

The DENVER WESTERNERS

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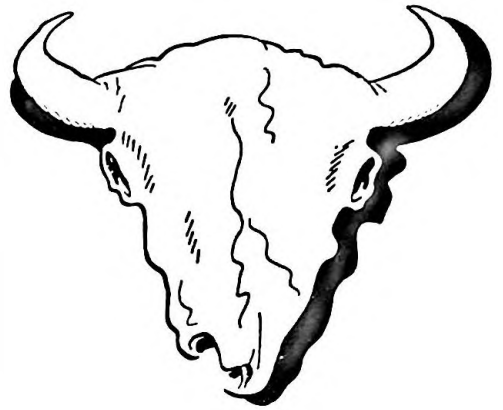
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and

GHOST TOWNS BEFORE 1300

By Dr. and Mrs. William Anderson



Jack Thode holds his plaque. From left are Ed Bathke, Jack, Sheriff Les Williams and Judge W. S. Jackson. The judge is trying the conductor's cap. Bathke is sheriff for 1972.

Collection of Fred and Jo Mazzulla

New Hands

F. David Mathias
8033 Sunset Ave.
Fair Oaks, Calif. 95628

Dave Mathias learned about the Westerners through the efforts of Fred Mazulla.

Dave is interested in the opening of the Far West, Colorado to California, 1840-1900. He's picture editor of the Sacramento Bee. His hobby is underwater exploration.

John L. Jolly
Box 4

Deer Trail, Colo. 80105

John was born and raised in Arapahoe County and has spent his life there on large ranches. His grandfather, John Jolly, located in Colorado in 1887. John is now manager of his father's ranch. He's interested in Colorado history and collects antiques pertaining to ranch life.

Albert Gene Jolly
Box 52

Byers, Colo. 90103

He was born and raised in Arapahoe County and has spent much time in ranching. He is at present an iron worker in Denver. He has a collection of antiques, among them Indian artifacts found mainly in Arapahoe County. He is interested in Colorado history.

John D. Doherty
Deer Trail, Colo. 80105

John was born in Byers, Colo., and is interested in Colorado history and antiques. His grandfather, J. P. Doherty, came from Dunlap, Iowa, to homestead in Arapahoe County in the early days. John owns and manages the Jolly Store in Deer Trail. He's a veteran of the Korean War.

Melvin B. Savage
Ordway, Colo. 81063

He has lived in Colorado all his life. He is living on the place his parents homesteaded in the early days. He runs white-face cattle and owns a real estate company. He enjoys heading history, hunting and collecting Indian artifacts.

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PLEASE RETURN YOUR CARDS FOR YOUR RESERVATIONS FOR THE NEXT MEETING AS SOON AS POSSIBLE SO THE CHUCK WRANGLER CAN MAKE ARRANGEMENTS WITH THE DENVER PRESS CLUB.

A Trip Through the West—1903

Found among the effects of the late Mrs. Harold Robinson, who died in Denver in 1970 after a long illness, was a letter from a former fellow-employee of the Remington Typewriter Co., written in 1903, when she was still Miss Laura Besser of 1746 Pennsylvania St. In the letter, quoted below in part, the writer described in great detail an extensive journey, on horseback, through parts of six Western states—Colorado, Utah, Montana, Idaho, Arizona, California. There they enjoyed some of this country's most magnificent scenery, and learned, first hand, what hardships the residents of various regions endured daily.

The letter to Miss Besser was written from Fort Wayne, Ind., March 14, 1903 and had evidently been tucked away among her possessions for many years. She was 91 when she died in May, 1970. It has been given to The Westerner; as a brief but illuminating contribution to western history.

Fort Wayne, March 14, 1903

"Dear Miss Besser:

"Your welcome letter. . . was the first direct word I have had since last September. It reached me last Thursday. I have traveled around so much lately that I have lost track of time and place, and have to stop and think where I am.

"My trip was most interesting in every way, but most of all in its effect (on me). I believe now that I would find life interesting anywhere, under any circumstances. And I have learned that surroundings really are not important, because there are compensations in every situation.

"The scenic or adventurous side of the trip taxes my powers of narration. . . . The Yellowstone was, of course, grand, and that word covers it all, the geysers are unique, with their periodical gushes of steam and hot water and the wonderful coloring and shapes of the forma-

tions around them. The Canyon of the Yellowstone has the most beautiful color effects we saw. It changes as the sun rises from the east and passes towards the west; a cloud will alter it. Not for any length of time is it ever the same, and the wonderful depth and steep walls are very impressive.

"The game in the Park are very tame. We caught up with a man who was driving up to Canada and camped with him all through the Park for two weeks. The bears would nose around our camp every night, looking for food. They roam around the hotels at the stage stations and rummage the garbage barrels. Many a camper loses the contents of his mess box overnight. The deer would come within a few feet of us, and show no fear. They seemed to realize they were under the protection of Uncle Sam.

"All firearms are sealed by the soldiers before you can take them into the Park. And there are several stations as you pass through which tourists must visit to have their arms examined to make sure the seals are intact. Tourists must also register at each of these stations so they can be traced if the patrols find they have broken any of the rules, such as forgetting to put out a camp fire or neglecting to clean up when they break camp. We entered the Park at the south, passed through it to the Mammoth Hot Springs at the northern limit, doubled back part of the way and went out the west, or Madison River entrance, into Montana. From here we rode seventy miles south, to St. Anthony, Idaho, where once again we struck civilization. I forgot to say that our friend for Canada left us at Mammoth Hot Springs, continuing his slow drive northwards.

"He had a team and buckboard and three colts following him. All his earthly possessions and \$500.00 in bank drafts. It was astonishing the number of people we found roaming over the country that way. Whole families continually on the move. Continuing south from St. Anthony we came into the Mormon country, which becomes more

thickly settled as we traveled, reaching its greatest density at Salt Lake.

"We stopped at farms, ranches, and little towns along the way, getting quite well acquainted with the people and their ways, and receiving only kindness and attention wherever we went. Not once on the whole trip were we indifferently treated. Road camps, lumber camps, logging camps, mining camps, surveyors' camps, we encountered them all, and all alike gave us the best there was in them. We stopped at Salt Lake (City) about a week, and there I heard that you had visited there.

"Continuing south, we gradually drew away from civilization. When we got into southern Utah and northern Arizona, we found these the least settled of any part we had yet traveled. We rode one day for forty miles through a box canyon that we could not get out of, most of the time in the bed of a little stream, a river called *The Pareaah*, that flows into the Colorado. When we got to Pareaah town in the evening, we found that while we were only forty miles from Lee's Ferry, our crossing point on the Colorado River, we had to make a detour on account of the rocky formation of the country, and travel 80 miles with no intervening place to stop at, and only two places the first 45 miles, where we could get water. We made it those two days carrying grain for our horses and a few biscuits and some apples for ourselves.

"Luckily we struck a camp of cowboys in the middle of the desert and stopped with them the first night. The very next day, about three o'clock, we came up with a cowboy driving a bunch of cattle. He turned out to be the son of a man who lived on a ranch and owned the boat at Lee's Ferry. He had been out on horseback since early the morning of the day before without food or water. He had had some difficulty in finding his cattle. One calf, two days old, could not walk far, so he had to carry it most of the way on the saddle in front of him.

“When we met him, he was ten miles from home and we helped him drive the cattle in, which took till dark. Don't you think we enjoyed our supper that night! We had ridden 80 miles in two days on two very scant meals over a desert country, but with the most beautiful coloring around us all the way. The scenic effects were of the grandest every minute.

“The man who runs the Ferry is a Mormon with the inevitable large family, some of the children were married and living on the place, so there were also grandchildren. The place was a sort of break in the Rocky side of the Canyon of the Colorado. There is a flat of about ten acres on which he grows peaches, pears, and alfalfa, keeps chickens and cattle and horses. They are 80 miles from the nearest town on the north and 150 miles from Flagstaff on the south, with only an Indian trading post intervening, and strange to say they would hitch up and drive to Flagstaff and back with as little thought as you would go to Golden to a dance.

“We stayed there two days making hay, while our horses rested up for the trip that was before them. As this was the only crossing place on the River for 300 miles either way, a team or rig of some kind would come along occasionally,—say about twice a week. Don't you think life was exciting at Lee's Ferry? There is one advantage: nervous prostration is unknown there. But we enjoyed the situation. The first day (away) from there, we had to make forty-five miles to an old deserted cabin where there was a puddle of muddy water honored by the name of well or water tank and that had a name which I forget, but we will call it Navajo tanks as a sample.

“As soon as we crossed the river we entered the Indian Reservation of the Navajos and Piutes. They raise a few sheep and horses on the desert. They are almost in their native state, but harmless. They speak no English and pay little attention to passers (by) unless they think

they can earn a penny, when they make a faint effort to approach you. It is wonderful how they live in such a deserted country, nothing but scenery. From here south, we passed through what is called the painted desert, and I read a description of it in a California paper afterwards.

"We reached our cabin just as it was getting dark and we thought we had lost it. My horse met with an accident that day. She slipped passing through a narrow gorge in the rocks and fell. I was leading her at the time as the place was difficult. The place was so narrow she could not get up. By means of a lariat and her tail, and with the assistance of an Indian, that we hired for a quarter, we managed to drag her several feet to a clear place and she unconcernedly arose to her feet quite refreshed from her two hours rest. And we expected to find at least three legs broken.

"That was a big setback and a long day's journey, so she had to hustle to make up for lost time. We took the horses to bed with us that night for fear the Indians might be tempted to drive them off. That is, we took them into the little cabin, built a wall of loose stones for the front of a manger, and we slept in the manger we made, under the horses' noses. They had just room to lie down on their side of the wall and we on ours.

"The fire place was on our side, so we built a fire, gave the horses some water and a little grain we had carried, ate a few biscuits we carried with us, threw down our beds and went to sleep. My goodness that was a hungry crowd, every time we woke up that night, the horses were gnawing on the stones, and next morning they knawed at the bark on the old logs of the cabin all the time we were saddling up. We were very glad to sight the little stone house of the Indian store about noon.

"Fortunately we found two very fine fellows in charge of the station. They belonged in Cincinnati and had come west for their health. They were pretty good cooks, and

all helping, we got up some pretty good meals and enjoyed them. They entertained us for two days. We were greatly interested in the Indians and their customs.

"These posts are owned by storekeepers at various points. They trade food, tobacco, and clothing to the Indians for blankets and curios and sell the latter to the curio stores. We could look south across the painted desert and see the peaks of the San Francisco Mountains, just beyond which lay Flagstaff, our next stopping place, 90 miles away.

"The first night out from there we slept on the rocks near a water hole a few miles south of the Little Colorado River. As there was nothing for our horses to grass on, we had to tie them up. There were no trees or bushes to tie them to, so we had to pile some loose rocks and fix a place to tie them.

"We were up and on our way early the next morning and reached a ranch a few miles north of Flagstaff at dark. There was a fine spring here and we had been gradually getting into timber during the afternoon and now we were surrounded by a dense wood on the side of the mountain, a complete change from the desert we had been crossing for a number of days. The horses were so delighted to get water that they plunged their heads clear into the trough, and it took all our power to keep them from drinking too much.

"When we went to the house we found no one there but three little boys, the youngest 7 and the oldest 11. Their father was a school teacher. We met him at the Indian post on his way to teach school at Lee's Ferry. That one family at the Ferry was large enough to demand a teacher from the county.

"The mother of the children ran the ranch and had gone to Flagstaff with a load of potatoes. She was not expected back until the next day. We prevailed upon the boys to let us stay and we cooked up a supper and break-

fast for all, played dominoes and cards with the boys in the evening, made our beds on the kitchen floor and slept that night. The children were very polite and thanked us for taking care of them when we left the next morning. They were glad to have somebody with them.

"We got to Flagstaff before noon, glad to strike civilization again. We rested two days and started south through the Arizona forest reserve; about 50 miles south of Flagstaff we visited the cliff dwellings, Montezuma Castle and Well. From there to Jerome, the great copper mining camp, and an example of modern cliff dwellings. It is on the side of such a steep mountain that one would expect the buildings to slip off.

"Clark's big amalgamated copper mine is located here. It is a very large concern with most extensive works. They have built and run a large brick hotel for the employes who care to stop at it. At this point there is a magnificent panoramic view of the Verde Valley below.

"From here we had a most interesting day's journey up a steep trail and over the mountains to Prescott. The town was nearly all burned out a couple of years ago and the buildings are all new, so it is very bright and cheerful and the people are of a gay sort. We stopped one day and started on our way to Phoenix 105 miles south.

"Part of the road was the worst we struck. Through what is called the black canon the storms had washed everything away but sharp rocks, and the road was very steep, so that the horses' feet were made quite sore. But it was down hill and we made Phoenix in three days, stopping at old stage stations on the way. At Phoenix we were out of the mountains onto the southern plain, secure from winter's blasts which were fast following us up. The day we got to Phoenix it snowed at Prescott, so we were just in time.

"The roses were blooming at Phoenix so we enjoyed a loaf for several days. From there we had a week's ride

down the Gila River to Yuma, stopping at little settlements where there is water, along the way.

"Yuma is a very rough place, we stayed a couple of days, then crossed the Colorado River again, on a flatboat run by a Mexican, into California. Then we struck out across the desert for San Diego. We had to follow an old deserted stage road which went part of the way through Old Mexico. We were told there was some danger of being held up by the Mexicans and accused of smuggling. But we saw their customs officer, who lives in a little brush house at the line. He could speak no English, but we made him understand that we were going through to San Diego, so he let us pass.

"We had very little idea how far we had to go to the next stopping place. They are buildings (sic) from the Colorado River to the death valley, which passes through the route we had to take, so we struck for the head gates to see if we could get any information. It was scant. They told us there was an outfit putting up telephone wires for use along the canal, that we would strike their camp about twelve miles on. We started and met a man on horseback a few miles away, who turned out to be a superintendent on canal. He told us that camp had been moved and we would not be able to find it. But he told us one of their teamsters would camp on the road that night about five miles along the road we were traveling. Gave us directions about where we would find him, and he also gave us a note to the man, telling him to feed us and our horses. We found the man after a little difficulty and a doubtful state of mind. It was lucky we had a note to him, for he was a poor sort to help others. He was short of food. And he arranged to have supper at a Mexican hut nearby.

"That was an interesting meal. Tortillos (sic)—I am not sure of the spelling. It sounds pretty when the Mexicans say it, but they taste like ———, jerked meat and black coffee. No knives or forks, and for light they built a

fire on the ground in the middle of the room. One side, the south, of the house was open so there was lots of air. A little girl cooked the tortillos, which seemed to be just flour and water made into dough patted out to a very thin pancake between the hands and cooked on the top of the stove. Luckily we had some cheese, too. It was a tough meal and we could not make much out of it.

"We slept on the roadside that night. Got up before day light. Ate a little bread that the driver had left and drank some tea, and started forward pretty hungry. We kept going all day and about six o'clock, just as it was getting dark, we struck a town in the desert called *Calxico*. We had gotten back into California just before we reached it. We found a little settlement that has sprung up in the desert, where formerly nothing grew, as a result of the water from the canal. That was the last very *hard* day we had.

"The next day we rode twelve miles and the day after, forty miles. That took us across the desert and up into the mountains where we came to the coast settlements and we made easy jaunts down the slope, through farms, ranches and orange groves, a hundred miles, to San Diego.

"You can imagine the treat it was after the barren country we had been over. We stayed in San Diego a week, visiting Coronado Hotel and Beach, and Point Loma, the home of the Theosophists. Then we rode north through Riverside, Redlands, San Bernardino, Pasadena, to Los Angeles, where we arrived on December 20, just five months from the day we left Denver.

"Between San Diego and Los Angeles we visited several of the old missions and all of the most interesting parts of Southern California, and were already somewhat tired of orange groves. I stayed about two weeks in Los Angeles, I did not like it. It is a ramshackle wooden town. Like Frisco, but not as orderly an arrangement and structure of buildings. I spent Christmas on Catalina Island, looking

at the submarine garden and fishes through the glass bottom of a boat.

"Meantime, I had sold my horse and outfit, sent for my clothes and on Jan (uary) 3, I took the train for San Francisco, leaving my traveling companion in Los Angeles. I stayed in San Francisco about a month, looking around and enjoying the newness of the situation. Then went to New York via New Orleans and the South. From there I went to Canada and in a day or two received a letter from the company, asking me if I would come here (Fort Wayne). So here is a brief story of my trip."

WESTERNERS BOOKSHELF (more on page 26)

THE SWAN LAND & CATTLE COMPANY, LTD., by Harmon Ross Motherhead, (Univ. of Okla. Press, 1971, 203 pgs., \$7.95)

Short but adequate account of the trials and tribulations both physical and financial of the pioneer Swan Land & Cattle Co. of Wyoming Territory.

MISSION AMONG THE BLACKFEET, by Howard L. Harrod, Univ. of Okla. Press, 1971, 218 pgs., \$7.95)

History of the Catholic and Protestant missions among the Blackfeet with an assessment of their sociological effect upon the tribe from the 1840s to the present time.

REMINISCENCES OF ALEXANDER TOPONCE, ed. by Robt. A. Griffen, (Univ. of Okla. Press, 1971, 221 pgs., \$4.95)

Pioneering experiences of a man who, among other activities, bossed wagon trains and stage lines, supplied beef to Indian agencies and U.P. Railroad crews, panned gold at Alder Gulch,

Montana, chased outlaws, smuggled horses from Canada and wound up serving as Mayor of Corrine, Utah.

JICARILLA APACHES, by Gertrude B. Van Roekel, (Naylor Co., San Antonio, 1971, 86 pgs., \$5.95)

Sympathetic and understanding history and evaluation of the Jicarilla Apaches from 1887 to the present day.

COWBOY LORE, by Jules Verne Allen, (Naylor Co., San Antonio, 1971, 175 pgs., \$5.95)

Life of the cowboy, cattle brands, cowboy dictionaries and songs of the range. The author captures the spirit of the cattle country in its entirety.

GOLIAD SURVIVOR, by Isaac D. Hamilton, as told to Lester Hamilton, (Naylor Co., San Antonio, 1971, 74 pgs., \$4.95)

The harrowing experiences of Isaac Hamilton who survived the Goliad massacre, together with an account of the closing events in the Texas Revolution.

Ghost Towns Before 1300

Mesa Verde and the Anasazi

By DR. AND MRS. WILLIAM ANDERSON

Tonight, we want to talk about a land and a people. The land is still there, somewhat drier, but essentially what it was a thousand years ago, two thousand years ago, twenty thousand years ago. Or to be more exact, just about what it was in 1286, the last date of record at Keet Seel. Now there are scars made by roads and bridges, dams and power lines. There are man-made lakes where only streams ran before. There are dry washes where streams once ran, and there are alkali flats and terraced shore lines where lakes once rippled in the sun and the breeze.

But the people are gone. No one knows for sure where they went or why they left. We know they were there. Tonight we want to talk about what is known of these people and speculate about their origins and their destiny.

This is a huge land—it stretches from South eastern Nevada to Big Bend, Texas, and from Dinosaur National Monument to Mexico. It includes what is now Utah, south of a line through Vernal and Ogden; Colorado west of the Divide from the Yampa south to Durango and then east to northwest Texas. It includes most of New Mexico and Arizona. This is the Colorado Plateau, the land of the pinon and the juniper, the sagebrush and the yucca. This is the land most notably, of the red sandstone—of soaring cliffs and deep, dry canyons in which the story of the earth

for a hundred million years is exposed, layer by layer. This is also the land of volcanic cones, cinder and ash, of volcanic plugs still standing uneroded as at Ship Rock and the sacred place called "Agathla" by the Navajo.

The land is dotted with the ruins of simple pit houses, surface pueblo dwellings, and cliff houses. The Salt and Yuma river valleys south of Phoenix where the Hohokam built their elaborate irrigation systems, the basketry remains found in dry washes and on sandy points in the Dinosaur National Monument—relics of the Fremont culture—are all evidence of a civilization and culture of a high order. The Sin Agua people in Arizona built such structures as Tuzi Goot, Walnut Canyon, Montezuma Castle, and Wupatki. The Rio Puerco ruins in the central Arizona Painted Desert, the Pecos Pueblo, and Frijoles Canyon ruins in New Mexico are other examples still remaining of the culture of these people. In Colorado and Northern Arizona are many other ruins. No archeologist would want to try to number the centers where these early people lived. On Wetherill Mesa (Mesa Verde) alone for example, 806 sites have been located and mapped. This is a land, in which in a more salubrious and somewhat less dry era thousands of people lived—a land which is today part of the homeland of the largest Indian tribe surviving 400-plus years of contact with the whites—the home of the Navajo, the Dineh (the people), they call themselves. This is a land red, stark, majestic, frightening, in which a people made their homes for thousands of years and in which the Hopis, the Zunis, the Acomans, the Taos (these almost certainly the descendents of the early ones) now live, and which shelters new comers—the Navajos and others.

Because the whole territory is too large, the time too long and the story too complicated to try to tell much about the whole prehistory of the southwestern Indians, we are going to talk about one culture and one people—the people whom the Navajo call "Anasazi," the "Old Ones,"—and we

are going to talk about just the central heart land of the Anasazi culture—the four corners country south from Durango, Colorado, to Chinle, Arizona, and from Kayenta, Arizona to Gran Chaco, New Mexico. Also we will limit ourselves essentially to the period 600 A.D. and 1300 A.D.

Why do we place these arbitrary limits in time and space? We do so because in that space and in between these times there grew a culture which can be traced and described and defined—a culture wrung from a savage red land by what our ancestors, Anglo or Hispano, called a savage red race.

The land you may know, but what of the people who lived for more than 700 years in this land, built some of the most remarkable structures in the world, and then vanished? What of the people who were living in a 700-room apartment house in 1250 A.D. who wove cotton and fur and yucca fiber, who traded with people on the California coast for abalone shell and with Mexican Indians for cotton and macaws?

What do we know of these people? There is general agreement among anthropologists, archeologists, and other scientists that the ancestors of all American Indians certainly came, in large part, from eastern Asia, probably as long ago as 20,000 years. Carbon-14 dating of charcoal in several places in the U.S. gives a pretty clear indication of habitations that old. It is surmised that over a period of centuries there were dribbles of migrants from Asia who gradually moved south and who finally filled more or less, the American continents. But we are not going to speculate tonight about the primordial ancestors of the Anasazi. We know enough about the people themselves to make a story.

By about 500 to 650 A.D. there were dwelling in the Mancos River valley and in similar valleys in southwestern Colorado, southeastern Utah, and in New Mexico and Arizona, groups of people much alike—enough alike so that we can combine them in our story. They were certainly a

small people—their skeletons and the height of their doorways tell us this. If we can judge by modern Indians, they probably were dark skinned, with dark eyes and hair. The men's beards were probably scanty and body hair was also scanty. A big man might have been 5'6" tall—the average was closer to 5'4". Their cheek bones were prominent and there probably was more than a suggestion of the "epicanthic fold" of the Mongolian eye. They suffered from rickets, rheumatism, arthritis, and bad teeth. The major item in their diet was corn, ground to a meal between two stones which shed bits of sand to mix with the meal, so that tooth surfaces were eroded early in life. A man was old at 40—not many, probably, lived to be 60.

How can we be so certain about these people and the time in which they lived? Let's look at time first. Trees, in growing, produce a growth ring for each year that they age. In a wet year, the ring is a thick one; in a dry year it is thin. If we cut down a tree in early 1970, the last full year of growth is 1969. We can compare the rings in the 1970 cutting with those of a tree cut in 1969, one in 1950, and so on. Overlapping rings will enable us to go back farther and farther in time, using logs and charcoal from long dead cities. Scientists using this method of comparing growth rings (called dendro-chronology) have established accurate dates back to 2000 B.C. Another scientific method of establishing dates is through the known rate of deterioration of Carbon-14, principally through the dating of charcoal specimens. The two methods used together enable us to be quite sure that the Anasazi lived in the area about which we are concerned between 500 and 1300 A.D.

Let us talk about the Mancos River Valley and Mesa Verde first, since the evidence here has been very well studied and the remains are close at hand. These people were living in semi-permanent dwellings. Archeologists give the name of "Pit Houses" to these early residences.

There are relics of even earlier, more primitive, less permanent structures, but we can ignore them this evening. Pit houses were made by digging pits and erecting superstructures to cover them. Typical pit house structures are those to be found on Chapin and Wetherill Mesas at Mesa Verde, and at Chaco Canyon across the wash from the later Pueblo Bonito and Chetro Kettel buildings. There are the discovered and in some cases excavated remains of hundreds of pit houses in the southwest.

The people living here have been given the name of Basketmaker, because of the fine basket weaving they did. This name was probably assigned first by John and Richard Wetherill, early ranchers in the area and the first white men to do careful investigation of the ruins. Several periods, with noticeable differences among them, can be identified in the remains of the Basket-maker people, but we are summarizing and generalizing, so we will talk about the common elements only.

This people raised corn, beans, and squash. They gathered grass seeds, pinon nuts, choke cherries, yucca and cactus fruit, and beeplant seeds. They ate ground squirrels, grouse, deer, elk, mountain sheep. They had domesticated the turkey and the dog. Their corn was a hard flint corn—cobs probably no larger than three to four inches. The corn was ground on a metate using a mano. Beans and squash were probably boiled by putting hot stones into a mixture of water and vegetables in a tightly woven waterproof basket. Crops were grown in washes where run-off and floods would provide the needed irrigation water. Modern day Navajos grow corn in the same way. In southern and central Arizona, elaborate irrigation systems were constructed. There is evidence of a dam, a lake, and a distribution system of canals on Chapin Mesa. The animals used for food were snared, trapped in long nets, killed by slightly curved sticks or by darts projected by a throwing device called by the Mexican Indians an *atlatl*. The *atlatl*

is really a device to lengthen the throwing arm and hence increase the speed with which the dart was thrown. One net used to capture game has been found that was more than 240 feet long and three feet wide. Fences were used to corral game to be captured. Dioramas and carefully displayed artifacts at museums show the tools used for hunting and farming. Corn, beans, and squash seeds all need to be planted in shallow holes, not broadcast. These displays show actual tools, curved throwing sticks, digging sticks, and stone axes.

In some Basket-maker centers pottery was being made in the seventh century. We know this by having found remains of the dishes. Pottery was made by coiling ropes of clay on top of each other, then forming the desired shape by patting and cutting. The pottery was decorated, then fired. Typical Anasazi pottery in this area was decorated in black on white, although at Keet Seel and farther south red and black and red, white, and black formed the decorative scheme.

We know too that these people buried their dead and deposited useful artifacts in the graves. The dry soil of the area has preserved some of these remains so that we can tell a great deal about the people.

Probably by about 700 A.D. the river bottom dwelling people had begun to move to nearby mesa tops. Why did they move? No one knows, but we can surmise that several things influenced the decision to abandon the river bottoms. One probably was the richer soil on the tops of the mesas—the valley soil had been cultivated for several hundred years and was worn out. For easier defense against hostile attacks is another possible reason, although there is very little sure evidence of warfare. In any event, move they did, and between 700 A.D. and 1100 A.D. at Mesa Verde the mesa tops were inhabited by the Anasazi who were making great strides toward a more elaborate way of living.

First, let's look at their dwellings. Pit houses were abandoned in favor of masonry structures. The masonry was crude at first, being of the type known as *Jacal* or *Wattle and Daub*. This type of construction was found in many Developmental Pueblo centers—Keet Seel, Chaco Canyon, as well as on Mesa Verde. Notice that Jacal masonry is a sort of woven picket fence daubed with adobe. Later masonry utilized uncut rocks imbedded in large quantities of adobe mortar. The next step was to shape sandstone slabs so that they could be laid with little mortar. Finally, as at Pueblo Bonito, Chetro Kettle, and Rinconado, the inner and outer courses were made of such accurately cut stones that little or no mortar was needed. While houses were being built this way, the size and complexity of the structure grew, so that prototypes of the present day pueblo towns appeared. Constructing what were in reality apartment houses brought about many changes in living.

In the pit houses there was typically a room almost certainly devoted, in part, to religious and/or ceremonial purposes. In the pueblo villages these rooms, called Kivas, remained under ground (Kayenta ruins are an exception) a round shape, with certain architectural features in common. These features were circular banquette, pilasters, flue, deflector, fire pit, and sipapu. In the Kayenta area the Kivas were rectangular rather than circular.

Sometime in the 12th century the Mesa Verde and Kayenta Anasazi decided to move their dwellings from the mesa tops to the south-facing so-called caves—really just shallow cavities in the sandstone canyon walls. The projecting roofs gave some protection from rain and snow. Here on Chapin Mesa, and certainly elsewhere, the Old Ones built great communal houses, in many instances, apparently, by tearing down the mesa-top pueblos and moving them stone by stone and log by log to the new locations. The people at Chaco Canyon and Aztec stayed

in the river bottoms.

So, during the twelfth and thirteenth centuries we had two types of Anasazi villages—cliff dwellings such as those at Mesa Verde and Kayenta, and valley floor structures as at Chaco and Aztec. The Old Ones, where ever they lived then, had much in common with their contemporaries in the area—enough so that we can paint a picture of them—how they lived, what they wore (not much, apparently,) what they ate, how their social and personal lives were organized, and something of their value system.

Uniformly there were several Kivas in each settlement. These grew in size, probably as social organizations changed, from small, probably one-family Kivas to the so-called "Great Kivas" at Aztec (the only completely restored one,) Chetro Kettel, Bonito, and Casa Rinconado. The characteristics mentioned earlier—the banquettes against the wall for spectators' seats, the pilasters to help hold up the roof, the fire pit, the deflector, the flue, and the sipapu, through which spirits passed, are all present here. At Rinconado and at Aztec in the great Kivas, the pillar bases to support the roof are still in place.

Probably the openings at the ends at Aztec and Rinconado were for priests and neophytes to enter and leave. Ordinarily access was by means of a ladder leading down from a central opening in the roof. Most small Kivas were underground—the great Kivas were partly or entirely *above ground*. If we can draw conclusions from present day Pueblo dwellings—Zuni, Hopi, and Taos, the Kiva was the iosation of religious ceremonies and a club room for the men (no women allowed!)

Probably some belief in a future life was held because of careful burials, with the placing of precious objects in the grave. Also we can assume, by analogy, that the social organization was that of the clan, or enlarged family, and that the marriage pattern was matrilinear and exogamous—that is, the groom moved in with his wife's people (away

from his own blood kin) and children were regarded as belonging to the mother and her people.. We are on surer ground when we say that there were probably no chiefs—just Indians. Look at these rooms—no chiefs there. If a chief had been there, his wife would have insisted on the biggest room in the place.

Now—let's take a short trip to the four centers (Keet Seel-Betatakin) (Mesa Verde) (Aztec) and (Chaco.) We will go by way of Grand Junction, Colorado and Moab, Utah to reach the Kayenta area. On the way we will pass Arches National Monument, Canyonlands National Park, the Goosenecks of the San Juan River, and Monument Valley. We will drive past Agatha to Kayenta, where John Wetherill lived and is buried, to the Navajo National Monument. We stop at the canyon rim and look down on the cave of Betatakin. Down 800-plus steps and across the canyon floor we walk to reach the ruin. This was a small village perched precariously on a steep floor. We walk along the house walls and peer into rooms. The masonry is crude by comparison with that of Mesa Verde, Aztec, and Chaco. The other Kayenta ruin open to the public is Keet Seel. We walk or ride horseback down a steep trail to the floor of the Tsegi Canyon and then travel six and a half miles to reach the ruin. We see it from a distance; we climb the 75-foot ladder locked to the rock, and step into a small ruin. Masonry here is not very good, but the Anasazi here placed a huge log (just above the ladder) to use as a beam for hauling up supplies. Here we see in a small storage room—evidently used for garbage—shriveled three to four inch corn cobs and curls of squash rind that had been drying there for 680 years or more. Neither of these places was occupied long—fewer than 100 years. Keet Seel particularly gives the impression of being only temporarily abandoned. We had the feeling that the Old Ones would be back just as soon as we had left. Both villages had square Kivas and made polychrome

as well as black on white pottery. Last look—Tsegi Canyon.

Let's go now to the other center where villages were constructed in the cliffs. From Durango, with Mt. Hesperus the sacred mountain of the North looming above us, we drive past Mancos and up the road to Chapin Mesa. At Mesa Verde the first serious archeological study of the Anasazi was undertaken, and the famous Spruce Tree House, Balcony House, and Cliff Palace on Chapin Mesa have been excavated and stabilized. Step House, Mug House, and Long House on Wetherill Mesa have been excavated but are not yet open to the public. Past the excavated pit houses and Mesa-top pueblos we drive to the museum and headquarters. We take the trail to Cliff Palace, the largest of the ruins in the Park. The variations in quality of the masonry is noticeable. The Anasazi masons utilized a partly hanging piece of rock as part of a wall, building above and below it.

Spruce Tree House lies at the end of another trail. This is a smaller ruin. Some of the exterior walls still show remains of the adobe plaster which once covered them. The masonry here is varied in quality, but mostly uses large stones and lots of adobe mortar—Note the use of part of the cliff wall. The tops of a ladder leading to a restored Kiva are shown.

We were able last fall to spend a day on Wetherill Mesa, on which Park archeologists have been working since 1954 but which is not yet open to the public. Step House is a small ruin. The Anasazi steps leading to it will be preserved along side the Park Service trail leading down from the overhanging cliff to the ruins themselves. Usually the Old Ones used finger and toe holds to scale the cliffs, but here they built true steps for more ease in entering their homes. This ruin was especially interesting to us because apparently a pit house was in use in the cave at the time as pueblo type dwellings.

Long House, the second largest of the Mesa Verde

villages to be discovered and stabilized, contains several interesting features. It had larger level areas for the regular out-of-door daily living than most of the cliff houses. These areas can be seen on five levels in the next four views. The masonry ranges in quality from carefully trimmed and well-laid sandstone slabs without much mortar to more typical Mesa Verde rough cut blocks laid with lots of mortar. A supply of roof rafters (or vigas) has been preserved in the back part of the ruin and two of them have been shown in place in the stabilization of the house. This is in contrast to the ruins at Cliff Palace where almost no original wood was found in place. The small openings in the room up high on the wall are presumed to have been arrow slits. This room wall is made of Wattle and Daub masonry. This room is on a ledge seven or eight stories above the level of the main ruin. One way of reaching this ledge might have been through a corner tower in which five levels can be identified.

Now let's go south from Durango to Aztec, New Mexico where there are extensive ruins in the valley. Here we follow a path from an overview to the ruin and through a series of rooms back into the open again. There is a good quality of masonry here. These walls are of two coursed faces, filled with rubble. Apparently the Anasazi often buried their dead under the dirt floors of their homes. The largest fully restored great Kiva is at Aztec.

Finally, let's go 60 miles south of Aztec to the cluster of ruins in Chaco Canyon. The monument headquarters has a small but good museum. We will drive west from the museum along the foot of the north wall of the canyon. We come first to Una Vida, a small ruin only partly excavated. The masonry is quite good. We come next to Hungo Pavi where we can notice good quality of the masonry and see the ends of the vigas, or roof rafters, projecting. Chetro Kettle is next.

Pueblo Bonito is the largest of the Anasazi villages

yet discovered and excavated. The 700-plus rooms could have housed several thousand people. Bonito was built over a period of many years, as is shown by the rough masonry which was done early. The long back wall shows the typical construction—two finished surfaces with rubble and mortar in between. There is fine masonry here. Corner doors were fairly common in Bonito. There were no interior hallways. To get from front to back the tenants had to go through one or more rooms. Privacy was apparently of not much concern. Two features of nearly every Anasazi pueblo—numerous small Kivas and a central space in which probably much of the daily living was done, are apparent here. Bonito had many small Kivas—and two large Kivas.

So we find for upwards of 500 years dozens of pueblo communities in which small people lived together, mostly out of doors, since the small, smoky, smelly rooms must have been unpleasant. They made a successful civilization without a draft animal, with only the dog, the turkey, and possibly the parrot domesticated, without the wheel or the arch, without an alphabet or any form of written communication. They did a lot of what seems to be scribbling, scratching through the desert varnish of the canyon walls. Pictures of animals and probably of legendary or sacred persons appear.

And then about 1250 they began to leave, certainly not all at once, but by families and small groups. Where did they go? Some from Mesa Verde stopped for a while at Aztec and again at Chaco. The last tree ring date at Keet Seel is 1284. By 1300 there were only ghost towns—some of one room, some of hundreds. Why did they leave? Where did they go?

A long drouth, proven by tree rings, was probably the major factor. There may have been attacks by roving Utes, Navajos, Apaches. Poor farming procedures resulting in many deep arroyos and impoverished soil may have been a factor. Hopi villages today contain rectangular

Kivas; did the Kayenta Anasazi go there? Does the Anasazi blood flow in the veins of the Taos Pueblo Indians?

What is left, beside the ruins, is the red rim-rock country of great distances, flaming cliffs, and sandy washes. If you want to see these ghost towns you had better hurry. The Navajo Tribal Council has fenced off Shiprock to prevent its destruction. Spray-paint-can-wielders are defacing Monument Valley, and the National Park Service has to limit visits to many of the ruins severely. But even so, an early summer trip to this country is worth anyone's time.

The sun set long ago for the people, the Anasazi. Will the sun have to set also for the land? Unless wise conservation plans are followed soon, it will. Roads, dams, great lakes wasting thousands of acre feet of water to evaporation have replaced streams. Airplane super-sonic booms have already irreparably damaged many ruins, and open pit mining to provide coal for steam electric plants will destroy much land and pollute the whole Four Corners area.

A drouth added to poor farming methods forced the Anasazi to leave. Will indifference on the part of most of us and thoughtless greed on the part of some wipe out the beauty and usefulness of a land many of us know and admire?

Now it is time to draw the curtain of sunset across another day and come to an end. Thank you for inviting us.



Dr. and Mrs. William Anderson receive their plaque as Sheriff Les Williams looks on. The Andersons presented their illustrated program August 25, 1971.



Westerner's Bookshelf



CHERRY CREEK GOTHIC: VICTORIAN ARCHITECTURE IN DENVER, by Sandra Dallas. Norman: University of Oklahoma Press, 1971. xi, 292 pages. Illustrations, bibliography, index. \$7.95.

This narrative is a "once over lightly" history of Denver as told through its architecture. And what an architecture it was! Almost anything went to produce a home or business block that would be different and distinct. The author tells of the varied combinations of styles and periods, all topped off with a fantastic frosting of cast iron lace or minarets and turrets. The architecture was unique so was given the name, *Cherry Creek Gothic*. The town grew up along the banks of Cherry Creek and the Platte River developed this style after the early structures were destroyed by fire and flood in the 1860's. The city fathers adopted an ordinance after these happenings which designated that all future buildings should be done with brick or stone.

The author has written a popular history of Denver not bogged down with factual details and stodgy statistics. The people and the buildings and the residences are here all put together in a rather intricate pattern like the parts of a puzzle. The reader is lost at times when the text skips several pages, so that pictures and long captions can be inserted. In fact the history is told almost more through these captions than the text itself.

The format of the book is very attractive with a pictorial map of downtown Denver reproduced as endpapers

(also repeated in the text). The picture reproduction is very good and the book is timely as many of the structures shown have long been razed to make way for "modern" buildings or parking lots. It is hoped that some that are still standing may be preserved. The index is in two parts: one/of the structures and the other a general index. It is to be regretted that the author did not include the names of the architects of the more important buildings and homes.

Opal M. Harber

PRAIRIE GIRL, by Bess Allen Donaldson, (Wagoner Printing Co., Galesburg, Ill., 196 pgs., no price shown)

Reminiscences of the author's girlhood spent in Galesburg, Ill. and Russell County, Kansas, in the late '90s and early 1900s. Descriptions of rural Kansas and life in Russell County, Kansas, exceptionally good.

GOLD AND SILVER IN THE WEST, by T. H. Watkins. *The American West*. \$17.50.

Young vigorous historians are producing increasingly magnificent books about the West and adding a great deal pictorially by the use of both black-and-white and color reproductions. This volume must stand very high in accomplishment because of its organization of material, excellent writing, and general grasp of the whole mining movement from the arrival of the Spanish Conquistadores in 1519 to the uranium craze of the 1950s.

The main emphasis is on the gold

and silver excitement that captured the American imagination for 50 frenetic years from California in 1848 to Alaska in 1898. It is at once a ruthless and romantic story, and the author has seen it in great clarity as David Lavendar, a former Coloradan, points out in an excellent forward.

Naturally, in such a mammoth sweep, small errors creep in. In the Colorado passages there were dates, figures, identifications and interpretations that were incorrect. As one curious aspect of the book, Watkins never mentions a donkey (or burro), that trusty of Colorado mining. He speaks of the use of mules underground—a rather rare occurrence in these parts. Before mechanization, burros were used throughout Colorado.

But all these are small quibbles concerning only the historian. The general reader will find the book correct in its over-all view, a delight to read, and a pleasure to study the pictures.

Caroline Bancroft

HAVE YOU EVER SEEN DENVER? Photography by Olga Seybert, text by Helen Lowrie Marshall. Victoria Publishing. (No price listed)

This is the way you'd like your friends to think Denver looks—beautiful parks, serene mansions, a quiet life. The two authors have assembled a picture book, generous with Denver landmarks, guaranteed to pique your nostalgia.

In some ways the title "Have you ever seen Denver?" is a misnomer. This is the Denver we have all seen, though may not see again. At least one of the fine old mansions featured has disappeared.

Sandra Dallas

THE CABLE CAR IN AMERICA, by George W. Hilton, (Howell-North, Berkeley, Calif., 1971, 484 pgs., \$17.50)

The cable car was once the most economical means of urban transportation. San Francisco had the largest system in mileage, but Chicago, without a hill in sight, had the largest number of passengers and Kansas City had the most comprehensive system.

The heyday of the cable cars was in the mid-1880s, and lasted only six years, but 62 lines were built and operated in 28 cities. They flourished in Kansas City, New York, St. Louis, Chicago, Philadelphia and Denver—cities with hills and those with flat terrain. Today, San Francisco has the only known cable cars still operating.

Here is the history of 62 cable companies in 28 cities, with the author following the route of every line that ever existed, and every one that was seriously projected, even if not built.

Perhaps the greatest interest to those in the Denver area will be the once flourishing cable lines of the Denver Tramway and the Denver City Cable Company. Also, projected, but never completed were the Denver & West Side Cable Railway, the North Denver Cable Company and the South Denver Cable Railway.

