rapid Transit District. He said that installation of a 15-mi stretch out Wilshire Boulevard, through Hollywood into the San Fernando Valley, would save a net of \$13 million per year in reduced bus operational costs—thus proving the efficiency of high capacity rail rapid transit along densely popu-





*file*  
*Mullan Road*

June 27, 1978

Honorable Dixy Lee Ray  
Governor of the  
State of Washington  
Legislative Building  
Olympia, WA 98504

Dear Governor Ray:

On January 5, 1978, the American Society of Civil Engineers, (ASCE), designated "The Mullan Road" as the first major engineered highway in the Pacific Northwest, to receive the National Historic Civil Engineering Landmark.

This 624-mile road stretches from Walla Walla, Washington, to Fort Benton, Montana. It was surveyed in 1853 - 54 and constructed between 1858 - 62. It connected the Missouri River Basin to the Columbia River Basin, thereby greatly accelerating the development of the Northwest as an integral part of the United States.

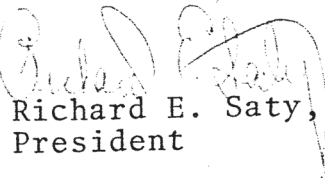
In that the Mullan Road transverses three (3) ASCE Sections, Montana, Spokane and Columbia, each section will commemorate this fact by holding appropriate dedication ceremonies in their respective areas. The Spokane Section has chosen October 28, 1978, Mullan Road Site, Fourth of July Canyon Road Summit, East of Coeur d'Alene, Idaho, 4:00 P.M., as the dedication time and place. We are extending an invitation to many of our prominent local people. We would be most pleased to have you participate in this ceremony. Idaho Governor John Evans has been invited to be our guest, as well as other prominent City, County, State, and Federal officials in Idaho and Washington.

Walter Blessey, National ASCE President, will also be present for this occasion. The National Society conducts a program to seek out and identify historical civil engineering landmarks, which represent significant contributions to the development of America.

Honorable Dixy Lee Ray  
June 27, 1978  
Page 2

These ceremonies will be continued at 7:00 P.M. at the North Shore Lodge in Coeur d'Alene which will include a dinner meeting of the Society and others. You are cordially invited to join in the evening activities, also.

Very truly yours,

  
Richard E. Saty, P.E.  
President

RES:kc

cc: Bob Ewing  
Larry Esvelt  
Walter Blessey  
Herbert Hands ✓  
Roger James  
Glen Yake





June 27, 1978

Honorable John Evans  
Governor of the  
State of Idaho  
Capitol Building  
Boise, ID 83802

Dear Governor Evans:

On January 5, 1978, the American Society of Civil Engineers, (ASCE), designated "The Mullan Road" as the first major engineered highway in the Pacific Northwest, to receive the National Historic Civil Engineering Landmark.

This 624-mile road stretches from Walla Walla, Washington, to Fort Benton, Montana. It was surveyed in 1853 - 54 and constructed between 1858 - 62. It connected the Missouri River Basin to the Columbia River Basin, thereby greatly accelerating the development of the Northwest as an integral part of the United States.

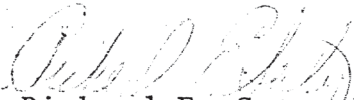
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Richard E. Saty, P.E.  
President

RES:kc

cc: Bob Ewing  
Larry Esvelt  
Walter Blessey  
Herbert Hands ✓  
Roger James  
Glen Yake



July 6, 1978

Senator Warren G. Magnuson  
United States Senator  
Senate Office Building  
Washington, D. C. 20510

Dear Senator Magnuson:

On January 5, 1978, the American Society of Civil Engineers, (ASCE), designated "The Mullan Road" as the first major engineered highway in the Pacific Northwest, to receive the National Historic Civil Engineering Landmark.

This 624-mile road stretches from Walla Walla, Washington, to Fort Benton, Montana. It was surveyed in 1853 - 54 and constructed between 1853 - 62. It connected the Missouri River Basin to the Columbia River Basin, thereby greatly accelerating the development of the Northwest as an integral part of the United States.

