MANY PATHS AT WALLULA

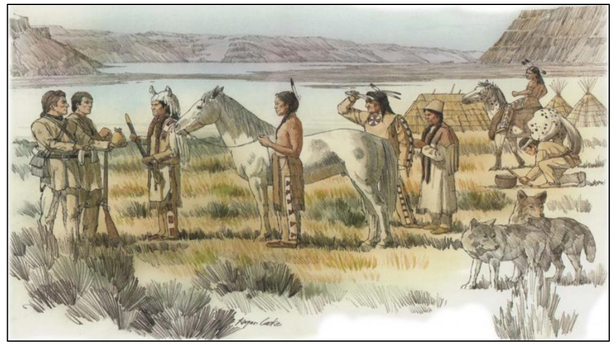
Looking at this place now it might be hard to imagine how important it was to the settlement of the west. Wallula has been an important historic crossroads for thousands of years. More than a dozen historic roads and trails converged here.

The definition of an intersection is where paths cross, a perfect description for this site. Wallula was a well-known destination for early travelers of the roads and trails of eastern Washington and Oregon. Many historic foot trails, horse trails, wagon roads, dirt roads, railroads and eventually paved highways connected at Wallula.

They came from or continued on to several oceans and hundreds of native American, Hudson's Bay Company (HBC) and early colonial communities. Eventually the railroads converged here. During the 1880's five railroads and up to 30 trains a day passed through Wallula. The following are major trails to and from Wallula.

- **NEZ PERCE TRAIL:** This trail may be 10,000 years old. It is the route Nez Perce Indians used to travel from Lapwai to the upper Snake tributaries (Boise, Salmon & Payette Rivers) to hunt and gather. From here they returned on what we now know as the Oregon Trail rather than attempting to travel through Hells Canyon on the Snake River.
- **CELILO ROAD:** This prehistory Salish trail came from the Methow Valley, down the Okanagan and Columbia Rivers to Wallula and on to what is now known as Sundale and Celilo. They used this road to go to the fish rather than wait for the fish to come to them. Lewis and Clark first identified this Indian route, which is approximately 350 miles long.
- **BUTLER GRADE:** Another ancient Indian Trail was on Butler Grade, a route from Wallula out of the Walla Walla Valley to upper Vancycle Canyon. From here they could travel to the Umatilla River routes southeast to the Grande Ronde Valley or southwest to the Deschutes and Crooked River Valleys.
- **LEWIS & CLARK RETURN ROUTE:** On 28 April 1805 at the mouth of the Walla Walla River Walla Walla Chief Yellept gave Captain William Clark a magnificent white stallion. In return Clark gave Yellept his sword. From Wallula Clark and the Corps of Discovery traveled to Attalia, across to the bend of the Touchet River, up it to the Snake River and on to Clarkston and across the Rocky Mountains to St. Louis, Missouri.
- **WALLA WALLA RENDEZVOUS:** In July of 1812 Donald McKenzie of the North West Company established the Walla Walla Rendezvous at the mouth of the Walla Walla River. This trading venture was the predecessor of Fort Nez Perces built at the same place in 1818. McKenzie's route was up the Columbia from the Pacific by boat, then overland from Wallula to Clarkston.
- **HUDSON BAY COMPANY ROAD:** This road was built in 1819 by the North West Company. The HBC Road eventually connected Fort Nez Perces at Wallula with HBC Forts at Vancouver and Astoria. The HBC Road also connected Wallula to the HBC 2 & 5-Mile Gardens and the HBC Farm near Umapine. From Wallula the HBC Road followed the HBC Brigade Trail north to Fort St. James on Stuarthent Lake in New Caledonia (northern British Columbia). The HBC Brigade Trail then connected with the York Factory Express to Montreal and Hudson's Bay. The York Factory Express connected with the trail to Athabasca Lake and Fort Simpson on the McKenzie River and the Arctic Ocean. The Walla Walla Valley HBC Road connected to three oceans.
- **MISSIONARY ROUTE:** In 1836 missionaries Marcus and Narcissa Whitman arrived in the Walla Walla Valley. They purchased supplies from Fort Nez Perces at Wallula. The road they regularly used was a combination of the Nez Perces Trail, the HBC Road and a new route up Mill Creek and the Tucannon River to Henry Spaulding's Mission at Lapwai, and on to Eells' and Walker's mission at Tshimakain (shy-mah-kayn) near Spokane. This road was about 180 miles.
- **NACHES TRAIL:** In 1839 Pierre Chrysologue Pambrun of the HBC and Cornelius Rogers of the Whitman Mission explored Naches Pass. Pierre was ordered by HBC Governor Simpson to find a wagon route over the Cascade Mountains to the Puget Sound Agricultural Co. at Fort Nisqually. The Agriculture Company needed laborers and the British needed settlers to compete with American emigrants. The Naches route was most likely an Indian Trail.
- **OREGON TRAIL:** In 1843 a wagon train of 1000 emigrants crossed the prairies from what is now Cayuse on the Umatilla River to Fort Nez Perces at Wallula. The ruts are still visible. This segment of the Oregon Trail is 60 miles. The Trail originated in Independence, Missouri, about 1800 miles from here. The Trail followed Indian routes for the majority of its length.
- **MULLAN ROAD:** U.S. Army Lieutenant John Mullan built the first engineered wagon road in the Pacific Northwest during the period 1859 to 1862. The 624-mile road stretched between Wallula on the Columbia River and Fort Benton on the Missouri River, providing a route for pioneer families, miners, and military supplies between two of the country's major rivers. The completion of the road realized the long-held dream of President Thomas Jefferson of linking the continent from east to west.
- **THE DALLES MILITARY ROAD:** In 1855, the arrival of the Oregon Mounted Volunteers was the first military venture into the Walla Walla Valley. They came to Wallula via Echo and Cold Springs Creek. The next year Governor Isaac Stevens and the Washington Territorial Volunteers came here from Fort Dalles via the Oregon Trail and Wildhorse Creek, crossing the Walla Walla River at Tum-A-Lum just north of present-day Milton-Freewater.
- **VANCYCLE CANYON:** In 1885 a railroad was built from Wallula up Vancycle Canyon to Helix, Athena and Pendleton, which was originally an Indian route. It is the best grade up the south slope of the Walla Walla Valley.