About half the text is devoted to a description of the technology of cable lines, given in great detail, and the rest to the cable car's abrupt rise and fall. The text, together with an astounding supplement of 684 photographs, drawings and maps, makes the book a most comprehensive and definitive work on the subject.

Armand W. Reeder, PM

OVER THE CORRAL RAIL

The speaker this evening (Oct. 17, 1971) is Denver Westerners Posse member Jackson Thode. He is a veteran of 35 years with the Denver and Rio Grande Railroad. While still in college, Jack began employment with the D&RG in 1936. He was promoted to management level in 1949. Jack was secretary to A. E. Perlman, both while Perlman was general manager and executive vice president. Thode's next position was as secretary to general manager G. B. (Gus) Aydelott. When Aydelott became president in 1956, Jack remained as secretary. For the past several years he has been budget analyst in the Transportation Department, formulating budgets and checking expenditures. He states that he is "fortunate in working for an outfit which is extremely interesting from a historical standpoint as well as current operations," allowing him to combine hobby and job..

We all think of railroading as Jack's number one hobby. Jack Thode was one of the founders of the Rocky Mountain Railroad Club, and he has collaborated on a number of railroad books. His other interests include World War I aviation and photography. But his topic tonight returns to his primary interest: "A Centenary of Passenger Trains"—commemorating a century of the Denver and Rio Grande. Jack Thode—but, where is he?

(Jack entered with the sound of a train and wearing the uniform you see him in here. His paper will appear in the Brand Book.)



Jack Thode in costume with beard. He also had a small bag and a signal lantern when he entered Westerners meeting.

Collection of Fred and Jo Mozzulla

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Members of the Denver Westerners were treated in December to a chance to see Vol. 1, No. 1 of *Hoofprints*, publication of the Yellowstone Corral of the Westerners. We can only wish them continued success. Anyone wishing to contact the Yellowstone Corral may write: P. O. Box 355, Billings, Mont. 59103.

The DENVER WESTERNERS

ROUNDUP

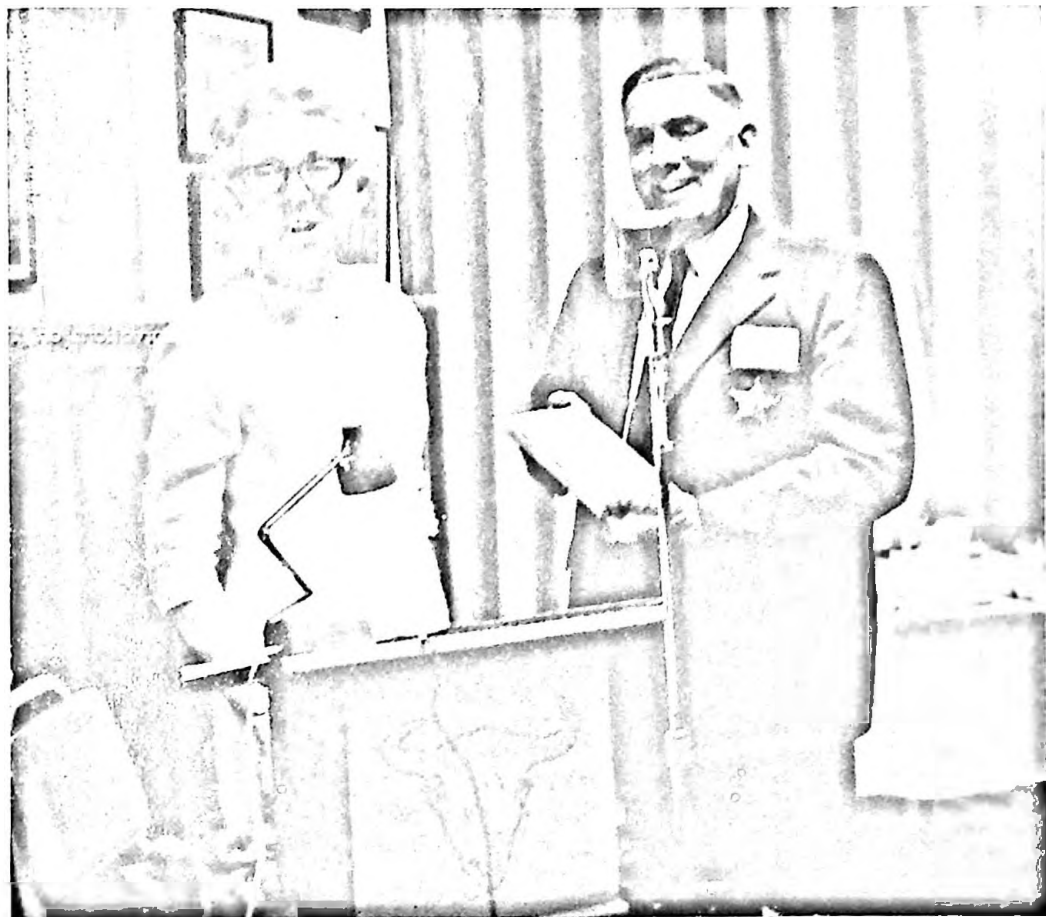
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AND THEIR FRIENDS

By Rhoda Davis Wilcox



Rhoda Davis Wilcox and Sheriff Les Williams

Fred and Jo Mazzulla Collection

Over the Corral Rail

In an unusual action at the January Posse meeting, a new member was admitted to the Posse by acclamation. He is well known to most members of the Westerners. He's been a corresponding member of the Denver Westerners since 1946.

His name is Merrill J. Mattes, 5800 W. Plymouth Drive, Littleton, Colo. 80123.

Merrill was a founder of the Omaha and the San Francisco Westerners and the first sheriff of the San Francisco Posse. He's chief of the Office of History and Historic Architecture of National Park Services.

Among his accomplishments have been the restoration of several historic places such as Fort Laramie, Wyo., and the development of museums such as the Fur Trade Museum at Grand Teton Park.

Merrill is author of the "Great Platte River Road," Nebraska State Historical Society, 1969, which won the Wrangler Award of the National Cowboy Hall of Fame and the Merit Award of the American Assn. of State and Local History.

It is unfortunate that we do not have room here to list all of his other publications.

The Denver Posse is proud to welcome Merrill Mattes to its membership.

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Granville Horstmann, 3083 S. Holly Place, Denver, 80222, offers the following information on the Council on Abandoned Military Posts (CAMP) assembly in Denver on April 27-29. Sponsor, so far, is the Rocky Mountain Department of CAMP. Maj. Gen. James Wier, OC, of Fitzsimons General Hos-

(Continued on page 40)

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ROUNDUP



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THE AUTHOR

The author of the paper in this issue of the Roundup is Rhoda Davis Wilcox, 1620 E. Cache LaPoudre, Colorado Springs. She's a teacher, and an authority on the people and places that made Colorado Springs history.

The Founding Fathers And Their Friends

by Rhoda Davis Wilcox

One hundred years ago in the summer of 1871, the town that was to become the city of Colorado Springs was born. This is a very brief time if measured as history is measured in Europe, but when we consider that Colorado Springs came into being before Colorado was a state, then our time span lengthens.

The more one delves into its history, the more one becomes aware of what a precarious endeavor historical research is, for one encounters poorly recorded facts, a mass of contradictions, and little accurate documentation. Even those who were on the scene and bothered to record evidence for us, did so, more often than not, with the faulty memories of old age, coloring the record with their own prejudices and points of view, an indulgence to which we all are prone.

Emerson once said that "all history resolves itself into the biography of a few stout and earnest persons." This statement seems appropriate, for the history of Colorado Springs resolves itself about a number of "stout and earnest" types, and a few that were not so "stout and earnest."

Let us begin with the foremost among the "stout and earnest," General William Jackson Palmer. Palmer, a Pennsylvania Quaker felt strongly that men of all races and creeds deserved to be free men. So thinking, he organized a cavalry troop among his friends, served with distinction during the Civil War, and was made a brigadier general at a very early age.¹

After the war many young veterans were caught up in the

westward migration. The General and some of his fellow cavalymen became associated with the Kansas Pacific Railroad which was being planned west from St. Louis. In the spring of 1867, he was chosen to lead a survey along the 35th parallel, across Apache country, over deserts, and through deep difficult canyon land, where his surveyors were to starve and thirst, alternately, be shot at by hostile Indians, and endure great hardships. An account of this chapter of his life is to be found in a book written by one of his companions, Dr. William A. Bell.²

Dr. Bell, an Englishman who fits the Emerson category appropriately, had come to St. Louis from London to investigate some new medical findings. Here he heard about the Kansas Pacific survey being organized. Feeling the lure of adventure, he asked to be included. The only vacancy was for a photographer, so he hastily took lessons to qualify, and from that day on, we hear relatively nothing of his medical practice. The careful notes that he and the General took along the survey route became the nucleus for his prestigious literary effort. Upon their return from California, he left for England to write his book, for which he was made a fellow of the Royal Geographical Society and lionized in British social circles. By September of 1869 he was back in America, riding west with the General again. This was the beginning of a lifelong friendship and business partnership for Palmer and Bell.

At this time, Gen. Palmer was the engineer in charge of construction of the Kansas Pacific across the plains to Denver. The officers of that road, somewhat lacking in broad vision, had scrapped the idea of building along his survey route. Ironically, another railroad (that has been successfully operating all these years) built essentially, along his survey and became his bitterest rival in a struggle for the Royal Gorge.

While building across the plains, he dealt with Indian attacks, buffalo stampedes, whisky peddlers, and other difficulties that continued to make of his life a saga of the old

West. He made a number of surveys along the Arkansas River and northward along the face of the Rockies, trying to convince the shortsighted Kansas Pacific hierarchy of the error of their ways, but to no avail. His friend Bell, however, had a receptive ear. Upon his return from England, the General brought him across the plains to a "place of beauty" he had seen earlier while riding atop a stagecoach in the moonlight. They rode through the Garden of the Gods, bathed in the soda spring, then continued northward, riding through Monument Park, and on to Denver. So it was that they toyed with the idea of building a railroad of their own along the face of the beautiful Rockies.

The General sent young Capt. William Colton, a third William to add to our list of the "stout and earnest," to the Pikes Peak region, to do some surveying and make a report on the feasibility of building a railroad to the area. This intrepid thinker went one step further. He made a sketch map of the land between the Fountain and Monument Creeks and recommended it as an ideal site for a town.³ So, in a sense, young Capt. Colton might be said to have been one of the founding fathers.

Bell and Palmer were unable to get the usual government subsidy given to other railroads, since Washington felt that north-south roads did not follow the pattern of immigration. The General and Dr. Bell argued that railroads should lead rather than follow the tide of immigrants. The loss of the argument did not deter them. They devised a plan for buying land along the route of their proposed railroad to start town companies. The sale of the land would provide money for building the railroad, and as settlements and industry came into the area, the railroad would be provided with revenue, as it in turn served the shipping and transportation needs of the people. With such a plan, Capt. Colton's sketch map came in handy. The General tells us in his Quarto-Centennial speech:

"The seed thus sown by Captain Colton fell on soil that was quite ready for the process of germination. I wrote at

once to Gov. Hunt (another loyal friend of his) to buy two quarter sections.”⁴

Little did he realize what a man of action Gov. Hunt was. He came down to Colorado City and bought 6,000 acres (a figure that is variously quoted by different writers, but quoted as 6,000 by the General). He then wired the General that he had drawn on him for the necessary cash. In a state of shock, the General hastily wired his friends in Philadelphia to bail him out!

In April of 1870 he brought his future bride, her father, and some moneyed subscribers out to see his purchase, and as they rode through Templeton Gap, he had another shock! A prairie fire had swept across the acreage leaving it blackened and forlorn. Life was not always easy for the “stout and earnest.”

Gov. Alexander Cameron Hunt, the moving force behind the foregoing transaction, was definitely one of the “stout and earnest.” As a young man he had been mayor of Freeport, Ill. Lured by gold, he went off to California. In a clipping from the Washington Sunday Star to be found among General Palmer's papers it is stated that Hunt crossed the plains nine times by wagon or stagecoach in days when the journey took three months, every hour of which there was peril from hostile Indians and highwaymen.⁶ He was frequently attacked, and on one occasion the Indians killed or wounded every male member of his party, and he, the only well man left, was compelled to bury nine of his companions. As U.S. Marshall, he captured the desperado, Slade, in a manner that reads like a paperback Western. At one time, he was Superintendent of Indian Affairs in the territory and in this capacity won the respect and love of the Indians, to whom he was a “heap-howdy-heap-biscuit” (so named for their love of baking powder biscuits given to them by the early settlers). Hunt served the territory in Congress, and at the end of his term was made the Fifth Governor.

President Grant replaced him rather suddenly for shallow political reasons, for which he later apologized upon finding out what kind of a man he had misused. He made amends by sending Gov. Hunt a beautiful horse all the way from the East.

Gen. Palmer always referred to Gov. Hunt as a human whirlwind, and said he blazed the trails for the D&RG engineers, and knew every practical mountain pass in the state.

Now we come to other important friends of the founding fathers—William Howbert and his son, Irving. This William was a Methodist minister who had come out during the Gold Rush, bringing with him his young son, Irving also “stout and earnest.” In Denver he called upon “Brother Chivington,” the head of the Methodist organization in the Rocky Mountain region and was offered a circuit mission in the mining camps. With his young son, he went up to Hamilton in the Fairplay district. He was so successful in raising money for a new church there, that he left young Irving chinking logs and rode off to Denver to buy windows for it, but by the time he returned, his congregation had all rushed off to a new strike, leaving him with his windows and his empty church. He finally gave up preaching and settled down near Colorado City.

At the time Gov. Hunt came knocking at his son Irving’s door, Irving was the County Clerk of El Paso County and handled not only his own work but that of the absentee County Treasurer, County Assessor, and the County Commissioners, who were ranchers—besides studying to be a telegrapher! He still found time to help veterans secure their pensions and to identify geological specimens brought in by the local citizenry.

When Gov. Hunt told Irving Howbert what was afoot, Howbert became one of the incorporators of a paper railroad with Hunt and F. Z. Saloman to “hold the field” for the General until he and Dr. Bell could raise the needed money among their friends. Then Howbert and Hunt went to

work securing the government land and buying out people who had taken up preemptions and homestead claims along Shooks' Run and Monument Creek. Since Howbert was asking other people to relinquish their land, he felt obliged to relinquish his own which was 160 acres covering what is now the yard and depot of the D&RG and the Antlers Park, and extending up to Tejon Street. He did so for \$250.⁶

On the Howbert acreage the Governor built the first building in Colorado Springs. His Log Cabin stood approximately across the tracks from where the D&RG station stands today. It was to be a shelter in case of Indian attack, a railroad headquarters, an eating house, and a gathering place for the surveyors and work crews.

On June 26, 1871, the General called a meeting in Denver to set up the mechanics for developing the townsites on his newly acquired land, so that they would be well on their way when the railroad appeared. Those who invested in the railroad could also subscribe to land along it through the National Land and Improvement Co. This money in turn would be used by the Colorado Springs Company to develop the Fountain Colony. We find his complicated and interlocking companies not unlike the conglomerates of today.

From the minutes of the meeting we read:

"Minutes of a Meeting of the Trustees of the Colo. Springs Co., designated in the Certificate of Incorporation as such, to manage the affairs of its existence, held at Denver, Colorado, June 26th, A.D. 1871.

"The trustees convened at 8 P.M.

"Present, Wm. J. Palmer, Wm. P. Mellen, Wm. H. Greenwood, R.A. Cameron, R. H. Lamborn, J. C. Reiff, being all the Trustees.

"On motion of Gen. Cameron, Gen. Wm. J. Palmer was called to the chair and Maurice Kingsley elected Secretary.

"The chairman announced the first business before the meeting to be the election of officers of the Company.

"On motion of Wm. H. Greenwood the following persons were unanimously elected officers of the Company: Presi-

dent, Wm. J. Palmer; Vice-President, R. A. Cameron; Secretary, Wm. E. Pabor; Treasurer, Wm. P. Mellen; Asst. Treasurer, Maurice Kingsley; and Chief Engineer, E. S. Nettleton; and were so named by the chairman.

"On motion of Gen. Wm. J. Palmer the Secretary was instructed to open the Stock Book of the Colo. Springs Company at Colorado Springs.

"On motion of Wm. P. Mellen it was resolved to organize the Fountain Colony of Colorado, with the following Board of Trustees: Gen. Wm. J. Palmer, Gen. R. A. Cameron, Dr. R. H. Lamborn, Col. Wm. H. Greenwood, Josiah C. Reiff, and Wm. P. Mellen."

We find them electing the same officers for the Fountain Colony as were elected to the Colorado Springs Company, then the Minutes continue:

"On motion of Gen. Wm. J. Palmer the Treasurer was authorized to borrow Twenty Thousand Dollars from the National Land and Improvement Company in such sums as may from time to time be required to be secured by Mortgage on Property on written agreement to convey such property, until such money be returned.

"On motion of Wm. P. Mellen the Town to be founded by Fountain Colony was named Colorado Springs.

The lands immediately surrounding the Mineral Springs to be known as Manitou.

"On motion of R. H. Lamborn, an Executive Committee, consisting of R. A. Cameron, Wm. H. Greenwood, and E. S. Nettleton, was appointed to lay out the town and appraise the lots and lands.

"On the motion of J. C. Reiff, R. A. Cameron, Wm. H. Greenwood, E. S. Nettleton and Wm. E. Pabor were appointed a Committee on Prospectus.

"The accompanying estimate of probable present expenses was presented by Gen. Wm. J. Palmer and ordered in file.

1st.	For Colorado Spring Hotel	\$12,000
2nd.	For Furniture for same	4,000
3rd.	For Fall Survey Expenses	2,500
4th.	For Purchase of 2000 Photographs	332
5th.	For Pamphlets	300
6th.	For Maps	250

7th.	For Stationery, Books, etc.	150
8th.	For Contingent Expenses	1,000
9th.	For Bridges and Grading Roads	1,000
		<hr/>
	Total	\$21,532

"On motion of Gen. Wm. J. Palmer it was Resolved, that the Treasurer be authorized to pay on the written order of the Superintendent such bills as may be legitimately incurred from time to time for the matters named in the accompanying list. And that no other officer of the Company than the Superintendent be authorized to create any expense or debt whatever, and that cash be paid for everything as far as possible at the time of purchase or completion of engagement.

"Upon motion, the meeting was then adjourned.

(Signed) Wm. E. Pabor
Secretary"

It is interesting to note, that the General was overspending the amount of money he authorized for the operation before his enterprise was off the ground.

The General tells us in his Quarto-Centennial Speech that the day following the meeting, the whole group started for Colorado Springs to lay out the town, appraise the lots, and start business. John Potter, a brother-in-law of Engineer Nettleton was along, and said they traveled by ambulance drawn by mules and that they landed in the cool of the evening at the Log Cabin.⁹ In a Report to Stockholders of the National Land and Improvement Co. for Dec. 31, 1890, it is stated that the first stake was driven in June, 1871.¹⁰

In "Memories of a Lifetime in the Pikes Peak Region", Howbert has them coming down on the 1st of July, which, of course, conflicts with this documentation.

We can conclude, it would seem, that the appraising of lots, the laying out of some of the streets, and preliminary surveying took place during the last few days of June and

the early part of July while the General and Gov. Hunt were still in town.

The General was still in town on the 12th of July for we find them holding another meeting of the Colorado Springs Co. (undoubtedly at the Log Cabin):

“Minutes of a Meeting of the Board of Directors of the Colorado Springs Company, held at Colorado Springs, Colorado, July 12, 1871 in call of Vice President.

“The Trustees convened at 10 o'clock A.M. Present Wm. J. Palmer, Wm. H. Greenwood, Wm. P. Mellen, and R. A. Cameron.

“R. A. Cameron presiding.

“On motion of Wm. H. Greenwood duly seconded the following resolution was unanimously passed:

“Resolved that the plan of the town of Colorado Springs, as submitted by the committee appointed by the Board at its meeting June 26, 1871, be approved and adopted, and that the officers of the Company be hereby authorized and instructed to have the same recorded and also to lay out and record from time to time, such additions to the town as may be deemed necessary by them and to lay out such town as they deem necessary at the mineral springs and call the same Manitou.

On motion adjourned. (Signed) Wm. E. Pabor, Secretary”¹¹

There has long been some variance of opinion as to the times and dates of the naming of Colorado Springs and Manitou, but the documentation by the Minutes of the Meetings of the Colorado Springs Company should now resolve the dilemma, as we see they were made a matter of record as early as June 26, 1871.

The General tells us they lived in tents at first and got out the prospectus during July. When people suggested that the prospectus was exaggerated, he was reminded of one he had read as a boy on Cairo, Ill. which began: “In casting the eye over the map of the globe one is struck by the commanding importance of certain points and their fitness to be centers of great wealth and population. Among these

are London, Pekin, New York, Cario in Egypt, and Cairo in Illinois." By contrast he thought his prospectus quite modest.¹²

One of the first buildings to go up was the General's three-room office near the southeast corner of Tejon and Huerfano (Colorado Ave.). He called it a "rallying point in the general vacancy." It served as a stagecoach stop for the Barlow and Sanderson stage line and as a post office. The mail was brought from Colorado City by "Old George," a colored man who had run into the General's camp as a runaway slave during the Civil War and had been with him ever since. He would dump the mail on the counter and everyone would paw through it for letters. Dr. Gatchell, the town's first doctor saw his patients in this building, also. He had been burned out in the Chicago fire and decided to come West.

The Indians would come and sit around the building in the sun to watch the strange goings on of the white men. A story is told about the general and his horse, Senor. Senor was big, black, and fiery. No one could ride him but the General. One Indian squaw took a fancy to Senor and would always pat him and murmur to him. One morning when the General rode up, she did this, and the General thinking it polite to make conversation said, "Would you like to ride him?" Before he realized what was happening, she vaulted up behind his saddle and threw her arms around him, much to his embarrassment. Naturally, all of his cronies standing around the building were thrown into gales of laughter. This episode, if true, may have had something to do with his decision to leave the platting to Cameron and be off on his railroad surveys.

Now we come to a young man who, perhaps, should be categorized among the not so "stout and earnest"; the Assist Treasurer, Maurice Kingsley. In the Journal of Cara Bell we find Dr. Bell, while at Cambridge, meeting Canon Charles Kingsley, famous naturalist and author, who at various times was a professor of history, a chaplain to Queen

Victoria, and a Canon at Westminster Abbey. They met at a place where they both had gone to cure themselves of stammering, but the Canon had another problem—his son, Maurice. He asked “Willie” to take his son to America and make a man of him.¹² In letters written to Dr. Bell by Maurice we find that one of his difficulties was heavy drinking.

The General and Dr. Bell tucked Maurice under their wings, making him Assistant Treasurer. Perhaps, in this way, William Mellon, the General’s father-in-law, who was Treasurer, could keep an eye on him. When he arrived in Colorado, his two pet dogs, Lady and Bruce, arrived with him. He did perform a valuable service for them in Mexico during the building of the Mexican National Railroad, for he could speak fluent Spanish and act as a translator.

Maurice lived in Dr. Bell’s tent in back of the General’s office, and by the time his sister, Rose, came from England to visit him in November, he had added a one-room shanty. This description of what she found upon arrival places her foremost among the stout and earnest:”

“On the corner of Tejon and Huerfano Streets stands the office of the Denver and Rio Grande Railway, a small wooden building of three rooms, in which all the colony work is done till the new office is finished. It is used, besides, as post office, doctor’s shop, and general lounge for the whole town. My house stands next to it; a wooden shanty, 16 feet by 12, with a door in front, and a small window on each side—they are glass, though they do not open. It is lined with brown paper, so it is perfectly wind-proof, and really quite comfortable, though it was ordered on Thursday and finished on Saturday. M. has now put his tent up over the front of the shanty, with a rough board floor, and it serves for our sitting-room by day and his bedroom at night; so we can warm both tent and room with a stove in the former: but on Monday we forgot to bring the stove down from Denver, and I had to do without it as well as I could. In one corner of the shanty we put my little camp-bed; my trunks in the others. Our furniture had not arrived from Denver; so M. found an old wooden stool, which had been used for mixing

paints upon, tacked a bit of coloured calico over it, deposited upon it a tin basin, and there was an impromptu washhand stand. A few feet of half-inch board were soon converted into corner shelves, and, with warm yellow and red California blankets on my bed, and a buffalo robe on the floor, my room was quite habitable. In the tent we have put the stove, a couple of wooden kitchen chairs from the office, and a deal table; M's bed makes a comfortable sofa by day; and over the door into the shanty hang two bright curtains Dr. Bell has brought me from Denver, as a contribution to our house-keeping. In the corner by the stove stands a pail of water, and over it hangs an invaluable tin dipper, which serves for saucepan, glass, jug, cup, and every use imaginable."¹⁴

Rose did much to publicize the enterprises of the founding fathers with her writing. While on this visit she accompanied the General and Queen Palmer on a hair-raising adventure to Mexico to lay the groundwork for the Mexican National Railroad. When one thinks of the modes of travel available at that time, it is astonishing how these people covered such distances.

One of the "stout and earnest" who played a principal role of setting up the Fountain Colony was Gen. Robert A. Cameron. He had laid out the Union Colony at Greeley and was hired for a similar role at Colorado Springs. After the initial planning had been done, General Cameron proceeded to dig wells, bring in lumber for a new hotel, and follow the colony procedures that his experience in Greeley had taught him. Some lessons he had learned the hard way, for Horace Greeley and Nathan Mecker began sending colonists out before there was a place for them, and he had to endure their anger and bitter denunciation. To solve his problem quickly, he had rushed up to Cheyenne and bought a ramshackle building to move down as a hotel. The Greeley colonists promptly named it "Hotel de Comfort" in derision.

David Boyd, an early Greeley colonist who viewed Camerons' whole performance with a somewhat jaundiced eye, states:

"The business of laying out the town, building ditches and surveying land adjacent devolved upon Cameron and H. T. West. The labors to be performed were numerous and arduous, requiring a variety of ability few men possess. . . . With Meeker absent many of the decisions rested with them. Most of the decisions were made by Cameron concerning the liquor clause, width of streets, etc. . . . Nor were the appearance and demeanor of these two gentlemen such as to win immediate confidence. The General looked a good deal like a castoff, played-out, third rate politician, while West had the air of a sharper. The blandness of the one told as unfavorably against him as the brusqueness of the other."¹⁵

We could easily surmise that Boyd, himself, was quite bigoted, from his appraisal, however, he does give "the devil his dues" by saying the Greeley Colony would have broken up before the end of two months but for Gen. Cameron. An interesting fact worth noting is that some fifty Greeley colonists were willing to follow him to Colorado Springs despite Boyd's insistence on his unpopularity. Since Gen. Palmer was out of town much of the time, it is highly likely that many of the decisions, as in the case of Greeley, were made by Cameron.

Another of the not so "stout and earnest" types was Cameron's publicity man and secretary at Greeley, another William, William E. Pabor. He was hired in a similar capacity for the Fountain Colony. He had the soul of a poet and the appearance of an El Greco painting. At the age of nineteen he had been in charge of the Harlan Times which gave him his start as a writer and poet. Boyd says of Pabor:

"During his first summer in Greeley his poetry gushed forth so plentifully that ordinary English could not afford a sufficient outlet. He felt obliged to honor every nationality with a poem. For the Irish he wrote:

"So bad or not, I tell you what
Pack and come to Greeley;
There's room for Pat and Ned and Mat
And though the land looks like sand,
It makes the praties maly!"

Then a Yankee, supposedly, writes back to his sweetheart, Mehitable Tumble of Squedunk, Maine:

“I reckon neow it’s time I writ
 To yeou about eour teown, dear Het,
 Eout here on Colorado plains;
 I swaow to gracious, when I think of Squedunk,
 I begin to blink my eyes, and people think it rains!”

Gov. Hunt is quoted as having remarked that he didn’t think he would stay in Colorado Springs long; there were too many poets there, but Gen. Palmer liked Pabor’s work on his new prospectus and thought his poetry slightly amusing.

The third member of Cameron’s triumvirate from Greeley was Col. E. S. Nettleton, the engineer who did the actual surveying, building of irrigation ditches, bridges, and roads. Boyd has a few unkind remarks for him, also, saying he was an engineer who built irrigation ditches uphill.

“He was employed on account of an assumed experience, which evidently had been of very little use to him. He was consequently despised in a manner becoming the ignorance and pretension which were supposed to naturally characterize a “Fifty Niner”. . . . His first ditches were inadequate; the water scarcely covered 200 acres, much less than 5,000 that were intended. He was so unpopular he was relieved from the management of Ditch No. 3. The work of the man who succeeded him taught him such a valuable lesson that he successfully built ditches for an English Co. at Eaton and established his reputation as an irrigation engineer.”¹⁶

Boyd, notwithstanding, the work that Nettleton did in Colorado Springs proved to be satisfactory, although he did go broke trying to build the road up Ute Pass. He went on to lay out South Pueblo for the General and eventually to become the State Engineer and a member of the Board of Capitol Managers for construction of the State Capitol Building.

Apparently the Board of Directors of the Colorado

Springs Company did not convene until Dec. 14, 1871, however, a small note is added prior to those minutes: "First stake of the town was driven July 31, 1871, survey under the charge of E. S. Nettleton." It is entirely probable that the Greeley triumvirate saw fit to plan a bit of a celebration to garner some publicity for the new town. With the General away, the decision had to have been theirs. Accounts in the Denver Tribune and the Rocky Mountain News tell of a stake-driving ceremony at the corner of Cascade and Pikes Peak Avenues on the morning of July 31st, before an assemblage of people from Denver and Greeley brought down for the occasion. Alva Adams, who was later governor of the state, is said to have driven by with a load of lumber and stopped to ask what was going on. Maurice was there with his dogs. Cameron made a flowery speech, standing on a pile of lumber.

At precisely the same time of day, one hundred years later, the scene was re-enacted in Colorado Springs with Mayor Eugene McCleary taking the role of Cameron; Dr. Lester Williams as W. E. Pabor, the poetry-spouting publicity man; Nelson Hunt as E. S. Nettleton, and Ed Bathke was Maurice Kingsley. Representing the Women's Liberation Front were Nancy Bathke as Grace Greenwood, and Inez Hunt and Wanetta Draper as the Flowers sisters from Greeley.

A newspaper clipping from the Evening Telegraph to be found among the General's papers,¹⁷ tells us that Grace Greenwood, a famous writer of the day, happened to be in Denver and came down with the party for the occasion. This conflicts with her own account of her first arrival in Colorado, so we run into difficulties. Grace, a member of the Lippincott family, liked the Pikes Peak region and became a staunch, stout, and earnest supporter of the founding fathers' enterprises. She gave Colorado Springs and Manitou wide publicity by her writings and came back to Manitou to live from time to time.

The Hotel de Comfort episode had taught Cameron such

a lesson, that he brought down the Weed and Bentley contracting firm to begin work on a hotel immediately with the funds allotted him at the first company meeting. It was to stand at the southeast corner of Pikes Peak Avenue and Cascade, where the stake-driving ceremony had taken place. It was really quite elegant when finished. According to the General's Quarto-Centennial Speech, it was opened by Christmas of '71 for a party.

An Englishman (another William), William Illes, had been hired to be its manager, but he insisted he could not make a success of a hotel if he could not serve wines and liquor, so he was replaced with a young man named Harry McIntire.¹⁸

The Hotel advertising stated that special attention was given to invalids and tourists. During the first year of its operation, they accommodated guests from every state in the Union but two, and from every territory but one—54 from England; 12 from Holland; 1 from Austria; and 1 from the Republic of Mexico. The register showed the arrival of 3,645 as a result of company advertisements.

The east side of Cascade Avenue between Pikes Peak Avenue and Huerfano (now Colorado Ave.) was, perhaps, the first important business block. There are so many discrepancies concerning the early buildings in the town that it is difficult to make pictures conform. According to the Ormes' book, Alva Adams built the first cabin for occupancy,¹⁹ while Howbert states that James P. True built the first house in Colorado Springs. It would seem more logical to say that Hunt's Log Cabin was the first built for occupancy.

The wide streets were marked by plowing a furrow. A clause was placed in the contracts with colonists stating that they must put up a building within a certain length of time or forfeit their land and choose other lots at a later date when they could build. This explains, to some extent, why the first buildings were hastily, and in most instances, shabbily built.

John Potter, the first postmaster, writing in January of 1902, states:

"All the buildings that were first erected were of course small and cheap, and often rough in quality; mere cabins of undressed lumber, many of them, but shelter was imperative, and all day long the air resounded with the clatter and noise of hammers and saws, and the way those carpenters and other mechanics jumped to their work would cause an insurrection in labor union organizations if attempted today.

"But carpenters especially needed no labor union in those days. Each one was a labor union unto himself. Men would almost go down on their knees to any sort of a carpenter, and implore him to make a promise as to when he would come and put up his cabin for him. . . .

"The moral standard of the place in those days was very high. There really was no such thing as thieving or out-lawry in any form. Carpenters and other mechanics gave no thought for their tools when the day's work was done, but left them lying about helter skelter on the grass wherever they were last used, without the least apprehension for the safety of them. But few took the trouble to lock the doors of their houses when retiring for the night, and not infrequently merchandise that had been put out in front of the stores in the morning was forgotten at night and left outside till the next morning. One groceryman who had been taken in by an honest ranchman for a lot of green watermelons conceived the brilliant idea of purposely leaving them out all night, in order that they might be stolen and thus save him the cost of having them hauled away, but the scheme was a failure. He tried it for three nights, and each succeeding morning found the tally just the same as the day before."²⁰

The building that played the most significant role in the social life of the town was the Foote Building on the southeast corner of Huerfano and Cascade. Barrett's Drug Store, a very popular place to which the local citizenry came for their medicinal needs of an alcoholic nature, was on the first floor, along with Dr. J. E. Clutter's office. A stairway running up the outside wall led to a large room on the second floor, referred to as Foote's Hall. It served as the

first auditorium, and the whole town turned out when town hall meetings, musical extravaganzas, and fund-raising benefits were held here. The various religious denominations held services in Foote's Hall. The Presbyterians met here as early as September of 1871; the Rev. Henry Gage's pulpit being a small table with a towel over it. The audience sat on planks supported by nail kegs, and the text was Job 28:28.²¹

Free land was given to any group wishing to build a church. The Methodists were the first to build, but the Presbyterians claimed the first church with a steeple. The Episcopalians laid the cornerstone for their beautiful little church in July 1873, but it was a slow process. The first service wasn't held in it until June of 1874. Today this little church is part of the Village Inn on Pikes Peak Avenue.

Queen Palmer rented a three-room house built for W. E. Pabor on the northeast corner of Cascade and Bijou and started the first school for colony children. She rode over the Mesa daily to tend her charges. Rose Kingsley went up to substitute for her around Christmas when the General wanted to take Queen to Denver on an outing. Rose suffered the fate of all substitutes:

"The boys were evidently determined to try how naughty they could be. They threw things at the girls; refused to do their work; and when I found one pretty little girl in floods of tears and asked what was the matter, she sobbed out, 'They call my hair beaver tails.' I could hardly help laughing at such a thoroughly Western form of insult; but I found that 'young America' was a good deal too strong for the 'English school marm;' and after shutting one of the chief offenders in a room by himself for an hour, which a little quelled the disturbance, I was delighted when twelve o'clock came; and sent my young tormentors home with a tremendous scolding."²²

At the close of 1871, Secretary Pabor's book showed 197 memberships had been sold; 277 town lots disposed of at an evaluation of \$24,000; 370 acres of farming land at a

value of \$11,359; 159 houses had been erected with contracts for 15 others. Total population was estimated at 795.

Across the street from the General's office on Huerfano, the founding fathers started a newspaper in 1872, named the Out West. At Dr. Bll's urging, J. E. Liller and his wife, a highly educated woman, arrived the first week in January, '72 from Chester, England, to edit the new publication. The first edition did not appear until March 23rd. It had more of the earmarks of a literary magazine than a Western boomtown paper, for Mr. Liller was given to "polished English prose," and its columns "sparkled all over with evidences of his literary ability and taste".

"THE FOUNTAIN COLONY
at
COLORADO SPRINGS

"Offers a Business lot for \$100, a Resident lot for \$50, Small Farm for \$250: the largest part of the money received being invested in Irrigating Canals, Public Buildings, Bridges, Roads, and Parks. Soil, rich and productive. Extensive mines of silver and gold give permanent high prices, averaging as follows: per acre, Wheat 28 bus. price \$1.50. Oats, 35, \$1. Barley, 35, \$1.50. Potatoes, 125, \$1. Garden vegetables grow in abundance and bring high prices. There are a Railroad, Hotel, Depot, Telegraph Office, Newspaper, Stores, and Sixty Buildings. One Canal ten miles long, finished, another nearly done. Within five miles we have water power, coal, timber, limestone, brick, clay, a flouring mill, the wild, beautiful Rocky Mountain scenery, rich and healing Mineral Springs. Within 25 miles there are ten saw mills and pasture on which cattle and sheep are kept Winter and Summer without hay or grain. Climate mild as Italy, and the healthiest in the world. Asthmatics recover rapidly. Consumptives in the early stages generally get well. Ague and its kindred diseases are unkonwn. Full information sent free.

WM. E. PABOR, Secretary
Colorado Springs, Colorado"

Gen. Cameron tried his hand at beautification by inserting the following in the April 6th issue:

"FOUNTAIN COLONY"

Colorado Springs

SPECIAL REQUESTS

"All parties are requested not to throw any straw, paper, shavings, or other litter into yards and streets, which, when blown away by the winds, lodge in the Acequias, and render them filthy. To make Colorado Springs a place of beauty par excellence, the running water must be kept clean and sweet.

"All parties are requested to rake up and burn all straw, shavings, and other littler now on their premises, or on the streets fronting their property, and in future to cast it into a pit prepared for the purpose, and burn the same when calm enough not to hazard buildings or other property.

"All tin fruit cans and other rubbish should also be thrown in said pit, and the pit covered up with earth and a new one dug as often as required.

"All persons are requested not to allow swine to run at large in the streets, or to hitch horses to the three being set out on the line of the streets or in the Public Parks.

.

"These requests being made for the health and appearance of the place, it is hoped that they will be heeded by all.

R. A. CAMERON

Supt. Fountain Colony

& Colorado Springs Co."

Mrs. Liller, when not helping her husband get out the newspaper, volunteered to take over for the not so "stout and earnest" Queen, who was getting rather "fed up" with her assignment. She happily paid Mrs. Liller's salary and the rent on the second floor of the Gazette Building for classroom space.

Liller held very firm opinions about what he believed, and he objected strenuously when pre-fab houses were brought in from Chicago to house the stream of colonists arriving. He wrote: "Our streets are being adorned with some ready-made structures from Chicago. Such a style of architecture may be for Chicago, but if she sends us many more specimens of it, we shall petition her to send us also, a cow and some kerosene."

Cameron's liquor clause had caused problems from the beginning. Liller felt the clause should be upheld, and became so embroiled in the controversy that it contributed to his illness. On Easter Sunday, 1876, his wife found him dead. He had taken an overdose of laudanum. So we see that some of the friends were earnest, but not stout.

There were other strong and heated issues to face: the problems of water; the moving of the county seat to Colorado Springs; the need for a public school. Capt. Marcelin de Coursey, who had been secretary to Dr. Bell, was put in charge of the paper. It was too much for him, also, and he took to strong drink. Under the influence he came up with points of view that were quite astonishing to the friends of the founding fathers. We find them writing warning letters to Dr. Bell saying that the town would surely vote whisky since the editor was recommending it and imbibing freely himself. After one election when the wells were in short supply and water bonds were voted down, the good Captain strapped on a pair of revolvers, went out into the street, and drew his pistols on the passersby. He was finally thrown down, dragged, and carried to the Colorado Springs Hotel to dry out. Again Dr. Bell was warned in a letter: "You can readily understand the effect of such conduct by the editor of the Gazette!"²³ By 1877 Benjamin F. Steele, one of the more "stout and earnest" types had taken over as editor and life became relatively serene.

The Lennox family came from Iowa bringing another young William who was suffering from asthma. They settled seven miles north of Colorado Springs. The first money this young William earned was by helping to set out the cottonwood trees that were brought from the Arkansas River to line the broad streets. The Out West ran directions for planting trees to encourage homeowners to "spruce" up the place. The trees made such a difference on the flat plain that before many years Colorado Springs was being called the "Athens of the Plains" by a visiting historian.

General Palmer was, indeed, a man of tremendous fore-

sight in a number of ways, for we read the following in the Minutes of a Meeting of the Colorado Springs Co. for July 16, 1874:

"Gen. Palmer stated that quarrying of stone has been commenced on the ground adjoining Glen Eyrie, and that such work if continued, would not only prove detrimental to natural scenery, but that the hauling of stone therefrom, over the Mesa Road, would soon render said road unfit for the purpose intended—viz. a pleasure drive and that the damage already done, would necessitate considerable outlay for repairs. He further stated that in the event of the purchase of said property by the Company, he would agree to personally buy it of the Company at some future date."²⁴

He was not a man of means at that time. In fact, there were times when Glen Eyrie was mortgaged at 12 percent interest to borrow money to keep his railroad venture afloat, and he tells us that 13 years elapsed before his stockholders received a worthwhile return from their investment. But, in spite of that, he could see the value of preserving the natural scenery that has been the cornerstone of his town's economy throughout its one-hundred-year existence. (What a travesty that men of lesser vision, in more recent times, are now scarring the mountain backdrop that he worked so assiduously to preserve.)

The friends of the founding fathers are so numerous, that it is impossible to speak of them all, but among those we cannot leave out is William Blackmore, a British promoter and anthropologist. This William, born in Salisbury, passed the bar examination at the age of 21, and as a youthful attorney, came into contact with Americans who were agents for a wide variety of enterprises in the U.S. He gradually gave up his law practice and turned to promoting investments in railroads, land companies, and mining ventures. His clients had heavy investments in the Union Pacific Railroad. On numerous occasions he came West to inspect their investments, participate in buffalo hunts, and accompany

Prof. F. Hayden on surveys. Eventually he was buying large land grants in New Mexico and southern Colorado through which Gen. Palmer proposed to build his railroad. Blackmore became deeply involved in floating bonds for the D&RG and in promoting Colorado Springs and Manitou.

Shortly after the stake-driving ceremony on July 31, 1871, he came to the area and was given a tour by Gen. Cameron. He is credited with having named the mineral springs in Manitou, as well as Ruxton Creek.²⁵ At one time he owned the entire Hed Rock Canyon, but because his nephew ("a blacksheep") neglected to pay the taxes, he lost it.