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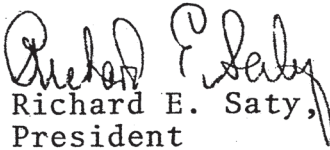
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Senator Magnuson  
July 6, 1978  
Page 2

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Very truly yours,

  
Richard E. Saty, P.E.  
President

RES:kc

cc: Bob Ewing  
Larry Esvelt  
Walter Blessey  
Herbert Hands  
Roger James  
Glen Yake



*file  
Mullan Road*

July 7, 1978

*Spokane Section  
from Glen A Yaker*

The Honorable Thomas S. Foley  
Member of Congress  
Room 1201 - House Office Building  
Washington, D. C. 20515

Dear Congressman Foley:

On January 5, 1978, the American Society of Civil Engineers, (ASCE), designated "The Mullan Road" as the first major engineered highway in the Pacific Northwest, to receive the National Historic Civil Engineering Landmark.

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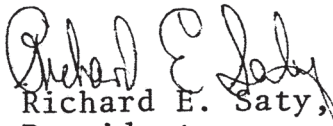
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Congressman Foley  
July 7, 1978  
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Very truly yours,



Richard E. Saty, P. E.  
President

RES:kc

cc: Bob Ewing  
Larry Esvelt  
Walter Blessey  
Herbert Hands,  
Roger James  
Glen Yake





July 7, 1978

Commissioner Ray W. Christensen  
West 1116 Broadway  
Spokane, WA 99260

Dear Commissioner Christensen:

On January 5, 1978, the American Society of Civil Engineers, (ASCE), designated "The Mullan Road" as the first major engineered highway in the Pacific Northwest, to receive the National Historic Civil Engineering Landmark.

This 624-mile road stretches from Walla Walla, Washington, to Fort Benton, Montana. It was surveyed in 1853 - 54 and constructed between 1853 - 62. It connected the Missouri River Basin to the Columbia River Basin, thereby greatly accelerating the development of the Northwest as an integral part of the United States.

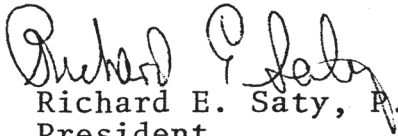
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Commissioner Christensen  
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Very truly yours,



Richard E. Saty, P. E.  
President

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cc: Bob Ewing  
Larry Esvelt  
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Herbert Hands  
Roger James  
Glen Yake



# Civil engineers to present historic plaques

Two bronze plaques, recognizing historic points of Walla Walla and Columbia counties, will be presented here Sunday.

The 624-mile Mullan Road, the first major engineered highway in the Northwest, was named this year as a National Historic Civil Engineering Landmark. It was built in 1858-62 to connect the Missouri and Columbia rivers.

The road's western terminus was at Wallula; the eastern point at Fort Benton, Mont.

The road, along with three points of interest at the mouth of the Palouse River, 50 miles north of Walla Walla, will be recognized when the Columbia Section, American Society of Civil Engineers, meets here this weekend.

The Sunday program will open at 1:30 p.m. at the Fort Walla Walla amphitheater, according to Fred Bennett, 36 Tremont Drive, College Place, who is president of the Columbia section.

"If we have inclement weather, the program will be moved to the Dietrich Activity Center at Walla Walla Community College," he said.

The public is invited to attend the Sunday program.

Along with a bronze plaque being presented at the program for the Mullan Road, there also will be a bronze plaque presented in recognition of three points at Lyons Ferry State Park:

— The Joso Union Pacific Railroad bridge, begun in 1910 and completed in 1914.

— Site of the swinging-current Lyons Ferry, operated from 1860 to 1968 on the Snake River for surface travel over the Mullan Road.

— The craft used on the swinging ferry, presently on display at the park at the mouth of the Palouse River.

A band program will conclude the day's activities.

The road has already been dedicated in Montana. A 4:15 p.m. ceremony Saturday will honor its construction in the Spokane area.

That dedication will be held ad-

acent to the Mullan Tree site on Fourth of July Canyon Road near Interstate 90, about 19 miles east of Coeur d'Alene, Idaho.

Mullan Road gets its name from the man who supervised its construction, Lt. John Mullan, who later was to

gain recognition of his own as a captain in the Civil War.

The route was conceived by Isaac I. Stevens, a West Point engineering graduate who was to die in the Civil War during the Battle of Second Bull Run. Stevens was first governor of

Washington Territory.

On Monday, the Columbia section of ASCE will meet at the fine arts center at Walla Walla College with an all-day technical program for its members.