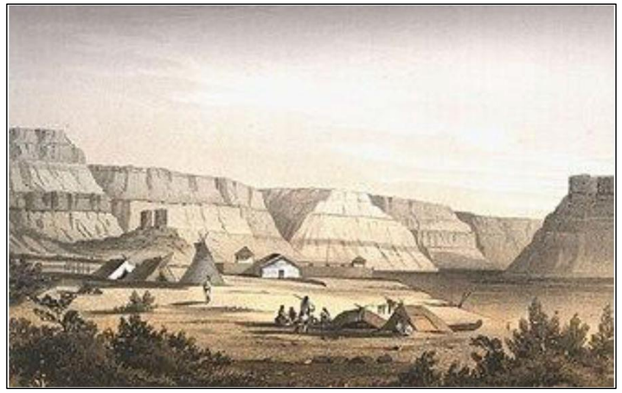
Thanks to historian Sam Pambrun and Walla Walla 2020. More information at ww2020.net/history-sites.



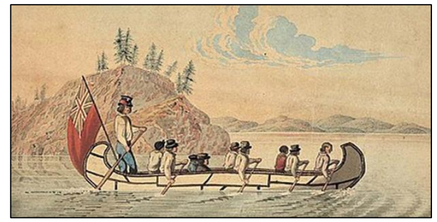
CHIEF YELLEPIT BRINGS A HORSE TO LEWIS AND CLARK, by Roger Cooke



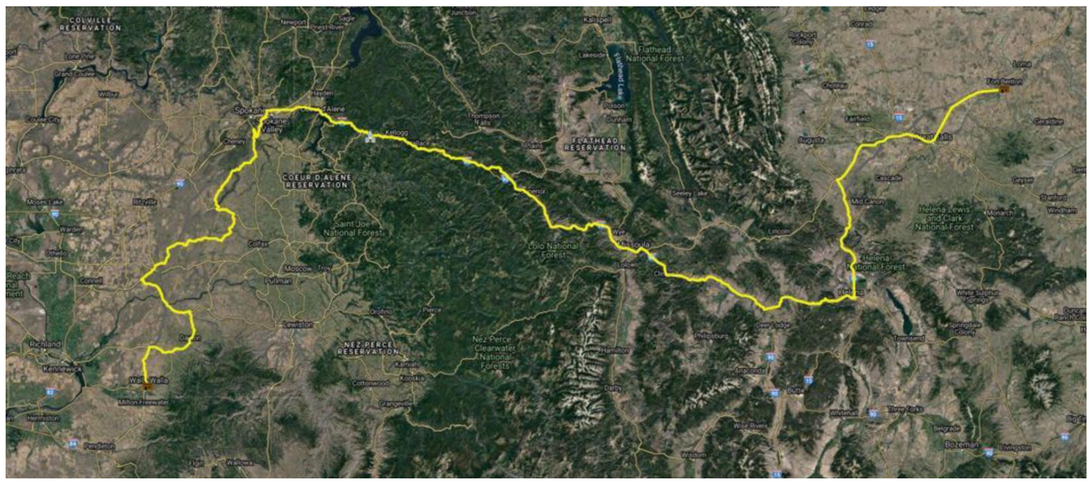
OREGON TRAIL MONUMENT ON OLD IDGHWAY 12 AT FRENCHTOWN ROAD



FORT NEZ PERCES IN 1853 by John Mix Stanley



HUDSON BAY COMPANY YORK FACTORY EXPRESS



MULLAN ROAD CONSTRUCTION FROM WALLA WALLA TO FORT BENTON