As he traveled widely about the West, he made an extensive collection of Indian photographs and started a collection of Indian arts and crafts for his Blackmore Museum at Salisbury, England. It was said to have been one of the finest Indian collections in the world. The best part of it has now been moved to the British Museum.

Tragedy was to stalk Blackmore. He partially financed Hayden's expedition to the Yellowstone. His beautiful wife attempted to follow the expedition in a stagecoach to join them where she could. Along the way she contracted pneumonia and died. It was necessary to bury her in Montana, far from her native England. This, combined with his deteriorating financial entanglements, led to heavy drink for Blackmore, and he committed suicide, April 12, 1879. Another friend—earnest, but not stout.²⁶

For a bit of a change, now, we come to a Henry. Quite a number of the friends who came West with the General were from his regiment. Henry McAllister was one of three majors in the troop. He first worked with the National Land and Improvement Co. in Philadelphia and was brought out in 1872.

There seems to have been a flurry of activity concerning personnel changes in August of 1872, for the Colorado Springs Co. trustees met on the 16th and again on the 21st. It is likely that Cameron and Pabor were not having their

contracts renewed for we find them leaving town about this time. We read in the minutes for Aug. 21st:

“Resolved, that Henry McAllister Jr. be elected Executive Director of the Company with all powers of the Board in the interval of its sessions, to hold such position until the advances made by the National Land and Improvement Company to this Company be refunded.”

During McAllister's tenure we find some rather heated exchanges by letter between Dr. Bel land McAllister, concerning the fact that too much was being put back into the town and not enough consideration being given to the investors' dividends. We find McAllister resigning in October of 1879, however, he continued to serve in other capacities in the General's various enterprises. (There were a number of personality clashes among the General's troops, but he, somehow, managed to tactfully ease bruised feelings to keep all working toward the main objectives.)²⁷

It was during McAllister's directorship that they decided to do something about the unsightly shacks that continued to spring up about the town. George Summer, an architect, was brought out, to advise the colonists. He designed a charming brick house for McAllister on Cascade Avenue as an example of what could be done to improve the appearance of the town. Fortunately, this house has been preserved by the Colonial Dames who conduct tours through it for the general public.

The General and Dr. Bell numbered James BoFunda, a charming and earnest Chinese gentleman, among their friends. He was affectionately known as “China Jim” by the townspeople who frequented his store on Pike Peak Avenue to purchase his herbs and oriental tea.

We come, now, to still another William—William Sharpless Jackson. This William was a fellow Quaker, brought out to be Secretary-Treasurer for the D&RG. A genius at management—something badly needed by the General—he went on to become vice-president, receiver, and finally,

president of the road. He solved many a problem for the various enterprises, including the newspaper problem, all the while giving fatherly advice to the wayward, mending fences, and promoting the general welfare. He was one of the directors of the Mexican National Railroad and a co-founder of one of the first banks in Colorado Springs, the El Paso County Bank. He was known to lend a helping hand to farmers and ranchers on the plains without collateral, and to help widows with their housing problems. He paid his young son, who was to become a State Supreme Court Justice, 10c to keep his shoes shined, and if engaged in a losing cribbage game on the "down train" from Denver, he would stay on the train until he had made up his losses, then take an "up train" back to Colorado Springs.

We find him helping to organize School District 11 when the classes began to burst the seams of the second floor of the Gazette Building. Jackson and his fellow board members tucked classes into any available building they could find, while they tried repeatedly to get bond issues passed for a large school building. One class went in over China Jim's herb store; another in the shabby Fountain Restaurant. Another was put into one of the Chicago houses the editor had wanted to burn down. Fortunately for us, that teacher kept a diary:

"The pine school house shipped from Chicago and planted on the bare ground without any underpinning, faced the east on Tejon Street. The chimney was in the middle of the room, behind which was the teacher's platform and chair; the benches and desks were of unpainted pine. . . .

"One Sunday afternoon a band of Indians rode into town, the braves leading without encumbrance, the squaws following, carrying a papoose strapped to her back, various utensils fastened to the saddle, and tent poles strapped to each side, dragging on the ground. They set up their tents below the town, both braves and squaws, walked into our schools, or flattened their noses against the window panes from the outside. We had to train our children to take no notice of these visitors."²⁴

It took the stalwart school board four years, but finally in September of 1875, they opened the first public school. Within a year it was overflowing, a condition that continues to exist in Colorado Springs one hundred years hence. The father of Spring Byington, television's "Mother of the Bride," was the principal of this school.

An early day teacher named Fonetta Flansburg got up a symposium entitled "How to Make a City Grow." Now, one hundred years later, a prominent educator, Dr. Fred Sondermann, has organized a Citizens' Lobby to make the city stop growing!

William S. Jackson was one of the co-founders of Colorado College. The first classes were held in a small building on North Tejon across from the Acacia (or North) Park. Soon, it too, was bulging at the seams. The friends and the founding fathers then went to work to get a building on the reservation (land they had set aside for a campus). The first little building, originally called Palmer Hall and later Cutler Hall, seemed very far from the town. It is one of the few remaining buildings from those early days and is cherished for its link with the past.

When the D&RG tracks were completed to Colorado Springs in October of 1871, William S. Jackson, Col. William Greenwood, and other railroad officers, planned the first excursion train. It was a great event and as one writer put it: "With the first whistle of the little train, we had slipped into another age." The train was composed of a baggage car, a smoking car, and two elegant passenger coaches, The Denver and The El Paso, drawn by the little Montezuma engine. The train left Denver at 8 a.m. and arrived in the Springs at 1 p.m.

Aboard the train were newspaper people from Greeley, Evans, Golden, Denver, Cleveland, Chicago, and New York, along with Dr. Bell, Greenwood and his wife, W. W. Borst, William S. Jackson, and his sister Maggie. We must assume that Queen was here by then for the "General's lady" is referred to as having met the train with the General and Gov.

Hunt. After giving the party a bountiful meal at the Log Cabin, they took them in carriages over the townsite, through "Old Town" (Colorado City), to the Garden of the Gods, and thence to Manitou to spend the night at the Temporary Inn. The next morning carriages took them to Glen Eyrie for a climb up Queens' Canyon to the Devil's Punch Bowl, then on to Monument Park where the train was waiting to take them back to Colorado Springs for another round of oysters and antelope steaks "with the General and his charming lady," after which the "up" train went puffing back to Denver in four hours and 25 minutes—occasionally at the speed of 30 miles an hour!

Maggie Jackson was thrilled with the occasion and on a subsequent visit spent the night with Rose Kingsley in her tent manor. She was awakened in the night to find snow drifting in through the cracks and onto her head, and piling into a drift on the floor. Rose lit a candle, turned Maggie's bed around, put two chairs near the cracks, covered them with her waterproof cloak, and flew into bed again. Stout and earnest to be sure!

"... I slept until six, when I got up and lit the stove; but as I had nothing but kindling, it did not burn long.

"The snow was drifting tremendously, the strong wind lifting the dry powder particles off the ground and blowing it across the plain in clouds of white dust. The thermometer outside our house registered 13° above zero—19° of frost. The train, we thought, would of course be stopped by drifts on the Divide; but it was one hour late, and, in the middle of dinner, in it steamed. It was really a fine sight. The little 'Cortez' had been brought through the snow-drifts, up to the top of the lamp in front of the chimney. The wheels, and every ledge and corner, were a mass of snow, and the icicles hung in a crystal fringe all along the boiler.

"W. the engineer, came in to dinner, looking, as they said, 'pretty wild,' as if he had a struggle for it, and said he thought they would not get back to Denver before morning, as the wind would be against them. So Miss J. decided to stay with me another day; while her brother and another

official determined to risk it, and go back to Denver by the afternoon train."

And how did brother fare?

. . . The snow is almost gone here; but we hear that the train had a rough time last night. They got up with great difficulty to within five miles of the top of the Divide; but, being short of water, had to run back ten miles; and at 2 a.m. this morning they had not reached the top, although forty men from the construction train had turned to help them. However, they got into Denver at eight this morning, and the down-train started at 9:25."²⁹

A group of row houses were put up on the north side of Kiowa Street between Cascade and Tejon and to them many invalids came. We read in Mrs. Bell's Journal:

"Several of our choicest colonists and temporary neighbors at that time took up their abode in a tiny terrace in Kiowa Street, including Mrs. Hunt better known as H.H., Col. Downing Tows, and his wife; Rosalie Heaton later dear to us: Gerald deCoursey and his Contessa and Dr. Jacob Reed and his wife from Philadelphia. The Dr. Reeds were persuaded to come by Mrs. Marceclin deCoursey, the wife of Willie's secretary. He arrived so ill as to be invisible for some time, and we little thought then what part he and his would play in our lives."³⁰

"H.H." had come West to recover her health, also. She had just been through a number of tragedies, having lost her two children through illnesses, and her husband in accident. Her first reaction to Colorado Springs was colored by her discouragement and ill health. It was November and to her the skies were a sea of gray ice. The plains were bleak and desolate and the mountains immovable and forbidding—altogether what she considered a "Scandinavian Hell." "One might die of such a place alone. Death by disease would be more natural," she wrote.

As her health improved, so did her attitude, and by the

time she had written her *Bits of Travel at Home*, she was writing as glowingly of Colorado Springs as Grace Greenwood was: "To me that plain and those mountains are well nigh the fairest spot on earth. Today I say one might almost live on such a place alone." She located it geographically for her readers "due east of the Great Mts. and west of the Sun." Daily she took a wagon ride to Cheyenne Mountain and up the old stage road to a secluded spot where she would write and fill her wagon with kinnikinick and wild flowers.

W. S. Jackson, five years younger than she, and a bachelor, became enamored of Widow Hunt. He bought a house that a young carpenter in town, Winfield Scott Stratton and his part had built, think it would encourage her to marry him. The house was just down the street from her Terrace.

But she wasn't too keen about the idea. She kept stalling and finally when she did agree, she kept him out of his house while she had the carpenters turned the porches and doorways to face her favorite mountain—Cheyenne Mountain.

She had filled her house with her "traps," as W. S. called them. These were things she had collected from her travels. Her "Flirtation Corner" became famous, and it is said she had the first bathtub in town, so friends asked if they could come over to take a bath in her tin tub.

She was very witty and devised a secret code with W. S. If food inadvertently dropped into his beard while they were dining with friends she would signal him by saying, "There is a gazelle in the garden."

But more tragedy was in store for "H.H." She fell on her starry staircase and broke her hip. Her health did not improve, so she went out to California, thinking the warm climate would hasten her recovery, but by then cancer had set in and she did not recover. The Jackson family has a priceless letter written by her to W. S. asking him to bury her on her beloved mountain. He honored her wishes, but as the years passed people were desecrating the grave with

trash, so she was brought down and interred in Evergreen Cemetery.

Through the generosity of Judge W. S. Jackson and his sisters, Helen and Edith, a portion of the Jackson house has been preserved in an addition to the Pioneers' Museum for public viewing.

The young carpenter who built the Jackson house, spent his summers trudging with his burro over endless rows of mountains, looking for gold. He did this for years before he struck it rich in Cripple Creek and became the "Midas of the Rockies." He did many fine things for the people of his community, but his greatest contribution was with his Stratton Home for the poor and the orphaned.

When the first Colorado Springs Hotel began to overflow by '881 a group of the friends gathered to discuss the possibility of building a new and larger hotel. In short order arrangements were made, land was provided by the Colorado Springs Co., and bonds issued. In the Dec. 31, 1881 report from the National Land and Improvement Co. to its stockholders they were told:

"A large and convenient hotel is now in progress of construction and will be completed next summer. The building when finished will cost over \$100,000 and will be supplied with all modern conveniences."

By the following year they were saying:

"Much benefit is expected from the new hotel which has just been finished at a cost of \$125,000 and is undoubtedly the finest hotel building between the Mississippi River and San Francisco. It is specially planned for a family hotel, and lacks nothing to make it comfortable, while great care has been given to ventilation and drainage."

Then in 1898 came the disastrous fire and they were giving an account to their stockholders:

"On October 1st, 1898, the City of Colorado Springs suffered the most disastrous fire in its history. The well known

Antlers Hotel, among numerous other buildings, having been entirely destroyed. Recently plans for a larger, more commodious and entirely fireproof hotel on its old site have been accepted and the building will be erected without delay."

Gen. Palmer was in England at the time of the fire. When the cable was brought to him at 2 in the morning announcing the fire, his first question was as to whether anyone was hurt. Then, to his valet, he said, "We'll build again." And so he did. In the 1900 report to stockholders we read:

"The new Antlers Hotel, which has been in the course of construction for more than a year, is nearing completion and is expected to be open for business on July 1, 1901. Its capacity will be about double that of the old hotel."²¹

But there were problems. A Mr. John DeWitt Peltz of Albany N.M., who had agreed to purchase bonds to help finance the hotel was balking at the liquor clause, just as the manager of the first hotel had balked.

The meetings of the board for Jan. 24, 1891 and again on Dec. 16, 1892 were difficult and lengthy for they were trying to find a way to exempt the Antlers land from the liquor clause and still save face. In statements far too lengthy and legalistic to quote here, the exemption was made.²²

This was the beginning of disenchantment with the Colorado Springs Company for many of the residents of Colorado Springs. "Why," they would ask, "can they sell liquor on their own property when we can't sell it on ours?" But the founding fathers were in over their chins financially and needed the help of Mr. Peltz. It was a bitter pill for them to swallow but they had no alternative. Too much had gone into the project to drop it. A difficult time for the "stout and earnest!"

Curiously enough we find Dr. Bell's resignation being accepted at the same January meeting in 1891. Perhaps, there is no significance attached to this, but we do find that he had been the one who had made application to Mr. Peltz for the purchase of the bonds.²³

Many other friends, far too numerous to cover in one evening, left their "stout and earnest" imprint upon Colorado Springs, Robert Weitbrec worked closely with W. S. Jackson and the General. He was proud of his physique and had a great deal of stamina. His favorite sport was to cycle from Colorado Springs to Denver. He was in charge of the building of the D&RG extension over Marshall Pass—not an easy task. Col. Greenwood, an early board member, was murdered while they worked on the Mexican National Railway. Then there were the Lamborn brothers associated with the CF&I and other enterprises; D. C. Dodge and J. A. McMurtry, staunch allies during the Royal Gorge War; and Major Wm. Wagner—another William—one of the three majors from the regiment. He became the first mayor of Colorado Springs and was extremely popular.

The list of friends would not be complete without the General's little Quaker mother, gentle and serene, who lived unobtrusively in Glen Eyrie, of whom we read in his diary notes in the 1890's: "Mother died quietly in the Glen tonight."

And, of course, when speaking of friends one can hardly overlook man's most faithful comrades. Mr. William Postlethwaite, who was associated with the General in later years recounted the following story. Once when the General was traveling through Kansas on his private car, the Nomad, his Great Danes were taken off for a walk. When the train started up the dogs were not aboard. Along the route the General sent back many wires inquiring about his dogs and offering a reward, but they couldn't be found. Weeks later, footsore, emaciated, and bleeding, they came dragging wearily into Glen Eyrie. How could man ask for truer friends?

The founding of Colorado Springs is interwoven with the founding of Manitou, but Dr. Bell's colony is a story unto itself, and no less remarkable.

The Colorado Springs colony grew and began to look well painted and orderly. Brick and stone replaced the

shabby buildings so hastily put up in those early days. Pikes Peak Avenue changed from a residential street to a commercial one. Our "stout and earnest" founders and their friends weathered grasshopper invasions, water problems, spring blizzards, serious fires; business setbacks during economic depressions, railroad wars, and invasions into their enterprises by the robber barons of Wall Street. They watched their earnest friends become stout by outliving their tuberculosis and continuing on to a ripe old age.

At the turn of the century they planned a Century Chest to be opened in the year 2000. In it they placed mementoes of their life and times. The chest stands in Palmer Hall at The Colorado College today.

After the General's death in 1909, other friends, including George Foster Peabody, honored him by placing plaques in the Union Station in Mexico City, in the Denver Union Station, and at Colorado College. Housewives and school children joined his surviving friends in planning a statue to memorialize him, and placed it in perpetuity at the intersection of Platte and Nevada Avenues, overlooking his Acacia Park.

Today we see our founding father, astride his horse, gazing out across his city, the subject of controversy by those who are engaged in debunking the heritage that has come down to us. It seems of little interest that he worked to eliminate race prejudice and racial injustices, or that his philosophy that workmen should be shareholders in large enterprises was way ahead of its time. He provided parks, roads, boulevards, and scenic trails at his own expense, besides his gifts to schools, churches, and hospitals. The most remarkable thing that can be said about him is that he would change the survey for a road rather than destroy a bird's nest. He was human, of course, and had his shortcomings, but the scales are tipped mightily on the side of good.

The liquor clause caused him as many problems in the early days as it has the city in more recent times. The re-

striction he placed on parks have prevented varying encroachments throughout the one hundred years we now celebrate.

Today he still has friends in his town in an organization called Springs Area Beautiful Association who wish to honor him by beautifying the surrounding area on which his horse stands, while others would gladly remove the statue, claiming it a traffic hazard. What the future holds in store for the Founding Father and his friends in the next hundred years remains to be seen.

¹The best account of this chapter of his life is to be found in John Fisher, *A Builder of the West* (Caldwell, Idaho: The Caxton Printers, Ltd., 1939).

²Wm. A. Bell, *New Tracks in North America* (London: Chapman & Hall, 1869).

³Colorado Springs Gazette (Aug. 4, 1896), Part II, p. 9-10.

⁴Ibid., p. 10.

⁵Palmer Papers (Archives, State Historical Society).

⁶Irving Howbert, *Memories of a Lifetime in the Pikes Peak Region* (New York: G. P. Putnam's Sons, 1925), p. 221.

⁷Colorado Springs Co. Papers (Unpublished material) (Courtesy of Mrs. Geo. Krause).

⁸Ibid.

⁹Manly D. and Eleanor R. Ormes, *The Book of Colorado Springs* (Colorado Springs: Dentan Printing Co., 1933), p. 30.

¹⁰Annual Reports of the National Land and Improvement Co., 1872-1910, p. 3.

¹¹Colorado Springs Co. Papers, op.cit.

¹²Colorado Springs Gazette, op.cit., p. 10.

¹³Archie and Mary Bell, *A Journal of Cara Georgina hWitmore Bell about Her Married Life in America, 1872-1876*. This is a privately printed memoir.

¹⁴Rose Kingsley, *South by West*, Edited by Charles Kingsley (London: W. Ibister & Co., 1874), p. 48-49.

¹⁵David Boyd, *History of Greeley and the Union Colony of Colorado* (Greeley Tribune Press, 1890), p. 46, 56.

¹⁶Ibid., p. 62.

¹⁷Palmer Papers, op. cit.

¹⁸His daughter, Marian McIntire McDonough of Palmer Lake tells delightful stories about his early days in Colo. Springs.

¹⁹Ormes, op.cit., p. 34.

²⁰Clipping File (The Historical Society of the Pikes Peak Region, 1950-1951).

- ²¹Ormes, op. cit., p. 187.
²²Kingsley, op.cit., p. 91-92.
²³Bell Papers (Archives, State Historical Society).
²⁴Colo. Springs Co. Papers, op. cit.
²⁵Marshall Sprague, *Newport in the Rockies* (Denver: Sage Books, 1961), p. 35.
²⁶A comprehensive account of the activities of Blackmore in America is to be found in a 2 Vol. work by Herbert Brayer, *William Blackmore* (Denver: Bradford-Robinson, 1949).
²⁷Bell Papers, op. cit.
²⁸Ormes, op.cit., p. 141.
²⁹Kingsley, op.cit., p. 68, 70.
³⁰Cara Bell, op.cit.
³¹Nat. Land & Improvement Co., op.cit., p. 3.
³²Colo. Springs Co. Papers, op.cit.
³³Ibid.

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puts. And Myron Akin, Fort Collins business man, whose interest in the area dated from the early 1900s and who, along with Jesse Harris, a friend associate, organized the Mitchell Lakes Reservoir in 1906 in recognition of the potentiality of the high country for recreation and irrigation.

The author goes on to extol the area for the beauty of the scenery, its recre-

ational development, including hunting and fishing, and presents a section on the natural history and conservation of the area where nature is still unspoiled and more people each year are finding recreation in learning more about the plants and the animals which inhabit it.

Anyone interested in the Red Feather Lake area will find the book enlightening.

New Hands on the Range

Karen I. Litz
11010 W. 29th Ave.
Lakewood, Colo. 80215

Karen Litz became acquainted with the Westerners through the Brand Book. She's interested in and has taught Colorado History. Welcome to the Westerners!

Charles K. Lawrence
Clear Creek Ranch
Buffalo, Wyo. 82834

Charles Lawrence got to know about the Westerners through Dan N. Rocky. He's interested in early Wyoming history and the history of the West. Welcome!

Over the Corral Rail

(Continued from page 2)

pital, is the head of the Rocky Mountain Chapter.

Tentative schedule for the CAMP assembly includes, registration at 6 p.m. April 27 (Thursday), at Holiday Inn on East Colfax, a visit to Fort Logan at 9 p.m. Friday, visits to sites of Camp Weld (Vallejo and W. 8th St.), Camp Wheeler (Lincoln Park), Fort Lupton and Fort Vasquez.

On Friday the schedule calls for a trip to Wyoming for visits to Fort Francis E. Warren (now AFB) and Fort Laramie. Stop at Fort Collins is planned on return to Denver.

Anyone interested in assisting in these CAMP activities, or attending, contact Gran. No doubt he can use assistance since he's in charge of arrangements details for the assembly.



Sheriff Less Williams, left, presents the gavel to 1972 Sheriff Ed Bathke. Mrs. Bathke smiles approval.

Fred and Jo Mazzulla Collection

The DENVER WESTERNERS

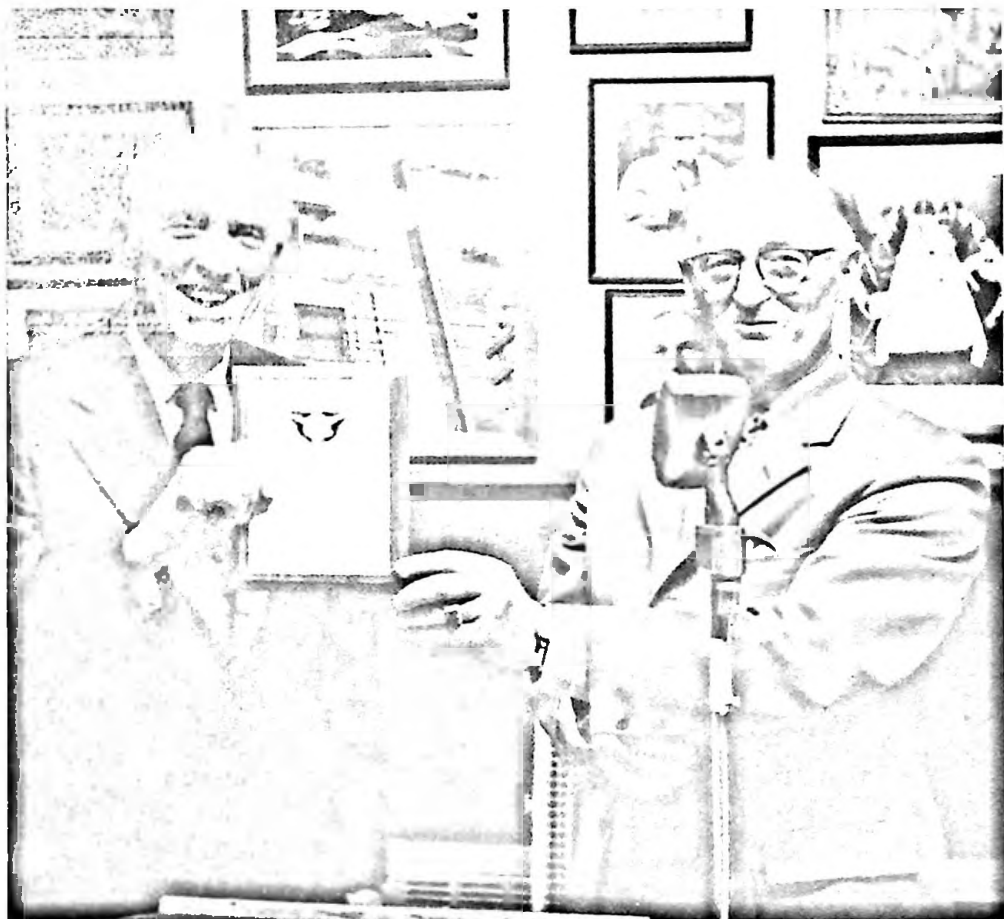
ROUNDUP

MARCH-APRIL 1972 Volume XXVIII Number 3

IN THIS ISSUE

THE INCOMPARABLE RED ROCKS
FROM DINOSAURS TO ROCK'N ROLL

By Milton E. Bernet



Milton E. Bernet, speaker, receives plaque from Richard Ronzio, Deputy Sheriff.

Fred and Jo Mazzulla Collection

Over the Corral Rail

As the Denver Posse of the Westerners begins its 28th year, we are taking a good look at our organization.

Are we going to continue our style of operation as it has been?

Our present Roundup Foreman and Tally Man, Fred Mazzulla, feels that we have grown to such a size that the organization is unmanageable, and he recommends that we consider ways in which we can reduce the scope and efforts of the Denver Westerners.

Certainly, Fred, from his long experience, knows what work is involved in running the Posse. He has done as much for the organization as any other individual.

But we have built a reputation on our past efforts, and we are known for our publications, the Roundup and the Brand Book. I think we have this reputation to uphold. And I think we are capable of performing the tasks required.

We can only continue in our successful ways if each Posse member proves that he is an *active* member by doing his part. Election to the Posse is more than an honor; it also carries responsibilities.

I am appointing a committee to study operations and to make recommendations to the Posse.

Each Posse member shares in the operation of the group, and no alterations in the course of our organization will be made without the knowledge and consent of a majority of the Posse members.

Posse members with comments and suggestions are urged to write to me at 112 Palisade Circle, Manitou Springs, Colo. 80829.

Edwin A. Bathke, Sheriff

THE DENVER WESTERNERS

ROUNDUP

Volume XXVIII
Number 3



March-April
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1972 OFFICERS

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Deputy Sheriff: Richard Ronzio
Roundup Foreman and Tally Man: Fred M. Mazzulla
Chuck Wrangler. Robert Edgerton
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The Indian Territory Posse of Oklahoma Westerners celebrated its tenth anniversary on April 7, 1972. The sheriff of the Indian Territory Posse is Jordan Reaves, 541 N.W. 34th St., Oklahoma City, Okla. 73118.

The Incomparable Red Rocks

From Dinosaurs to Rock 'n Roll

by Milton E. Bernet

This is the story of Colorado's incomparable Red Rocks and its beautiful open-air theater just 17 miles west of Denver, near the town of Morrison. The story of the Red Rocks begins nearly 300 million years ago. This is also the story of two most interesting men, a part of whose life-histories were closely tied to the Red Rocks—John Brisben Walker who died 40 years ago, and George Cranmer, very active today at 87, and with many plans for the future of Red Rocks Park and the Theater.

In the beginning, let me say, that I sincerely believe that if the Red Rocks had been located in Egypt or in Greece the Park would have been included among the ancient Wonders of the World.

But there is a difference. You will remember that the Seven Wonders of the World were all man-made—you will recall some of them: the Hanging Gardens of Babylon; the Pyramids; the Colossus of Rhodes. They thrilled the ancients. The Red Rocks Park is a natural wonder. It was designed and built by nature from the floor of an ancient sea. The principal architect was erosion.

Formations in the Park are known geologically as part of the "Red Beds" of the Rocky Mountain composed of some 1,500 feet of massive beds of red or pinkish sandstones and conglomerates belonging to the Triassic System of strata. The irregular shapings of the rock masses resulted from erosion in the strong water currents in which the deposits were made in a prehistoric age. The red coloring was produced by iron oxide in varying quantities.

The thick sedimentary beds of deep red sandstone under-

lying the plains were pushed up by prehistoric volcanic disturbances, leaving the layered red rocks virtually on edge, reared high above the surrounding surface. These rock beds were deposited as flat layers of sand and mud in streams, lakes and shallow seas, during a period that began about 300 million years ago and ended about 70 million years ago.

One question that naturally comes to mind at this point is "Who were the earliest dwellers in the Red Rocks in prehistoric times?"

I read recently in a scientific treatise that probably 100 million species of plants and animals have inhabited the earth since its creation. Of these 98 per cent are now extinct because they were unable to survive the challenge of a changing environment. Some of the strangest of these extinct animals were certainly among the earliest dwellers in the Red Rocks Park.

The Red Rocks Park offers one of the most interesting natural record books of the ages to be found anywhere in the world. Giant foot-tracks of the dinosaurs which dwelt there were left in the Morrison layers. They can be seen from the Red Rock Theatre as they crop out in the slope of the main hogback.

The giant diplodocus, largest of all land animals, was in the Red Rocks Park some 150 million years ago. The diplodocus was more than 75 feet long, 12 feet high at the hips, and reputed to weigh more than 80 tons. Poorly equipped with teeth to masticate its food, it swallowed rough stones which, breaking up the food in its digestive tract, aided its digestion. After the stones became smooth from rubbing together, and no longer helpful for digestion, the diplodocus regurgitated them.

Also in the Red Rocks traces have been found of the queer-armored stegosaurus which gets its name from the ridge of large bony plates along its backbone.

Later another strange creature, the duck-billed dinosaur, standing more than 30 feet tall, inhabited swampy sections

of the region. Many tracks of these extinct animals have been found in the Red Rocks, but no complete skeletons. This is strange. Why these creatures departed is a mystery although some complete skeletons have been found in Dinosaur National Park which is in the northwestern corner of Colorado and the northeastern corner of Utah.

Fossil fragments of giant marine reptiles have been found in the Red Rocks—for example the 40-foot plesiosaur, an odd, long-necked creature resembling a sea-serpent, once lived there.

Smaller fish-like reptiles and flying reptiles swam and flapped about. However, few fossil remains and no complete skeletons of flying reptiles have been found here or anywhere else.

Another strange creature that probably lived in the Red Rocks millions of years ago was the Ceratosaurus. Great beasts wallowed up out of the slime; many of them undoubtedly bogged down in the swamps. Millions of years went by; the huge reptiles disappeared and were replaced by four-legged animals.

Then came a gap of more millions of years in the unwritten history of the Red Rocks. There is no record of when the earliest human inhabitants, probably the Indians, were first in the region, but it would be surprising if the odd shapes and formations in the red sandstone had not excited their curiosity. It was probably a shrine for some of their religious or tribal ceremonies.

The first historical reference to the region was published in a report just a little over a century ago. In the summer of 1869 F. V. Hayden and his party were authorized by the U. S. Secretary of the Interior to make a geological reconnaissance journey along the east front of the Rocky Mountains from Cheyenne, Wyo., to Santa Fe, N.M., a distance of 500 miles. In his official report of July 6, 1869, to the Secretary, Hayden described the general landscape features and geological formations of the Red Rocks Park.

In 1873 another geologist, A. R. Marvin, visited the Park

and wrote a more detailed account of the formations and structures of the region in that year's annual report of the U.S. Geological Survey. A field artist, W. H. Holmes, who accompanied him, made interesting sketches which were included in the report. This report is still extant.

There is an unauthenticated story that on July 4, 1870, a group of pioneers from the little village of Mount Morrison undertook a "Champagne March" to the Red Rocks. According to this story Judge Luther of Mount Morrison delivered a patriotic address, concluding by christening the Park, "The Garden of the Angels," at the same time invoking a curse on anyone who would ever change the name.

A newspaper reference which indicated renewed interest in the beautiful area at their very doorstep, on the part of the people dwelling in the little community by then called "Morrison," appeared in the Denver Republican, June 18, 1893. This story said, "There is a movement on foot to build a wagon road to the Red Rocks. Townspeople of Morrison will build a road by donations of work from people of the town. The object is to build a winding carriage-road through these beautiful rocks, erect steps and ladders in some of the places where it is too difficult for ladies to climb. Morrison can become one of the most attractive summer-resorts in the State, as world-famous as the Garden of the Gods in Manitou."

It is interesting to note that in this news-story there was no reference to the possibilities the Park might offer for a great outdoor theater.

It was a Pennsylvanian, John Brisben Walker, who had come to Denver as a young man to make his fortune in real estate who first realized that nature had provided the setting for a beautiful open-air theater there. He was not destined to realize this dream, but this transplanted Pennsylvanian did make his mark on the entire Denver area.

Walker was born in Monangahela River, Pa., Sept. 10, 1847. He received an appointment to the United States Military Academy at West Point, but he was interested in

a more active life and after resigning from the Academy served for a time in the Chinese army. Later he served in the United States Ministry in China.

After he returned to this country he worked on several newspapers as a reporter and became Managing Editor of the Washington Chronicle at the age of 30.

His fortune escalated rapidly in the late seventies when at the suggestion of the Secretary of Agriculture he came to Denver to investigate the possibility of raising alfalfa in Colorado. He purchased a huge tract of land where Berkeley Park and the surrounding residential area are now located. Twelve years later after proving that alfalfa could be grown successfully in Colorado he sold the farm at an excellent profit.

At the same time he was busy with other interesting projects. In the early 1880s he laid out River Front Park, Denver's first recreation center, along the banks of the Platte River where Indians had camped in the 1860s. At one time he owned the land on which Denver's Union Station is now located. He built what he called the "Castle of Commerce" by the site of the present Sixteenth Street viaduct. The Castle housed an art museum and a permanent exhibit of minerals. It was used for fairs and conventions.

During this time when Walker first lived in Denver he frequently visited the Park of the Red Rocks and was thrilled by its beauty and its possibilities for future development.

On the money he made in Denver through River Front Park and the sale of his Berkeley farm he decided to go back East to try his fortunes there again. Before he left Denver he donated the land on which Regis College was to be built and presented the City with the land designated as Inspiration Point.

On his return to New York one of his first activities was the purchase of *Cosmopolitan Magazine* which because of declining circulation and vanishing advertising revenue was about to cease publication. His operation was so successful

that within five years it was estimated to be valued at more than a million dollars.

He encouraged the Wright Brothers to carry on their early experiments with their flying machines near his publishing plant at Irvington-on-Hudson, New York. He believed in the possibility of a future for the "horseless carriage," and with a partner bought out the patents to the Stanley Steamer. But this gamble on the steam car as opposed to the gasoline automobile proved to be a costly failure.

In 1905, tired of New York, he was ready to return to Colorado. He sold *Cosmopolitan Magazine* to William Randolph Hearst.

When he returned to Colorado he brought with him many plans for making the state a tourist mecca. One thing that had remained vividly in his memories of his earlier life in Colorado was his many visits to the Park of the Red Rocks in the early 1880s, a few years after he had first come to Denver. He had been thrilled then with the natural beauty of the place and with its amazing acoustics, and had predicted that some day a great open-air theater would be developed in the natural surroundings.

By 1906 Judge Luther's speech made in 1870, when he christened the Red Rocks the "Garden of the Angels" and urged that a curse should be brought down on anyone who presumed to change its name, had been forgotten. The little City of Morrison observed Decoration Day in 1906 with the formal opening of the "Garden of the Titans" as they were calling it by that time. About 2500 men, women and children assembled there, coming to Morrison by railroad, automobile and trolley. Walker had built a platform on Creation Rock for these ceremonies. Later in the summer the platform was used for weekly concerts.

In October, 1906, Walker invested his money where his increasing interest lay. He announced that he had purchased Red Rocks Park, Mt. Morrison, Mt. Falcon and some of the town of Morrison. One of the earliest projects in the

development of the area as a tourist center was his building of a funicular railroad to the top of Mount Morrison.

Although Walker staged some concerts in the Red Rocks in the years between 1906 and 1910, the first big entertainment in the unfinished theater was the concert which he offered in August, 1910. A newspaper advertisement outlined his plans: "Ferrulo's Band will give a concert at Mount Morrison in the great auditorium capable of seating 30,000 people, in which the delicate notes of a violin may be heard in every part. The concert will be rendered at 9:30 a.m. Sunday morning between the giant walls of Creation Rock and the Rock of Cojos. The concert is made possible by the cooperation of Lakeside which makes Ferrulo's Band available for the occasion. Round trip tickets on the Colorado and Southern Railway are sixty cents which includes a ticket of admission to the Park and the concert. It will be the first concert test of the great natural auditorium. Sure-footed mountain ponies, donkeys and livery are for the first time available to go the rest of the way from Morrison. Those who attend will be given free rides to the top of Mount Morrison on the funicular railroad."

Apparently Walker was encouraged by the success of the Ferrulo concert for in September he announced that another concert was being planned. He said: "A great Denver Musical Festival is announced in the Creation Rock Natural Auditorium at Morrison, and the President of the Company has invited all those connected with musical organizations and music students to a free ride over the 'Railroad to the Peak'. Preceding the trip to the peak a concert by an orchestra of twenty pieces will be given from the platform."

There is some difference of opinion as to which great artist was the first to test the acoustics of the natural theater, although there is little doubt that it was either Dame Melba or Mary Garden. However it is known that Mary Garden visited the Red Rocks when she was in Denver for a concert

in May 1911, At that time Walker invited her to go to Morrison by railroad, and by horseback from there to the Park. She stood between Ship Rock and Creation Rock and sang "Annie Laurie" and "Ave Maria" for a few musicians and newspaper reporters. She was accompanied on the violin by Signor Tibaldi. After she had finished she exclaimed excitedly to the small audience, "Never in any opera house in the world have I found more perfect acoustics than in this natural auditorium here at Mount Morrison."

In 1913 Walker published an advertising brochure presenting the attractions of his properties. And all the while he was mulling over in his fertile mind exciting ideas for their development.

The focal point of the entire resort development was to be a castle built on the summit of Mt. Falcon which Walker visualized as a summer White House, a summer home for the Presidents of the United States. J. B. Benedict, distinguished Denver architect, was commissioned to develop elaborate plans for the Castle. His sketches were published in newspapers and magazines all over the world.

The Summer White House was to be a massive structure with turrets and towers, bridges and underground passages. Walker had a road built to the top of Mt. Falcon, 2,000 feet above Bear Creek.

On July 4, 1919 a cornerstone of white marble for the Summer White House was laid with exciting ceremonies. It was dedicated in honor of President Harding. Important visitors came for the occasion, bands played, flags flew. A race was staged between Stanley Steamers and gas-powered horseless carriages. This race took place on the road which led to the top of Mt. Falcon.

Later Walker set about building a \$50,000 home which was to be eventually incorporated in the Summer White House. It was lavishly furnished and the Walker family lived in it for a time. Behind the house he built a race-track for trotting horses.

The years following World War I proved to be difficult

ones for Walker financially and his fortunes dwindled. He hoped that the City or State would finance the construction of the Summer White House, but he found little interest among public officials. Finally he realized that if his ambitious plans were to be carried out he would have to find a way to carry through on the plans himself. He haunted the banks to secure the necessary financing, without success. Finally in desperation he proposed a plan to sell bonds at \$1,000 each to develop the needed funds, but this idea received little popular support. Defeated, his fortune gone, he realized that his grandiose plans had been only a dream. As a final blow the red stone walls of the Castle (which he had visualized as the core of the Summer White House) were struck by lightning.

Only a tall chimney and portions of the heavy walls were left standing. The marble cornerstone which had been laid with such exciting ceremonies was salvaged and brought down to Morrison. It was placed on the veranda of Hillcrest Inn which Walker owned. When the Inn passed from Walker's hands, the stone was removed and no one knows where it is today. The funicular railroad stopped operations; its tracks rusted, but the path of the railway can still be seen on Mt. Morrison.

In October, 1923, Walker offered the Park of the Red Rocks, several other pieces of property and rights-of-way to the Park to the City for \$100,000.

Mayor Ben F. Stapleton appointed a committee headed by Dr. Herber R. Harper who had recently come to Denver as Chancellor of the University of Denver, to make recommendations as to what to do about the offer. A group of musicians and vocalists played and sang from the platform before the committee. One member of the committee dropped a half dollar on the rock under the platform and it was heard distinctly throughout the theater. At the end of the inspection tour Dr. Harper summed it up for his committee: "This is the most wonderful natural auditorium in the world."

A few weeks after the committee visited the Park they submitted their favorable report to Mayor Stapleton. He agreed that it was a wonderful idea, but he said that he didn't know where the City would get the \$100,000 and the large amount of additional money that would be needed to complete the project. It was not until 1928 that the City finally purchased the Park and valuable water rights from Walker for \$54,000.

Disappointed and disillusioned Walker returned to New York where he died in July, 1931 at the age of eighty-four.

(It is interesting to note that four of John Brisben Walker's grandchildren still live in Denver: Mrs. George B. Berger, Jr., Mrs. Pierpont Fuller, Dr. Strother Walker and Gerald Walker.)

The announcement of the purchase apparently stirred City authorities to action, for in September, 1929, work was begun on a five-mile scenic road through the Red Rocks and this road was opened to the public in the spring of 1930. About this time the Great Depression intervened, putting an end to any further projects for the development of the Park.

But the depression itself stimulated a great public affair in the Park, a benefit for the unemployed, in May, 1932. The program of music and dancing that Sunday afternoon was announced as "The formal dedication of the Natural Theater of the Red Rock." Included in the program were Spanish dances by a group from the Lillian Cushing School of the Dance, and selection by the Denver a Capella Choir with John C. Wilcox as conductor.

The depression sparked this program, and it was the depression which through federally financed labor in the CCC camps, recruited from the unemployed, made possible work on the Red Rocks Theater and the building of the Alameda Highway leading to the Park.

But this is the story of another great citizen of Denver who had the vision and the ability to carry through on this fascinating project. It is the story of George Cranmer, a

native-board Denverite, who was destined to have such an important place in furthering the cultural and recreational life of Colorado.

That part of the story begins more than a century ago when the great plains of Kansas Territory were still untamed, previously occupied only by Indians and buffalo. The Indians were fighting a losing battle with white fur-traders and trappers, and the buffalo were rapidly being exterminated.

John Hittson of Texas ran cattle over the great plains, usually headquartering at Deer Trail, about 60 miles from Denver, when he and his party were in the area.