Registration at 7:30 a.m. will open

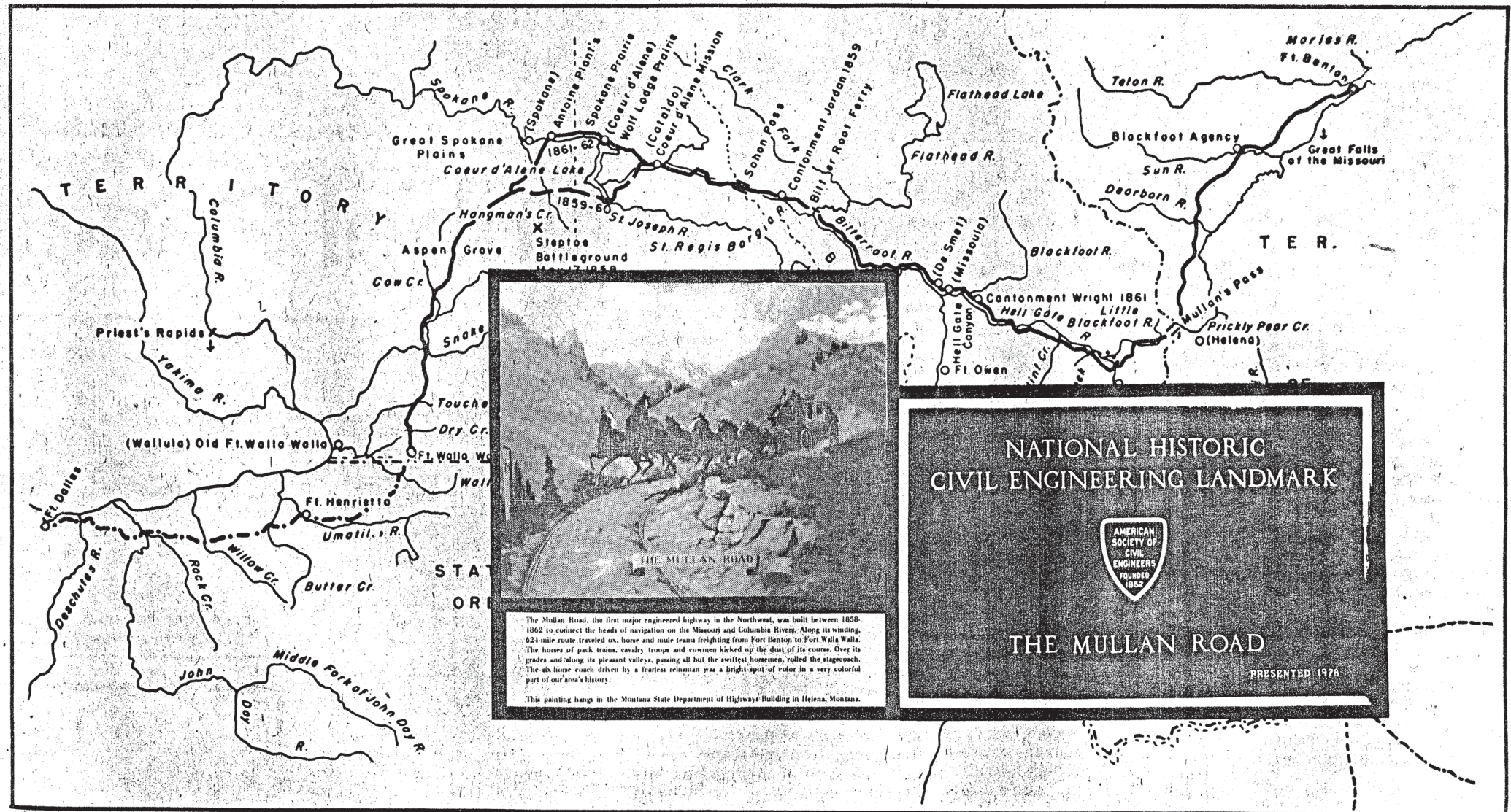
the sessions, with introduction of national officers at 8:30 a.m.

Moderator for the morning program will be James K. Moyer; that for the afternoon will be Lawrence "Vic" Armacost.

Werner Brandt, administrative

legislative assistant to U. S. Representative Tom Foley, will be the speaker for the Sunday program. Bennett said.

If weather permits, a potluck will be part of the afternoon affair at the park, he said.



