

The MULLAN CHRONICLES



Volume One

February 1, 1990

Number Two

MULLAN TREE FINDS NEW HOME

One of the few remaining artifacts of Capt. John Mullan's roadbuilding expedition left in the west is the blazed white pine that until recently stood at the top of the Fourth of July Pass in Idaho.

The crew and Mullan celebrated July 4, 1861 atop the pass about which Mullan wrote:

July 4, Thursday, gave the expedition a holiday to commemorate the day. Issued to working parties extra issues of molasses, ham, whiskey, flour, pickles, for a 4th of July dinner ...

This same day the crew blazed the date on a nearby pine as both a marker for the road and in honor of the nation's birthday, or so it is believed by many who view the substantiating evidence supporting the idea. One fact supporting this is that when the top broke off in a wind storm in 1962, the tree died. But the U.S. Forest Service topped the remaining trunk with a copper cap to try to prevent further destruction. However, nature took its toll and in 1988 the agency decided to remove what was left of the blaze and preserve it in a controlled environment. Studies revealed that the tree was blazed 100 years before it died in 1962 which agrees with the 1861 blazing date.

More information about the Mullan Tree, which will be the focus of some of the Idaho Centennial celebration this year, is available through the newsletter "Road Report" put together by Cort Sims at 1-208-773-9349 or 1-208-765-7306 or Kim Brown, Box 1093, Post Falls, ID 83854; or "The Traveler's Guide Through Idaho, Mullan Military Road," brochure published cooperatively as part of "The Mullan Road Centennial project available through Sims, the Idaho Dept. of Transportation and the U.S. Forest Service.

MULLAN UPDATE

by Cathryn Strombo

We found another man that accompanied the Mullan expedition in 1860 to Montana, then returned to the area to make it home.

Micheal Reinig was born in Bavaria on March 1835 to Jacob and Frances Schwartzwelder Reinig. According to his biography in the Montana Society of Pioneers register of 1899, Reinig arrived in the USA in 1853. He had departed from New York City and traveled to Portland, Oregon via Havana, Cuba, Acapulco, Mexico, Panama and California. He joined up with Mullan at Fort Walla Walla and arrived at Hellgate in July 1859. Ten years later, he married Matilda Anderson and became a grocery and bakery merchant in Helena.

Moses Reeves, later a farmer/rancher in the Frenchtown area, was a packer and guide for Mullan. He traveled with the



Blazing the Mullan Tree.

in a wind storm in 1962, the tree died. But the U.S. Forest Service topped the remaining trunk with a copper cap to try to prevent further destruction. However, nature took its toll and in 1988 the agency decided to remove what was left of the blaze and preserve it in a controlled environment. Studies revealed that the tree was blazed 100 years before it died in 1962 which agrees with the 1861 blazing date.

KOLECKI USED CONTOUR LINES

Theodore Kolecki, topographer for the Mullan expedition, was among the first of the nation's mapmakers to employ contour lines to represent a given number of feet above the previously drawn line.

This information comes from a report made on the "Maps of the Mullan Road" by Paul D. McDermott, Associate Professor, Geography, Cartography and Community Planning, Montgomery College, Rockville, Maryland and Ronald E. Grim Archivist, Cartographic Archives Division, National Archives, Washington, D.C.

In the abstract of the report on file at the archives it is noted that "these maps (in the Mullan collection) represent one of the first times in which the contour line was employed on a major series of maps. Thus, the maps can be used to provide substantial data for research directed towards an understanding

One of the few remaining artifacts of Capt. John Mullan's roadbuilding expedition left in the west is the blazed white pine that until recently stood at the top of the Fourth of July Pass in Idaho.

The crew and Mullan celebrated July 4, 1861 atop the pass about which Mullan wrote:

July 4, Thursday, gave the expedition a holiday to commemorate the day.. Issued to working parties extra issues of molasses, ham, whiskey, flour, pickles, for a 4th of July dinner ...

This same day the crew blazed the date on a nearby pine as both a marker for the road and in honor of the nation's birthday, or so it is believed by many who view the substantiating evidence supporting the idea. One fact supporting this is that when the top broke off in a wind storm in 1962, the tree died. But the U.S. Forest Service topped the remaining trunk with a copper cap to try to prevent further destruction. However, nature took its toll and in 1988 the agency decided to remove what was left of the blaze and preserve it in a controlled environment. Studies revealed that the tree was blazed 100 years before it died in 1962 which agrees with the 1861 blazing date.

More information about the Mullan Tree, which will be the focus of some of the Idaho Centennial celebration this year, is available through the newsletter "Road Report" put together by Cort Sims at 1-208-773-9349 or 1-208-765-7306 or Kim Brown, Box 1093, Post Falls, ID 83854; or "The Traveler's Guide Through Idaho, Mullan Military Road," brochure published cooperatively as part of The Mullan Road Centennial project available through Sims, the Idaho Dept. of Transportation and the U.S. Forest Service.

MULLAN UPDATE
by Cathryn Strombo

We found another man that accompanied the Mullan expedition in 1860 to Montana, then returned to the area to make it home.

Micheal Reinig was born in Bavaria on March 1835 to Jacob and Frances Schwartzwelder Reinig. According to his biography in the Montana Society of Pioneers register of 1899, Reinig arrived in the USA in 1853. He had departed from New York City and traveled to Portland, Oregon via Havana, Cuba, Acapulco, Mexico, Panama and California. He joined up with Mullan at Fort Walla Walla and arrived at Hellgate in July 1860. Ten years later, he married Matilda Anderson and became a grocery and bakery merchant in Helena.