Running cattle with him was his son-in-law, William H. H. Cranmer, a veteran of the Confederate Army in the Civil War, from near Booneville, Mo., who had gone to Texas without money or a job, and had met and married Martha Hittson. When they came to Denver the Hittsons and the Cranmers usually stayed at the old Windsor Hotel or rented a home in what is now downtown Denver. They generally used Denver as a base in the winter.

It is because he was born in the winter, on Dec. 23, 1884 that George Cranmer is a native of Denver. He was born in a rented house at 23rd and Champa streets. Later the Cranmers established Denver as their permanent residence, and young George went to Emerson School which still stands at Fourteenth and Ogden streets. "At that time Emerson School was far out on the prairie by itself," George Cranmer reflects today.

After completing his elementary education young George went to East High School where he played on the football team for three years. It was while he was a student at East High in 1902 that a significant event in the history of Red Rocks took place. Among his teachers at East High was a Professor Cannon who made it a practice to take his classes on field trips in their study of geology. He planned one of these trips in the fall of 1902. Professor Cannon wanted his class to have a chance to study at first hand an interesting

geological area near Morrison, where, he told them, they would see the sedimentary beds underlying the plains turned up on edge as they approached the mountains, exposing many strata in geological history.

In 1902 there was a little railroad running between Denver and Morrison which hauled limestone from the quarries near Morrison to the smelters in Denver. The little freight line had several passenger cars and Professor Cannon's excited class prepared for their expedition on which they would study geology, combining this study with a picnic and lots of fun.

After the train arrived at the railroad station in Morrison, the members of the class walked over to the Red Rocks. In these beautiful surroundings Professor Cannon gave them a lecture in which he pointed out the unusual geological formations which surrounded them. Today George Cranmer says: "I am not sure that we learned a great deal about geology on this trip, but 69 years later I remember the wonderful time that we had. I remember how impressed I was with the beauty of the Red Rocks which I had not seen before, although it was only 17 miles from Denver. But, more important, I remember vividly how amazed we were at the acoustical properties of the place. We members of the class began experimenting with this phenomenon, getting further and further away from each other, whispering to each other, hearing each other distinctly.

"It looked quite different then," he continued. "There were huge red boulders all over the area where the seats are now located. It was an experience that I never forgot, one that meant much to me later."

As I mentioned before, George Cranmer's father had married Martha Hittson. Finis P. Ernest had married another daughter, Jennie Hittson. Both sons-in-law had joined Mr. Hittson in the cattle business. According to George Cranmer, the invention of barbed wire eventually forced them out of the cattle business. They liquidated their hold-

ings and with the proceeds, the two sons-in-law built the Ernest and Cranmer Building in downtown Denver.

"It was the Ernest and Cranmer Building which financed my education at Princeton," George Cranmer remembers. "There I became very much interested in Latin, translating the plays of Plautus and Terence, Roman writers who used Greek plays as models, and Greek plots and characters."

He points out that the Greek initiated the idea of the theater, but that a great Roman architect, Vitruvius, wrote some of the earliest descriptions of how to build an open-air theater. Vitruvius emphasized the necessity of selecting a location in which the acoustics are excellent. For thousands of years all theaters were in the open air, generally with huge capacity, from four to as many as twenty thousand. The theater with the roof was not developed until the time of Shakespeare.

After graduating from Princeton, George Cranmer returned to Denver and established a very successful stocks and bonds business with Bert Wilson—the Wilson-Cranmer Co. In 1912 he married Jean Chappell whose father had been in the coal business in Trinidad, Co. She was a sister of Delos Chappell who later became a Broadway producer and with his wife was one of the originators of the restoration of the famous old Opera House in Central City, Colo.

George Cranmer says that the Wilson-Cranmer Co. was so successful that in 1928 he decided to take his family on a long tour on which they visited Italy, Greece, Egypt and other countries on the Mediterranean. Because of his interest in the theater, stimulated by his studies at Princeton, he visited the ancient theaters at every port where the ship stopped.

One of the last of these was the ancient Greek theater near Taormina in Sicily. To get a better view of the theater Cranmer climbed to the top of Mt. Tauro and looked down on the stage far below where an Italian company was rehearsing a Shakespearian play in Italian. To his amazement,

although the company seemed to be speaking in normal tones, he could hear every word distinctly.

Then suddenly came the recollection of the visit that his high school geology class had made to the Red Rocks nearly 30 years before when he had been so impressed with the acoustics of the natural theater. And at that moment in Sicily was born his decision about the Red Rocks which he was later to translate into action.

In 1929 Wilson and Cranmer liquidated their business, "luckiest thing we ever did," Cranmer recalls, "for it was just before the Great Depression hit. It permitted me to retire from business when I was relatively young."

He had always been interested in civic affairs and was well-acquainted with Ben F. Stapleton who had served as Mayor of Denver from 1923 to 1931.

In 1935 Stapleton decided to run for Mayor of Denver again and asked Cranmer to manage his campaign. Cranmer says that one of the reasons he accepted was because he believed it might lead to his being given the opportunity to develop the Red Rocks Theater, an idea that had been growing in his mind since the visit to the Greek theater in Taormina. After Stapleton's election he appointed Cranmer manager of parks and improvements which put him in charge of all city construction projects.

One of the problems that faced the new administration at once was what to do about the army of unemployed in Denver who were becoming more and more restless. One of Cranmer's earliest responsibilities in his new position was to find work for these thousands as quickly as possible. He initiated many construction projects at once: the water tunnel to the western slope; a new sewage plant; engineering and securing the right-of-way for the Valley Highway. In point of size two of the smallest projects as far as employment and money expenditure were concerned, later became very important to the cultural and recreational life of the people of Colorado—Winter Park and the Red Rocks Theater.

The Federal Government had stepped in to relieve the distressing national unemployment situation by appropriating funds to create jobs all over the country through the PWA, the WPA, and the CCC (Civilian Conservation Corps).

As George Cranmer considered how to proceed about the Red Rocks, he faced a strange dilemma. Mayor Stapleton, rather Calvinistic in his viewpoints, believed that the theater was evil per se, and that actors and actresses were generally evil as well. But Cranmer says today, "I felt that it was a must undertaking for the City and that in my job as Manager of Parks and Improvements I had the primary responsibility for seeing that it was carried out. One of the first things that I did was to employ Burnham Hoyt, a very able Denver architect, to develop the basic plans. With him we employed his assistant, Stanley Morse, who would be responsible for overseeing the day-to-day work in building the theater.

"I asked Burnham to lay out a feasible plan for the seats in the theater. He began working on this at once. With his preliminary plans in hand I discussed the idea with the head of the U.S. National Park Service which had jurisdiction over the CCC camps. There were two CCC camps with about 200 employees in each in Colorado, one near Morrison. Our proposition to them was that they should supply the labor and pay the cost of the concrete, steel, cement and stone. (The latter to be brought in from the quarries at Lyons, Colo.) It was to be our responsibility to provide the engineering plans and to supervise the construction. Burnham continued working on the plans while we waited for final approval from National Park Service Headquarters in Washington."

On May 17, 1936 came the exciting news for which everyone had been waiting, the approval of the development of the Red Rocks Theater as a CCC project. According to the announcement there was to be seating capacity for

10,000 people, and a large stage, 150 feet by 60 feet, and work was to start at once.

One of the interesting problems presented by the Red Rocks Park as the site of a theater was that despite its great natural advantages of design, the whole hillside was covered with large and small boulders which, of course, had to be removed before the floor of the theater could be levelled and the seats installed. But the stones, many of them huge boulders, could not be removed without breaking them up. Originally, of course, Mayor Stapleton had not visualized the Red Rocks as a theater, but rather as a rock garden which would be a spectacular addition to Denver's Mountain Parks System.

Cranmer says: "I have always made it a practice to get well-acquainted with the foreman of any job that has come under my jurisdiction. I had done this with the foreman of the CCC group assigned to the Red Rocks project. I explained to him the various problems that I faced—Mayor Stapleton's basic antipathy to the idea of a theater, and the criticism that I was receiving from the newspapers and the City Council. I pointed out to him that the first part of the job, getting the big boulders off the hillside could not be a piece-meal job; that the whole job would have to be done at one time. Otherwise we might find ourselves stopped by an executive or council order in the very beginning of the work, and the entire project might end there. The CCC foreman saw the point and said that he would cooperate fully with me.

"He agreed that over a period of time he would drill holes in the bases of all the rock formations, insert the dynamite, and be ready to blow them all within a few minutes of each other. He promised to telephone me the night before the day set for the dynamiting so that I could get out of town and not be available to anyone. One night he called me with the exciting news, 'Tomorrow is the day we do the big job.'

"I had a City car and driver assigned to me. Early the

next morning I left home for an inspection trip of Daniels Park. It was completely out of communication with the city as there was no telephone there. I didn't arrive at City Hall until four that afternoon. When I arrived at my office my secretary told me that the Mayor had been looking for me all day, telling her that the entire Red Rocks Park had been blown up. But the Mayor was a good sport about it; he never mentioned it to me again. He watched the progress of the big job with interest and was as proud as any of us when it came into use.

“After the boulders had been dynamited, it was possible to drag the rocks on sleds to the places in the theater where we needed them. As a matter of fact the south third of the theater is filled-in-ground, filled in with the rocks that we had broken up. One unexpected dividend was that when we uncovered the north rock with its beautiful curves, the theater was much more beautiful than it had been before. Completing the entire job proved to be a very tedious affair, requiring in all 12 years, although it was actually in use much earlier than that.”

Mrs. Cranmer recalls that she and Mr. Cranmer took many artists up to the theatre during its construction to test its acoustics. Among these were Mischa Elman, Stokowski, Albert Spalding, Lily Pons, Jennie Tourel, and many others.

In March, 1941 it was announced that the work on the Red Rocks Theater was nearly completed, and it was in June that it was officially dedicated with the opening meeting of the Rotary International Convention which was convening in Denver. There were 9,000 in attendance. Helen Jepson of the Metropolitan Opera sang, and there were addresses by Gov. Ralph Carr, Mayor Stapleton and Rotary officers.

There was little use of the Red Rocks during the war years, but there were two interesting firsts in 1947. That was the first year in which the now traditional Easter Service was held there. It was also the first year in which a series of concerts was offered, this one sponsored by the

Junior League and the May Company. The success of this series encouraged Mayor Quigg Newton to approve plans for the organization of a non-profit corporation to present concerts and other entertainments at Red Rocks.

The Denver Symphony Orchestra, led by Saul Caston and with Helen Black as manager, presented the 1948 Festival Series; one of the featured singers that summer was Helen Traubel. Volunteer committees and private producers offered programs in the next few summers. In 1955 the 375-voice Mormon Tabernacle Choir sang with the Denver Symphony Orchestra and the program was broadcast nationwide by radio. In September of the same year the National Broadcasting Company's television program, "The Wide, Wide World" was seen by an audience of 7,000 at Red Rocks and a television audience estimated at 30,000,000.

The financial results of many of the programs that were offered pointed up the problems that have always faced producers at Red Rocks—particularly the uncertainty of weather conditions, always a hazard in an open-air theater. But time after time different groups made the attempt, with varying degrees of success.

For many years the people of Denver and of Colorado had looked forward to celebrating the State's Centennial in 1959. The commissions appointed by Gov. Steve McNichols and Mayor Will Nicholson realized that an important part of the program would be cultural events and entertainment. Naturally the Red Rocks would be a focal point in such programs.

The Denver Centennial Commission discussed these possibilities with George Cranmer in 1958. He pointed out to them that certain difficulties in the theater which experience had exposed would have to be corrected if the theater were to realize its potential for the Centennial. He pointed out that something must be done quickly if the necessary changes could be made before the 1959 Centennial. He told the Commission that he had always been

intrigued by what he had heard about the operatic productions in Bayreuth, Germany, particularly the Wagnerian operas, and the thrilling dramatic effects that they had achieved through the skillful use of lighting rather than elaborate scenery. Cranmer volunteered to fly over to Germany at his own expense and invite Wolfgang Wagner to come back with him to make recommendations as to what changes were needed in the Red Rocks Theater.

George Cranmer flew over to Germany and to the amazement of the Denver Commission brought back, not only Wagner, but also Dr. Werner Gabler, his acoustical expert. After arriving in Denver, Wagner and Gabler went immediately to Red Rocks, and after a detailed study wrote a report recommending certain changes. It was estimated that making all the changes that they recommended would cost about \$175,000. Work was begun, but unfortunately the funds appropriated were about \$50,000 short of the total needed, the shortage being mostly in improvements in lighting facilities. As a result the plans of the Commission had to be substantially curtailed, although some outstanding programs were presented in the Centennial summer. Among these were Puccini's "Girl of the Golden West" with Eleanor Steber and Brian Sullivan, and a New York Philharmonic concert lead by Leonard Bernstein.

The Denver Symphony Orchestra sponsored programs the next two years but in 1962 announced that it would not be able to present a program that summer.

Since that year there has been a drastic change in the type of programs that have been brought to Red Rocks. One local newspaper writer in 1964 commented that "a strong folk-song accent seems to be developing at Red Rocks". And the programs offered by most of the promoters generally supported this appraisal. Among attractions appearing on the Red Rocks stage in the next few years were: The Beatles; Joan Baez; The Beach Boys; The Harmonight Barbershop Quartette; Peter, Paul and Mary; Christy's

Minstrels; Lovin' Spoonful; Mamas and Papas; Village Stompers; Hootenany; and The Smothers Brothers.

In 1964 after the appearance of the Beatles, Denver's City Council warned that bottles, cans and alcoholic beverages would not be permitted at the theater during future performances.

The changing image of the Red Rocks got national attention in the November, 1967 issue of *Town and Country* which featured a profusely illustrated article entitled, "Denver, Where to Strike it Rich". With a beautiful picture of the Red Rocks Theater, the theater was rather wistfully described as follows:

"Denver Scenes I Remember—the Red Rocks Theater, a natural amphitheater more than 300,000,000 years old where rock n' rollers perform, but where Wagner and Verdi were sung not long ago."

Clearly since man took over in his relatively few moments of eternal time, the incomparable Red Rocks Park has had its ups and downs.

But what about the future of this natural theater which many of the world's greatest artists have appraised as unparalleled for its gorgeous setting and amazing acoustics? There is probably no better guide as to what should be done about the future of the Red Rock than the man most responsible for what has been done so far to develop it from its original primitive setting. Here is what George Cranmer has to say about the Red Rocks today:

"When Wolfgang Wagner came to the Red Rocks with his acoustical expert, Dr. Gabler, in 1958, they recommend a number of physical improvements, most of which were financed by the City and completed in time for the Centennial Celebration. Adequate lighting facilities are installed there now, except for pulling some copper wire into conduits and providing instruments for the projection of light, with which scenery, atmosphere and mood can be produced.

"But today Red Rocks faces one major problem—management.

"All open-air theaters are at the mercy of the elements and losses on scheduled productions are sometimes inevitable. The solution to this is the formation of a non-profit volunteer organization to underwrite annual summer festivals there.

"The small amount of money needed now for improvements is no problem, but competent management is vital. A similar arrangement to that at Winter Park would be desirable. Such organizations have been very successful in other cities, notably the Municipal Opera Association in St. Louis, and I am confident that we can do the same here in Denver.

"Thus there is no reason why the Red Rocks cannot live up to its potentialities as one of the most beautiful, acoustically perfect theaters in the world, a great asset not only to Denver and to Colorado, but to our nation as well."

About the Author

Milton Bernet was born in St. Louis, Mo. he has a bachelor's degree from the University of Missouri. He is retired from Mountain Bell where he was a vice president. He has for many years had a particular interest in the Red Rocks area and John Brisben Walker, the subject of his paper.

The author noted, at the beginning of his paper: "I would be remiss if I did

not begin today by expressing my appreciation to the Western History Division of the Denver Public Library and to Jim Davis of that Division for making this talk possible. We have a great asset in the Western History Division—their wonderful file of western history, their historical photographs—irreplaceable. Many of the photographs in their files have never been published."



Westerner's Bookshelf



LADIES OF THE NIGHT, by Kay Reynolds Blair, (Timberline Books, Leadville, Colo., 1971, 40 pgs., \$1)

A lusty short account of certain famous and infamous ladies who operated in the early roaring mining camps of Colorado. There are several versions of the Silver Heels story, and the stories of Red Stockings, Pearl DeVere, Verona Baldwin, Poker Alice, Madame Vestal and others. There was a bit of the bad and a little of the good in all of them.

Armand W. Reeder, PM

DYNAMITE AND SIX SHOOTERS, by Jeff Burton. Published 1970, by Palomino Press. 187 pages, 8 illustrations, paper back.

This book deals with the lucrative and bloody, but short-lived reign of the Ketchum gang, of which the four principal members were Tom and Sam Ketchum, Will Caraver and Dave Atkins. Their career of banditry lasted only about two years.

Many stories and books have been written about the "Black Jack" Ketchum gang. This author states positively and unequivocally that, "Tom Ketchum was not 'Black Jack' and his gang was not the Black Jack Ketchum Gang." There never was a "Black Jack" Ketchum gang, only a Ketchum Gang.

It is Burton's contention that historians and tellers of tales somehow confused Tom Ketchum with William T. "Will" Christian, who was known as "Black Jack" when he and his brother, Bob, were outlaws in the Indian Nations and Oklahoma Territory, and later pur-

sued a similar course in New Mexico and Arizona.

The author contends that because of the fallacious belief that Tom Ketchum was "Black Jack" he has been connected with many New Mexico and Arizona crimes which were the work of others, i.e., the robbery of the bank at Nogales.

During the gang's short career, at least five men, some say as many as seven or eight, were killed by the various members; and seven trains were held up—four in New Mexico and three in Texas. Burton's meticulous research goes into great detail in regard to the four major members of the gang, as well as many of the hangers-on and mere bystanders. However, it is this obvious thorough research that makes one wonder if the "Black Jack" handle really is a misnomer for the Ketchum gang.

Students of outlawry in the great southwest will argue over this one for many years to come.

L. E. Mooney, PM

INDIAN ORATORY, FAMOUS SPEECHES BY NOTED INDIAN CHIEFTAINS, Compiled by W. C. Vanderwerth 292 pages, University of Oklahoma Press, Norman, Oklahoma (1971)

Indian Oratory is an anthology of speeches of leaders of twenty-two tribes, presented in an historic chronology spanning the period of about 1750-1910. Nearly all of these speeches are taken from situations of confrontation. Decidedly lacking are selections from situations in which the balance of power temporarily rested with the Indian. Each speech is preceded by a very brief summary

comprised of a short biography of the speaker. The reader will find many of the illustrations interesting, as they make the speech more meaningful. But the modern romantic representation of Pontiac on page 24 is very much out of character with the authenticity of the other illustrations.

Included are speeches by early eastern Algonkian and Iroquois leaders, Midwestern Algonkian and Southeastern Muskogean leaders at the time of Indian removal (1820-40) and Western Indian leaders during the war period (1850-90). The speech of John Ross of the highly acculturated Cherokee defending the cause of the Confederacy is especially interesting, as it highlights the dilemma of the Cherokee at the time of the Civil War. The speech of the nationally-celebrated Chief Joseph in the appendix presents cogently the Nez Percés position in their hostilities with the U.S. forces and during their subsequent pacification.

The content of some of the speeches should raise questions in the reader's mind. For example, the comment in the speech of the Pawnee chief, Petalesharo, concerning the differences between the White Man and the Red Man, as made by the Great Spirit, "He made the Whites to cultivate the earth, and feed on domestic animals; but he made us redskins (sic), to rove through the uncultivated woods and plains; to feed on wild animals; and to dress with their skins." This statement ignores the fact that the Pawnee were very capable horticulturalists long before historic contacts. Is this what the speaker said or is it an early editorial cliché? There are a few minor errors: e.g., the caption under the photograph of Keokuk on page 94, "born about 1840; died December 5, 1894" does not agree with the birthdate of 1790 given in the biographic sketch on page 95.

In conclusion, *Indian Oratory* presents a useful reference collection of Indian speeches arranged in historical order for studying focal points in Indian-White contacts and confrontations. This book is a good supplementary source for American Indian studies, although the price of \$8.95 is high.

Charles J. Norton

BASALT: COLORADO MIDLAND TOWN, (new enlarged edition), by Clarence L. Danielson and Ralph W. Danielson, Pruett Press, Boulder, Colo.

Like growing up beside the mighty Mississippi, or by the everchanging sea, it must have been exciting to have grown up in a high and colorful Colorado mountain community, a busy railroad town, and a Colorado Midland town at that.

Basalt was a junction and switching site for trains heading for Aspen and the other boom towns around. The Denver and Rio Grande also had many trains passing through and had many facilities in Basalt.

The Danielson brothers' love affair with Aspen country and with railroading began early and never ended. Their dad and a couple of uncles worked many years on the Midland. Clarence began work in the CM roundhouse in 1906. Three years later he became an engineer and worked in that capacity until the Midland closed in 1918. Then he came to Denver and worked as a clam shell operator on the Colorado & Southern until his retirement.

Ralph, who was an eye specialist in Denver for many years, worked summers during his youth on many of the ranches around Basalt, and also for the Midland. He died Oct. 8, 1970 while this new edition was being prepared.

This is an enlarged, updated version

of the book that first appeared in 1965 and received a good reception. The Danielsons have corrected some of the mistakes found in the earlier edition, have added some new material, particularly new biographical material about Basalt families, and some new photographs, including some color prints of a colorful hunk of country.

What sets this book apart is that it is not only a good railroad book but it is also a book about a town, an interesting, busy, happy town when it was that way, and the people in it who made it that way. The book not only recalls the many families that made up the town, but one of the five maps accompanying the book, shows where they lived.

It's only unfortunate that more interesting Colorado towns didn't have youngsters like the Danielsons growing up in them.

Perry Eberhart

THE GUNFIGHTERS, by Dale T. Schoenberger, The Caxton Printers, Ltd. Illustrated by Ernest L. Reedstrom. 207 pages, with footnotes, bibliogaphy, and index; artists' illustrations and photographs. \$12.95.

A handsome, large (9" x 11") well illustrated book, this recent publication approaches the enigma of the "shootists" by purportedly limiting the biographies to actual research documents such as newspaper accounts and letters. The jacket blurb proclaims that this approach debunks the legends and shows the subjects as immoral, drunken, psychopaths, apparently attempting to cash in on the presently popular idea of proving to us that everything we ever enjoyed about our national background was really hogwash. Fortunately, the jacket information does not describe the book accurately. Certainly the serious Western history

buff would much prefer to read the true source material than fictionalized versions, and few of us have difficulty in detecting the difference.

While there is little that is new in this book, the use of letters, personal accounts, and newspaper stories (if we can believe *them*), makes this interesting reading since we can see the characters approximately as their contemporaries saw them. The illustrations, both artistic and photographic, are well chosen and give an added dimension to the printed material. A little careful editing and proofreading could have avoided some awkward phrases and spelling "Napoleon" differently in one sentence, four words apart. Also, one is reminded that Colorado played a leading role in the lives of the subjects, and Denver was not far behind Dodge City and Tombstone as the range of the good-man, bad-man, law-man.

An interesting factual item pointed out by the author is that the gun fight at the OK Corral was literally *at* and not *in* the corral.

The conclusions reached after reading the biographies of the seven top man-killers must be that the times produce the men, and that people generally deserve the law enforcement they get, or at least tolerate. This book deserves a place on your shelf if only for the bibliography.

W. H. Van Duzer, P.M.

GENERAL CROOK AND THE SIERRA MADRE ADVENTURE, by Dan L. Thrapp, (University of Oklahoma Press, 1972, 196 pgs., \$7.95).

This is a documented account of General George Crook's pursuit in 1883 of recalcitrant Apaches who, after murdering ranchers, holding white women and children as hostages, destroying property,

stealing horses and cattle, and creating havoc generally, fled into the vastnesses of the virtually impregnable Sierra Madre mountains of northern Mexico.

Employing other Apaches as scouts to track down their fellow men and with a small Cavalry force, Cook relentlessly pursued the Apaches, giving them no rest. Lack of food and water and loss of horses and pack animals, finally forced the surrender of this daring band of Indians who had caused so much trouble to the citizens of Arizona and Mexico and to the U.S. Army trying to apprehend them.

From the narrative a clear picture emerges of the personalities and qualities of the white leaders involved: Willcox and Carr, Mackenzie and Crook, and of the Indian counterparts: Juh and Loco, Naris and Nachez, Natto and Geronimo.

While there were other encounters with small groups of Apaches after the Sierra Madre campaign, the backbone of their resistance was broken and the remnants which remained surrendered to U.S. troops in 1886.

Well researched and documented, with contemporary maps, the book adds light on this particular period of South-western history.

Armand W. Reeder, P.M.

INDIAN LEADERS WHO HELPED SHAPE AMERICA, 1600-1900,
by **Ralph W. Andrews.** Superior Publishing Company \$12.95.

This is truly a superior Indian book made up of 184 pages, 14 chapters, and an excellent index, and 171 good and well reproduced photographs.

It tells the true story of the part played by our Indians in the forming of America.

Fred M. Mazzulla, P.M.

TALL MEN WITH LONG RIFLES,
by **James T. DeShields,** as told to him by **Creed Taylor,** (Naylor Co., San Antonio, 1971, 270 pgs., \$7.95)

Swift moving account of the Texas revolution, including the tragedies of the Alamo and Goliad and the Texan victory over Santa Anna at San Jacinto.

A GUIDE TO MINERAL COLLECTING AT OURAY, COLORADO,
With Notes as to the History and Geology, by **Ervan F. Kushner,** published by the author, 38 pages, illustrations, bibliography, no price given.

Although hoping that competition to my *Colorado Gem Trails and Mineral Guide* would not develop, I have long wondered why specific regions in Colorado were not treated in separate mineral collecting guides. E. C. Eckels' U.S. Geological Survey Bulletin 114, by the way, is not competitive but greatly superior in its massive coverage, though quite different in its encyclopedic arrangement. Of the geographic units of Colorado that hold much mineral wealth and diversity, the San Juans are probably the most distinctive and likely to be the subject of a publication such as this.

Having a list, no matter how detailed, of mineral occurrences in an area is not the same thing as knowing whether the hobbyist-collector is apt to find specimens there, and that is the real purpose of this book. Any picking at minor items of possible misinterpretation seems unkind, for the author, a municipal judge in New Jersey, is not a scientist though certainly knowledgeable about minerals. If he has overlooked some minerals mentioned in my book, I shall not duplicate the mistake, for I intend to benefit from

his material in my next revision.

Judge Kushner's historical notes on Tom Walsh, Chief Ouray, and the early settlers of the San Juans are interesting, and his ample selection of old photographs makes the pages lively. Tables and an insert map of the vicinity of Ouray note where the minerals are.

Richard M. Pearl, CM

COLORADO TROLLEYS, A QUICK PHOTO HISTORY OF COLORADO'S STREETCARS, by Leland Feitz, Gold Bell Press, Denver, 60 p. illustrations, \$1.75.

This book will appeal to the history

buff interested in a general coverage of Colorado trolleys, without a lot of statistics and details. Much has been written about Denver trolleys, but in this book the streetcars of 13 Colorado cities are presented, including small and brief-lived lines which would not merit an individual article. To a fine collection of pictures, the author has added just enough text to answer the whys, wheres, and whens. I enjoyed looking at the photos so much, that I felt as if I had missed a picture on the blank half of page 26.

Edwin A. Bathke, PM

IN MEMORIAM

Guy M. Herstrom

1905-1972

IN MEMORIAM

Maurice Frisk

1895-1972

New Hands on the Range

E. S. Peyton
1203 S. 16th St.
Las Vegas, Nev. 89104

Introduced to the Denver Westerners by Jackson Thode, E. S. Peyton is interested in postal and railroad history in 11 Western states. He has published an article on Fort Collins street cars in the Pacific Railway Journal and various items on postal history. He collects old railroad passes and pictures. Welcome to the Westerners.

Donald E. A. Rogers
2905 Chase
Denver, Colo. 80214

Fred Rosenstock, Don Block and others introduced Donald Rogers to the Denver Westerners. He's interested in western mining and railroad history. He lists as past jobs, connections, activities, etc.,

D&RGW RR 1931-1970. He collects Western and railroad books and memorabilia. Welcome to the Westerners.

William H. Williams
461 Andra Court
Cheyenne, Wyo. 82001

He learned of the Westerners through Fred Rosenstock. He's interested in "the socializing effect of the 'shady ladies' on the frontier." He has published an article on "The American Party in Salt Lake City, 1906-1911," and is collecting oral history from old time residents of Wyoming. He lists as accomplishments, Wyoming State Historian, Wyoming State Archivist, executive secretary of the Wyoming State Historical Society, director of Wyoming State Archives and Historical Department and director of Wyoming State Library. Welcome to The Westerners.

The DENVER WESTERNERS

ROUNDUP

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Paul M. Timothy, speaker, center, receives plaque from Sheriff Ed Bathke as Deputy Sheriff Richard Ronzio looks on at left.

Fred and Jo Mazzulla Collection

New Hands on the Range

Signey L. Werkman, M.D.
277 S. Dexter St.
Denver, Colo 90222

Bob Perkin and Morrison Shaffroth are responsible for Dr. Werkman hearing about the Denver Westerners. He's an associate professor of psychiatry at University of Colorado Medical Center, he served in the Peace Corps in Nepal, Afghanistan, Pakistan. He likes playing music, tennis, skiing and hiking. And as for history, he's interested in medical spas and sanatoriums of Colorado and Western paintings. Welcome.

Wayne D. Wormshecker
3200 N. Lilac Dr.
Minneapolis, Minn. 55422

He heard about the Westerners through Wayne Hume, CM, Colorado Springs. He's interested in the construction of old buildings and antiques and the movement west. That's as well as hunting, skiing, hunting for antiques and restoration of antiques. Welcome.

John D. Petrikin
5736 S. Pennsylvania St.
Littleton, Colo. 80121

Ed Burritt and Thomas Hornsby Ferril were the ones who introduced John to the Denver Westerners. He's interested in Indians and Western memorabilia. His business is title insurance and sugar. He likes horses and photography.

Over the Corral Rail

Kenny Englert writes that he has the biggest darn bull buffalo head (already mounted) for sale. He says it's just too big for his house and belongs in a lobby . . . bank or restaurant or office building or museum. Anyway, the

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market for buffalo heads in Salida is sorta limited and he's wondering if, well . . . if anyone's interested (or if you know someone who might be interested) let him know at Box 44, Old Poncha Road, Salida, Colo. 81201.

The Nez Perce Delegation Of 1831

By Paul M. Timothy

In 1831 four Indians of the Nez Perce tribe, often referred to as the Flatheads, traveled from the Flathead Lake region to St. Louis, Mo. This entailed a journey of 3,000 miles round trip and as it turned out, three died and one returned.¹ Since this trip there has been considerable speculation as to why they chose to voluntarily endure such hardship and sheer torture. Many have supposed that they traveled to St. Louis out of the plain curiosity and adventure, hoping to satisfy both by traversing the majestic Rocky Mountains. But others contend that they placed themselves in such a arduous position for the sake of satisfying their hunger for the white man's religion, hoping to discover how to worship the Great White Spirit according to the white man's interpretation. While the evidence available leaves one to ponder on the true intent, it is the opinion of the writer that they traveled East to find religion, for they had been exposed to it from numerous aspects and as it will be shown, this was a tribe of high morals, a peace loving people and receptive to almost any new principle which would serve to better their characters and livelihood.² Regardless of why they made the trip to St. Louis, the true historian must ask the question, what were the results of the trip and how did the various religious groups react to the delegation? These latter two questions will be treated toward the end of the paper, but first there must be an investigation into the purpose of the party.

To better understand and evaluate the problem one must first consider a letter as written by William Walker to G. P.

Disosway about a year after the Nez Perce delegation left St. Louis to return to their homeland. *The New York Christian Advocate and Journal* reprinted this letter, causing a considerable stir throughout the nation. In the letter, Walker, a halfbreed of the Wyandotte tribe, claimed that as he was traveling through St. Louis on his way to arrange a new location for his tribe across the Mississippi River, he called on Gen. William Clark, who at the time was Superintendent of Indian Affairs and had earlier described the Nez Perce as being the most generous and likeable tribe that he and Lewis had met.³ In the letter he stated that while visiting with Clark he had seen three Indians who had traveled from Oregon in search of religion. One had died but a few days before of an illness and another was near the brink of death through a similar illness. Walker then related how he saw Clark give the Indians a very thorough review of the gospel as he knew it from the Bible, with the result that the three Indians were extremely receptive.⁴ Numerous letters and editorials were reprinted from this letter, exciting the public to the extent that many donated their farms, watch fobs and other material values in order to finance a mission to the noble tribe of the Nez Perce. Accordingly, in 1834, Rev. Jason Lee led the first mission to the Indians with a company of six.⁵

One observer attempted to discredit the seemingly real religious intent of the Indians by stating that they had come East for the sole purpose of seeing their friend William Clark, whom they had met earlier while he was on his expedition across America and during their conversations with Clark, they asked him concerning the white man's religion in a casual sort of way.⁶ Although this may appear plausible at first, such reasoning must be discredited in the light of a statement in which William Clark stated that the article found in the *Advocate* containing Walker's letter was correct as written.⁷ Furthermore, it is improbable that they would have traveled 3,000 miles through rugged

and desolate territory just to see a friend with no real objective in mind.

Probably the most valid attempt to refute the Walker letter is the argument that Walker described Clark as discussing religion with the delegation, in the Nez Perce tongue, explaining about the advent of the Savior and the numerous moral precepts of the Bible. Just 25 years previously Clark needed an interpreter in order to converse with the Indians, so it appears highly unlikely that he would now be able to converse freely with the delegation as he had experienced little or no intercourse with them after returning to the states." Confirming this argument was a statement by an eye witness about the deaths of two of the Indians. He wrote the following: "Unfortunately there was no one who understood their language. It was truly distressing that they could not be spoken to . . ."⁹ There are possibly two explanations to explain the Walker letter, the first being that he repeated a story which was related to him by someone else who was present when the alleged incident took place, and the other being that he saw a delegation of Indians on the East coast more exactly resembled Walker's description of the Indians who visited Clark. He described the delegation as being "small in size, delicately formed, small hands, and the most symmetry throughout."¹⁰ This description does not appear to match the true physical characteristics of the Nez Perce as described by a traveler who spent some time among them:

This morning a Nez Perce Indian belonging to M'Kay's company called to see us. He was a middle aged man, with a countenance in which shrewdness, cunning and complaisance, appeared singularly blended. But this person was almost a wonder: his form was perfection itself he lower limbs were entirely naked, and the upper part of his person was only covered by a short checked shirt. His blanket lay by his side as he sat by us, and was used only while moving. I could but wonder, and almost admire, the ease with which the man squatted on his haunches immediately as he alighted, and the position both of body and limbs was one that probably no white man, unaccustomed to it, could have maintained

for many minutes together. The attitude and, indeed, the whole figure was graceful and easy in the extreme, and on criticising his person, one was forcibly reminded of a well executed statue of Apollo.¹¹

Reputedly, such characteristics as Townsend described were somewhat common, among the Nez Perce, so it is highly unlikely that the tribe would have sent men of inferior physical builds to travel the necessary 3,000 miles. If Clark's statement that the delegation was from the Nez Perce tribe is true, then Walker's description that the group was slightly built was a poor one at its best.

In another attempt to refute the Walker letter, several critics have pointed out that Walker wrote another letter from St. Louis, dated November 1832 and yet the burial records at St. Louis showed that two of the delegation had been buried there in the fall of 1831 and the two remaining Indians who had spent six weeks in St. Louis, left on March 26, 1832. Thus, Walker must have arrived in St. Louis eleven or twelve months after the Nez Perce delegation had left to return to their tribe.¹² While it must be conceded that Walker was in St. Louis in November of 1832, this is not to say that he was not also in St. Louis eleven or twelve months before as well. On November 25, 1831, the *Christian Advocate and Journal* and *Zion's Herald* printed an article stating the William Walker passed through St. Louis on that Friday afternoon and then proceeded to state that he would return by Christmas.¹³

The next step in attempting to solve the problem is to try to understand where the Indians received sufficient knowledge to arouse their interest to the point that they would make such an extensive journey. Samuel Parker, who was a respected trapper of the day, stated that one of the Indians told him personally that they had come out of "pure curiosity" rather than for religious purposes. This statement at first is substantiated by a letter from Dr. Marcus Whitman, one of the early missionaries to the Pacific Northwestern coast.¹⁴ In this letter re stated that the

Indians traveled in the company of a trader by the name of Lucien Fontanelle, an independent trader, and that Fontanelle was the first to introduce religion to them. It is assumed by some that Fontanelle would have naturally called for the church of his faith to minister to the Indians when they fell ill in St. Louis and thus the Indians came across religion in a haphazard way rather than seeking it out as reputed.¹⁰ Nevertheless, such evidence appears to be rather shallow when one stops to consider the obvious potentialities that the Nez Perce had to hear of the white man's faith. And then too, one must assume a great deal for himself to make a statement that Fontanelle would have "naturally" taken the sick Indians to the church of his choice. If Fontanelle was typical of most of the trappers of his day, it is unlikely that he would have considered a faith of any kind.

In considering the possibilities of religion being exposed to the Nez Perce, one must consider a number of events which could have led up to this, along with a number of men who obviously exposed the Bible and its concepts of the gospel to the Indians. That they were ready for such teachings is exemplified by Captain Wyeth's account, who stated just after returning from the Columbia region, that the Nez Perce were a tribe of extremely high morals, observing the Sabbath Day and having public prayers daily within their respective camps.¹¹ Walker claims that a white man had observed some of the Nez Perce religious ceremonies and told them that their mode of worshipping was wrong, that the white man had the true mode of worshipping. He then told them of a book which would guide their conduct whereby the Indians might return into the country where the Great Spirit resides. Reputedly, a national council was held and it was decided that four of the chiefs would proceed to St. Louis to see there "great father," Gen. Clark, knowing that he would tell them the truth. While this may have been one of the ways in which the tribe heard of the white man's religion, Clark related that

two members of the tribe had attended school in Montreal, Canada, and then returned to their tribe in order to instruct their brethren in the gospel with the result that a great deal of inquiry was aroused. Thus, a delegation was sent to the East to find out more concerning the matter.¹⁷ To more clearly evaluate Clark's statement, let us consider the story behind it.

In 1825, Gov. George Simpson decided to obtain two Indian boys from west of the Rocky Mountains and send them to school in the Red River settlement where Winnipeg, Manitoba, Canada, now is, for the purpose of training them as interpreters. Spokane Garry, a son of the principal war chief of the Spokane tribe was one of the two selected. After selecting the two boys for the mission, the chiefs asked for a missionary to be placed among them, showing that the Indians had some knowledge of the white man's religion before Garry ever left his tribe for Canada. Garry returned to his tribe five years later, in 1830, having received a fair education and being able to read and write the English language. Bringing back a Bible, he attempted to give his people the gospel as he had learned it. Curley Jim, one of the Spokane Indians, was later quoted as saying:

Garry told us of a God up above. Showed us a book, the Bible, from which he read to us. He said to us, if we were good, that when we died, we would go up above and see God. After Spokane Garry started to teach them the Spokane Indians woke up. Chief Garry used to read to them from his Bible.

Garry's teachings spread to the surrounding tribes and among others, the Nez Perce came to listen to his doctrine.¹⁸

One critic is of the opinion that Garry did not return until 1832 and therefore could not have influenced the Nez Perce delegation of 1831, although the records of the Red River School show that both boys returned to their tribe in 1829 and then returned to school with five more boys in the spring of 1830, displaying their enthusiasm for the teachings of the school. Lawyer, one of the principal chiefs of the Nez Perce, claimed that it was because of Garry's glowing

reports of Christianity that the delegation was sent to St. Louis. While it is clear that Garry's second trip back to his tribe would have been too late to influence the delegation, he could very well have influenced them on the first trip 1829-30. In 1839, Lawyer related that about ten years earlier Garry told the tribe of Christianity; this date fits perfectly with Garry's first return visit to his tribe.¹⁹ The fact that Garry took five more boys with him when returning to school displays his avid emotions over the teachings which he had been receiving and the year that elapsed between his first visit and the sending of the delegation reveals about the right amount of time for the Indians to whet their appetites over what Garry had told them and to organize a party to go to the East in order to find out more.

In 1834, a letter from a missionary who was sent to the Nez Perce confirmed Garry's religious influence upon some of the neighboring tribes. In this letter he stated that the Nez Perce were a peace loving tribe, unlike their neighbors, the warlike Blackfeet. He also wrote that it was the belief of the tribe that one of their members had visited Canada and reported that the white man had the correct manner of worship, so a party of four was sent to St. Louis for the sole purpose of learning how the white man talked to the Spirit. It was also reported at this time that only one of the party returned, the rest either dying in St. Louis or on the return trip.²⁰ The missionary wrote this letter but three years after the delegation made their trip East, and he obtained his knowledge from the Indians in the West, who were not influenced by any of the possible glorified stories in the East. As it coincides perfectly with what Clark related in St. Louis, 1,500 miles away, one must conclude that it is a factual and well documented incident.

Critics of the supposed religious motives of the Nez Perce delegation are of the opinion that the Indians would have had to have received any knowledge of the white man's religion via the trappers. These critics assume that because

the trappers' as a whole were non-religious men, the Nez Perce could not have received religion from them. As there was a great deal of game in the Columbia region during this period of time, trappers began to traverse the Columbia in pursuit of furs as early as 1822. Around 1825 the "rendezvous" was inaugurated, an occasion of trading and bargaining for furs, food stuffs, and trading goods, etc. It was at this time that horse races, gambling, shooting and drinking were all seen in abundance. Religion was not a part of the average trapper's life and such events as occurred at the annual rendezvous must be considered typical. Thus, at first it appears doubtful that his influence was one of Christianity; nevertheless, certain individuals among the trappers were good Christians and lived their religion as well as could be expected under the circumstances. Such a man was Doctor McLoughlin, who was called in 1824 to be chief factor in charge of the Indians who were under the Hudson's Bay Company's authority. He was a very religious man and held services for the various tribes around the head of the Columbia River.²¹ It would be assuming very little to suppose that his teachings were carried via the grape vine to the Nez Perce, thus having some influence among them and whetting their curiosity and appetites for more religion.

Another likely prospect for carrying Christianity to the Indians on the West coast was Finnan McDonald, a devout Catholic. He was present at the chief's council with Simpson when the two Indian boys were chosen to go to Canada to be schooled and reported that previously to this time he had spent 15 years among the Flatheads. In 1827, when he chose to retire from his trapping days, he took his family which consisted of an Indian wife and their children with him. While traveling to Canada he met a Catholic priest at Lake Winnipeg and immediately solicited the priest's services to baptize his family.²² Is it not likely that during the 15 years spent among the Indians around the Columbia region that he would have at least introduced the concept

of the white man's religion, since baptism for his family was of major concern to him upon seeing a representative of the Catholic Church?