Plaques will be presented Sunday to designate the Mullan Road as a National Historical Civil Engineering Landmark





### **NATIONAL OFFICERS**

**WALTER E. BLESSEY**  
President

**JOSEPH S. WARD**  
President-Elect

**EUGENE ZWOYER**  
Executive Director

**IRVAN F. MENDENHALL**  
Vice President Zone IV

**EUGENE McMASTERS**  
Director, District 12

### **SPOKANE SECTION OFFICERS**

**LARRY ESVELT**  
President

**JACK ORSBORN**  
President-Elect

**BOB VAUGHN**  
Vice President

### **SPOKANE SECTION COMMITTEE ON MULLAN ROAD**

**BOB EWING**  
Chairman



### **THE SPOKANE SECTION**

of the

### **AMERICAN SOCIETY OF CIVIL ENGINEERS**

Invites You to the

Dedication of

### **THE MULLAN ROAD**

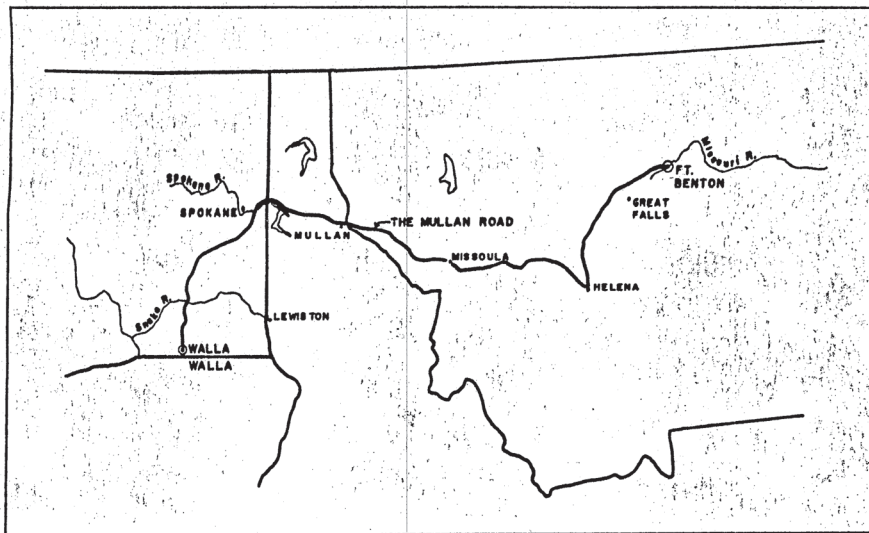
as a

### **NATIONAL HISTORIC CIVIL ENGINEERING LANDMARK**

**Saturday, October 28, 1978**







The Mullan Road, the first major engineered highway in the Pacific Northwest, has been designated a National Historic Civil Engineering Landmark. This 624-mile Road, which stretched from Walla Walla, Washington, to Fort Benton, Montana, was surveyed in 1853-54 and constructed between 1858-62. It connected the Missouri River Basin to the Columbia River Basin thereby greatly accelerating the development of the Northwest as an integral part of the United States.

Congress authorized the construction of the Mullan Road as a military wagon road which would aid the military in expediting the movement of personnel and goods between the headwaters of the Columbia and Missouri River basins. Since peace was reached with the Northwest Indians at an early date, the Mullan Road was only used once for any significant military purpose.

Unlike the Oregon Trail and other famous old west trails of the same period, the route was selected based upon engineering reconnaissance surveys. The route traversed rolling prairies, timbered hills and mountains. Light grading and occasional bridging were required in the mountainous sections. Corduroy was laid across swampy areas and rock obstructions were blasted. Using only primitive equipment, extensive grading was performed particularly in crossing the Coeur D'Alene mountain range. Many wooden bridges, ranging in length from a few feet to over a hundred feet, were built along the route.

The project was conceived by Issac I. Stevens, a West Point engineering graduate who died at the Battle of Second Bull Run. Actual responsibility for surveying and constructing the road was given John Mullan, also a West Point civil engineer. The engineering competence of John Mullan is attested to by the fact that transcontinental railroads and the U.S. I-90 Highway follow major portions of the route.