Moses Reeves, later a farmer/rancher in the Frenchtown area, was a packer and guide for Mullan. He traveled from St. Louis to Fort Benton on the Missouri River in a flatbottom boat and landed in June 1852. Another expedition member was messenger Frederick H. Burr who arrived in

(over)

The Mullan Chronicles is published four times a year by the Mineral Co. Museum and Historical Society, Box 533, Superior, MT 59872, a non-profit organization. Subscriptions are \$5 a year for printing and mailing.
Cathryn Strombo and Deb Davis,
editors.



Blazing the Mullan Tree.

Blazing the Mullan Tree. The tree died in a wind storm in 1962, the tree topped the remaining trunk with a copper cap to try to prevent further destruction. However, nature took its toll and in 1988 the agency decided to remove what was left of the blaze and preserve it in a controlled environment. Studies revealed that the tree was blazed 100 years before it died in 1962 which agrees with the 1861 blazing date.

KOLECKI USED CONTOUR LINES

Theodore Kolecki, topographer for the Mullan expedition, was among the first of the nation's mapmakers to employ contour lines to represent a given number of feet above the previously drawn line.

This information comes from a report made on the "Maps of the Mullan Road" by Paul D. McDermott, Associate Professor, Geography, Cartography and Community Planning, Montgomery College, Rockville, Maryland and Ronald E. Grim, Archivist, Cartographic Archives Division, National Archives, Washington, D.C.

In the abstract of the report on file at the archives it is noted that "these maps (in the Mullan collection) represent one of the first times in which the contour line was employed on a major series of maps. Thus, the maps can be used to provide substantial data for research directed towards an understanding of the evolution of terrain representation in the Nineteenth Century."

"The promoters and builders of the road saw it as a means by which vital data would not only be acquired for selecting a route for the transcontinental railroad, but also as the means by which the men and materials would be moved to construction sites once the railroad had been initiated. Another apparent motive ... was (Mullan's) hope that the road would function as a major immigration route to the West.

(over)

UPDATE ...

Gold Creek in 1857. Burr was a miner, trader and a member of the 1866 Montana Constitutional Convention.

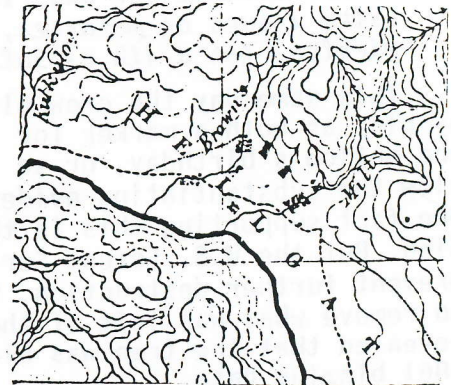
Please add to your list of Mullanites Mrs. Audra Browman, 664 So. 6th East, Missoula, MT 59801. She is the definitive western Montana historian. ... Kay

case, two basic maps resulted from the road building expedition. The first map in Fig. 7, drawn by Kolecki at a scale of 1:300,000, is primarily concerned with the portrayal of the mountain topography along the road from Coeur d'Alene Lake to the Dearborne River. The map is noteworthy from the standpoint that it depicts the topography via contour or form lines and thereby maintains the convention established for terrain. In addition, it is evident that Kolecki has attempted to show the location of the settlers inhabiting the region at the time of the road construction as well as the locations of missions, trails and wagon roads.

"The second map drafted by Edward Freyhold in 1863 at a scale of 1:1000,000 (Fig. 8) differs from the Kolecki map in several aspects. First, it is a more comprehensive product, in that a larger region of the Northwest is illustrated. Second, the cartographer here has reverted to using the traditional method of showing terrain in the Nineteenth Century -- the hachure."



Left: E. Freyhold's map using hachures, prepared from the field notes from 1858-1863.



Right: T. Kolecki's map using contour lines, made from his own field notes taken in 1859-1863.

KAY'S POSTSCRIPT

The following was found in the 1861 report by Mullan and indicates that the expeditions were not without some kind of strife (a letter dates Sept. 19, 1853, camp on North Fork of the Coeur d'Alene River, 30 miles east of Mission):

"Four men, Barstow, Lyne, Brennan and Irons, were discharged on the 16th instant (September), as they did not come up to the standard and requisites for laboring men on this expedition ... These are the only men I intend discharging for the present, as my force is the smallest possible to accomplish the work intrusted (sic) to me.

"Reese and Dickinson, have been discharged on account of ill health; some accidents have befallen our men that I trust time and care will remedy; two men cut with axes, one man accidentally shot in the knee, and one injured by a falling tree; Mr. Howard still in bed from swollen groin."

Finally, thanks go to Joan Munholland for the lovely china dishes she sent to us. And remember, we love to hear from you, including the information you send and suggestions you may have. Keep it up.

Mineral County Museum
AND
Historical Society
BOX 533
SUPERIOR, MT 59872

CONTOUR ...

The authors of this report talk extensively about three categories of the expedition's maps and drawings, but it is the third category that they use to support their argument -- namely the published group. They continue:

"These were the products that were printed in finite form in the reports Mullan had to file with the Senate and the House. In this