Numerous other possibilities remain as to potential openings to introduce Christianity to the Nez Perce. The Hudson's Bay Company hired what were known as "free men" to trap their furs. Most of these trappers came from Canada, were Iroquois Indians, spoke French, and were of the Catholic faith. The Hudson Bay Company grub-staked these men for the trapping season and then at the end of the season expected the trappers to pay them back. It is the contention of some that the Flatheads obtained their religious knowledge from these trappers and as a result the delegation of four Indians went to St. Louis in search of "Black Robes."¹⁰

Two other possibilities must be considered before closing the matter. The first, David Thompson was the first white man known to have had actual contact with the Flathead tribe. As early as 1809 he built a trading post on what is now known as Thompson's Prairie, during which time he explored and mapped Flathead Lake and the Missoula Country. In 1817 he was chosen to be the engineer to mark the line of the boundary between the United States and Canada, from the St. Lawrence River west to the Lake of Woods. A companion later reported that Thompson was a devout churchman, often reading the scriptures to the rest of the men engaged in the survey of the border.

When Thompson was journeying down the Pend d'Oreille River in the spring of 1810, he made the following entry in his journal: "April 22nd, a beautiful Easter Sunday. Rested all day." This was the first known observance of Easter in the state of Idaho.¹¹ Certainly such a man who was so concerned in complying with the Sabbath Day would have done all in his power to give the Indian the white man's religion. The last possibility to be considered is Jedediah S. Smith, one of the principal owners of the American Fur Company. He spent the entire winter of

1824-25 among the Flatheads to ascertain whether competition there with the Hudson's Bay Company would be desirable.²⁵ Although he gave up trapping in 1830, his influence was undoubtedly felt prior to his departure. He was famous among his contemporaries for his devoutness and if any of the fur traders influenced the Indians religiously, he must be considered as a likely prospect.

To summarize, although there is a great deal of controversy on the true intent of the delegation, it is the writer's opinion that they did indeed travel to St. Louis in order to pursue religion. Numerous devout men in their own respective religions came into direct contact with the Nez Perce and through both direct and indirect means passed the white man's teaching on to them. Garry, a representative of the Spokane tribe, was educated in a Christian school; one of the principal chiefs of the Nez Perce reported that it was due directly to Garry's glowing reports of Christianity that the delegation was sent to St. Louis. And while it is evident that Christianity had been introduced to the Nez Perce prior to Garry's reports, this seems to have been the final spark which the Nez Perce needed to send their expedition. While it is true that other tribes were exposed to the Bible, it is unlikely that they were as well prepared to receive the white man's religion as were the Nez Perce, for such reports as those that came from Captain Wyeth were somewhat common.

Now that the motives of the delegation have been explored it will prove profitable to investigate the reactions of the various religious groups and the nation as a whole. This paper will at first treat the national and international reaction, secondly the Protestant reaction, and finally the interpretation which the Catholics placed upon the incident.

Prior to 1820 there were no mountain men to be found between the Oregon coast and the Rockies; wagons had not conquered the Oregon Trail before 1825, and prior to 1835 few would have believed that women and children could, in one season, go with some comfort from the At-

lantic to the Pacific.²⁵ Within five years such knowledge was to become common place, for the Nez Perce incident was instrumental to a large degree, for the eventual settlement of the Willamette Valley, Oregon's richest agricultural section. Due to the reports of the fertile soil and temperate climate, a potential American outpost was created, which led England to compromise and accept the 49th parallel boundary line.²⁷

To further substantiate the all encompassing effect which the incident had we might refer to a young gentleman who offered to give \$2,000 to finance a mission to the Northwest and recorded that the visit of the Nez Perce Indians had been published in Paris, in the *Journal Officiel de L'Instruction Publique*, the official paper of the University, Royal Institution of France, as well as several other literary and scientific institutions.²⁸ Thus, we are able to see that the delegation not only affected this continent, but also had repercussions abroad.

Soon after the *Advocate* printed its story on March 1, 1833, certain Methodist adherents in St. Louis began to gain keen interest in the possibilities of a mission on the Pacific frontier. A letter to the Missionary Society inquired: "Will not these Indians rise up in the day of judgment to the condemnation of hundreds and thousands who live and die unforgiven in the Christian lands?"²⁹ Such was the fervor which the advocates of Christianity looked upon such a glorious mission to a pagan, but still a receptive people. With much of the nation up in arms with a single demand to instruct these loyal children of the Lord, the Northwest was to feel the direct impact of the movement.

Nevertheless, while the Nez Perce delegation was the final spark which ignited the missionary drive to the Northwest, one must not neglect nor overlook the missionary interest focused around Oregon prior to the time of the delegation. In 1820, when the American Board established a mission in Hawaii, the missionaries began to write back of the necessity for sending missionaries to the Pacific

Coast. These early missionaries generally left from the Northwest coast of America and could readily visualize the practicality of a mission in that area."³⁰

In February of 1829, Rev. Jonathan S. Green was sent by the Prudential Committee of the American Board in order to gain the necessary information to establish whether a mission could be justified in this area or not. Thus, Green set out as the first Protestant missionary to visit Old Oregon in 1829 and sailed all of the way down from the Russian settlements at Sitka, south to San Francisco, stopping off at the various settlements to view the possibilities. Green heartily endorsed a recommendation for the establishment of a mission "somewhere in the vicinity of the Columbia River" upon reporting to the American Board. But due to the limited funds of the American Board, nothing could be done to establish a mission in the Northwest for the time being. Finally, however, overland travel was opened up in the period from 1825 to 1833, thus enabling the mission boards to send their representatives in Old Oregon by land rather than by sea."

It was at this precise moment, when overland travel was opened up, that Walker's letter appeared in the New York Christian Advocate & Journal, in March of 1833. As already expounded upon, this letter caused considerable emotional appeal, creating a nation-wide plea for the various Christian bodies to send missionaries to the Indians. Within a little less than three months, the Methodist Church called upon Jason Lee to organize a party to take the gospel to the Indians. This delegation proved to be the first Protestant missionaries to cross the Rocky Mountains, but even so they did not stop to preach the gospel to the Indians, but rather continued on through the Nez Perce country and settled in the Willamette Valley. This party therefore had little actual influence upon the Nez Perce, for about a year later, when Samuel Parker and Marcus Whitman met at the annual rendezvous with the Nez Perce, the tribe related

that they had "never heard of the Methodist missionaries."³²

Just as Lee and his party were about to depart for their mission they read of a Captain Wyeth, who had just returned from the Northwest with two of the natives. It was decided, upon hearing of Wyeth, to detain their departure until they were able to converse with Wyeth and find out more concerning the natives. In meeting with Captain Wyeth, he was asked about the moral and religious character of the Flathead and neighboring tribes, to which he replied:

They have public prayers every day in the camp, the chief riding around on horseback in different parts, and offering the public prayers, and blessing the people. Their morals are better than can be found in any other part of the world, probably, taking the whole population together. In a residence of several months among them I never knew of an article being stolen, or a falsehood told, or a rough word spoken. They are mild, docile, and honest. Their principal vice seems to be gaming. The Indian will frequently stake all he has to eat or wear, and even his arms and his lodge, in horse-racing and games of hand.³³

Thus, we are able to see that Wyeth heartily encouraged the missionaries to pursue their goal, realizing that these people were wheat, ready for harvest. In elaborating further, Wyeth told Lee that he need not fear the Nez Perce, for they received all white men as their friends, looking upon them as an order superior to themselves and therefore capable of instructing them. As a result, he explained that any white man, upon gaining their confidence, could mould and fashion them as he saw fit.³⁴

That the Nez Perce was truly as ready for the gospel as Captain Wyeth portrayed was exemplified by Jason Lee's account of them upon crossing the Green River on June 20, 1834.

There are Indians of various tribes here, some Flatheads and some Na Pierce. We conversed a little with them through an indifferent interpreter, and they seemed very much pleased that we were going to their country; asked if we intended to cultivate the earth, and if

we could build houses, and said if we would build one at Wollowollah that the Indians would catch plenty of beaver for us, which we think is a favorable omen, indicating that they have a desire to adopt the customs of civilized man. One said he had three children, and he would give them to us that we might learn them to read and write and be good. Some of the Na Pierces have worship in their tents, and respect the ordinances of religion far more than the white men. One went from his company to purchase meat from them, and wanted them to bring it to our camp, but they refused, saying, "It is the Sabbath."²⁵

Thus, Lee's account indicated that the Indians not only wanted the white man's religion, but also his civilization. One possible reason that they desired to adopt cultivation was the very fact that each fall it became necessary to traverse the Rockies and go into Blackfoot country in order to kill enough buffalo to supply their tribe with meat for the winter. This always entailed an armed conflict with the Blackfeet and as the Nez Perce were not prone to fighting, they avoided it at every opportunity.

Lee and his party entered the Nez Perce village finally, but did not tarry long. He recorded in his diary that upon obtaining the necessary information as to how to pursue their journey to Vancouver and being presented two fine riding horses by the Nez Perce, he and his party departed for the coast, but not before promising to return and locate among the tribe.²⁶

The Lee campaign thus helped to awaken interest until virtually every church denomination became concerned about the Indians in the Northwest and the possibilities of spreading their particular interpretation of the gospel to the Indians. Especially was this true in the New York section, where, in Presbyterian and Dutch Reformed Churches, the Oregon enterprise aroused a support of lasting interest in American history. Nevertheless, there was to be some conflict over the various sects vying for leadership among the missions in the Northwest. The American Board had adopted a policy not to enter fields occupied by other societies and while the Methodists had actually entered

the area first, the Board had long been interested in Oregon and now its interest had increased ten fold to what it had been previously. Besides, Oregon appeared to present not just one field, but many.³⁷

A more direct and lasting influence upon the Nez Perce was to come from the Samuel Parker and Marcus Whitman expedition of 1835. Both were qualified ministers and Whitman a graduate of medical school, which was to prove to be of considerable value while in the West. Joining Lucien Fontenelle's caravan to meet the mountain men for the annual rendezvous, Parker and Dr. Whitman were finally able to meet up with the Nez Perce tribe on Sunday, August 16, for a conference. A mountain man interpreted for the two missionaries, so they were able to converse fairly well with their Indian companions. The various chiefs arose and expressed their gratitude for the party bringing them closer to God and vowed that they would give all of the assistance asked for in spreading the gospel through their villages. So exuberant were Whitman and Parker over the possibilities of teaching these Indians the white man's religion that it was agreed between the two that Parker would go on alone with the Indians, exploring the country and return the following summer to meet Whitman with the necessary re-enforcements at the rendezvous.³⁸

Upon the missionaries proposing their idea to the chiefs, the Indians expressed a great deal of satisfaction and heartily consented to let Parker travel with them until others came West to teach them. Before leaving however, Whitman decided it wise to take with him two Indian boys in order to send them to school whereby they might gain a working knowledge of the English language to assist the future missionaries. To this, the Nez Perce once again agreed with almost no reservations.³⁹

Parker was to find no end to the receptiveness of the Indians, for they appeared to go to any limit in order to make it possible for him to preach more efficiently. For instance, on Sunday, September 6, the Indians arranged a

special room made out of lodgepoles and buffalo hides which measured 100 by 20 feet and with this completed, the people were assembled within the room, numbering between 400 and 500. Another example of their receptiveness came on an occasion when Parker recited the commandment, "Remember the Sabbath Day to keep it holy." So the entire Indian encampment refrained from moving on that day.⁴⁰

Parker continued with the tribe to Fort Astoria, where he met Dr. John McLoughlin, chief factor of the Hudson's Bay Company in the Northwest, and after thinking the matter over he decided to return to Boston around the Horn instead of traveling back with Indians to meet Whitman at the rendezvous. After returning to his home he wrote a book which eventually went through five American editions and one English edition, romanticizing and popularizing the Oregon missions to some extent, thus promoting a great deal of interest in this area.⁴¹

As had been pre-arranged, Whitman returned to the annual rendezvous just one year later, but this time he had the company of his bride and Henry Harmon Spalding, another missionary and his wife.⁴² The wives of Dr. Marcus Whitman and the Rev. Henry H. Spalding, namely Narcissa Prentiss Whitman and Eliza Hart Spalding, were the first white women to cross the plains and Rocky Mountains to the Columbia River. Eleven years after their arrival the Indians murdered Mrs. Whitman and Mrs. Spalding died of exhaustion and ill health three years later. They arrived during the first part of September in 1836.⁴³

That their journey was hard is plainly displayed by Mrs. Whitman's own account as she maintained a serial letter written to her family in New York while enroute and which eventually became a journal of the journey. On the 26th of August, 1836, she related the following:

On account of our worn out cattle and horses it was thought best to separate from Mr. McLeod's party at least some of us and travel

more deliberately. Two mules and a horse have almost entirely given out, having been very much hurt in packing.⁴⁴

Nevertheless, even though her journey was a hard one she was certainly of stout heart, for she later related, "I never have wished to go back such a thought finds no place in my heart. 'The Lord is better than our fears.' I always find it so."⁴⁵

The Indians were overjoyed at the prospect of Dr. Whitman and Rev. Spalding settling among them and did all they could to make their friends happy and content. They assisted the Spaldings build what was later known as the "Nez Perce Mission House," a place of abode as well as serving as a house of worship for the surrounding tribes. An interesting note here is the fact that Spalding was the first to introduce cultivation to the Nez Perce and promised them if they assisted him in planting the crops they would be independent of the hunt, so they refrained from going after their annual supply of game, a fine display of faith, but one which was to prove a hardship, for the crops in that first year failed to materialize as hoped. Another major result of this missionary group to the Nez Perce was the educational aspect. On January 27, 1837, Mrs. Spalding opened a school, of which about one hundred attended, both old and young and made some very promising progress during the first year.⁴⁶

This brave little missionary group was successful in not only supplying spiritual food for the Indians while residing among them, but also aided them in their domestic lives, helping and assisting to improve upon their age old customs and way of doing things. Whitman was able to record a vivid account of the plains, mountains, and Indians, whereby future parties would know what to expect and he also supplied information in order to inform those who planned to cross the continent so that they might know what to take in order to meet up with the numerous obstacles which would inevitably be theirs. Dunbar, one of Whitman's traveling companions, later wrote a small elementary work

on the Pawnee language, a work which was later to prove invaluable to some of the early pioneers.⁴⁷

At the time that Protestant missionaries organized and pursued their mission to the Northwest the Jesuits at St. Louis were still too weak in numbers to respond in like manner. Due to the fact that they were needed in the states no representatives from the Catholic Church were immediately sent to the Indians. In 1835, a Flathead chief by the name of Insula attended the Green River Rendezvous in order to meet the "Black-gowns," but as the missionaries present were Protestant ministers their dress did not match the description of Catholic priests which he had received. He therefore appointed Ignace to lead a delegation to travel to St. Louis in order to obtain the "Black robes" so that they might teach his tribe. Ignace led two such delegations to obtain the priests, but was unsuccessful both times. On his second trip his band joined in with a party of white men traveling toward St. Louis. During the course of their trip they were attacked and subdued by a band of Sioux Indians. With the intention of killing all of the Indians and preserving the lives of the whites, holding no animosity toward the white men, Ignace was ordered to stand separate and apart for the Indians as he was dressed in the white man's clothing, thus being mistaken for a white man. Nevertheless, refusing to abandon his companions, Ignace stood with the rest of his original party, only to be slain.⁴⁸

Finally, in 1839, the Flatheads made a successful attempt to obtain the services of the Catholic Church. Led by the son of Ignace, this delegation met Father De Smet on September 18, 1839. On March 27, 1840, Father De Smet was appointed by Bishop Rosati to pursue his mission to the Indians. Two months later Father De Smet was met at the Green River rendezvous by ten Flathead Indians. The following Sunday a formal mass was celebrated on the Prairie, "the first ceremony of the kind in the Rocky Mountains north of the Mexican possessions."⁴⁹

Upon traveling toward the main group, Father De Smet discovered that 1,600 had traveled to meet him at Pierre's Hole in order to give him a royal welcome. His tent was already pitched and every possible preparation made in order to make his stay comfortable and efficient. He was even presented with a bell in order that he might call them to prayers at the appointed time. Being the first to arise, the chief would awaken his people in the following manner:

Come, Courage, my children, open your eyes. Address your first thought and words to the Great Spirit. Tell him that you love him, and ask him to take pity on you. Courage, for the sun is about to appear, it is time you went to the river to wash yourselves. Be prompt at your Father's lodge, at the first sound of the bell; be quiet when you are there; open your ears to hear and your hearts to hold fast all the words that he says to you.⁵⁰

Such was the reception which Father De Smet enjoyed and much to his pleasure, he was to find that the Nez Perce were steadfast in their beliefs and character. As an example, he speaks of dogs continually sneaking into his tent to steal away his food. The Indians became so concerned with this that they built a room onto the one-room chapel to protect him from the plundering of the dogs. Without exception, De Smet states that the Indians replaced his losses. Often, the Indians took the very food from their own mouths and that of their children in order that he would not shorten his visit among them.⁵¹

As was true of the missionaries before Father De Smet, he also spoke highly of the Nez Perce, feeling them to be of exceptional character and a most noble race. He spoke of them in this light in one of his annual letters to his superior. It should be of interest to the reader to review this letter.

. . . of all the mountain tribes they are at once the best disposed and the most necessities. The beau-ideal of the Indian character, uncontaminated by contact with the whites, is found among them. The gross vices which dishonor the red man on the frontiers, are utterly unknown among them. They are honest to scrupulosity. The Hudson Bay Company, during the forty years that it has been

trading furs with them had never been able to perceive that the smallest object had been stolen from them. During his absence, the store is confided to the care of an Indian, who trades in the name of the company, and on the return of the agent, renders him a most exact account of his trust. The store often remains without anyone to watch it, the door unlocked and unbolted, and the goods are never stolen. The Indians go in and out, help themselves to what they want, and always scrupulously leave in place of whatever article they take its exact value.⁵²

With such a receptive people as this Father De Smith saw the utmost necessity for additional help. He therefore decided that rather than go on into the very heart of the Flathead nation, he would prefer to return immediately to St. Louis where he might obtain further assistance for the work ahead. On the way back he traveled for two days with the Crow nation, at which time he freely dispelled his beliefs. Listening intently, one of the chiefs remarked:

I think there are only two in all the Crow nation who will not go to the place you described; they are the only ones I know of who have never killed nor stolen nor been guilty of the excesses you speak of. I may be mistaken about them, and in that case we will all got to hell together.⁵³

After a long and tedious journey Father De Smet reported to his superior of the flattering prospects which lay beyond the Rocky Mountains, but was soon deflated to learn that the necessary funds were not available. With some determination he set about to obtain some backing and within a matter of a few months was successful in this endeavour. On April 30, 1841, Father De Smet led a party which consisted of two priests besides himself and three lay brothers. From this time forth the Northwest was to have a formal representative of the Catholic Church.

In summation, although the true purpose of the Nez Perce delegation may even yet appear to be somewhat foggy to the reader, the long range results of the trip are both clear and profound. Due to the reports of the fertile soil and temperate climate, a potential American outpost

was created, which led England to compromise and accept the 49th parallel boundary line. A printing of the incident was recorded in the official paper of the Royal Institution of France, among other literary and scientific institutions, thus creating international concern for the Indians. Numerous advocates of Christianity journeyed across the continent with aspiration of extending their particular beliefs to the Nez Perce and as these early missionaries traveled back and forth they recorded their impressions of the land as well as making maps for future parties. Certainly the Northwest was settled much more rapidly and with considerably more ease as a result of these early pioneers than would have otherwise been possible. The Nez Perce incident may indeed be classified as one of the great American episodes of early American history.

FOOTNOTES

1. Clifford M. Drury, *Henry Harmon Spalding* (Caldwell, Idaho: The Caxton Printers, Ltd., 1936), p. 72.
2. Archer B. Hulbert and D. P. Hulbert, eds., *The Oregon Crusade* (Denver, Colorado: The Stewart Commission of Colorado College and the Denver Public Library, 1935), p. 118.
3. Francis Haines, "The Nez Perce Delegation to St. Louis in 1831," *Pacific Historical Review*, VI (March, 1937), 77.
4. Drury, *op. cit.*, p. 72.
5. Hulbert, *op. cit.*, p. 96-97.
6. Haines, *op. cit.*, p. 72. The observed cited refers to D. Lee, author of "Ten Years in Oregon."
7. Hulbert, *op. cit.*, p. 107. Stated in a letter to the Missionary Society dated April 16, 1833, and written by Rev. E. W. Schon.
8. Orin J. Oliphant, "Francis Haines and William Walker: A Critique," *Pacific Historical Review*, XIV (March, 1945), 212.
9. Francis T. Furey, *Records of the American Catholic Historical Society of Philadelphia*, Statement made by Bishop Rosati on December 31, 1831. (Philadelphia: Published by the Society, 1889), II, 188-89.
10. Hiram Martin Chittenden, *The American Fur Trade of the Far West*, taken from a letter by William Walker, dated January 19, 1833. (New York: Rufus Rockwell Wilson, Inc., 1936), II, 896-99.
11. Hulbert, *op. cit.*, p. 195. An extract from a private journal kept by John Townsend during a journey across the Rocky Mountains in 1834.
12. Haines, *op. cit.*, pp. 211-212.
13. Oliphant, *op. cit.*, pp. 214-215.
14. Hulbert, *op. cit.*, p. 88.
15. Marcus Whitman, "Journal and Report by Dr. Marcus Whitman of His Tour of Exploration with Reverend Samuel Parker in 1835 Beyond the Rocky Mountains," *Oregon Historical Quarterly*, XXVIII (Summer, 1927), 256.
16. Hulbert, *op. cit.*, p. 118.

17. Hulbert, *op. cit.*, pp. 90-107. An extract from a letter by William Walker.
18. Drury, *op. cit.*, pp. 77-78.
19. Clifford M. Drury, "The Nez Perce Delegation of 1831," *Oregon Historical Quarterly*, XL (Fall, 1939), 284.
20. Drury, "The Nez Perce Delegation of 1831" *op. cit.*, pp. 286-87. Rev. J. M. Peck addressed this letter to the Juvenile Association of the Brick Church, New York.
21. T. C. Elliott, "Religion Among the Flatheads," *Oregon Historical Quarterly*, XXXVII (Winter, 1936) 3.
22. *Ibid.*, p. 4.
23. Elliott, *op. cit.*, p. 5 (Refers to the Catholics).
24. Elliott, *op. cit.*, pp. 6-7. The companion mentioned refers to J. J. Bigsly, who was in the company with Thompson during this trip.
25. *Ibid.*, pp. 7-8.
26. Archer B. Hulbert, ed., "Opening the Oregon Trail: With Bibliographical Resume, 1830-1835," *The Call of the Columbia*, IV (October, 1934), p. 13.
27. Hulbert, *op. cit.*, p. 86.
28. Hulbert, *op. cit.*, p. 116.
29. *Ibid.*, pp. 107-108. This letter was written by Rev. E. W. Schon on April 16, 1833.
30. Drury, *Henry Harmon Spalding, op. cit.*, p. 91.
31. *Ibid.*, pp. 90-91.
32. *Ibid.*, pp. 92-95.
33. Hulbert, *The Oregon Crusade, op. cit.*, pp. 117-119.
34. Hulbert, *The Oregon Crusade, op. cit.*, p. 120.
35. Hulbert, *The Oregon Crusade, op. cit.*, pp. 159-160. An extract from Jason Lee's journal.
36. Hulbert, *The Oregon Crusade, op. cit.*, pp. 177-78. Lee recorded this on Aug. 29, 1834.
37. *Ibid.*, pp. 205-206.
38. Drury, *Henry Harmon Spalding, op. cit.*, pp. 97-102. The interpreter refers to Charles Compo.
39. *Ibid.*, p. 100.
40. Samuel Parker, *Journal of an Exploring Tour Beyond the Rocky Mountains*, (4th ed., Ithaca, New York: Andrus, Woodruff, and Gauntlett, Printers, 1838), pp. 103-105.
41. Drury, *Henry Harmon Spalding, op. cit.*, pp. 107-108.
42. *Ibid.*, p. 154.
43. T. C. Elliott, "The Coming of the White Women, 1836," *The Oregon Historical Quarterly*, XXXVII (June, 1936), p. 87.
44. *Ibid.*, pp. 92-93. An extract from Mrs. Whitman's letter, dated August 26, 1836.
45. *Loc. cit.*
46. Archer Butler Hulbert and Dorothy Printup Hulbert, eds., "Biography of Marcus Whitman," *Marcus Whitman, Crusader*, VI (Denver, Colorado: The Stewart Commission of Colorado College and the Denver Public Library, July 1936) pp. 170-71.
47. *Ibid.*, pp. 162-66.
48. Hiram Martin Chittenden and Alfred Talbot Richardson, comp., *Father De Smet's Life and Travels Among the North American Indians*, I (New York: Francis P. Harper, 1905), p. 29.
49. Chittenden, *op. cit.*, pp. 29-32.
50. *Ibid.*, 32-33.
51. Hiram Martin Chittenden and Alfred Talbot Richardson, *Father De Smet's Life and Travels Among the North American Indians*, III (New York: Francis P. Harper, 1905), pp. 964-66.

52. *Ibid.*, p. 960

53. De Smet, *op. cit.*, I, 34-35.

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ABOUT THE AUTHOR

Paul Timothy is manager of employee relations, western operations, of Climax Molybdenum Co., a division of American Metal Climax, Inc. His offices are in Golden and Climax, Colo.



Westerner's Bookshelf



TRAIL DUST, A QUICK PICTURE HISTORY OF THE SANTA FE TRAIL, by Gene and Mary Martin, Golden Bell Press, Denver, 54 pp., illustrations, maps, \$1.95.

The text, necessarily brief and chronologically arranged, includes interesting anecdotes which add flavor to the reading. Over one half of the pages are devoted to pictures, a nice cross-section of trail scenes, pertinent people, towns and buildings, Indians, railroad, and military: something to please everyone. The best part of the book is the artfully drawn maps, with most historical detail, and others with useful contemporary information. The last section of the book, "Today's Trail," listing points of interest, together with blown-up details on the maps, should make history alive for a reader who is traveling along the Santa Fe Trail today. *Trail Dust* is a short, pictorial presentation which is fun to read.

Edwin A. Bathke, PM

COMANCHE OF THE SEVENTH by Margaret Leighton. New York, Berkley Publishing Co., 1972. 158 pages, drawings, paperback, \$.60.

This is a fictionalized biography of the famous cavalry horse, Comanche, only known survivor of the Battle of the Little Big Horn. Though wounded several times, Comanche survived that famous battle, was nursed back to health and lived until 1891, the pride of the Seventh Cavalry.

After his death, Dr. Lewis Lindsay Dyche, a skilled taxidermist, mounted Comanche's remains, and today the famous cavalry mount can be seen in

the Dyche Museum at the University of Kansas.

This is a book for young readers. Author Margaret Leighton received the Dorothy Canfield Fisher Memorial Children's Book Award for her effort, which is a very readable, if somewhat romanticized account of Comanche's life.

This will have little appeal for the serious students of western history, particularly the Custer buffs, who will not like the invented dialogue, nor the elementary treatment.

Jerry Keenan, CM

THE MAIN TRAIL by Ralph J. Hall. San Antonio, The Naylor Co., 1971. 5½ x 8½, 193 pages, photos. Clothbound, \$7.95.

From 1916 until he retired in 1962, Ralph J. Hall, or "Preacher Hall," as he came to be known, traveled throughout New Mexico, Colorado and Arizona, bringing the word of God to isolated cow camps, youth gatherings and Sunday camp meetings, and this is the story of those years told in the author's own words.

Ralph Hall's accomplishments include the founding of youth camps and traveling seminars for students and church members. In addition, he established ". . . the first annual Ranchman's Camp Meeting," an affair which has since spread throughout the west.

Though he dropped out of school at an early age because of eye trouble, it did not deter Ralph Hall from the pursuit of his calling. After private instruction and determined study he was ordained to the Gospel Ministry in 1916, and in 1941 was awarded the honorary degree of Doctor of Divinity.

Articles on his life and work have appeared in *Time* and *The Saturday Evening Post*. His work has also been the subject of three motion pictures.

Jerry Keenan, CM

WILY WOMEN OF THE WEST, by Grace Ernestine Ray, The Naylor Co., San Antonio, 1972, 158 pgs., \$4.95).

Many books have been written about the men of the West, but few have been written about that hardy frontier specimen, the woman of the West.

Here at last is a book that covers the feminine side of the subject. And it is a gross misrepresentation of the facts to say that women had less to do in the winning of the West than the men. Without their women, many men would have given up the hard struggle against the elements and circumstances and gone back East in a hurry.

The author attempts to tell what the Western female of the species was really like. Was she prairie-faced in sunbonnet? Was she nature's noblewoman? Was she a girl of the saloon?

Among the women the author writes about are: Belle Starr, Bandit Queen of the Indian Territory, who, like many of her male consorts, died with her boots on; Ella Watson, nicknamed "Cattle Kate," who was lynched in Wyoming on an accusation by self-appointed vigilantes who asserted without proof that she rustled cattle; Ann Bassett, who gained notoriety for defying the cattle barons of Colorado when they tried to crowd her off the open range; Gertrudis Barcelo of Santa Fe, who ran a luxurious gambling establishment in Santa Fe and who helped the U.S. during the Mexican War in 1846; "Major" Pauline Cushman, Civil War spy, actress, and mule skinner, who died in poverty in San Francisco.

There are a few of the many women

whose lives and works are delved into by the indefatigable Miss Ray, who has thoroughly researched her subject.

Good reading for both sexes.

Miss Ray, who is professor emeritus of journalism of the University of Oklahoma, has written numerous articles on Western subjects for various publications.

Armand W. Reeder, P.M.

COLONEL MORGAN JONES, GRAND OLD MAN OF TEXAS RAILROADING, by Vernon Gladden Spence; The University of Oklahoma Press, Norman; 16 photographic illustrations and 1 map; footnotes, bibliography and index; clothbound. \$7.95.

Railroads not being my primary interest, this book did not immediately excite my interest, and I confess I had never heard of "the grand old man," Morgan Jones. However, I soon became interested in the story of a Welsh farm boy who came to America shortly after our Civil War at 26 years of age and by his death at age 86 had become a major railroad builder and operator without the "bad" reputation of the Goulds and other railroad manipulators. While many familiar rail line names abound, the book mostly covers lines like the Gulf, Colorado and Santa Fe; the Fort Worth and Denver City; the Abilene and Northern; the Kansas City, Mexico and Orient; and the Wichita Valley.

The author uses an entertaining, interesting, and readable style, and his research brings Colonel Jones so alive that the reader really gets acquainted with the able Welshman who never married and never talked to a newspaper reporter until he was 83 years old.

This volume is a valuable addition to the University of Oklahoma's series on

railroads. As a bonus, a lot of Colorado and Denver history is included.

W. H. Van Duzer, P.M.

THE LEADVILLE STORY-BRIEF STORY 1860-1960. Second Edition, Rene L. Coquoz. Johnson Publishing Co., 36 pages, illustrated. \$1.

Although this pamphlet is marked Second Edition, I believe it is really a second printing. The text is more of an outline of events in Leadville rather than a story with any continuity. Some items leave you hanging in the air—so to speak. For instance on page 23 there is the story of the Canterbury Tunnel. The last line on the page states “. . . it was begun on the south of Prospect Mountain and Canterbury Hill.” Then the first line on page 24 starts out about the Colorado Midland Railroad and the Carlton Tunnel. What happened to the Canterbury Tunnel?

On page 25 there is a photograph of a head on collision between two trains in 1925. But no where is there a story concerning the wreck. (If my memory serves me correctly, this is the wreck that occurred when a station attendant forgot to drop the red arm on the signal and the train pulled out on its fatal journey. Realizing his error he notified the authorities and help was on the way to the crash site before the wreck happened.)

The story of Camp Hale states that the camp has been maintained as a summer training camp. Camp Hale was abandoned by the Army and turned over to the U.S. Forest Service in the summer of 1966 under the provisions of Public Law No. 152. It is regrettable that as a second edition, the pamphlet could not

have been brought up to the copyright date of 1971.

FBR

DENVER'S GOLDEN DAYS AND APOTHECARY PALACES, ed. by John M. Eatwell and David K. Clint. Published by The Antique Bottle Collectors of Colorado, Inc. through Johnson Press, Boulder, 1971, 228 pages, \$12.50. Edition limited to 500 copies.

This book is a handsome hardbound volume, each signed and numbered, containing the research of many members of the Antique Bottle Collectors of Colorado, Inc. It begins with a history of the settlements on Cherry Creek taken from what must be an extremely rare copy of an 1859 Denver Directory. This is followed with an eleven-part history of Denver. The reproductions of some old photographs of Denver's early hotels and drugstores are especially good.

The central portion of the book contains the origins of Denver street names and three early maps of Denver in 1859, 1881 and 1915 (which alone are worth the price of the book.) Next comes a list of all of the Denver drugstores known to be in existence between approximately 1875 and 1915, arranged graphically to show their individual dates of existence, together with a checklist of those from which there are known specimens of antique bottles.

Finally there is a list of all known Colorado drug store bottles.

Without a doubt this book should be a part of every Westerner's library. It is recommended very highly. The book can be ordered from the reviewer by calling 277-0059.

Dr. Bob Mutchler, P.M.

The DENVER WESTERNERS

ROUNDUP

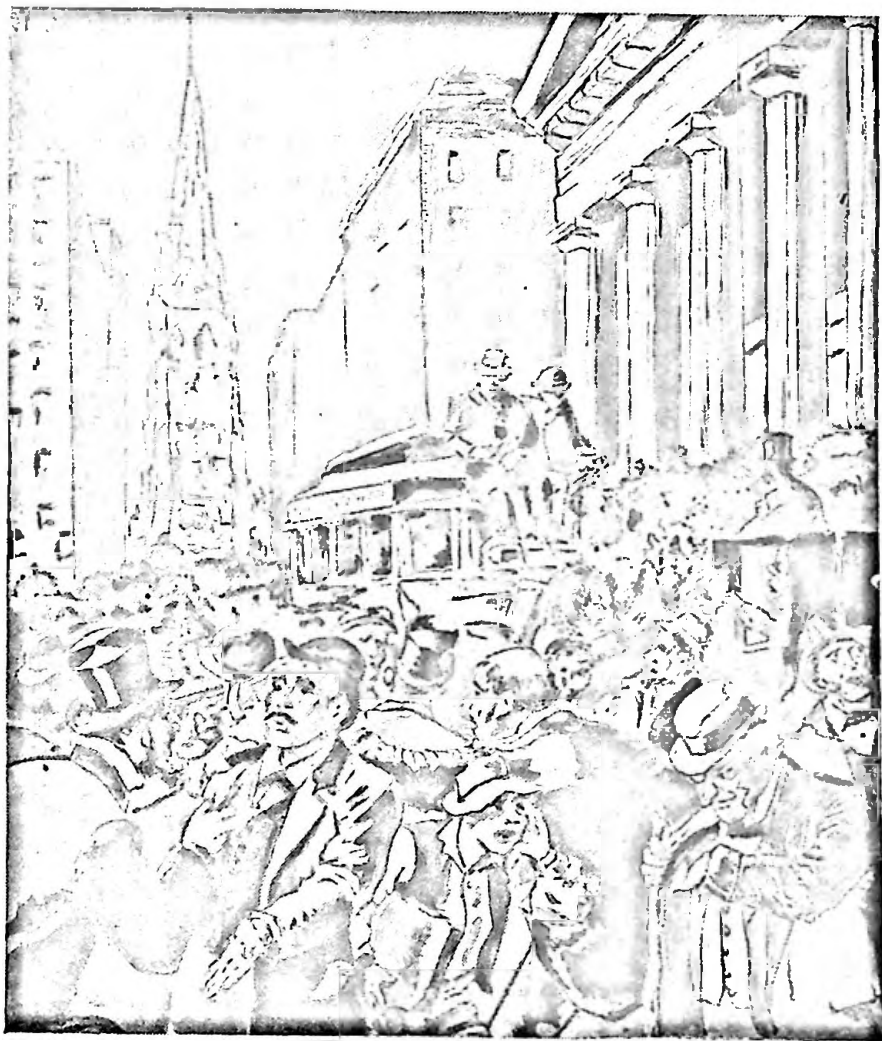
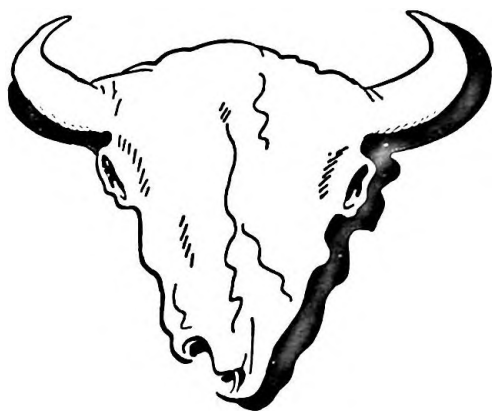
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IN THIS ISSUE

JAY GOULD

By Richard Ranzio



Black Friday on Wall Street (See page 19)

Over the Corral Rail

A special business meeting of the Denver Posse of the Westerners is scheduled for Wednesday, July 26, 1972. Attendance is limited to the regular posse members and reserve members. The meeting will be held at the Holland House, Golden, and dinner will be served at 6:30 p.m. The business meeting will follow; the special committee will present its report on the analysis of operations. The steak dinner price will be \$4.50. Reservations should be mailed to Richard Ronzio, Box 344, Golden, CO 80401.

Sheriff Edwin A. Bathke

ALL Westerners should circle Wednesday, August 23 on their calendars. On that date the Summer Rendezvous of the Denver Posse of the Westerners will be held, at the Tiffin Inn. There will be a cash bar from 6 p.m. to 7 p.m., and a club steak dinner will be served at seven. The program will be provided by Dr. and Mrs. Robert Mutchler. The tentative price is \$6.75 (tax and tip included). This is ladies' night; all members are invited. Meeting announcements will be mailed to all at a later date.

Dabney Otis Collins writes that his article, *A Happening at Oglala*, which appeared in *The American West* in 1970 is reprinted in the recently issued *Society, Systems and Man*, published by John Wiley & Sons, New York, London, Toronto and Sydney. The 571-page volume, subheaded "selections for reading and composition," is a college textbook. The article also was reprinted in *Catholic Digest*.

THE AUTHOR

Dick Ronzio is a Colorado Native. He was born in Pueblo, and educated in

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Leadville and Montrose. He has a degree in Chemical Engineering from the University of Colorado and has worked for Climax Molybdenum Co., 36 years. He was editor of *The Westerners Brand Book*, Vol. 23, and he's currently Deputy Sheriff of the Denver Posse.

Jay Gould, The Great Railroad Financier

By Richard Ronzio

Ever since I began studying Colorado railroad history, the exploits of this man, Jay Gould, always kept cropping up. Albeit, he wasn't always noted with love and affection; nevertheless, I knew that some day I would have to read about this famous railroad financier. He commanded enough attention and interest that at least four historians have written books on his life and achievements.

This slightly built man, who was destined to be the greatest of all railroad kings, came from Puritan stock on May 27, 1836, in the small village of Roxbury, Delaware County, New York. His grandfather, Capt. Abram Gould, along with several other families, had migrated from Fairfield County, Connecticut. John B. Gould, Abram's first son, married three times; Jay, along with five sisters, was born to the first wife. Jay had only one half-brother, Abraham. This family was variously known as Gold, Golds, Goulds, and, finally, Gould. It was reputed that the family had Jewish ancestry, but this wasn't so, although Jewish names were given to several members of the family.

The Goulds operated a small dairy of twenty cows, along with chickens, hogs, and a garden. It became Jay's lot, being the only boy, to slop the hogs, clean the chicken house, shovel manure, herd and milk the cows. Jay or Jason as he was christened, became awfully restless and disenchanted with farm life.

He stuck around until he finished the district school, Beechwood Seminary. One evening he told his Dad that he

already knew all the mathematics, geography and business being locally taught and he wished to attend Hobart Academy, a school about fifteen miles distant. After a lot of argument and a thrashing, Jay's father consented. Accordingly, in the fall of 1849, when Jay was 14, he and his neighborhood boy friend, John Burroughs, attended Hobart. Here he was taught more mathematics, business, literature and poetry. The latter two subjects he despised with a passion. While here he was taught that honesty is the best policy and he was so impressed with this adage that he wrote an essay on the topic. What a collector's item this paper would be today!

During his six-month stay at the academy he coaxed a nearby blacksmith to give him board and room for keeping his books and doing odd jobs on weekends. Later he worked at the county general store doing chores and also keeping the books, a job he did very well for he dearly loved business and mathematics.

Even at this tender age he began scheming to better himself. He found that his employer was negotiating to purchase some property from an estate. Since he was doing all the correspondence, he knew the executor and his quoted price of \$2,500 for the property. His employer was offering \$2,000.

Jay made a survey and surmised that the property would appreciate, so he hurriedly went to his Dad, borrowed the \$2,500, made the purchase and had the deed made to his father. He was right, in two weeks he resold for \$4,000. Needless to say, his employer considered this a breach of confidence and so he was fired. His daughter, who was making matrimonial plans with Jay, severed their relationship.

This energetic, active and ambitious young man would get up at 3 o'clock in the morning to study mathematics and surveying. So it was no wonder that he took up surveying as a livelihood. A fellow from Ulster County, New York, offered Jay a job as his assistant in surveying in making a

map of the county. He accepted the offer of \$20 a month and board. He was told by his employer to keep his expenses in a pass book, and that the people that he roomed and boarded with would trust him until he could follow and pay the bills. This arrangement worked very well for a couple of days, but one place where he stayed he was presented with the bill for meals and lodging. Jay stated, as usual, that he would note the cost in his passbook and that his employer would pay later, to which the innkeeper let out an oath and informed young Jay that his boss was a dead-beat who owed everybody in the county. Jay showed him his empty pockets and inquired if he would trust him; to which the man agreed.

Rather than encounter a similar situation, Jay pondered what to do, quit and go home or try to convince others to trust him; consequently, after a day of fasting, a good cry, and using his sister's remedy—a good prayer, which gave him encouragement, he approached the first house that he came to and inquired of the kind lady if she would give him some bread, milk and some cold meats, and he would keep a record and pay her later. She consented.