## PROGRAM

**4th of July Summit, Interstate Highway I-90  
19 miles east of Coeur D'Alene, Idaho**

**4:15 P.M. Presentation of Plaque**  
**WALTER E. BLESSEY, President ASCE**

**Convention Center, North Shore Hotel,  
Coeur D'Alene, Idaho**

**6:00 P.M. No Host Social Hour**  
**(Western or Casual Attire)**

**7:00 P.M. Dinner—"Old West Cookout" \$10.00 per person**  
**please RSVP by October 23, 1978**  
**(509) 325-3543**

**8:00 P.M. History of the Mullan Road**  
**RANDALL A. JOHNSON, President**  
**Eastern Washington Historical Society**  
**Presidential Address**  
**WALTER E. BLESSEY, President ASCE**



Painting by Irvin "Shorty" Shope, 1937.



(Remarks by William R. Gibbs, President of the American Society of Civil Engineers, at the plaque presentation event designating the Mullan Road as a National Historic Civil Engineering Landmark, Saturday, September 23, 1978 in Fort Benton, Montana)

It is a pleasure to be here today representing the 75,000 members of the American Society of Civil Engineers. Nothing gives me greater pleasure than to help honor remarkable civil engineering achievements, especially those which are of prime importance in the development of our nation and our profession.

I will not dwell on the technical aspects of this ~~proj~~ landmark. I would like to point out, however, that this 624 mile road was a civil engineering innovation of major magnitude that required imaginative planning and ingenious construction. This road greatly accelerated the development of the Northwest as an integral part of the ~~Ux~~ United States.

~~M~~ The profession of civil engineering has been intimately associated with the development of this country into the world's leading nation -- and to the development of the "American Way of Life."

The civil engineering profession has been intimately associated with the development of the United States into the world's leading nation -- and to the development of the "American Way of Life." The transformation of the wilderness into arable land and useful natural resources began in the late 18th century with the building of such civil engineering works as harbors, canals, dams, railroads, and highways, with their appurtenant bridges, tunnels and locks. As transportation and communication facilities were needed, they were designed



and constructed. As land became needed, it was reclaimed. Cities came into being with their commerce and industry. This expansion thrust even greater challenges upon the civil engineer, in the need for city planning, drainage, irrigation and flood control, water supplies and distribution systems, sewage works and sanitation, power plants and telegraph lines, as well as a wide variety of public buildings and special structures.

The civil engineer helped fulfill the public need -- providing constructed works that made possible the growth of America through the nineteenth and twentieth centuries. Difficult projects, those they said "couldn't be done," were designed and built as technical and professional knowledge was expanded and shared. ASCE, I'm proud to say, has been since its founding in 1852, and still is, a prime catalyst in this process.

Today it is appropriate to observe that civil engineering is the key profession in the solution of our complex environmental problems.

To bring attention to the contributions of the civil engineering profession to our national development, our society in 1964 began to identify and designate historic civil engineering works that were particularly significant and worthy of public notice. Some 65 projects to date have been designated as National Historic Civil Engineering Landmarks. These have all met two important criteria: first, their importance in serving a substantial public need at the time of their execution, and second, in representing a salient advancement in the science and art of civil engineering.

Today we are recalling an important era in the history of our country and of the civil engineering profession. This page of history is being marked so that it will henceforth invite the attention of historians and the public.