While Jay was eating, her husband came in and conversed with Jay about his surveying, and asked if he would make a noon mark for him. A noon mark is a north-south line through the window of a home. This would be used to regulate clocks for when the sun struck the line it would be high noon. Jay performed the job and was rewarded for his services, his first pay as a surveyor. That whole summer he earned his keep making these noon marks. His employer failed to pay him any wages, so Jay and his two assistants finished the map. Jay sold his share of \$500. Before he was through with surveying, he mapped Albany County, Delaware County and finished a map of Cohoes Village for the Cohoes Manufacturing Co. The proceeds from the sales of these maps netted him \$5,000.

While surveying he struck up an acquaintance with Mr. Zadoc Pratt of Prattville, a wealthy tanner. He offered Jay

a job in his tannery, which he accepted. Jay was requested to find some Hemlock timber that could be used for the tannery. In this pursuit he rode his first railroad, the Delaware and Lackawanna, into Pennsylvania. He not only found the timber but was given charge of its purchase and made foreman of a sixty-man crew to cut and run it through the saw mill. Jay, in order to appear older for this job grew a beard which he kept all his life.

Because of his ability, ambition, and knowledge of figures, Zadoc Pratt gave Jay an additional chore, that of bookkeeper or better yet secretary-treasurer of now the largest tannery in the state. Pratt himself was a power in state politics, having served 10 years in Congress. He is the one who advocated cheap postage and moved for the establishment of the Bureau of Statistics, which later became the Department of the Interior. He also got a motion through for the first survey of the Pacific Railroad. His tannery, at its peak, used up 150,000 cords of bark and wood, employed 30,000 men and produced slightly over one million sides of shoe leather.

Pratt was about 60 years old when he coupled up with Jay Gould. He admired Jay's snap and energy and furnished the money for the enterprise while Gould conducted the active operations. The capital for this tannery was \$120,000 and was located in Gouldsboro, Pa. Yes, this new town was named for Jay Gould.

Jay lived at the tannery, devoting all his time and energy to building it up. All the business was transacted by him. Pratt visited the plant only occasionally. There was a lot of activity at the plant with a rushing business going on. On one of Pratt's visits he looked at the books but couldn't ascertain how the firm was doing because the books were all jumbled up. Gould noticed Pratt's suspicion and determined to have ready answers. During the growth of the tannery, Jay made frequent visits to the "swamp," the center of the leather trade in New York. While there he became acquainted with a Mr. Leupp, an honorable old mer-

chant, who was a refined old gentleman of a poetic temperament, and also was quite wealthy; his mansion in New York cost over \$150,000. Naturally, Jay proposed that Leupp advance him the money to purchase Mr. Pratt's interest in the tannery. What the exact proposition actually was no one seemed to know. Anyway, the wealthy Mr. Leupp advanced Jay the money. Gould seemed to have a philosophy in his early life that it was just as easy to cultivate the acquaintance of the most wealthy, influential, and powerful people as the most insignificant, provided it was approached in the correct manner.

When Jay arrived back in Gouldshoro he found Pratt again looking over the books with a puzzled look on his face. Pratt had also discovered that Gould had started a bank account in Stroudsburg in his own name. Obviously he was suspicious that the firm's funds were being employed in this bank to Jay's credit alone. Pratt demanded an explanation and threatened to shut down the tannery and end the partnership. Gould argued that this would ruin him; to which Pratt retorted, "buy my shares or sell yours". This, of course, was what Jay was waiting for, he chose to buy out Pratt for \$60,000 with Leupp's money. Leupp then became the new partner with Jay given full power to operate the tannery. This allowed Gould to proceed with outside speculations in Leupp's name without his knowledge. He continued to draw on Leupp for funds until he, too, became concerned and suspicious, as Pratt had.

About this time the Panic of 1857 hit the country. It brought about unsettled business conditions. When Leupp discovered to what extent Gould's speculations had involved him, he surmised that he was ruined. One night he went to his magnificent home and, in a fit of despondency, shot himself to death. If he had lived, it's possible Jay could have straightened things out, but Leupp's heirs and business associates always held him to blame for Leupp's early and untimely end. Leupp's daughters negotiated with Jay for control of the tannery; they demanded \$60,000, the

amount their father had originally invested. Gould agreed, provided he could pay \$10,000 cash and \$10,000 for the following five years. The papers were made up, but the daughter's lawyer found that Gould neglected to provide for the payment of any interest. Consequently, negotiations were ended and Mr. Lee, Leupp's relative and former partner, entrained for Gouldsboro to take over the tannery. He took precautions to hire between thirty and forty men to build a barricade around the plant to guard it. This group of men he hired was from Scranton.

Gould arrived a couple of days later and determined to take over the plant at all costs. Gouldsboro had a population of only three hundred inhabitants, who Jay convinced to back him in regaining possession of the tannery; this they did because they knew him, and Lee was a comparative stranger.

Gould's argument was that he owned the tannery and Lee, with his pirates, was trying to take it away, with the result that everybody would be jobless.

As a result 150 tough-looking and armed men were taken to the hotel for an oyster dinner with lots of whisky and other refreshments; after which Jay mounted a large box and told his men not to use unnecessary violence but to take over the tannery. They charged the plant with Jay far in the background directing traffic without endangering himself from a possible musket shot from Lee's gun, which, rumor had it, was waiting for him.

The battle that ensued was short and fierce, but the overwhelming odds were in Jay's favor. They took over. Two men were badly wounded. One of Lee's men was shot through the chest. Warrants were issued for all concerned, but many left for good; others who were arrested were released on bail. Gould was left in possession of the tannery, but Lee began legal proceedings against him. Jay brought counter-suits. While all this litigation was going on business fell off and the tannery was abandoned. Gould even had to borrow money for train fare to New York.

Jay gave up formal education at sixteen but continued on his own to study mathematics, history and law.

Besides the aforementioned county maps that he helped survey in New York, he also took part in the surveying at Lake and Geauga Counties in Ohio and Oakland County in Michigan and a projected railway line between Newburgh and Syracuse, N.Y.

He also wrote a book, "A History of Delaware County and the Border Wars of New York," which contained a sketch of the early settlements of the county, and a history of the late anti-rent difficulties in Delaware. He was twenty-four at this time. This book, after Gould's famous success of Wall Street in the '80s, was a collector's item, selling for \$25. I wonder what it would be worth today!

On his numerous visits to New York, Jay would stay at the Everett House, while here he met the young lady who was to become his wife. Needless to say he was pretty well destitute from his tannery episode. However, his marriage put him on his feet again, for his father-in-law was a wealthy merchant, and though he objected to his daughter's marrying Jay he was soon reconciled by this wiley new son and aided Gould in his new ventures; one of these operations was buying his first railroad. This was during the period of the panic of 1857 when everything was more or less in chaos. The first bonds of the Rutland and Washington Railroad were selling for 10 per cent of it's par value. Gould bought all he could at this price with all the money he could borrow. He obtained a controlling interest and became president, secretary, treasurer and superintendent. He called this transaction the Saratoga Consolidation. This little railroad was only sixty-two miles long, but, by very diligent work, Gould improved the railroad and brought about another transaction that he called the Rensselaer and Saratoga Consolidation; by this time the bonds became good, as did his stock. One of his friends bought some Cleveland and Pittsburgh Railroad stock at \$60 and it dropped to \$40 and he couldn't pay for it—in those days

one could buy short, presumably by signing necessary papers. Jay bought half of the stock and promptly began improving his investment with work and good planning, with the result that as soon as it was found that there was someone capable of taking care of the business, the stock soared to \$120 per share. This railroad became very successful with his guidance and he finally sold it to the Pennsylvania Railroad at a handsome profit. The profit from these two railroads was \$750,000 and became the beginning of his colossal fortune.

With this money he entered, in 1860, into stock speculations on Wall Street. It wasn't long until he was on the front rank. Some of his brainy and courageous contemporaries on Wall Street who were either his allies or his competitors were such well know financiers as the Vanderbilts, P. Morgan, Daniel Drew, the Rockefellers, James Fisk Jr., the Beldens, Commodore Garrison, Henry N. Smith, James R. Keene, William Heath, George I. Seney, General Thomas, Calvin L. Brice, D. O. Mills, Horace F. Clark, Alfred Sully, Addison Cammack. C. P. Huntington, Russell Sage, Cyrus W. Field, John W. Garrett, Robert Garrett, Jr., the Seligmans, Brown Bros., Jay Cooke, Hugh J. Jewett, Lathrop, the Corbins, Henry Clews, W. E. Conner, Burnham, General E. F. Winslow, E. S. Stokes, S. V. White, William Dowd, Solon Humphreys, William Travers, Rufus Hatch, Samuel Sloan, Carnegie, Villard, and Hill.

That Gould was able to become the leader in these highly speculative enterprises of Wall Street and railroad financing will attest to his great genius and active mind. Some of his peers ended up in murder, suicide, bankruptcy, debtor's prisons, ruined fortunes, bad reputations, and, of course, others amassed tremendous fortunes with honorable names.

This era of American History in which Jay Gould and his fellow robber barons rose to power was the period of reconstruction after the Civil War, up to this time the greatest war the world had ever seen. Some of the unusual industrial transactions that transpired then, are unlawful today.

In 1869 the Adams Brothers were alarmed by some of the industrialists who were trying to control the railroads from Chicago to New York so that they could hike the rates and make fabulous fortunes. In this contest for control were Gould, Drew and Fisk of the Erie Railroad faction versus Commodore Vanderbilt and, later, J. P. Morgan.

In 1866 Commodore Vanderbilt had bought enough stock in the Erie that he announced that he was consolidating this railroad with his others. The Vanderbilt railroad system consisted of the Harlem with a terminus and franchise in New York, the Hudson River Railroad from New York to Albany, The New York Central to Buffalo, where it connected with Lake Shore and on to Toledo (in which he had an investment). From here the Commodore had his eye on the Michigan Southern and its Chicago Terminal, but he noticed with apprehension that the Erie Railroad was also building in this direction. So he obtained 20,000 shares of stock from his supposed friend Uncle Daniel Drew of the Erie and had himself elected to the board; in this manner he hoped he could stop any of the Erie's opposition to his westward railroad ambitions. Nevertheless, the Commodore gave an order to buy Erie stock. But, as the story goes, in 1866 Drew had loaned the Erie, of which he was treasurer and chief stockholder, \$3.5 million on security of 28,000 unissued shares of stock and \$3 million in convertible bonds. Drew, with this collateral, bought and sold Erie stock. This was one source of Erie stock.

In this same year Drew with his agents, Fisk and Gould, had bought the Buffalo, Bradford and Pittsburgh Railroad for \$250,000 as a private transaction and, with splendid imagination, issued \$2 million in bonds of the railroad. Then they leased this railroad for 500 years to the expanding Erie with the stipulation that the bonded indebtedness of the smaller railroad would be taken up by the Erie for \$2 million in Erie convertible bonds, convertible in capital stock. This second source of supply Drew, Fisk and Gould sold steadily while the "bull" Vanderbilt, bought as soon

as they were offered. He soon found that he owned more shares of Erie stock than had been known to exist. The stock rose to \$95. But soon 50,000 new crisp shares appeared which broke the market and Vanderbilt lost millions to Drew, Fisk and Gould.

Vanderbilt was determined to defeat his adversaries; accordingly, he proposed to seize control of an opposing railroad, the Boston, Hartford and Erie. This road had planned on building westward and connect with the Erie so that they could bring Erie coal to Boston, but they were in debt and had to cease construction. They, however, had a sizable block of Erie shares that they hoped to consolidate with the Erie. The Commodore entered into a secret agreement with this railroad whereby he would advance them \$4 million in bonds so that they could complete their construction plans; in turn they would vote their share of stock with his and thereby throw Daniel Drew out as the head of the Erie, for the Commodore also had obtained an injunction against the illegally obtained stock that Drew possessed.

Drew must have been a born actor for he, hat in hand, with crocodile tears flowing from his old eyes, approached Vanderbilt for mercy. Perhaps he convinced the Commodore that together they could win many victories at the expense of their outside rivals, and, perhaps again, they could manipulate Erie stock so that the Commodore could re-coup his losses. In any event the bargain was made.

Drew, in response to the clamor of the outside public, was to be officially ousted and a "dummy" director put in his place. Drew was to remain in actual charge of mutual affairs. This was officially done at the Oct. 18, 1867, stockholders meeting. The aforementioned Boston financiers along with Vanderbilt were to elect the directors. Among those elected were Fisk and Gould, who had intruded in some manner with the Boston crowd. Vanderbilt, apparently, didn't know that these two robbers were Drew's agents.

Soon, to Wall Street's surprise, Drew took over as the head of the Erie. The order of the day was subservience to Vanderbilt control. The Erie stock began to rise rapidly with the pool backed by Vanderbilt. But soon Vanderbilt found mysterious selling of Erie stock. At a stockholders meeting of the New York Central and the Erie, Vanderbilt found that the Executive Committee of the Erie, consisting of Drew, Fisk and Gould had proposed to build a third rail to their 6-foot gauge so that the Michigan railroads could use their track rather than connect with the New York Central, and to make matters worse, they secretly authorized the issuance of \$10 million of new convertible bonds.

Needless to say the impetuous Vanderbilt realized that he had been outwitted and deceived again. With a terrible oath he ordered his brokers to again "buy every damn share of Erie stock offered." But this time he must guard against stock issued unlawfully against "convertible" bonds that were never publicly sold and for which no monies had been paid to the railroad. He must have law on his side against the conspirators and their illegal printing presses.

As a result, early in 1868 he obtained from the obliging Judge George C. Barnard of the New York State Supreme Court an order that enjoined the Erie directors from further issues of securities and to return to the treasury one-fourth of the shares recently issued as well as \$3 million of convertible bonds that were issued in 1866.

With this court injunction the friends and cohorts of Vanderbilt were encouraged in buying, and so the stock rose from 30 to 84. It seemed that Vanderbilt and his friends had accumulated 200,000 shares which should have been enough for a controlling interest. However, out of the midst Jay Gould now emerged as the effective leader, displaying shrewdness, craftiness, promptitude, and boldness in action which displayed him as a more than worthy foe of the cagey Vanderbilt. He went post haste to Binghamton, New York, where another State Supreme Court Justice resided and convinced him of his own reasoning and obtained

counter-injunctions, and before the hour of Judge Barnard's injunction took effect, Drew, Gould and Fisk, with forethought of what was coming, took the whole \$10 million of newly issued bonds and assigned them to a broker outside the jurisdiction of the court order and had them converted into 100,000 shares of stock. Then, pretending to obey the court's order, had a messenger boy carry the stock-book with these forbidden shares to a place of deposit assigned by the court. But by a prearranged plan, the powerful Fisk, lurking behind the door grabbed the boy and escaped with the stock book.

In the financial market a terrible uncertainty ensued, as the result of so much deviltry. Here Fisk and Drew flung a large portion of the disputed Erie stock on the market, which created a riot on Wall Street. Trading was suspended in Erie stock, brokers poured into the street shouting like madmen and out of the tumult with a louder roar emerged the Commodore who, it seemed, had lost another \$7 million. As Vanderbilt bought Erie stock more was printed, which led Fisk to remark, "If this printing press doesn't break down, I'll be damned if I don't give the old boy all he wants of Erie."

Vanderbilt called on his good friend, Judge Barnard, and had him order the arrest of Gould, Fisk and Drew for contempt of court and a receiver friendly to Vanderbilt appointed for the Erie.

But, again the crafty Gould and company were tipped off, for a price, as to what was coming. As a result, they gathered all the funds obtained from their stock market documents and incriminating evidence and made ready to depart, knowing full well that at 10 o'clock a warrant would be issued and they would be arrested. Accordingly, they grabbed a hack and rode at full speed for the Hudson River; at the Jersey City Ferry they had bodyguards, porters and detectives assembled to escort them across to the free and open spaces of New Jersey. This was a close call as two of the directors were actually arrested while others rowed

across the river. After arriving in Jersey City, the headquarters were established in the hotel known as Taylor's Castle near the Erie depot. They placed armed guards around the hotel and called it Taylor's Fort. The breezy and irresponsible Fisk the following day issued to the press this statement, "The Commodore owns New York; the Stock Exchange, the streets, the railroads and most of the steamships there belong to him. As ambitious young men, we came over here to grow up with the country. Yes, tell Mr. Greeley from us that we're sorry that we didn't take his advice sooner—about going West."

The war for the Erie continued for a year. By now Daniel Drew was a subdued prisoner of Gould and Fisk who kept him bound to them with a complete grip. Of course, they shared their spoils with the local statesmen and judges. They painted to the press that the Commodore lusted for monopolies in all the railroads headed West.

To give another jab at Vanderbilt, Gould reduced the passenger rates to Buffalo from \$7 to \$5—a strong blow at the hard-pressed Commodore. Nevertheless, they were so concerned with the prowess of Vanderbilt that they had a squad of Jersey City Police guarding them at all times. Three twelve-pound cannon were also mounted and ready. Fifty men on hand were equipped with Springfield rifles.

The bankers no longer would loan Vanderbilt money on his Erie stock and he needed money badly; so he threatened that he would put all his New York Central stock on the market if they didn't loan him half a million on Erie stock at \$50. The bankers well knew that this would create a panic and that they would all go under, so they conceded and Vanderbilt won.

In Jersey City the undersized, almost effeminate Gould showed his heroic qualities. The management of the Erie was his. In the Jersey City Hotel, or Fort as it was called, Gould remained silent, humorless, and under an habitual nervous tension; he labored tirelessly and calculated all day, but he had limitless ambition. The financial capital

was still in New York where Vanderbilt held sway. The commodore even offered \$25,000 for the kidnapping of Gould, Fisk and Drew. Although forty evil-looking villains crossed over to Jersey City in an attempt to win the reward, they were met with superior forces and abandoned the attempt.

After so long of this enforced exile, Jay one day departed for Albany on a secret mission. He took with him \$500,000. At the capitol he cultivated the understanding between himself and the legislature. These transactions of the Erie's books were called legal expenses, which eventually turned out to be \$1 million. What he bought was a law legalizing the new issues of the convertible bonds of the Erie for the sake of construction and improvements. However, before he won, he had to outbid Vanderbilt for votes. There were many ramifications to this war between Gould and Vanderbilt.

Gould claimed that he saved the Erie and the monopolizing of the railroads from east to the west coast. Even the public in general seemed satisfied that the omnipotent, ruthless Vanderbilt had been dislodged by a new power. Gould had shown his ability to beat the best of them. He even had shown that he was the master of the master, Drew himself, in both cunning and imagination. He manipulated the market with unsurpassed brilliance and from this campaign he learned the lessons of leadership and statesmanship.

The finale to this episode was that in order for Gould and company to be able to go to New York and out of exile Vanderbilt demanded and obtained \$4.5 million in stocks and bonds from Gould, Fisk and Drew. He never, however, controlled the Erie. There are many episodes in the railroad wars in which Gould participated but I'll mention one other—the Union Pacific Railroad. The greatest financial transaction ever consummated in America up to 1892, it is believed, was the creation of the Union Pacific Railway Company by Jay Gould. The Union Pacific Railroad was

the original company, Jay Gould created the U.P. Railway.

In 1873, after shedding the Erie, Gould began buying Union Pacific stock of \$100 par value for \$30 and later at \$14. Later he bought \$10 million in bonds. This was after he had acquired control of the Missouri Pacific.

By 1878 Jay conceived the idea of a "Grand Coup." He began taking in broken or bankrupt railroads throughout the West. From Thomas Scott he bought the controlling interest of the Texas and Pacific which was chartered to run between Galveston and San Diego but was never built. From the same Scott he purchased the newspaper "The New York World." The ill-fated Kansas Pacific with its subsidies in land and money was his next plum; the Wabash and the Denver Pacific were also taken over. The connecting and feeder lines of the west were secured. Then he made an agreement with Collis Huntington of the Southern and Central Pacific for the outlet to the sea via California; the Pacific Mail Steamship Co. was acquired to prevent the rates via the sea lanes from competing with his overland route. Some of the railroads running to the eastern seaboard also were controlled. All of this was a grand plan to capture strategic sections of the country's industrial system. He obtained working controls rather than ponderous outright investments. He would pursue a deliberate policy of apparent mismanagement of a company and derive the gains. He knew every move of his competitors.

The directors of the Union Pacific Railroad finally realized that Jay Gould had left their company and was surveying for a railroad from Denver to Salt Lake City, and with the Kansas Pacific at his command was forming a competing railroad. They wasted no time in boarding a special train in Boston for a trip to New York for a consultation with Mr. Gould.

Bear in mind that Jay bought out the Kansas Pacific and Denver Pacific for 10 cents on the dollar and these railroads were parallel to the Union Pacific Railroad of which he was a director and large stockholder; so by starting a survey

from Denver to Salt Lake for a continuation of these railroads he could force the U.P. to buy him out at an inflated price. As a further threat, he bought the St. Joseph and Denver and the Missouri, Kansas and Texas railroads. In any event, Jay succeeded in obtaining U.P. stock for a consolidation of his railroads into the Union Pacific Railroad system, with a profit of \$9.9 million. Then, by ordering unusual dividends and rumors of exuberant financial profits, he got the public to buy, which raised the stock to \$70. He then quietly unloaded his stock at another \$10 million profit.

This Mephistopheles of Wall Street, as he was called, had many battles, even when it appeared that he lost them, as in the case of the Erie, if you will check the millions that remain in his account, you will realize who profited. He eventually amassed a fortune of \$155 million in his sensational rise to fortune. He owned the Western Union Telegraph Co., the New York elevated railroad system, and for a week controlled the gold market of this great nation.

Gould, in his life, gave many gifts, but the press, never his friend, always would headline a particular gift as, "Gould soothes his conscience." A gift to the Presbyterian Board of Church Extension was called, "an ostentatious display of wealth in the name of religion." This led Jay to remark to his niece, Alice Northrop, "I guess I'm through with giving, it seems to cause nothing but trouble, trouble. Everything I say is garbled. Everything I do is purposely misconstrued. I don't especially care about myself, but it all comes back so on my family." As a consequence, his huge estate was left to his five children when Jay died of tuberculosis at the age of 56.

Much could be said of this colossal financier, but I would like to believe that under the same circumstances many of us would have done the same profiteering and subscribed to being called "Robber Barons" if we had like opportunity and as fertile a mind.

On the Cover

One of the most daring speculators who made millions of dollars in Wall Street was Jay Gould . . . an associate was Jim Fisk, a coarse man of large figure, unprincipled, but bold and aggressive in business. During the spring of 1869 Gould bought nearly \$8 million in gold, which he loaned on demand notes. Now since this was nearly half of all the gold in the country outside the U.S. Treasury, it will be seen that if the Government could be persuaded not to sell gold, Gould could force the price up to an enormous figure; for when he demanded the repayment of the amounts he had loaned, his debtors would have to buy it at whatever cost. Gould and Fisk sought to convince President Grant that the prosperity of the country would be helped if the Government should decide not to sell any gold . . . Grant was part-

ly convinced. . . .

At the beginning of September the operators bought all the gold possible, causing the premium to rise to 140.5 on the 22nd of September.

While Fisk pushed the price on up . . . eventually to 164, Gould, fearing the government would lose some gold, began to sell. The price of gold continued up until word came that the government had thrown four millions of gold on the market . . . the price fell to 133. The plot was defeated, but those who organized it cleared fully \$11 million. The frightful strain of Black Friday produced several actual lunatics and caused more than one death. (Excerpted from *Library of American History* by Edward S. Ellis, Charles P. Barrett Co., 1900, Vol. 5, p. 1376-77)



Westerner's Bookshelf



GOLD, MEN AND CENTRAL CITY,
by Harry Livingstone. c1972. 36
p. \$1.49.

Surely someone could have helped this young author produce a pamphlet on Central City more worthy of his obvious enthusiasm for Colorado history. The reader gathers that his main reason for bursting into print was to re-tell the Casto story as one of the discoverers of gold in Gilpin County. He bases his re-telling on "a personal letter written by Dr. Joseph S. Casto from Oregon in 1907." The "personal letter" turns out to be a letter published in the *Sons of Colorado* publication, vol. 2, no. 8, p. 19, January 1908, though Livingstone does

not give the source.

Of the portrait of John Gregory, students of Central City have doubted its authenticity for years. His information about William G. Russell came from the Georgia Historical Society, and was previously published by Mrs. Spencer in her *Green Russell and Gold* (1966). Livingstone states that Horace Greeley was a frequent visitor to Colorado, he mixes up Central City and Mountain City, he misquotes (and misspells) the epitaphs on D.C. Oakes, he writes of "a false gold strike near the Pikes Peak camp at Plattsmouth," he states that Leadville was a gold camp in the 1880s.

He prints two 1895 reports of the

Gunnell Mine, (interesting), and prints excerpts from the Gregory Mining Laws. He reprints a list of requirements for prospectors of June 1859, but gives no source—obviously from one of the Pikes Peak Guides. His limited bibliography does not include Hall—Hollister—Smiley.

The printing is blurred on at least four pages and the typographical errors are myriad. Doesn't the author know about reading proof? Both the text and the printing need discipline.

Louisa Ward Arps, CM

I HAVE SPOKEN, American History Through the Voices of the Indians, compiled by Virginia Irving Armstrong, (Sage Books, Chicago, 1971, 206 pgs., \$6)

Concentrates on Indian oratory which grew out of Indian and white relationships, including speeches by Indians when treaties were being negotiated.

ONE HUNDRED PLUS: A CENTENNIAL STORY OF COLORADO SPRINGS, by Marshall Sprague, published by Colorado Springs Centennial, Inc., Colorado Springs, \$2.95.

Colorado Springs, the Newport of the Rockies, is 100 years young this year. What an exciting and colorful life it has had. In partial recognition of the occasion, the Centennial Committee commissioned a local author to write a pocket history of the area. They had only one logical choice: Marshall Sprague, the "Historian Laureate of the Pikes Peak region," author of such classics as *Money Mountain*, about nearby Cripple Creek, and *Newport of the Rockies*.

One might be disappointed in that such a long and colorful history is crammed into such a small (88 pages)

book, particularly when one hates to put down something written by the author. But, as usual, Sprague doesn't waste words. He pumps a lot of history into these pages, and an abundance of pictures, many never shown before, complement the text.

All the characters are here: Gen. William J. Palmer, who first had the idea of building a "tailor-made heaven on earth at the foot of Pikes Peak"; "Queen" Palmer, whose idea it was to name the streets for rivers and creeks, and inspired Glen Eyrie in Garden of the Gods; Winfield Scott Stratton, the "unpredictable carpenter"; "Gold Crazy" Cowboy Bob Womack, who finally convinced "them" that Cripple Creek was for real; Spencer Penrose who "made it at the bottom of his class" at Harvard, but was admired "for his profanity and for drinking a gallon of beer in 37 seconds"; and Russell David Law who rescued the city from stagnation, promoted Camp Carson, the first of many important service installations around the Springs.

Here also, and no less colorful, are Willie Bell and his vivacious bride, Cara; James J. Hagerman; Zalman Simmons, who built the cog train up "the Peak"; Albert E. Carleton; Thayer Tutt; Ford Frick, Gazette Sports Editor who would later become commissioner of all of baseball; and three other colorful Colorado sports figures, longtime Colorado College coach William "Billy" Van de Graff; his beloved trainer, Theodore Roosevelt Collins; and his most famous product, Earl Clark, better known as "Dutch".

One Hundred Plus doesn't tell all—it would be impossible in 88 pages. But certainly hits the high spots in a deeply involved way because of the intimate way only Marshall Sprague can write. The book should certainly please the

casual visitor. To many of them and to the natives it should whet their appetites for *Newport* and *Money Mountain*.

Perry Eberhart

THE PLAINS, by Francois des Montaignes, ed. by Nancy Alpert Mower, (Univ. of Oklahoma Press, 1972, 179 pgs., \$7.95)

In 1845, a young man named Isaac Cooper, joined Fremont's third expedition enroute to California, across the southern Great Plains. At Bent's Fort, Fremont detached thirty-five men as the "South Party", under command of Lt. James W. Abert, with orders "to make a survey of the Canadian, from its source to its junction with the Arkansas," thence returning to St. Louis. It seems that Cooper signed on the Fremont to go all the way to California, but Cooper either returned voluntarily with the South Party or, due to a personality clash, was assigned to it by Fremont.

In a strict demand for secrecy about his trip, Fremont forbade his men to keep journals or diaries, but Cooper made notes and later wrote "The Plains" under the nom de plume of Francois des Montaignes. Portions of Cooper's memoir were published in a St. Louis journal in a somewhat varigated form, but until now it has never been published in its entirety.

Montaignes' sharp criticism of Fremont will disturb many who regard the "Pathfinder" as a peerless hero and adventurer, though his unpopularity with those who accompanied him is also shown in the diaries of Charles Preuss, the cartographer who accompanied him on his first, second and fourth expeditions.

Perhaps the latter part of the memoir, regarding the return trip to St. Louis will hold the greater interest for the

reader and it is a valuable adjunct to Lt. J. W. Abert's "Guadal Pa," and the "Journal of Lt. J. W. Abert from Bent's Fort to St. Louis in 1845."

In this part of the memoir we meet mountain men Thomas Fitzpatrick and John Hatcher, who guided the party a bombastic old trapper, Francois La Tulippe, and many other characters including greenhorns, Indians, Mexicans and two redoubtable army mules, Miss Fanny Squears and Miss Sally Brass. Descriptions of the region through which the party passed and its flora and fauna are excellent and the Southern Plains acquired a new dimension for scholar and general reader alike.

The original manuscript is in the Ella Strong Denison Library at Scripps College in Claremont, California and was unearthed by Miss Mower, a graduate of that college.

Armand W. Reeder, P.M.

PETER PITCHLYNN: Chief of the Choctaws by W. David Baird. University of Oklahoma Press. Norman, Oklahoma. 1972. 238 pgs. \$7.95.

Peter Pitchlynn played a major role in guiding the Choctaw Indians through the 19th century. He participated in the Choctaw constitutional convention, was principal negotiator of tribal treaties, chief during the Civil War and served as the Choctaw national delegate after 1865.

While many of Chief Pitchlynn's actions aided the Choctaw Indians, it would be incorrect to assume his motivation was strictly philanthropic. During much of his adult life his personal economic ventures involved Indian monies. His positions on tribal issues were influenced by his desire for self-improvement that his positions were beneficial to

his Indian kinsmen was a happy circumstance.

The fact that most of his financial ventures failed emphasizes the pattern of his personal life. His popularity was not so much a result of what he achieved but from the dignity with which he bore failure. A product of two cultures, from neither did he attain the personal acceptance he desired.

The book is more than a biography of Peter Pitchlynn. It is also a history of the 19th century Choctaw Indians. Ably illustrated is the chaos which can result when a well developed society imposes its standards and mores upon a less sophisticated one.

The biography is based on extensive research of primary sources with footnotes on each page. The author offers analytical judgments and subjective interpretations which add dimension and life to the personality. The illustrations and maps, the extensive bibliography and comprehensive index increase the value to an already excellent source of information. Dr. Baird amply meets his objectives of telling the story of an important Indian personality and a major Indian tribe. The book, effectively set forth, is a professional accomplishment by a good historian.

Sandra D. Turner

DENVER! by Bill Barker and Jackie Lewin. Garden City, N.Y. Doubleday, 972. 231 p. illus. \$6.95.

Reading some portions of this book is like reading the society pages of the Denver newspapers. Bill Barker is a name dropper; he scatters the names of the rich and the "in" like snow flakes in a spring storm which quickly evaporate from memory. What remains are the stories Bill took trouble to enlarge on,

like the tree-breaking storm of September 1959,, and the June 1965 flood; like the detailed reporting of the 1960 Police corruption, and of Graham, the man who blew up a plane with 44 passengers in it to collect insurance on his mother's life. Bill had fun with what he called "the most forgettable crime"—the long line of law officers cars following a burglar from a Denver King Sooper market to Punkin Center, including Gov. Love's black sedan that ran out of gas. (Bill's footnote reads: "There really is a Punkin Center, Colorado. Would we lie?")

The account of H.C. Brown he got from one of Mr. Brown's descendants, and is a fresh history. Brown was no "Indian giver" when he demanded the ground he had given for the Colorado State Capitol be given back to him. He was trying to get action from the State. A footnote to that story is that the block between Colfax and 14th Avenue, between Broadway and Lincoln was not a gift to the State by the generous Brown, but the State paid \$100,000 for it to the firm of Chessman & Kassler, that firm having bought it from Brown for who-knows-how-little.

Barker devotes attention to the minorities of Denver, a welcome relief from the usual political history. The chapter on Denver journalism called "Gentlemen (and Others) of the Press" could have been less corporate history of newspapers and more characterization of newsmen—specifically more about Lee Casey.

The chapters on business reveal how outside men—Zeckendorf, Murchison, "Willy" White of Pueblo, shook up the "establishment" of 17th Street. The author calls White "the in-one-day and-out-the-next 'raider.'"

The chapter called "Talk about Talent" is back to name dropping. It reflects

the Barker-Lewin first hand knowledge of local theatre and radio doings, and of music both classical and popular; but the graphic arts are slighted, and the treatment of Denver writers is cursory—poets in particular. The books states "The nearby wilderness, generally speaking, inspires (if that's the word) some God-awful poetry—and the sacrilege is that of the doggerel writers who bromidically find the Diety in every rock and rill, peak and cloud. Better they should scan Walt Whitman's 'Spirit that Form'd These Scenes' . . ." Better Bill and Jackie should skip Whitman and read Thomas Hornsby Ferril—Denver's literary great—who spends his distinguished profile either interpreting mountains neither bromidically nor in doggerel.

Sometimes the reader wonders if Bill forgets the book is about Denver? Out of 25 pictures, only 17 are of Denver. He dwells on Central City but ignores Montclair, Glendale, Five Points, Circle Drive, the Highlands, Swansea, Capital Hill. He states that Denver is proud of its view, but gives no help to his readers to identify the mountains on the skyline. He apologizes for dragging in the Ludlow Massacre but does not mention the 1920 Denver Tramway strike. He claims Vine Deloria Jr. and Joanne Greenberg as Denver writers, devotes three pages to the University of Colorado football teams, and six pages to Colorado skiing.

The last part of the book lists "Things to Do and See in Denver." It reads like the Hotel Greeter's Guide, which is what the Doubleday series of books on American cities demands. If the visitor happens to see a church in Denver while following the guide, he will find nothing in the book about it. Bill Barker's Denver is churchless. Maybe he agrees with Dean H. Martyn Hart of St. John's Church in the Wilderness, Denver, who,

observing the citizens after he arrived in town in 1879, remarked that they seemed to have left God on the Missouri River.

And what about the co-author, Jackie Lewin? She sits behind the book, just as she sits behind the Barker radio show, competently. Bill says she serves as his brains and his conscience, and that Jackie prodded him to finishing his book.

The book ends with acknowledgements and an index. Don't trust the index. The acknowledgements are graceful, including a list entitled "Other Good Books." The implication in that title is correct—Denver! is a good book, but in it is Bill Barker's Denver.

Louisa Ward Arps

A GUIDE TO HISTORIC PUEBLO
by Ralph C. Taylor, 32 pp.,
\$1.25.

Ralph Taylor, whose books and newspaper columns have given so much pleasure to Colorado history buffs over the years, has aimed his newest effort straight at Pueblo. With 55 interesting then and now photographs and a brief but lively commentary, Taylor guides the reader to a host of fascinating points of interest in this cradle of Colorado history. A map of the city would have added to its interest but, even so, it fills a need and makes for a worthwhile addition to a library of Colorado booklets.

Leland Feitz, CM

**SHINGLING THE FOG AND
OTHER PLAINS LIES** by Roger
Welsh. Chicago, Swallow Press,
Inc., 1972. 6 × 9, 160 pp., notes,
appendix, index. Cloth, \$6.

One of the most intriguing aspects of frontier folklore is that of the "tall tale." Down through the years, the yarns that have been spun are both legion and zany. Yet these songs and stories represent ". . . a very essential element of the

pioneer's struggle," and as such are important to any understanding of life on the frontier.

In this new tome from Swallow Press, author Roger Welsch has zeroed in on those tales which have grown up out of the culture of the Great Plains. Beginning with an introduction, in which he analyzes the background of "tale-telling," Welsch then presents a fascinating collection of tales covering the entire spec-

trum of the Great Plains: The weather, the land, the pioneers and the "Strange Critters" who inhabit the region.

The publisher tells us that this is the first such work to deal with this aspect of Plains culture, and it is a welcome addition to the literature of the American West. *Shingling the Fog* is, to put it succinctly, downright good reading and is highly recommended.

Jerry Keenan, CM

New Hands on the Range

F. Ross Holland, Jr.
1430 Humbolt St., G-2
Denver Colo. 80218

Ross became acquainted with the Westerners through the efforts of Merrill Mattes, PM. He's interested in maritime history and is a historian for the National Park Service. He wrote *America's Lighthouses*.

. . .

Lamar Moore
210 E. Stocker Apt. 4
Glendale, Calif. 91207

He's a past corresponding member, rejoining the Denver Corral. He lists the cattle and sheep industries of the Western states as his interest.

. . .

Dr. Charles J. Norton
766 Marion St.
Denver, Colo. 80218

He learned about the Westerners through L. D. Bax. Dr. Norton is interested in Colorado Indians, collects Indian artifacts, and enjoys reading and teaching about North American Indians. He has published in scientific publications.

. . .

Dorothy M. Stevenson
2104 N. Cascade
Colorado Springs, Colo. 80907

Welcome to the Westerners, Denver Corral.

David L. Hartman
2640 S. Gilpin St.
Denver, Colo. 80239

Robert L. Almer was the source of Westerners information for Dave. He's interested in the gold rush period and native Indians. He's employed at the Denver Museum of Natural History in the graphic design department. He has a continuing interest in mining machinery, mill equipment, trains and seeing old townsites.

. . .

Erwin N. Thompson
7536 W. Amherst Ave. Apt. 3B
Denver, Colo. 80227

He is a member of the Potomac Corral, Washington, D.C., and learned about the Denver Corral through Merrill Mattes. He's published *Shallow Grave at Wailatpu* and *The Modoc War*. He's interested in the military, and the fur trade and is a historian with the National Park Service.

. . .

George W. Wurzel
13486 W. 22nd Pl.
Golden, Colo. 91207

Ross Miller introduced George to the Westerners. He lists Southwestern history (Indians) as his interest, collecting Western artifacts, gems and Indian artifacts as his hobby. In June he received his M.A. in history from the University of Denver.

The DENVER WESTERNERS

ROUNDUP

JULY-AUGUST 1972 Volume XXVIII, No. 6

IN THIS ISSUE:

LAND OF THE STANDING ROCKS

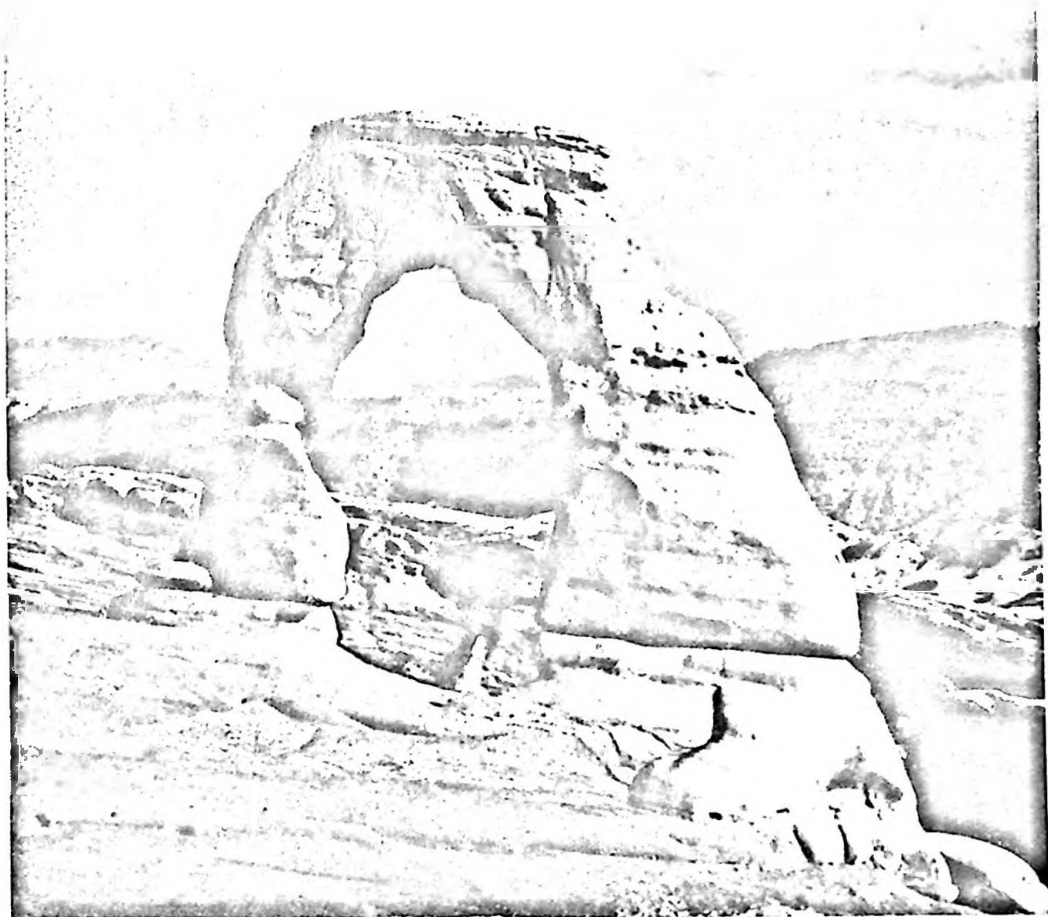
By Dr. Bob and Barbara Mutchler

and

THE PIKE CENTENNIAL CELEBRATION—

1906

By Edwin and Nancy Bathke



Delicate Arch crowns the beauty of Arches National Monument.

Collection of Bob and Barbara Mutchler

Over the Corral Rail

The Summer Rendezvous of the Denver Posse of The Westerners was held Wednesday evening, 24 August 1972 at the Tiffin Inn. Altogether 101 Westerners and their ladies enjoyed a magnificent banquet set handsomely in red, white and blue table decor. Chuck Wrangler Bob Edgerton received a well deserved round of applause for his excellent choice of meeting site. Thanks to all who helped. The program was presented by Posse member Dr. Bob Mutchler and his wife, Barbara. It was a photo-musical excursion through the canyon country of southeast Utah, which they entitled "Land of the Standing Rock." A summary of this program is printed in this issue of *The Roundup*.

The second paper in this issue is entitled "The Pike Centennial Celebration—1906" by Edwin and Nancy Bathke. It is very pleasant reading, carrying one through the planning and execution of a very prestigious early 20th century Colorado Springs celebration.

• • •

More than 30 members of the Posse of The Denver Westerners met in Golden, Colo., July 26, to review the past conduct and activities of the Westerners and look to the future growth and development of the organization.

A special committee, appointed some weeks before by Sheriff Edwin Bathke, presented a 19-point report, covering publications, recommended by - law changes, membership and dues.

The Posse spent a great deal of time discussing each of the points, covering only the first half of the report, and agreed to meet again August 30.

Once the discussions are completed, all members will be advised of any changes.

THE DENVER WESTERNERS

ROUNDUP

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Reservations for all meetings and dinners— Robert Edgerton, 1430 Western Federal Savings Building, Denver, Colorado 80202. Dinner \$3.75. Reservations only.

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Do you know of anyone interested in becoming a member of The Westerners, Denver Posse? For an application blank write The Westerners office.

(Continued on back cover.)

Land Of The Standing Rocks

By Dr. Robert W. and Barbara A. Mutchler

Ed. Note: This is a summary of the authors' photo-musical presentation at the 1972 Summer Rendezvous.

The Colorado River, from its headwaters in the trickling streams of northern Colorado to its exit into the Gulf of California near LaBamba flows 1400 miles through what observers consider to be the most impressive canyon country in America. Together with its tributaries and contiguous land it provides recreation in one form or another for millions of people. As repugnant as this thought may be, the space there is so immense that, at least to now, the crowds are not overwhelming.

In 1968 and 1969, using our English Land Rover, we made our first and second second expeditions into the Colorado River country between Moab, Utah and Kayenta, Arizona. We attempted to photograph the area with the sensitivity it seemed to require. Two broad conclusions arose: 1) every place, large or small, revealed much more than we expected, whatever prior study we may have done, and 2) there is no way adequately to present the magnificence of nature. Therefore our presentation is an interpretation. Map names like Fisher Towers, Fiery Furnace, Upheaval Dome, Angel Arch and Twilight Canyon lie bland and powerless until and unless one not only sees these things but reflects upon them. History includes an appreciation of the wilderness.

Our adventure begins at Hanging Lake, east of Glen-

wood Springs. Passing Mount Garfield we take the back road along the Colorado River past Fisher Towers into Arches National Monument. Here we hike to many remote arches, some accessible only by ranger guided tour. Landscape Arch, 291 feet long, is believed to be the longest natural stone span in the world. On through Castle Valley to Dead Horse Point overlooking Canyonlands National Park and the Colorado River.

Shafer Trail takes us through Upper Canyonlands to Grandview Point for sunset pictures. From here we can see the 200 foot spires of the Needles area of Lower Canyonlands—still 200 miles away, partly by jeep roads. Four-wheel drive takes us into Lower Canyonlands including Horse Canyon and Salt Creek Canyon, from the end of which we hike to All American Man Ruin. Then over horrendous Elephant Hill to Chesler Park.

Next we take beautiful Red Hill Pass to Hall's crossing Marina where we board a boat to reach the incomparable Rainbow Bridge. We visit some towering side canyons along the way. After hiking through Natural Bridges National Monument, we jeep through the spires of the Valley of the Gods and conclude our presentation with sunset over Monument Valley.

People go to the wilderness for many reasons, but the main reason is perspective. They may believe they go for camping or scenery or friendship, but they really go for the good of the soul. The need of wilderness resides in all of us, even those most remote from it. Cities may cover it up, make us forget it temporarily, but always underneath is an inherent urge for naturalness.

Our national parks, monuments and recreation areas constitute less than one percent of our national land. Yet they protect not only the rare and disappearing plant and animal species, but most of our finest scenery and wilderness. Like literature, music and art in their finest forms, they support our spiritual well being, and they demand our constant vigilance to preserve them for that purpose.

The Pike Centennial Celebration, 1906

By Edwin and Nancy Bathke

Just 12 miles due west of the center of the city of Colorado Springs, towering to more than 14,000 feet, reposes that grand peak, Pikes Peak. This mountain was so remarkable that it was known to all the Indian nations for hundreds of miles around, and was spoken of with admiration by early travellers into the region, such as the Spanish from New Mexico. But the first man to describe the mountain in print, and to draw a map of it was Lt. Zebulon Montgomery Pike.

Lt. Pike was the leader of a small band of soldiers with the mission of mapping the Red and Arkansas Rivers, exploring for President Thomas Jefferson a portion of the vast Louisiana Purchase that this country had acquired from France three years earlier. On November 15, 1806, Pike's party obtained their first view of the peak from near the present site of the city of Las Animas, and they "gave three cheers to the Mexican Mountains." Pike's interest in the Peak is shown by his decision to explore it, which was not part of his instructions. Probably he hoped to gain knowledge of the rivers he was exploring from such a vantage point. Poorly prepared, and stymied by bad weather, he abandoned his attempt to scale the "High Peak" on November 27th.

Zebulon Pike certainly fits the role of "all-American Hero." He attained the rank of general by the age of 34. He died a hero's death in his successful assault on York (now Toronto), when on being told that the fort was cap-

tured, he closed his eyes with the remark "I die content." On his body were found two sentences, dedicated to his son — "Preserve your honor free from blemish," and "Be always ready to die for your country."

Herein, then, lies the raw material worthy of celebration and patriotic display: the thrilling story of Western exploration, the grandeur of America's most famous mountain, and the heroic military career of its discoverer. But much more is required for a truly great celebration. Two other basic requirements are the organized planning with an adequate amount of time to carry out details, and a competent, dedicated individual to mastermind the mammoth undertaking. As we examine the records of the Pike Centennial Celebration in 1906, we will see just what goes into the development of such a celebration.

The primary sources of information for this paper are 1) the Penrose Public Library Colorado Room collection of four scrap books of clippings and printed artifacts prepared by the Centennial committee, and two bound volumes of onionskin carbons of committee correspondence, and 2) the Pioneer Museum collection of photostats of U. S. Mint correspondence and other data compiled by Clark Yowell in 1956. Newspapers provided an excellent historical source for public events, but these other sources just mentioned produced a normally unattainable insight into the planning and behind-the-scene activities of these events.

To begin with, fore-sighted individuals initiated their efforts of commemorating Pike in 1896, ten years before the centenary date. On November 27th, exactly 90 years to the day that Zebulon Pike gave up on his Peak climbing attempt, a public meeting was held to organize the Zebulon Montgomery Pike Monument Association. Newspaper accounts hailed the cause, using the quotation, "monuments not only mark but make civilization." The Association was incorporated on December 4, 1896. By-laws provided for a limit of 500 members, each paying a member-

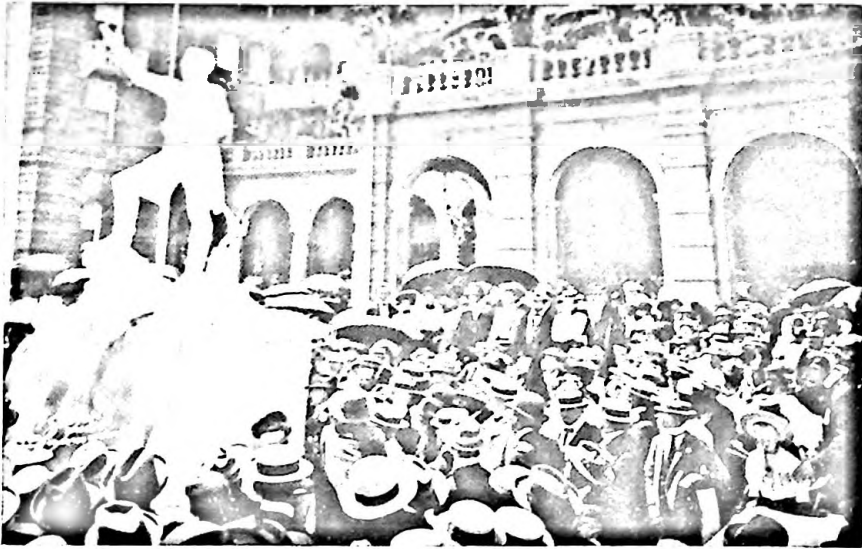
ship fee of \$10, and for an unlimited number of associate members at a \$1 fee each. The first officers were John Campbell, president; Horace G. Lunt, vice-president; J. A. Hayes, treasurer; and George Rex Buckman, secretary. Thirty-five directors of the corporation were named. Gen. Palmer was an original director, although he was out of town during the organizational meeting. The purpose of the Association was the erection of a monument of Pike "of heroic size and in enduring bronze" and to "preserve, perpetuate, and forever maintain said monument and historical data." (The Pike Chapter of the Daughters of the American Revolution offered one hundred dollars toward the monument, requesting that this sum be placed at the head of an eventual subscription list.)

Judge Horace G. Lunt is credited with the idea of striking a commemorative medal to raise funds. He wrote to Colorado's Senator Wolcott, suggesting, "if this medal could be struck from some old cannon its historic value would be enhanced." Further correspondence revealed insurmountable difficulties: a joint resolution of both houses of Congress was required to appropriate a condemned cannon; both the War Department and the Navy Department replied that bronze cannon were scarce and it was impossible for them to supply any.

Initial good intentions stagnated, and lack of finances and lack of public interest lulled the Association into a state of dormancy.

The most significant manifestation of Pike commemorative activity prior to the Centennial took place in front of the Antlers Hotel on August 1, 1901, the date of the twenty-fifth anniversary of Colorado Statehood. The new Antlers, the number one hotel of Colorado Springs provided a worthy background. It had just been completed that year, replacing the first Antlers which had burned spectacularly in 1898. General William Jackson Palmer, in one of his rare public appearances, delivered the dedicatory address for the "staff statue" of Pike. The statue was

12 feet in height and on a pedestal 8 feet high. Its description in the quarto-centennial issue of *Facts* magazine follows: "Pike is depicted in the attitude of climbing a mountain, his right foot on a rock and his right arm extended upward as if pointing to the distant heights. His left hand clasps the hilt of his sword and his hat rests on his arm." On the front of the base was the inscription: Lieutenant Zebulon Montgomery Pike, "The desert shall rejoice and blossom like the rose." On the left end was a line from his diary: "A mountain to our right which appeared like a small blue cloud." This magnificent pose of Pike appears prominently in photographs of activities taken in front of the Antlers during the next few years. But the statue was a plaster cast, representing future intentions, and it soon disintegrated, a victim of natural weathering.



After the unveiling of the Pike statue.

Penrose Public Library

In conjunction with the dedication ceremonies at the Antlers, a Banquet to the Editors of Colorado by the Citi-

zens of Colorado Springs was held on August 2nd. Joining toastmaster Wolfe Londoner in presenting toasts were Vice President T. R. Roosevelt, Senator Teller, Thomas Walsh, and William Byers. Guests dined on mountain trout a l'Antlers, tenderloin of beef a la Washington, punch a la Pike, chaud-froid of chicken a la Roosevelt, and gilpin ice cream, amid other delicacies.

After these initial efforts at commemorating Pike a distinguished personality was needed to manage a successful centennial celebration. This man was Henry Russell Wray. Wray, a native of Pennsylvania, came to Colorado Springs in 1893. He was active in the Mining exchange, and was the editor of the Gazette for many years. He had been the secretary of the local Chamber of Commerce since 1903. Early in 1905 he began working towards the centennial celebration.

About this time rumors and letters to newspapers referred to the grave of General Pike in Lawrenceburg, Indiana. Wray initiated official inquiries. Authenticated records of the War Department revealed that Zebulon M. Pike was buried within the stockade of Madison Barracks, at Sackett's Harbor, New York. The location of his burial site, hitherto unknown to the general populace, and photos of his grave marker, received prominent attention in publicity releases for the approaching centennial. Apparently, the grave in Lawrenceburg, Indiana was that of Pike's father.

Later, the War Department was not nearly so accurate in responding to a request for Pike-related information. The picture they sent of "General Zebulon Pike" was of a "Pike with a long grey beard" and "looking like Longfellow." After being notified that they had inadvertently sent a picture of Zebulon Montgomery Pike's father, they located the now well-known painting by Peale in Philadelphia, and this oil rendition of Pike became the official view used in all Centennial matters.

Newspaper accounts of Wray's centennial plans

prompted Judge Horace G. Lunt to come forth with data on the forgotten Zebulon Montgomery Pike Monument Association. In June of 1905 Judge Lunt detailed in a letter to Wray how he and Rex Buckman had started the project, how they were unsuccessful in getting a bill through Congress to strike a medal, and that they were not successful in getting much else done.

Wray, in a letter to T. J. Fisher, on June 29th, stated: "If we are to have a bronze monument of Pike to be unveiled on the centennial anniversary of the discovery of the Peak, we should do something at once, for it will take a year to model and cast such a monument, and we have but 16 months until Nov. 15, 1906." He also wrote to Colorado Congressman Franklin E. Brooks on that same date, mentioning the medal idea of 1896, and requesting Brooks to look into re-submitting a bill in Congress.

By the end of the year 1905 the necessary organization for the celebration had begun to take shape. Impetus was probably provided by the Denver newspapers' coverage of the suggestion of Charles R. Dudley, librarian of the Denver Public Library, and Secretary of the State Historical Society. He had suggested to Gov. McDonald that a proclamation set aside Nov. 26 and 27, 1906 as Colorado holidays. The part of his suggestion that wasn't favorably received locally was that Mr. Dudley seemed to be thinking of the Pike Centennial celebration as a Denver affair. Committees were formed; one typewritten page listed twenty-five committees, with their chairmen, and estimated expenses required for the celebration. (The date of this page is unknown, but it appears to be from the latter days of the celebration.)

For the following year papers would carry daily articles pertaining to publicity, proposed activities, and events of the Centennial. Plans were laid for the striking of the commemorative medals, for the monument to Pike, for church services, banquets, parades, addresses by politicians and pioneers, and numerous other activities.

Henry Russell Wray had been concerned with a statue commemorating Pike for some time. In December of 1904 he had written to T. J. Fisher, of Colorado Springs, inquiring about a statue he knew of in the studio of Charles J. Pike, noted New York sculptor and grand-nephew of Zebulon M. Pike. As mentioned earlier, in June of 1905 Wray was already concerned about the short time span remaining before the centenary date. The general consensus of opinion held among those responsible for celebration plans is aptly stated in a letter from Judge Lunt to Wray, dated January 30, 1906. He mentions writing to Palmer about the statue, and the possibility of erecting "a plain, heroic granite shaft, with proper inscription." Just who should be credited with first suggesting a granite monument is not known exactly. However, in this January letter Lunt writes of talking to Palmer on the telephone that morning, and that it was Palmer's wishes that ". . . no statue should be erected unless it was by a master hand, and that there certainly ought to be a competition before any statue was selected. He did not believe that a statue would do justice to the situation; that the Peak was always before us, and that *it* was really a sufficient monument. He thought that a fine granite block or slab with suitable inscription was the best and most suitable object to be erected—much better he felt, than a statue."

At first a boulder from the top of Cheyenne Mountain was suggested for the monument, since it was popularly thought that Pike had reached the summit of Cheyenne Mountain in his unsuccessful attempt to climb Pikes Peak. For this reason, a plan to construct a cog incline to the top of Cheyenne Mountain was also proposed. However, the impending centennial prompted wide reading and thorough studying of Pike's journals. It became obvious that Pike could not have advanced as far north as Cheyenne Mountain, and this settled the matter of selecting a boulder from that site.

The next suggestion, worded dramatically, was of se-

lecting a great boulder from the very Summit of Pikes Peak. However, C. W. Sells, president of the Manitou and Pikes Peak Railway, declined a contract for moving a "monster stone." Quoting him, "if a rock weighing several tons were placed on a car of the Cog Road, gravity would send the car through Manitou at several miles per minute, leaving a path of kindling wood—former residences—in its wake." Moving the boulder from the summit of the Peak was termed a problem rivaling the building of the Panama Canal, the most masterful construction project of that era. The next plan called for rolling the boulder down the side of the mountain. It wouldn't be attempted unless everyone in the three cities at the base of the peak had life insurance policies taken out. Another ingenious plan proposed lifting a boulder from the peak with a balloon, and dropping it in Monument Valley Park. As farfetched as this plan may appear, the Gazette on March 30th told of the famous French aeronaut Count Henri de la Vaulx, visiting this country, and being interested in a balloon race from Pikes Peak to New York.

In May a boulder was selected, its location being about 15 feet from the Colorado Springs and Cripple Creek "Short Line" tracks, near milepost 15, on the southern slopes of Pikes Peak. An interesting speculation was that since the boulder was on a direct line between Pueblo and the top of the Peak, Pike himself may have seen the very boulder used as a monument to him 100 years later. Wray wrote to Supt. Flaherty of the Short Line on May 18th, thanking him for the boulder hunting trip, and saying that he would borrow a derrick from the Colorado Midland to load the boulder on a railroad car. The boulder, ten feet long, and four to five feet thick, was finally determined to weigh 33,870 pounds, almost 17 tons. The Midland derrick was too small, having only a one ton capacity, so the Denver and Rio Grande was contacted next. Eventually the boulder was brought down the railroad to the Rio Grande yards in the city.

The boulder was to be skidded to Antlers Park. A crew of 4 horses and 12 men moved it two feet in three hours, a little slower than expected. Yet, a couple of evenings later a frantic call was received by the police that the boulder was being stolen. Two men were placed under arrest, and the boulder lay in an irrigation ditch. A one hundred dollar reward was posted for the arrest of anyone attempting to remove the boulder.

In February Wray began correspondence about the tablets to be mounted on the boulder. In April he sent letters asking for bids and designs to Winslow Brothers, Chicago; the Henry Bonnard Bronze Works, New York; and the Gorham Co., New York. Prices were sought on the four tablets to be mounted on the boulder, and on the 4 by 7 foot plaque to be installed in a christening ceremony atop the Peak. In a letter to Zalmon G. Simmons on May 25th, Wray provides the details on awarding the bid on the tablets. Winslow Bros. of Chicago was chosen, having bid \$545 for the large tablet, and \$410 for the four small tablets, delivered in Colorado Springs. Gorham had bid \$900 for the total, but their prices were FOB Providence, Rhode Island. The Henry Bonnard Bronze Works submitted impressive elaborate designs, but their price was \$1800, and the decision was made on the basis of cost. Another letter to Winslow Bros. acknowledging receipt of the four bronze tablets was dated September first.

The required steps to be taken in striking the commemorative medals slowly but steadily were carried forth. On January 24, 1906, Congressman Brooks introduced Bill #13085 calling for an appropriation of \$10,000 to finance striking of "not to exceed 100,000" medallions in the U. S. Mint at Denver.

On January 27th Brooks wrote to Judge Lunt: that \$5,000 would make 50,000 medals, half silver the size of a quarter, and half bronze, the size of a dollar. A month to six weeks would be required to make the design and die. The work could be done more quickly at Denver, but it

would be low relief. The Philadelphia Mint had a regular medal press, which, except for small jeweler presses, was the only one in the country. However, Philadelphia had a contract of several months' duration for Portland Fair medals, and was not through with the World's Fair medals, so that it would be late summer before it could complete the Pike medals.

On February 1 Brooks introduced a re-written bill, H. R. 13783, which did not call for an appropriation, and which did not specify a mint at which the work was to be done. Since the U. S. Mint was to be reimbursed for its expenses, this bill passed the House on March 9. Passage in the Senate occurred early in May.

Wray answered an offer of the American Railway Supply Co., New York, on March 20, turning down their offer to manufacture commemorative medals since the government was to make 100,000. In his correspondence with Brooks on the 28th of March, he asked if the stamp proposition was dead. Commemorative stamps had first been issued by this country in 1893 for the Columbian Exposition, and since that date, in conjunction with the Trans-Mississippi Exposition, the Pan-American Exposition, and the Louisiana Purchase Exposition. As all stamp collectors are aware, the Pike Centennial was not honored with a commemorative postage stamp.

Correspondence from Wray to Brooks on April 25th indicates that by that date the ultimate size of the medal, that of a twenty dollar gold piece, had been selected. Photographs of Pikes Peak from Colorado Springs were submitted to the Mint for the design. Several designers were requested to submit drawings, including Charles Pike, and local artist Carl G. Lotave. But the beautiful final product may well be the work of the accomplished Mint Chief Engraver Charles E. Barber. U. S. Mint correspondence includes letters from Barber, stating "sketches (are) prepared for the proposed medal," and on a later date, "I am now ready to execute your order. . ."

Artistic license on the photographs provided for the medal is implied in a letter, dated May 21st, from Wray to Brooks: ". . . hardly think the Cameron Cone makes any difference and will not be noticeable to any except the extremely critical and knowing observer." We leave it to possessors of the commemorative medals whether nature has been faulted or the cause of artistry served.

The 28th of May Wray wrote to Brooks that the leaden cast of the medal had been received. Local newspapers reported the first of the medals, totaling 125, were received on June 16. On June 29 Wray asked Brooks if a gold medal could be struck as a golf tournament prize. Apparently this was not feasible, because no further mention of this is found. Quantities of the medallions were slow in coming, and a letter July 17 laid the delay to the fact that the mint had to have the gilt plating done by an outside plater instead of at the mint facilities. Then, mint records show that 2000 bronze and 1000 silver medals were shipped on July 21st. Four hundred and fifty silver medals were shipped the 17th of August, and 1500 brass medals on the 30th of that month. The remainder of the mintage was shipped during the second week in September. Mint records reveal that 6500 bronze medals were made (of which 250 were gold plated), and 4450 silver medals were made. Perhaps the somewhat tardy delivery rate contributed to the small number of medals minted. Likewise, sales must have been slower than anticipated, because newspaper releases in the days prior to the week-long celebration called for pushing sale of the medals. Wray wrote Simon Guggenheim on September 6th, that they were hoping to realize \$5000 from the sale of the medals. Statistics can easily show this to have been too optimistic. We have the advantage of historical viewpoint, in knowing that approximately 4200 of the medals were in the First National Bank vaults until 1955. Hence the total sales in 1906 were less than 7000 medals.

By Act of Congress, the Centennial committee was

required to reimburse the U. S. Mint for the cost of the medals. These costs were 7 cents each for the bronze medals, and 45 cents each for the silver medals, plus additional sums for gilding, ribbon, and bars. The sale prices of the medals in 1906 were bronze, 50 cents, and silver, one dollar. The profit being less than 50 cents per medal, and the sales totaling less than 7,000, the proceeds toward the centennial expenses could hardly have exceeded \$3,000.

The first twenty-five each, of the bronze, the silver, and the gold-plated medals were to be numbered. Newspaper accounts early in the summer told of plans to auction these highly-prized sets for large sums, set number one bringing in, hopefully, a thousand dollars. Just when the auction plan was abandoned, we don't know, but on August 4 Wray wrote letters distributing the first six sets. Set number one was given to Palmer, number 2 to Z. G. Simmons, number 3 to Judge Lunt, number 4 to Rep. Brooks, number 5 to Thomas Walsh, and number 6 to Colorado Gov. Jesse McDonald. The disposal of the remaining 19 numbered sets is not recorded.

As will be noted later, Simmons, the mattress king from Wisconsin who was responsible for building the Pikes Peak Cog Road, Palmer, and Walsh, were the three principal benefactors of the celebration, without whose financial support the Centennial would never have materialized. Gen. Palmer, Gov. McDonald, and Rep. Brooks were the Director-Generals of the Centennial.

Other souvenirs besides the official medal were available. One newspaper ad cautioned buyers to get the genuine medal since an imitation was on the market. Van Briggles was manufacturing square plaques of Garden of the Gods red clay for the centennial. One such plaque was a bust of Pike. We have been unable to find any of these, and would be interested in hearing from anyone with information on these medallion plaques. Souvenir spoons were issued, and one advertised in the newspapers

as *the* spoon with the statue of Pike in the bowl. We have one of these spoons in our collection.

U. S. Army troops were to play a prominent role in the Centennial celebration. From the beginning, plans for the participation of 10,000 troops were widely publicized and mentioned repeatedly in newspaper releases. Secretary of War Taft was to attend. Maneuvers were to be held, the first ever involving all three Army branches—the infantry, the artillery, and the cavalry together—and the first ever conducted in the mountains. The culminating event to this spectacular was to be a public maneuver in which the troops would storm Cheyenne Mountain.

In order to allow more troops to attend, and since annual maneuvers were held at Fort Riley, Kansas, the first week in September the original dates set for the Pike Centennial were changed from Sept. 9-15, to Sept. 23-29. This change in date was done the first of March, before any appreciable advance publicity had been released or arrangements made. A secondary reason, but equally good one, was that the dates the second week in September conflicted with the Colorado State Fair in Pueblo.

When definite orders to move troops were actually carried out, the number appearing was appreciably less, just 1,500. But this, it was opportunely pointed out, was a very good number of troops to have in attendance: 1500 troops was the size of the force with which Pike led his assault on York.

All three branches of the Army were represented: 600 men from the 29th infantry regiment, consisting of two battalions and the headquarters band; six troops of the 5th cavalry, one troop from the 10th cavalry, together totaling 800 men; and one hundred men comprising the 12th battalion of artillery. Their accommodations southwest of the Broadmoor were named Camp Pike. The troops marched in parades nearly every day, the band performed daily, many people visited Camp Pike, public drills and maneuvers were held: the U. S. Army contributed substantially

to the activities of the Centennial.

Complimenting the troops' appearance were Indians. Original plans called for the attendance of Indians from each tribe that Pike had come in contact with when exploring the region: the Kiowas, Sioux, Arapahoe, and Utes. Wray conducted correspondence with Indian Commissioner Luepp in Washington, D. C., obtaining permission to use all the Indians he wanted. On May 14 seven braves from Santa Clara, New Mexico, arrived to participate in the celebration. They were keenly disappointed that the Centennial was not already in progress, but hoped to find work in town and stay until festivities did start. In a letter on April 27th, Wray mentioned that it was essential that the Indians be kept away from the temptation of liquor. Too many Indians could be hard to handle, and while publicity advertised 10,000 Army troops, the number of Indians considered was about 40 or 50. Due to expenses in bringing Indians to Colorado Springs, economy dictated inviting only Utes, who could conveniently be brought by the Denver and Rio Grande from Durango.

In an age when the railroad was the primary mode of transportation, conventions and other public gatherings sought special rail rates for their attendees. The Pike Centennial celebration received rates which were considerably more favorable than usual, probably because of the large crowds expected to attend. Round-trip fares from Chicago were \$25, from St. Louis \$21, from Kansas City or Omaha \$15, and similarly advantageous rates were granted from other points in the nation.

The local railroads also provided invaluable services to the Centennial. The most noteworthy act was that of bringing the Pike boulder from the south slopes of the Peak, by the Denver and Rio Grande Railway. The Cog Road transported all participants to the Peak christening ceremony on the summit Wednesday. The Pennsylvania Railroad had offered half freight rates for Department of War relics, from Washington, D. C. to Chicago. The Rock

Island Line offered free passage of up to three box cars of relics and exhibits from Chicago to Colorado Springs. Unfortunately, due to the short period of time to prepare the exhibits, and the short period of exhibition at the Centennial, this feature was cancelled.

Original plans considered the use of railroads for bringing Indians and thousands of Army troops to the celebration. Clippings and correspondence do not reveal if any special considerations were actually received from the railroads. The cavalry troops rode their mounts from maneuvers at Dale Creek, Wyoming. The Utes, living on the reservation at Ignacio, no doubt rode the Denver and Rio Grand from Durango. Chas. Craig, chairman of the Centennial committee for the Indians, was granted a budget of \$2,000 which may have been primarily used for transportation costs.

The success of the Centennial not only was due to the managing abilities of Henry Russell Wray, but also dependent upon obtaining the vital funding for expenses of the celebration. The problems encountered were summarized early in September in a letter from Wray to Simon Guggenheim. He stated how Colorado Springs businesses had contributed \$32,000 to the San Francisco earthquake disaster, and \$50,000 to pay off the YMCA mortgage, besides subscribing to the Elks and Typographical Union conventions, so "by the time subscriptions for the centennial were [sought], there was not much left to draw from." Furthermore, the tourist season had not been up to expectations. Zalmon G. Simmons had contributed \$5000, Thomas Walsh \$1000, and General Palmer, \$1000. They had hoped to realize \$5000 from the sale of medallions, and a campaign to raise \$5000 was dubious. This situation brought Wray to seek financial assistance from Guggenheim. A few days later Wray again wrote to Guggenheim, thanking him for his contribution; however the amount of Guggenheim's generosity is not recorded.

Local merchants' contributions did total \$2800 to

\$3000. The three major philanthropists donated \$7000. As mentioned earlier, the sale of the medals could not have yielded as much as \$3000. The City of Colorado Springs and the County of El Paso each contributed at least \$1250. This suggests receipts on the order of \$15,000. A draft listing committees contained budgetary estimates totaling \$15,000. Irving Howbert was quoted as saying the program was to cost \$15,000 to \$20,000, and "would have cost \$50,000 but for the careful economy of the committee in charge." Grand plans set up in the spring of 1906 underwent repeated economic cutbacks in the few weeks prior to the celebration. It appears that careful husbanding of resources permitted carrying to fruition the major planned activities of the Centennial and at the same time avoided any overwhelming debt at its completion.

Howbert also estimated that the Centennial could bring \$500,000 worth of business to the city. To bring tourists to Colorado Springs would require proper publicity. Stories and pictures were regularly distributed to newspapers across the country. Records stated that one particular four-paragraph release appeared in "818 newspapers in Michigan, Kansas, Nebraska, and Iowa. "All railroads in the region printed Centennial folders. Large color posters were distributed. One letter by Wray, to Paul Georke, who owned Balanced Rock, indicates the broad scope of the publicity operation. Wray sought a photograph of German Prince Hohenlohe at Balanced Rock, for use in foreign publicity.

Not only advance publicity but the recording of Centennial activities were conscientiously conducted. The U. S. Clipping Bureau of Chicago was hired in March at a monthly fee to provide news clippings pertaining to Pike. This proved to be expensive, averaging 25 cents per clipping, and quite unsatisfactory, since articles in major newspapers were being missed. The U. S. Clipping Bureau was notified that its services could be continued only on the same basis as other clipping services, \$5.00 per hundred

items. Whether an agreement was reached is not known, but other clipping services were also used. The important point to us, however, is that these clippings plus other material produced the invaluable scrapbooks responsible for the majority of information for this paper.

The poetic accolades to Pike and the Centennial were many. Charles Pike composed the verse for "Ode to Colorado." Maud McFarran Price's "Colorado" received wide usage. Poetry appeared frequently in the newspapers. At General Palmer's request, Wray extended an invitation to W. E. Pabor, prolific poet and publicist of the Colorado Springs Town Company, to both attend the celebration and to compose a commemorative ode for the Centennial. But Pabor, retired, in poor health, living at Pabor Lake, Florida, had to decline on both accounts.

Numerous nationally important personages were invited to the Centennial. U. S. President Theodore Roosevelt, who had attended the quarto-centennial state celebration in Colorado Springs in 1901, and who had enjoyed other visits to Colorado, was unable to attend. Vice President and Mrs. Fairbanks were the featured guests of the festivities. The vice president and all the members of the Presidential cabinet had been invited by Thomas Walsh to stay at Wolhurst, the Walsh mansion in Littleton. There were a few early acceptances, but except for some members of their families, cabinet officials were unable to attend. Secretary of War Taft had to cancel his plans to attend because of an insurrection in Cuba. Four U. S. Senators: Teller of Colorado, Warren of Wyoming, Long of Kansas, and Scott of West Virginia; three representatives, and some foreign diplomats were present. Charles Pike was the house guest of Wray. William Bell, "the father of Manitou," arrived from England.

Sunday, September 23rd, the first day of the Centennial celebration, the churches of the city honored Pike with appropriate services based on his high moral character, religious life, and patriotism. That evening a commemorative

service at the First Presbyterian Church featured several addresses, and a recital of "Ode to Pikes Peak," written by Mrs. Gilbert McClurg, set to music, illustrated with stereoptican views.

The highlight on Monday, Military Day, was, of course, the military parade at 10 A.M. Besides the U. S. Army troops, the GAR, Spanish-American veterans, and other military groups, the Indians and cowboys also paraded. At the end of the parade an old prairie schooner appeared as a surprise feature. For a finale, the wagon was attacked by the Indians, who, in turn, fled when the cavalry sounded its bugles for the rescue. Patriotic exercises were held that afternoon by the DAR and the Colonial Dames of Colorado.



Military parade at Pike Centennial.

Penrose Public Library

Tuesday was Pioneer Day. A settlers' program was held in Stratton Park, honoring the oldtimers. Among those speaking were Irving Howbert and Judge Wilbur F.

Stone. Three thousand people heard Vice President Fairbanks speak at the Opera House at 10:30 A.M. The Indians, who were camped at the old Boulevard ball park in Ivywild, had to postpone their war dances that evening due to lack of light and firewood; they would perform with the cowboys Thursday afternoon.

The major event on Wednesday, Historical Day, was the christening of Pikes Peak. E. E. Nichols, mayor of Manitou and chairman of the committee on unveiling the bronze tablet on the Peak, H. R. Wray, and C. W. Sells, general manager of the Cog Road, selected the boulder for the plaque on top of the peak, at the highest point overlooking the bottomless pit. The weather was cold, four feet of snow having fallen on the Peak on Sept. 18. The two workmen working in the snow and cold to hew the rock for placement of the plaque had to make trips down the mountain every few hours to temper their tools. Wednesday's weather was not any better: William F. Slocum, president of The Colorado College, delivered the dedicatory address in a severe snowstorm, witnessed by 200 army officers and guests, many standing in knee-deep snow. The artillery fired an eleven gun salute to Pike, and the party returned by cog train, attending lunch at the Cliff House at 2.

On Thursday, Pike Day, that great boulder was unveiled in Antlers Park. A crowd of ten thousand people attended. Again an eleven gun salute to Pike was fired by the artillery. University of Denver Chancellor Henry Buchtel delivered the principal address. (Wray had invited Palmer to be the speaker, but the publicity shy General had declined.) Buchtel and Alva Adams were opponents for the Colorado governorship that fall, and both were prominent participants in the Centennial activities.

At the boulder ceremony, Rubin Goldmark directed a chorus of 1,000 voices in singing "Ode to Colorado," specially written for the Centennial, music by Goldmark, and words by Charles Pike. The first rehearsal of the chorus

ten days earlier was attended by less than 200; it was hoped that 500 would turn out for the second rehearsal. But when the event finally took place, newspaper accounts reported "a thousand voices," the same number as had been publicized all summer.

Following the boulder unveiling in Antlers Park, a banquet was held in the Antlers Hotel. One of the principal speakers, Thomas Walsh, advocated the graduated income tax as the fairest method of distributing wealth.

That evening ten thousand people watched a spectacular fireworks display at Washburn Field, Colorado College campus. It was termed "probably the largest crowd that ever gathered to witness a public exhibition of any kind in Colorado Springs," and "the most spectacular fireworks in Colorado." Over 40 prepared displays were ignited under the supervision of W. C. Paradise, national fireworks expert, as the Gazette reported "\$2,000 up in smoke." (This is probably a bit exaggerated, since the Centennial budget for fireworks was \$1,252.)

Friday was titled Colorado Day, and Saturday Centennial Day. On these days, as well as every other day of the celebration, the army troops marched, drilled or performed some other public maneuvers. Concerts were held daily and many evenings as well, by the 29th Infantry Band and by the Midland Band. Wild West shows, by Guy Parker and his cowboys, and joined by the Indian camp, drew crowds. Men's and women's groups held innumerable banquets, exercises and receptions. The Colorado Bar Association and the Colorado Librarians Association held their annual conventions during the Centennial.

The golf tournament was a feature sport attraction of the celebration. The Town and Gown Golf Club had planned on spending \$2500 improving their course for the play. The Centennial committee had budgeted \$600 for the tourney, and a gold medal plus 13 cups were to be awarded as prizes. The week-long competition drew 103 entrants, and W. K. Jewett emerged the victor. The polo tournament

had four participating teams, from the Cheyenne Mountain Country Club, the Denver Country Club, the Sheridan, Wyoming Polo Ranch, and the Tenth Cavalry team. After daily play starting the Saturday before the Centennial, and including exhibition games, the Polo Ranch team of Sheridan defeated the favored Tenth Cavalry 8½ to 5, in the annual competition for the Foxhall Keene Cup.

Other sports, such as cricket, shooting matches, and auto races were discussed in planning, but many did not materialize. A football game between The Colorado College and the University of Wisconsin was proposed, but not played. The first grand scheme for auto racing was a race up Pikes Peak. But an immediate assessment declared that 8 to 10 thousand dollars would be required to fix the road and "no machine could attempt the climb unless purposely constructed for work in severe altitude." Centennial Cup auto races from Denver to Colorado Springs, and from Colorado Springs to Cripple Creek or Pueblo were considered, but newspaper accounts do not report any of these having been run.

On Saturday morning the Army drilled at the base of Cheyenne Mountain. That afternoon the military, Indian and cowboy camps broke up. An evening carnival on Saturday brought down the curtain on the Pike Centennial celebration in 1906.

A great celebration had ended. A worthy subject, a patriot and a hero, had been duly honored. The men and the organizational efforts necessary to carry celebration plans to their successful completion had come forward. We are fortunate in their having preserved these efforts in scrapbooks and correspondence. Our primary purpose in this paper has been to share with you the entertaining stories leading up to the public celebration. We are often told that history is also to provide us a lesson. Certainly there is one for us here: our predecessors have shown us what it takes to plan and carry out a great centennial celebration.



Westerner's Bookshelf



COLORADO GHOST TOWNS, by Robert L. Brown. Caldwell, Idaho, The Caxton Printers, Ltd., 1972. 6" x 8½", 322 pages. \$7.95.

In his latest book on the subject, Bob Brown comes on swinging hard and belts out a short, quick, pungent history of the Colorado mining era in the introduction. Then he sets off on a presentation of 65 Colorado ghost towns in alphabetical order and in his usual style of a short history of the town together with a pair of "then and now" pictures. Although it could be argued that more picturesque ghost town views could be photographed, anyone who takes good pictures knows that the duplicating technique requires first a large collection of old photos, then lots of research to be followed by more than a normal amount of hiking and climbing, and finally a good assortment of interchangeable lenses to enable one to match the original camera angle. A new feature in this book is the author's inclusion of some of his prized trade tokens of selected ghost towns.

The content takes one to some remote corners of Colorado history — Arloa, Cameo, Ilse, Pearl and Whitehorn to name a few. The access to the ghost towns varies from a few yards from present day interstate highways to Jeep roads to arduous hikes. Some non-ghost towns such as Black Hawk, Central City and Idaho Springs are included mainly because of their rich association with the very early mining days of Colorado. Each town's description includes precise information to get one there and other details helpful to the enjoyment of its historical past. This reviewer, however, sees this advice as having a double-edged value, and therefore repeats the author's warning that "a thoughtlessly discarded cigar or match, an abandoned camp fire, or

careless acts of vandalism may destroy these historic places forever."

As a standard reference text this book is enjoyable and highly recommended reading.

Dr. Bob Mutchler, P.M.

MEMORIES OF OUR PIONEERS, compiled by the Fleming Historical Society, (Fleming, Colorado, 1971, 258 pages, 10 illustrations, \$3.00).

The purpose of this book was to preserve the recollections of more than sixty families who settled in the Fleming, Colorado area. Although it is the work of dedicated amateurs much of the material should prove valuable for any student of frontier history. There are the usual tales of blizzards, hailstorms, and prairie fires. Of special interest are true stories about a barefoot grandpa who killed rattlesnakes with the heel of his shoe and a quack who resorted to amputations with a meat saw.

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CONVERSATIONS WITH FRANK WATERS, edited by John R. Milton, (Swallow Press, 90 pgs., 1972, \$4).

This book is the result of seven taped interviews which Dr. Milton, Professor of English at the University of South Dakota, had with Frank Waters for viewing on KUSD, Vermillion, S.D., and the text follows the interviews verbatim.

These conversations were candid, informal and ranged freely over many subjects revealing Frank Waters, the man, his closeness to the land and to the Indians, his mysticism, and his understanding of Southwestern Indian culture and religion.

His various books are discussed—*The Man Who Killed the Deer*, a classic novel of Pueblo Indian life; *People of the Valley*, a novel of Spanish American life in the Southwest; *The Yogi of Cockroach Court*, a Mexican border novel; and he reveals his experiences with the Penitente sect, many of whose members are friends of his. The values which give such force to his works, the powerful "spirit of place" which prevails in his writings, are all freely discussed.

Anyone who is a Frank Waters aficionado will enjoy reading this friendly little book.

Armand W. Reeder, P.M.

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It is difficult to review a truly out-

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Paul Webster and the editors of *The American West* have gone all out in content, design and workmanship. What mere words cannot reveal, black and white and color photos disclose.

The Mighty Sierra is a bargain at \$17.50 but you can add it to your rare book collection for the pre-publication price of \$13.95 until December 31, 1972.

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New Hands on the Denver Range

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Robert Akerley introduced him to The Westerners. Mr. Craighead is interested in Western American Indians, prehistoric and historic. He's a collector of Indian artifacts and a part-time member of the staff of the Denver Museum of Natural History.

R. Kenneth Sparks
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Colorado Springs, Colo. 80907

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ABOUT THE AUTHORS

Dr. Bob and Barbara Mutchler have pursued a multi-faceted interest in Western history since they first came to Colorado in 1959. Photography, jeeping, hiking, ghost towns, research and reading are their basic interests, and over the past six years, with their two daughters, Cynthia and Carolyn, they have dug and collected one of the finest general displays of antique bottles in this state.

Bob has been President of the Ghost Town Club of Colorado and the Antique Bottle Collectors of Colorado. He is a Posse member of the Denver Westerners. Barbara has also held offices in both the Ghost Town Club and the Bottle Club, and she was twice President of the Ghost Town Mavericks. Both are members of the State Historical Society of Colorado.

The Mutchlers' photo material programs are well known to Colorado viewers. Bob and Barbara have recently completed a four-week camping trip through the remote areas of northern Arizona and southern Utah.