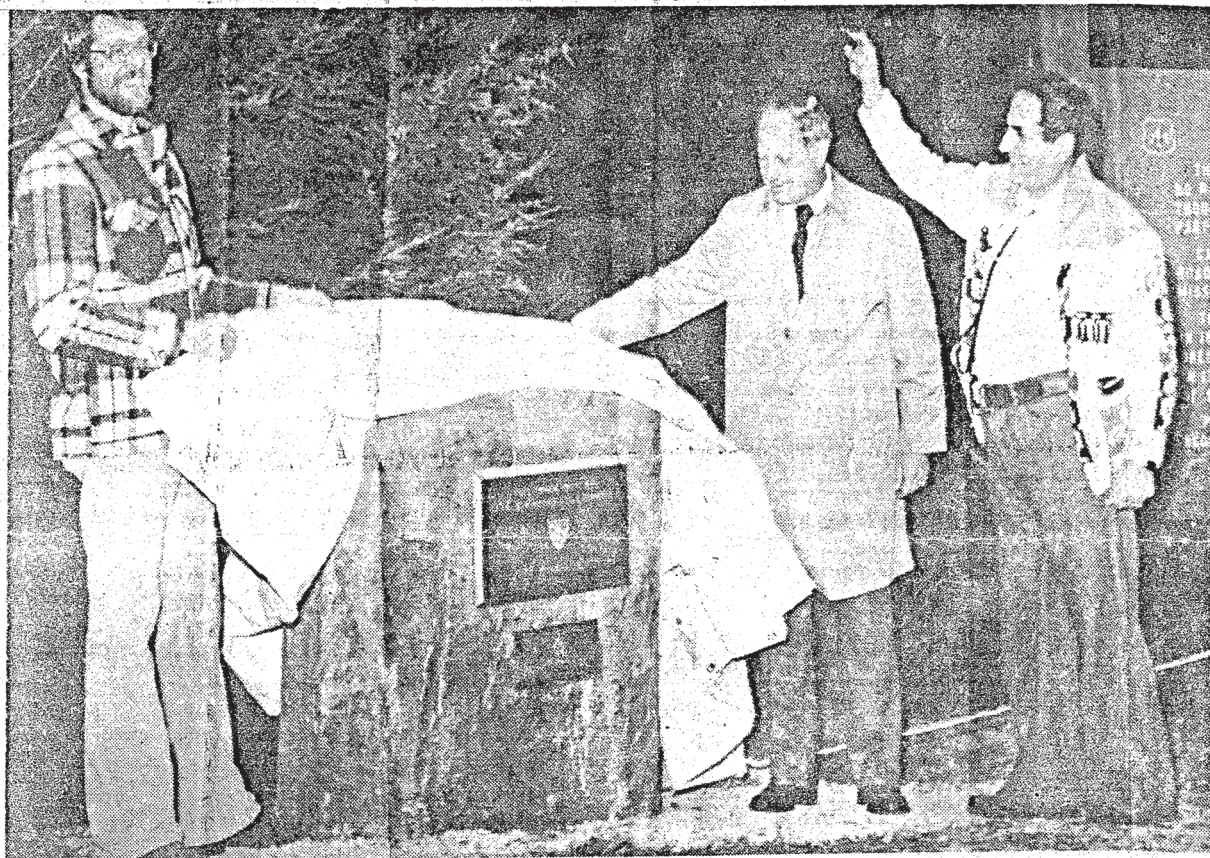
In conclusion, I just want to say on behalf of my profession that we are pleased that this project is now singled out to honor the courage and vision of those who preceded us and inspire us today.

I offer my congratulations and thanks to everyone who had a part in making this National Historic Civil Engineering Landmark celebration possible. At this time, it gives me great pleasure, Mr. the Muller Road to unveil this bronze plaque signifying designation of ~~the Ward House~~ as a National Historic Civil Engineering Landmark.

Mr- \_\_\_\_\_, my personal congratulations.

\*\*\*\*\*





—Press Photo By Joy Porter

Bob Ewing of Coeur d'Alene (left) helps ASCE President Walter Blessey unveil marker

Dick Saty (right) presents hat to national ASCE President Blessey

# Mullan road dedicated

By Joy Porter  
Sports Correspondent

**FOURTH OF JULY SUMMIT** — In a chilly setting Saturday atop the Fourth of July Summit, a mildly drawling Louisianan, Walter Blessey, president of the American Society of Civil Engineers, dedicated the mid-section of the Mullan Road as a National Historic Landmark.

The beginning of the 624 mile road at Fort Benton, Montana, had been dedicated in September and the terminus of the first engineered road in the Pacific Northwest was dedicated Sunday at Walla Walla.

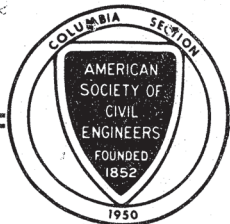
The Spokane Section of ASCE was in charge of this dedication and Bob Ewing, Coeur d'Alene, handled most of the local practical processes of getting the columnar basalt marker with brass plaques ready for the unveiling.

A good crowd, considering the weather and the location, attended the dedication. Included were several commissioners from Kootenai and Shoshone counties, and from Spokane, Representative Jack Spurgeon, Coeur d'Alene Mayor Don Johnston and many engineers.

"These landmarks are chosen on the basis of the importance of the need they served when they were built," Blessey said, "and the significance of the advancement they represented for civil engineering." Civil engineering is the key to many of the solutions for the complex environmental problems we are facing today."

Dick Saty, past president of the Spokane Section, presented Blessey with a western hat on behalf of the group, which then attended a western cookout at the North Shore.





# AMERICAN SOCIETY OF CIVIL ENGINEERS

COLUMBIA SECTION ORGANIZED OCTOBER 10, 1950

## LOCAL HISTORIC CIVIL ENGINEERING LANDMARKS

November 16, 1978

Mr. Herbert R. Hands, Manager  
Public Information Service  
American Society of Civil Engineers  
345 East 47th Street  
New York, New York 10017

Dear Mr. Hands:

A couple of years ago when I was President of the Columbia Section we started a local and national landmark program. Our success has just been measured this year and I've inclosed a recent paper article that summarizes our accomplishments.

During a dedication ceremony on October 29, 1978, our Section was honored to have President Walter Blessey provide a dedication talk. In addition to the Mullan Road, the Columbia Section honored three local landmarks at the nearby Lyons Ferry State Park:

1. The JOSO Union Pacific Railroad Bridge, begun in 1910 and completed in 1914.
2. Site of the swing-current Lyons Ferry operated from 1860 to 1968 on the Snake River for surface travel over the Mullan Road.
3. The craft used on the swinging ferry, presently on display at the park at the mouth of the Palouse River.

As you know, our Section works on a very low budget, about \$2,000/year and has provided a great number of activities and projects for our membership. We would appreciate being considered for the National Office rebate for local projects of \$100/each or a total of \$300 to perpetuate our programs.

I will be waiting to hear your ruling. If you have any questions, please feel free to call me at my office (509) 525-5500, Extension 301.

Sincerely yours,

*Rich*

RICHARD A. KADEN, P.E.  
Civil Engineer

Corps of Engineers  
Building 602, City-County Airport  
Walla Walla, WA 99362

CF:

Fred Bennett  
President, Columbia Section

*called 11/30/78  
said one large plaque  
includes all 3 LACEH's  
+ agreed to reimburse  
\$300. to Setu  
(their total cost)*



December 5, 1978

File: 3-57-2  
(Mullan Road)  
Columbia Section File

Mr. Richard A. Kaden  
Corps of Engineers  
Building 602, City-County Airport  
Walla Walla, Washington 99362

Dear Dick:

Many thanks for your letter of November 16 and also the excellent map of the Mullan Road which you kindly sent to me. It is hanging here for all to see.

As requested in your letter and in conversation with you on the phone, we are pleased to here enclose a reimbursement check for \$300 made to the Columbia Section, ASCE.

Many thanks and congratulations to you for the successful completion of your Mullan Road project. I understand that the presentation ceremony went over well and everybody was very pleased.

Best regards,

Herbert R. Hands  
Manager of Public Information Services

HRR:sc  
Enclosure

cc: Mr. Fred Bennett  
President, Columbia Section



AMERICAN  
SOCIETY OF  
CIVIL  
ENGINEERS  
FOUNDED  
1852

CONTACT: Herbert R. Hands (212) 644-7671

RELEASE AT WILL

## THE MULLAN ROAD IN THE PACIFIC NORTHWEST IS DESIGNATED A NATIONAL HISTORIC CIVIL ENGINEERING LANDMARK

New York, N.Y., January 5 -- The Mullan Road, the first major engineered highway in the Pacific Northwest, has been designated a National Historic Civil Engineering Landmark.

This 624-mile Road, which stretched from Walla Walla, Washington, to Fort Benton, Montana, was surveyed in 1853-54 and constructed between 1858-62. It connected the Missouri River Basin to the Columbia River Basin thereby greatly accelerating the development of the Northwest as an integral part of the United States.

Announcement of the designation was made by William R. Gibbs, President of the American Society of Civil Engineers. The national Society conducts a program to seek out and identify historic civil engineering landmarks which represent significant contributions to the development of America.

Congress authorized the construction of the Mullan Road as a military wagon road which would aid the military in expediting the movement of personnel and goods between the headwaters of the Columbia and Missouri River basins. Since peace was reached with the Northwest Indians at an early date, the Mullan Road was only used once for any significant military purpose.

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The project was conceived by Issac I. Stevens, a West Point engineering graduate who died at the Battle of Second Bull Run. Actual responsibility for constructing the road was given John Mullan, also a West Point civil engineer for whom the Road is named.

-30-

NOTE TO EDITOR: If not enclosed, a photo of the Mullan Road is available on request.