Edwin and Nancy Bathke have resided in Colorado for twelve years, and are Colorado history buffs. They are members of the Ghost Town Club of Colorado, of which Ed is a past president, the Colorado Springs Ghost Town Club, the Manitou Springs Historical Society and the Historical Society of the Pikes Peak Region, of which Ed is Vice President. Nancy is a member of the State Historical Society and the Secretary-Treasurer of the Crystal Hills Garden Club. Ed is the current Sheriff of the Denver Posse of the Westerners. Mr. Bathke is a member of the staff at Kaman Sciences. Mrs. Bathke is an elementary school teacher at Pine Valley, U.S. Air Force Academy.

The paper on the Pike Centennial evolved from research on the medals minted for the Centennial in 1906. The 4 scrapbooks of the Centennial Committee, and 2 bound volumes of correspondence of the Committee were the primary sources for this paper.

OVER THE CORRAL RAIL

(Continued from page 2)

The 1970 issue of the Brand Book is now on sale. If you have not ordered your copy, write now.

• • •

There are back issues of several Brand Books and Roundups available for sale. Anyone interested in purchasing these back issues, or knowing of any person or organization interested, should write The Westerners, Denver Posse, 1430 Western Federal Savings Building, Denver, Colo. 80202.

With this issue of the ROUNDUP your new editor takes over, releasing our very capable Dave Hicks for full concentration of his efforts on the 1971 Brand Book. Naturally, the ROUNDUP is an expression of our interests and activities, and contributions of historical matter are welcomed. Specifically, monthly speakers are invited to supply appropriate photographs with their papers to use as cover and/or inside illustrations. Your editor deeply appreciates this opportunity to assist with the Denver Posse publications.

The DENVER WESTERNERS

ROUNDUP

SEPTEMBER 1972

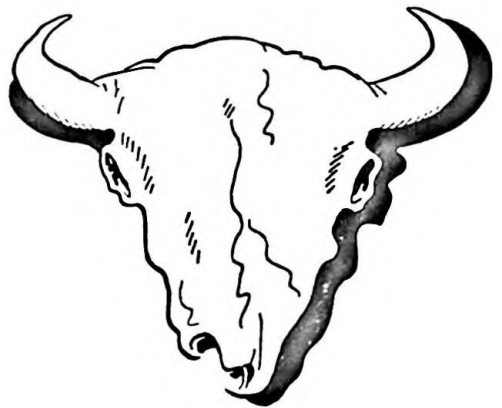
Volume XXVIII, No. 7

IN THIS ISSUE

BOXING'S GREATEST FIASCO

Did Denver Gomers Have the Inside "Dope" on the Johnson-Flynn Fight, July 4, 1912?

By Milton W. Callon, P.M.



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—Collection of Milton Callon

OVER THE CORRAL RAIL

The 1970 Denver Westerners Brand Book is out, and a superb credit to the editorship of posseman Jackson C. Thode it is. This beautiful book is certain to be a sell-out, so be sure to order your copy soon. What better Christmas gift—for yourself or your friends—can you think of? Contact the Westerners Office, 1430 Western Federal Savings Bldg., Denver, Colorado 80202.

• • •

On Wednesday, 30 August 1972, the Denver Westerners Posse members met in a handsome room of the Golden Ox for the second special meeting on the analysis of Posse operations. Posse member Gene Rokosnik, in an unprecedented move of good will, underwrote the entire cost of the evening for all concerned. Our warmest and deepest thanks to you, Gene. A full report of both special meeting will be printed in a forthcoming issue of the *Roundup*.

ABOUT THE AUTHOR

Milt Callon was born in Indianapolis, Indiana and attended Butler University. He came to New Mexico in 1945 and moved to Denver in 1960. He first became associated with the Westerners in the early 1950's. Milt authored the book, *Las Vegas, N.M. — The Town That Wouldn't Gamble* in 1962 and has written numerous articles for western magazines. He edited the 1968 *Brand Book* of the Denver Westerners.

Milt is presently indexing 26 years of research covering 163 subjects. When finished he expects to have about 12,000 3 x 5 inch index cards full of information. In July of this year he was commissioned Colonel Aide-de-Camp on the Staff of the Governor of New Mexico.

The paper on the Johnson-Flynn fight of 1912 was presented at the September meeting of the Westerners.

THE DENVER WESTERNERS

ROUNDUP

Volume XXVIII
Number 7



September
1972

The ROUNDUP is published nine times a year by the Denver Posse of The Westerners. To members, \$5.00 per year; to non-members, \$6.00 per year. Entered as second class matter at Boulder, Colorado. ROUNDUP publishing office: P. O. Box 990, Boulder, Colorado 80302. The Westerners' office: 1430 Western Federal Savings Building, Denver, Colorado 80202. Copyright 1972 by The Westerners Inc., a Colorado corporation. The Denver Westerners was founded January 26, 1945.

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Material for publication in the ROUNDUP— Dr. Bob Mutchler, Route 3, Box 471 Golden, Colorado 80401.

Reservations for all meetings and dinners— Robert Edgerton, 1430 Western Federal Savings Building, Denver, Colorado 80202. Dinner \$3.75. Reservations only.

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Do you know of any one interested in becoming a member of the Westerners, Denver Posse? For an application blank write the Westerners Office.

Boxing's Greatest Fiasco

**Did Denver Gamblers Have
the Inside "Dope" on the
Johnson - Flynn Fight, July 4, 1912?**

By Milton W. Callon, P.M.

If Muhammed Ali is laboring under the allusion that he is the greatest and fastest fat-mouthed boxer that ever wore the heavyweight crown, he can forget it. He has nothing on the "greatest mechanic of them all," "Lil Artha," "The Big Smoke," or if you prefer "Galveston Jack." Should those sobriquets fail to recall memories to the admirers of Muhammad Ali, perhaps Jack Johnson rings a bell.

At 212 pounds, 6 feet and $\frac{1}{4}$ in. from the canvas and a reach of $75\frac{1}{2}$ ins., Jack Johnson had the gusto, guts and gift of gab that makes Muhammad Ali look like a perennial preliminary. On June 4, 1912, one month before his championship fight with Jim Flynn in Las Vegas, New Mexico, "Lil Artha" had this to say:

"I'm like Alexander the Great—I'm too good. There isn't anyone else to lick. . . .

"Red hopes, white hopes, blue hopes and black hopes—I'll belt them all, one a week and if they come too thick, I'll take 'em even faster. . . .

"I'm the human threshing machine and they can send all the boys they want to my mill."

The boxing world was in a turmoil. On December 26, 1908, Jack Johnson had given the current heavyweight champion, Tommy Burns, an unmerciful beating in Sydney, Australia. Jim Jeffries, retired heavyweight champion,

came out of retirement on July 4, 1910, at Reno, Nevada, to shatter the sport world's dream of a "white hope" when he went down to defeat in eleven rounds under Johnson's hammering blows. The clamor for a white heavyweight champion was heard from coast to coast.

Armand Schul, prominent promotor of the day and better known throughout the boxing world as Jack Curley, was the most likely entrepreneur of a "white hope" crack at Jack Jackson's crown. He had gained nationwide prominence as "the man behind the Gotch-Hackenschmidt wrestling matches," and had toured the country with the Jeffries-Gotch exhibitions. Jim Flynn, the "Pueblo Fireman," was Curley's boy even though Jack Johnson had knocked him out in 1907. The time was right and Curley had the prime patsy around.

No less interested in restoring the white supremacy to the heavyweight ranks was Charles O'Malley of Las Vegas, New Mexico. An athlete in his youth and an ardent sports fan, O'Malley was a telephone company employee and chief of the Las Vegas Fire Department but still found time to serve as a free lance scout for the St. Louis Browns baseball team. Jack Curley's search for a suitable location for the staging of a return match between Johnson and Flynn was solved when O'Malley rallied the citizens of Las Vegas behind him to submit a bid for the site of the match.

O'Malley's generous offer of facilities and a \$10,000 pledge from his fellow townspeople sold Johnson and Curley on Las Vegas. The city was on the main line of the Atchison, Topeka and Sante Fe Railway and was known throughout the country as one of the foremost health spas in the United States. The Sante Fe Railway had built the beautiful, pretentious Montezuma Hotel in Gallinas Canyon, six miles from the center of the city in 1882. Presidents and royalty had visited there and the healthgiving water of the Hot Springs was compared with that of Karlsbad, Germany.

Equally influential in Curley's choice was the fact that

the community was a notoriously wide open town. Its reputation as a gambler's town had sustained the sufferance of the closing of the Montezuma Hotel some ten years before. And there were beautiful, gay señoritas of hot Spanish blood who were generous with their charms and companionship.

But Jack Curley didn't get a full briefing on the "Meadow City," and its neighbors in New Mexico. The loose, carefree life was a facade—a protective shield against the inner core of dissension, racial bigotry, political strife and jealousy. In 1884, the incorporated city of Las Vegas was arbitrarily divided by the political intrigue of its Spanish-speaking mayor. The small mountain stream, the Gallinas River flowing out of the Gallinas Canyon, became the dividing line between two communities—East Las Vegas and the Town of Las Vegas.

Strangely enough, the twenty-eight years of division and bigotry had not crippled the economy of the beautiful valley. The Montezuma Hotel and its Hot Springs had brought wealth and notoriety while the salubrious climate attracted tourists by the hundreds.

The politicians gained statewide strength and two of the local boys had made it to the Governor's chair in Santa Fe during the Territorial period. For years the patronage of these sympathetic governors was showered upon their Las Vegas constituents.

All the while, Albuquerque, the central city of New Mexico, was growing steadily. Its political power was minimal, however, compared to the Spanish politicians in the Town of Las Vegas and their Anglo counterparts in East Las Vegas.

Other spheres of dominance rancored the Albuquerqueans. In years past the Las Vegas "fire laddies" claimed the world's record for the hose and reel competition; the Albuquerque baseball team had been so humiliated by the classy Las Vegas Maroons of 1912 that they refused to play them before the season was over; and to top it off, the

Town of Las Vegas administered a half-million-acre land grant which they were selling to gullible mid-western farmers.

It was from this Pandora's Box, nestled under the crestones of the Sangre de Cristo Mountains, that Jack Curley and Charles O'Malley lifted the lid and turned loose the forces that made a fiasco of the heavyweight boxing championship.

In the preliminary negotiations, Jack Johnson favored Las Vegas as the city for the fight. On April 18, 1912, Curley wired O'Malley that the fight would be held in Las Vegas on the Fourth of July and it would be scheduled for 45 rounds. O'Malley was to take charge of all arrangements in the Meadow City and he chose E. W. Hart of Kansas City to draw up plans for the erection of an arena.

No sooner had the news spread over New Mexico of the proposed fight than opposition developed. Ministers from all over the state held a meeting in Las Vegas and drew up a petition to the Governor to ban the fight.

By April 25, reservations and requests for tickets began to pour into O'Malley's headquarters at Doll's Jewelry and Curio Store on Sixth Street in East Las Vegas. The Casino of the Montezuma Hotel was opened and refurbished into a training quarters for Jim Flynn. Jack Curley and Flynn were in Hot Springs, Arkansas, and on May 1 departed for Chicago from which point they planned a series of one night stands to show off the "white hope."

Prices for the bout were set at \$25, \$20 and \$10. General admission tickets were not to be offered. The arena was designed to hold 17,950 fans. The distribution and sale of the tickets were placed in the hands of Wells Fargo agents over the country. The company was provided with plats of the arena and the ballyhoo began in earnest.

Word was sent out to the wire services that Jim Corbett, John L. Sullivan and Tommy Burns would be in Flynn's corner. Tommie Ryan, former middleweight champ, would come to town to train Flynn. Tom Flanagan along with

“Professor” Watson Burns would be in the training camp for Jack Johnson. Not to be left out of the limelight, Jack Curley persuaded a sweet young girl from Denver, Colorado, Marie Drescher, to come to Las Vegas and join him in holy matrimony. He had met her only three weeks previously.

At 11:30 o'clock on the morning of May 22, Jack Curley and Marie Drescher were married in the parlors of the Castaneda Hotel, Justice of the Peace D. R. Murray presiding. Jack was 36 years old and Marie an innocent 20. The marriage bonds also revealed that Jack Curley was a native of North Yakima, Washington, and prying reporters disclosed that his birth certificate carried the name of Armand Schul. His application for a change of moniker from the latter to Jack Curley had only recently been approved. The wire services buzzed with all the ballyhoo.

But there were many disgruntled folk in the State of New Mexico with an axe to grind and their complaints were given widespread publicity. On May 13, the Laguna Indians of Valencia County sent a petition to the Governor. It cited the fact that the Indians had been put on the reservation under the admonition to “fight no more.”

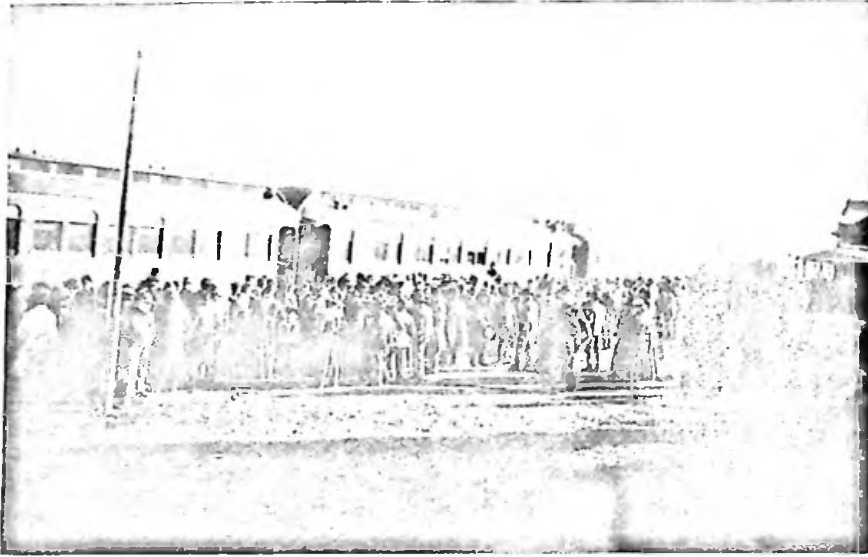
“Is bad,” they said. “Indians can't fight—white man can't fight.”

A month passed and the preparations for the fight were going very well. Reservations kept pouring in from all parts of the country. Large delegations were promised from Denver, Colorado Springs, Kansas City, Chicago and a group of Negro people were planning a special entourage from Denver and Pueblo, Colorado.

Flynn arrived in Las Vegas on the evening of May 9. A large crowd greeted him at the railroad station and he was immediately taken out to the Montezuma Hotel for an inspection of the spacious training quarters in the Casino. He was accompanied by his brother Louis; Chick Coleman, his “chief chef,” and Al Williams, a sparring partner. H. W. Lanigan, formerly of the *St. Louis Democrat*, and

editor of the *Sporting News*, was also with the party.

Johnson arrived in the city on May 27 accompanied by his white wife, Lucille Cameron. Also in the party were his sparring partners Marty Cutler, Jack DeBray, John



Arrival of Jack Johnson in Las Vegas for the Johnson-Flynn Championship Fight of July 4, 1912.

—Collection of Milton Callon

Perkins and William Brown. His mother and sister were to arrive a week later to take over the culinary duties. The *Las Vegas Optic* reported:

Among the sparring partners who accompanied Mr. Johnson are two giants. They are considerably larger than Johnson and are said to be fighters of no mean ability. When not battling with these men Johnson will wrestle catch-as-catch-can with his big bass viol, which he brought with him.

Johnson was offered the facilities of the Forsythe Ranch, six miles north of the city, and although it was an ideal spot

for a training camp, Johnson turned it down. He wanted to be nearer to the town. On the same day, Francisco Baca y Sandoval offered Johnson his home and grounds on San Francisco Street in the Town of Las Vegas. Johnson accepted even though he was forced to set up his training quarters outdoors.

The nit-picking by jealous elements in New Mexico continued. Democratic Governor R. G. McDonald had been elected upon the advent of statehood by a split in the dominant Republic party. Albuquerque and Santa Fe led this revolt and the Governor was politically obligated to his constituents in both cities. On May 29, he asked the New Mexico Legislature to pass an anti-boxing bill "which would prevent the staging of an exhibition on July 4, a national holiday that can be put to much better use." Then Mark Levy of Albuquerque, director of the New Mexico Athletic Association, offered sumptuous training quarters to Jack Johnson. Jack declined but promised to go down to the "Duke City" and put on an exhibition. Flynn beat his time on this bit of publicity by putting on an exhibition there on May 29. He concluded his Albuquerque visit by donating a pair of old boxing gloves, a memento of an earlier ring triumph, to a church bazaar of the Church of the Immaculate Conception.

Tommie Ryan arrived in the city the day before the Johnson party. Flynn weighed 220 pounds when he arrived in Las Vegas and had been instructed by Ryan not to go into serious training until he arrived. Fun, games and plenty of food had been the rule in the Flynn camp. Ryan turned the screws down.

Over at Johnson's quarters training had been hampered by a six inch snow and his outdoor facilities were not conducive to serious training. However, snow or no snow, he continued to get in his road work. He needed it at 232 pounds.

When June arrived in the Meadow City the promoters began thinking of the details of the match. Johnson's rep-

representative inspected the arena which was in the process of construction and found the contractors had designed a ring which was slightly over 17 feet from rope to rope. This was a size suitable to Flynn's customary style of brawling. The Marquis of Queensberry rules called for a 24 foot ring. Watson Burns, Johnson's trainer, demanded that it be enlarged and the size was finally settled at 19 feet 10 inches.

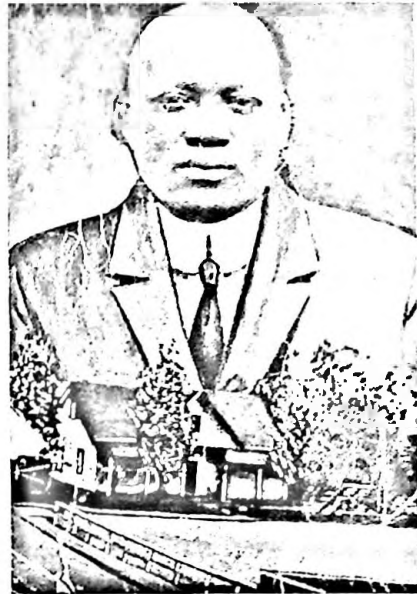
The matter of the referee was the next subject of the day. Fourteen names were submitted for consideration. They were: Jack Welch of San Francisco; Otto Flotto of Denver; Sandy Griswold of Omaha; Geo. Barton of Minneapolis; Ed. W. Cochrane of Kansas City; "Honest John" Kelly of New York; Charles Murray of Buffalo; Sam Austin of New York; Ed. W. Smith of Chicago; Henry Sharpe of St. Louis; Abe Pollock of Denver; Mark Levy of Albuquerque; J. Porter Jones of Albuquerque and Charles O'Malley of Las Vegas. Most of these men were sports writers of magazines and newspapers. Johnson refused to even consider the two New York men. After considerable haggling Ed. W. Smith, sports editor of the *Chicago-American*, was given the nod.

Johnson wanted his gloves made in Chicago but it was agreed by all that five ounce gloves custom made by Sol Levinson of San Francisco would be used. Otto Flotto was chosen as chief time keeper, Al Tearney of Chicago was the stakeholder and timekeeper for Flynn, while Tom Flanagan was the timekeeper for Johnson. Tom Cannon of Oklahoma City was the announcer. It was also agreed by both camps that if the police stopped the fight, referee Ed. Smith would decide the winner according to his score at the time.

The elements began to take a hand in the proceedings. The June storms of the high country, 6400 feet elevation, began to spread gloom over the Flynn camp. Al Williams, one of the "Fireman's" sparring partners, quit the camp. Tommie Ryan got into a squabble with both Flynn and Curley and threw in the towel. He told reporters that



Jim Flynn and his Training Camp.
—Collection of Milton Callon



Jack Johnson and his Training Camp.
—Collection of Milton Callon

Flynn didn't have a chance—he was “hog fat.” Flynn was turbulent and beat on his sparring partners unmercifully. And, in a fit of anger, on one occasion he chased his chauffeur for half a mile down a mountainside in a driving rainstorm.

Johnson was also having his trouble with training outdoors in the rain and to top it off, a grand jury in Chicago

indicted him for allegedly smuggling a \$3,000 necklace into the country. The bond was set at \$3,000 for an appearance in Chicago but did not call for his immediate arrest.

It must have made "Lil Artha" a bit nervous at times. On June 21, while target practicing with some of his entourage with a .22 caliber rifle, he missed the target completely and the bullet entered a residence, glancing off a towel rack and falling harmlessly on the forearm of an occupant of the house.

With the storms came more clouds of doubt about the staging of the bout. The Albuquerque *Journal* kept up a running tirade against the fight and with the refusal of the Legislature to pass an anti-boxing bill, Governor McDonald played cozy with ambiguous statements concerning his executive power. He assigned the New Mexico Mounted Patrol with Captain Fred Fornoff in command to administer the law in Las Vegas and also to be the officer in charge of the arena at fight time.

When the Albuquerque papers began spreading rumors that the Governor would arbitrarily stop the fight, Jack Curley yelled, "Foul!" He announced to the press that if some assurance wasn't given that the fight could proceed he would negotiate with friends in El Paso to hold the fight in Ciudad Juarez, Mexico. Perhaps he hadn't been keeping up with the border news. The revolutionists in Mexico were raising hell in that vicinity.

Curley's statement or pressures from some unknown source, must have brought Governor McDonald out of his semantic gobbledegook. On June 25, he announced that he would not intervene in the staging of the bout. But, he added, ". . . so long as Las Vegas and San Miguel County authorities keep everything under control."

The statement came a little late in the game. It was published in papers throughout the country but it didn't remove the doubts in the minds of those who lived hundreds of miles away. The Governor had a loophole and

his previous statements cast a shadow of doubt over the whole affair.

Las Vegas promoters and businessmen were not daunted, however. Plans went ahead with enthusiasm. A large tent was erected on the grounds of the Castaneda Hotel at the railroad depot. This was to serve as a cigar, novelty and miscellaneous sales market in hopes of being the first to catch the expected influx of fans on July 3 and 4. Hundreds of tents were available to those who anticipated renting them to visitors who couldn't find a room at hotels and private homes. Tents had been an integral part of the community housing since the influx of numerous tubercular patients in search of health-giving climate and hot springs.

Gamblers with roulette wheels, faro and gambling devices were met upon arrival and shuttled out of town as soon as they arrived. Passenger trains were met by enthusiastic hawkers selling black flags with "Johnson" printed in white and the reverse display for the Flynn boosters. When the trains pulled in on July 3 and 4, "9 percent hurried to grab a bite to eat and jump back aboard the train."

The fat was in the fire. Fight fans over the nation were not to be bamboozled. Slightly less than \$30,000 had jingled the tills before fight time and Jack Johnson was guaranteed that much.

The available news on betting was ambiguous. Indications were that the betting was slow but the various offers in the hands of the betting commissioner, John O. Talbot of Denver, seemed to prove otherwise. It was rumored that Johnson had layed off \$10,000 at 2 to 1. Later events proved that some or all of the ten grand had been covered. Johnson, 2 to 1 were the prevailing odds.

Regardless of the odds, it was a great day in Las Vegas for the home towners. There hadn't been such a large crowd in the Meadow City since Teddy Roosevelt came to town to celebrate the first Rough Riders reunion in June

of 1899. The fight fans from neighboring towns and villages arrived by train, automobile, farm wagons and every other imaginable sort of vehicle. And as the papers reported: "Many cowboys from distant ranges came into town on bronchos, while several Mexicans came in on burros." But the majority of the promised railroad specials failed to arrive. When the band struck up its first tune at the arena there were a little less than 3,000 people on hand.

At 2:04 p.m., ring announcer Tommy Cannon "answered the bell" to call attention to the "several hundred ladies who have graced this occasion by their attendance," and asked that the spectators remember their presence when it came to shouting comments on the fight. A Spanish-speaking representative insisted that an interpreter be allowed in the ring to inform his compadres of the preliminary proceedings.

The program contained the measurements of the contestants.

Jim Flynn		Jack Johnson
5 ft. 10½ ins.	height	6 ft. ¼ ins.
188 lbs.	weight	212 lbs.
70½	reach	75½
17	neck	17
13½	right bicep	15
13½	left bicep	15¼
12½	right forearm	13¾
12½	left forearm	14
39	chest at rest	40½
41½	at full inspiration	42½
34½	waist	36½
23½	thigh	26½
15	calf	16
33	age	34

(Other reports put Flynn's age at 31).

The ringside was filled with the elite of the Fourth Estate. Bob Edgren, sports editor of the *New York World*; Mark Larkin and Max Balthaser of United Press and N.E.A.; Abe Pollock of the *Denver News*; Jockey Maynard of the *Denver Times*; Otto Floto of the *Denver Post*; C. W. Patrick of the *Pueblo Star-Journal*; Jack Tierney of Terre Haute, Indiana; W. W. Naughton of San Francisco; Sandy Griswold of Omaha and Tom Andrews of the *Milwaukee Sentinel*, compiler of ring records.

Miles Bros Motion Picture Co. was on hand to photograph the fight. The only preliminary bout was one between Kennett Day, weight 58 pounds, and Freddie Day, 62 pounds. "Papa" Day, 200 or over, refereed. The Day family came from Colorado Springs, Colorado. The *Las Vegas Daily Optic* of July 5 reported as follows:

Before the midgets opened fire, Cannon introduced Cass Tarver, a huge Texas unknown with white hope aspirations. He challenged the winner, that is, of the Johnson-Flynn, not the Day-Day bout.

Al Palzer, another aspiring "white hope" was at ringside and challenged the winner, saying he had posted a \$5,000 forfeit in Cincinnati. McMahon Bros. of New York put \$20,000 on the line for a Joe Jeannette-Johnson scrap in New York City.

When all the preliminaries were out of the way the bout started at 2:45 p.m. The round by round action was reported by the *Optic*:

Round 1—"Will you shake hands Jack?" queried Flynn as he opened the battle by rushing into a clinch.

"No," retorted the black. Flynn kept in close but Johnson early avoided his attempts and flung a stiff left to the ear. The champion pushed his man across the ring and hooked a left to the ear and a moment later flung a hard short arm jolt to the jaw. Johnson smiled constantly and fought with great care. Flynn backed the Negro against the ropes, and the champion rewarded him with

a right that cut a deep gash under his left eye. *Round all Johnson's's.*

Round 2—As Flynn rushed, Johnson simply grasped him about the shoulders and held him at bay, all the while grinning like an ape. The champion pecked at the fireman's face with light lefts and as they clinched, uppercuts to the jaw, one of which sent the fireman's head bobbing. The champion was coolness personified and early indicated that it was to be a battle of words as well as blows, time and again exchanging his usual repartee with the spectators. Flynn's mouth bled as he took his seat very much worsted during the three minutes fighting in this round.

In this round Johnson was employing the oldest trick in boxing. He would grasp Flynn's arm or shoulder with one hand and jerk him forward as he planted a solid uppercut to the jaw.

Round 3—Flynn cut short a witty remark of Johnson by twice hacking his right to the jaw. This nettled the black and he cut loose with short arm uppercuts to the jaw. Johnson bled slightly from the mouth as he emerged from the mid-ring mixup, but Flynn spat blood in a stream as the champion cut his mouth and nose with a volley of right and left punches. This execution mollified the black and he went to the corner with his usual "golden smile."

Round 4—Flynn rushed in close and was met with the customary rain of right and left uppercuts to the face. At that it seemed as if the champion was holding himself in check. He indulged Flynn with a few stomach taps, scarcely trying to protect his body from Flynn's attacks. Johnson constantly shoved his stomach out and invited him to blaze away at it which convulsed the spectators. Flynn elicited a great cheer when he rushed the black to the ropes and planted a solid left to the jaw. The round ended with Flynn's face covered with blood.

Round 5—Johnson came up nonchalantly turning his head to the spectators and hardly noticing his white antagonist. Flynn banged away at the stomach, but this time Johnson covered up and shot four lefts to the face in quick succession, varying it with a left uppercut to the jaw. Flynn at close quarters landed half a dozen punches on the stomach but Johnson only smiled and again made no apparent attempt to protect his midsection. Johnson aroused the crowd to merriment by releasing Flynn and clapping his own gloves together like a happy school girl. "I can't fight while he's

holding me," shouted Flynn, protesting to the referee. The round ended then with Johnson holding a running conversation with his wife and seconds.

Prior to the fight, Johnson had requested that his wife be moved from her assigned seat at ringside to a point directly back of his corner.

Round 6—Flynn butted with his head three times and complained that Johnson made it justifiable by holding him. Flynn was severely reprimanded for deliberately butting the champion, and it looked as if he was making a loophole to stem the beating being administered by the black. Johnson dazzled the firemen with his speed, landing lefts and rights to the face and Flynn again was warned for butting. This time the champion objected strongly. "He's holding me," was Flynn's excuse. Johnson, maddened, landed a volley of straight left and right punches to the face, fairly bewildering Flynn. Then he stopped himself, apparently with a view to prolonging the contest. Flynn's seconds also warned him to cease butting when he returned to his corner.

Round 7—Johnson played with the Puebloan as a kitten would with a mouse. He landed fully a dozen rapid fire rights and lefts to the face. Flynn's nose was mashed flat and he complained to the referee that he was being held. Smith's reply was: "Fight! I'm referee of this battle." Johnson worked on Flynn's sore nose at will. The fireman attempted to land on Johnson's head with several wild swings, but missed the mark by a yard. It was all Johnson's round.

Round 8—Flynn again tried to butt and was thrice warned. The round was very much like its predecessors, with Johnson upper-cutting and Flynn butting viciously, all the same time losing a world of blood. Flynn was helpless in the champion's hands, and, for the tenth time in this round was warned, the referee adding, "...once more and I'll disqualify you."

Round 9—Johnson held Flynn at arm's length, in an attempt to safe guard himself against the Colorado man's constant butting. Flynn finally got in close, jumped a foot in the air and landed with the top of his head against the Negro's jaw.

Captain Fornoff of the Mounted Patrol, realizing that the referee seemed loath to end the fight on a foul decision, jumped into the ring declaring, "The fight is over." Referee Smith then gave the decision to Johnson while the crowd cheered.



Chief of Police Stopping Fight in 9th Round, Las Vegas, N. M., July 4, 1912.

—Collection of Milton Callon

The Johnson-Flynn fiasco began with rumors. Rumors persisted throughout the entire proceedings and they didn't cease after the shindig was over.

What did the contestants receive for their 25 minutes or so of back alley brawling? On July 5, the *Optic* reported:

"Immediately after the fight Johnson hastened to the betting commissioner to collect his wagers on himself. He drove there from the ringside in his automobile. . . ."

John O. Talbot, the Betting Commissioner, was probably the only man who knew just how much Johnson laid on the line out of his available \$10,000.

Then the *Optic* column headline questioned: "WHERE DID JACK GET FLYNN'S WAGES?" One reporter stated that, "Mr. Curley gave him (Flynn) a Benz motor car and \$6,000." He didn't account for Curley's acquisition of that kind of money from an obviously losing enterprise. Flynn denied all reports and said that he "came to Las Vegas with \$8,000 and was leaving with \$5,000 and a Benz automobile."

Johnson seemed quite pleased with everything. When he left Las Vegas he stated that he had received the \$30,000 guaranteed purse. He also mentioned that he had been given two wildcat kittens by a Las Vegas hunter.

Otto Floto of the *Denver Post* reported that he was on hand when Flynn received \$6,000 and a Benz automobile and Johnson received \$20,000. You pays your money and takes your choice. And the *Denver Times* alleged that the big money on the pari-mutual was laid out on Johnson in the ninth round.

In any event, Muhammad Ali needs to practice his elocution before he can expect to historically dethrone "the greatest mechanic of them all."

Westerner's Bookshelf

SOLDIER IN THE WEST: Letters of Theodore Talbot during his services in California, Mexico, and Oregon, 1845-53, edited by Robert V. Hine and Savoie Lotinville, (University of Oklahoma Press, Norman, Oklahoma, 1972; 182 pages plus bibliography and index, photographs and map, \$7.95).

The author of the letters contained in this book was an unusual person to have been rattling around in the west from 1843 to 1852. He was an "effete" young bachelor who never enjoyed good health and died of tuberculosis at the age of 37. Far from roistering with evil companions and fellow army officers, he spent his spare time in writing letters to his family, mostly his mother, letters which sound like love letters. He was either a great dissembler or, as seems most likely

from his letters, really a sensitive young man, tied to his mother's apron strings, who did a satisfactory job but always felt out of place.

During Talbot's nine years in the West he accompanied Fremont's second and third expeditions, traveled with the legendary Carson, Joe Walker, Fitzpatrick, Lucius Maxwell, and others. He was with Fremont in his erratic conquest of California in the Mexican war. After garrison duty in the east he was at the surrender of Ft. Sumter, was transferred to Washington, promoted to Major, and died in 1862.

Talbot's descriptions of his travels are interesting and his sensitivity gave him a viewpoint seldom encountered. The book is in the usual excellent style, form and workmanship of the University of Oklahoma Press.

W. H. Van Duzer, P.M.

LOGGING ALONG THE DENVER & RIO GRANDE by Gordon S. Chappell, Colorado Railroad Museum, Golden, Colo. 190 pp. illustrated, maps, index \$8.50.

This is a welcome addition to Colorado railroad lore. This book relates the rise and demise of the logging roads and lumber firms in southern and western Colorado, and northern New Mexico. While the author modestly disclaims this work to be definitive, it is remarkably detailed and comprehensive. The author has pains-takingly pieced together an absorbing story from a myriad of facts.

The book is very well illustrated and has a series of excellent maps. In addition to its coverage of a little-known aspect of Colorado railroading, it chronicles an important segment of the Colorado lumber industry.

Charles S. Ryland, P.M.

TRAILS OF THE FRONT RANGE VOL. II—INDIAN PEAKS TO ROGERS PASS, by Louis Kenoyer. Boulder, Colorado, Pruett Press, Inc., 1972. 7" x 11" (horizontal), 60 pages, paper cover.

More and more people in this day and age find a need to get away from it all. Often we find it necessary to walk far to do this. Here is a small picture book of trails near Denver that will take the hale and hearty more or less away from it all. 48 trails to lakes, passes and other points of interest are described for the Brainard Lake area, Middle St. Vrain Recreation Area, Monarch Lake Recreation Area, North Boulder Creek, North Fork Middle Boulder Creek, South Fork Middle Boulder Creek and South Boulder Creek.

The Indian Peaks area is roughly triangular, with its base along the southern border of Rocky Mountain National

Park and its apex at Arapahoe Pass. Rivaling its northern neighbor in beauty and grandeur, it is as yet less well known, therefore offering the hiker a somewhat better possibility of seclusion.

The Boulder Creek Area extends from Niwot Ridge south to Rogers Pass. The trail heads are reached from Rollinsville and Nederland. Many of the trails are old mining roads.

Topographic maps are reproduced with bold outlines of the trails superimposed. The general scheme of the writing is to present first the location of the trail head and then a short description of the trail and points of interest along it. Exact distances and elevations are given. An excellent black and white photograph accompanies each trail description.

There is a lot to see and do in Colorado, and for those of us who live near Denver this book is a reminder that there is plenty of high mountain scenery very close to home.

The author concludes: "Think that the wilderness is extravagance. In spite of the depredations of man, there is in the seeming disorder of the wilderness, a continual striving for organization. Our recognition of this order and balance can save us in the wild swings of our existence."

Dr. Bob Mutchler, P.M.

THE ANTLERS: A Quick History of Colorado Springs' Historic Hotel, by Leland Feitz, Golden Bell Press, Denver. \$2.

On this the 100th anniversary of Colorado Springs we're apt to see a number of booklets like this. Some will be more valuable than others. I imagine it would be appropriate to have a booklet on the Springs famed hotel. The many photographs help reinforce an otherwise sketchy text. When Leland Feitz says a "Quick History" he means it, but he

covers the basic information needed, which is about all one could ask.

Actually this is the story of three hotels. The first Antlers opened on June 1, 1883, with a "king's feast" and revelry the likes of which the Colorado "wilderness" had seen little of. General William Palmer, who founded Colorado Springs 11 years before, was the chief backer and personally named it "The Antlers" because he allowed it to house his enormous collection of deer and elk trophies.

As many writers are wont to say, "no expense was spared" in the construction of the hotel. There were 75 large, airy guest rooms at first, and no two of them were alike.

Additions, improvements and modern innovations were made almost every year until 1898 when, alas, the first Antlers burned to the ground. The damage was estimated at \$250,000, double the cost of the original construction.

Smoke had hardly cleared from the fire when construction began on the second Antlers Hotel. General Palmer, himself, hurried home from England to personally oversee planning and construction. It opened on July 2, 1901. It was more modern than the first, and dominated Colorado Springs culinary and cultural development for the next 63 years.

Then . . . it met the ungracious fate of being smashed and torn down like any other skid row flop house.

Today, in its stead, rises a typical high-rise, glass and steel square modern structure, that's as modern as acupuncture but says nothing of the past.

All three were known for their famous chefs, menus, guests, entertainers, parties and celebrations, some of which are mentioned in the booklet.

Perry Eberhart

A CENTURY OF COLORADO MEDICINE 1871-1971, edited by Harvey T. Sethman with the aid of the Centennial Committee of the Colorado Medical Society, Publishers Press-Monitor, Inc., Denver, limited to 300 copies, 181 illustrations, 216 pages.

This well researched historical treatise is written by several authors. Dr. Marvin E. Johnson, M.D. President of the Colorado Medical Society details in the *Forward* the proceedings and events of the 99th Birthday of the Society.

Dr. Bradford Murphey, chairman of the Centennial Committee comments in the *Preface* the history and achievements of the Colorado Medical Profession.

The beginning chapter is written by our own great Westerner, Dr. Nolie Muney. The title of his chapter is "Medicine in Colorado during the Primitive and Formative Years." Here Dr. Muney tells us the story of the Epidemics that scourged Colorado as well as the rest of the world for centuries.

Nolie takes us back to the medicine men of the various tribes that were in Colorado and their methods of taking care of the sick and wounded. His illustrations of the equipment of the medicine men and the cliff dwellers of Mesa Verde are excellent. In part of his chapter he describes the methods of early trappers in dealing with their infections and injuries in order to survive.

The physicians who accompanied the early expeditions into Colorado are well documented as those of the military posts and forts in our state. He details the events of the doctors that came with the Gold Rush and the ones that were here when Colorado was a territory. This is an excellent chapter in this fine book.

Judith Hannemann, writer and historian, outlines the data on the "Birth of the Colorado Medical Society."

Mr. Ray R. Anderson and Maxine Beaton of the Presbyterian Medical Center present a chapter entitled, "From Pest

Houses to Hospitals - Our Changing Hospital Scene." This is very informative.

Dr. Lewis C. Benesh talks about the men of medicine, in his chapter, "A Century of Colorado's Industrial Medicine."

Dr. Marcia F. Curry, chief examining physician for the Department of Health Services of the Denver Public Schools depicts the role of the physician in the schools with historical data.

Harvey T. Sethman, former Rocky Mountain Medical Journal Managing Editor, tells us his story of the past presidents of the Colorado Medical Society for the first Century.

Our own Westerner, Robert L. Perkins, along with Dr. Richard W. Whitehead author the chapter entitled, "Medical Education in Colorado: 1881 - 1971, which is well illustrated.

Dr. Roy L. Cleere and Rowena C. Danbom, Executive and Public Relations Officers of the State Board of Health outline the history of public health medicine in Colorado.

Dr. Clyde Stanfield gives us a review of the changing face of medical practice in Colorado.

The last chapter is a brief chronology of the pertinent events that took place in the passing of time in the first hundred years of the Colorado Medical Society.

This is a very well written document of this grand society. I recommend its being purchased by all interested in Colorado medicine with its historical data. However, this is a limited edition of 300 copies. I do not know its selling price, but I fear it is already in the realm of a collector's item.

R. A. Ronzio, P.M.

MARBLE, COLORADO: CITY OF STONE by Duane Vandebusch and Rex Myers, Golden Bell Press, Denver, 221 pages, illustrations, maps, \$5.95.

The history of Marble might have been sung by an ancient bard, in the

glacial cold, by flaring firelight in the dawn of history. It is the fated, tragic saga of generation after generation cursed by greed and pride, enduring every onslaught of nature and casualty, inevitably doomed. The Ute Indians, a quiet and isolated tribe, betrayed and driven from their sacred land on the Crystal River, pronounced the curse. . . . "that anything the White Man did in the future would be destined to failure."

The next twenty or thirty years were filled with prosperity and people forgot the Indian curse. . . .

But by that time, four major towns along the Crystal River—Crystal, Redstone, Placita, and Marble—had died or were dying. Marble had good cause to believe the Indian curse was real.

Boring and clawing into the mountain's heart, again and again the wrath had descended on the town — avalanche and flood, mudslide and rockslide, explosion, fire and deadly cold came upon them. Despite the fantastic wealth in marble and rich mineral deposits, transportation remained extremely difficult and hazardous as well as expensive. The road over the mountain to the county seat, Gunnison, was called "Hell" by those who were forced to travel it; it was constantly washed out, treacherous, blocked by rockslides or buried under 50-foot drifts. Staggering development and transportation costs, diminishing interest in marble for major construction, incessant pounding by nature, an incredible series of disasters, the lack of interest in Marble shown by Gunnison and its contribution to the failure and receivership of the Colorado-Yule Marble Co. All these and others have been cited as reasons for the failure of Marble and the region, but they are merely elements in the pattern.

The men who envisioned the future of Marble were exploiting the very existence of the mountains. They meant to wholly destroy mountains to provide

men's floors and soda-fountains. The Yule-Crystal marble was the finest in the world, rivalling Carrara in purity and outshining it in variety: from jade rosetted with gold and pink to pure crystal white, from chocolate veined with cream to amethyst-black, and of the highest quality everywhere. A developer said that there was enough fine marble here to supply the entire world for 300 or 400 years.

But at Marble, the rains and the snows descended once more: the mountains guarded their treasure well. Each successive blow of the curse was harder to bear; each time, the town was slower to recover. Irreparable loss of property, money, spirit and life diminished the town; lawsuit, explosion, fire, taxes, bitterness and violence dogged the company and the town, so that by 1945, the prideful town that had built its sidewalks and paved its streets with fine marble lay supine and defeated, without a school or postoffice, nearly a ghost town.

In an epilogue reflecting a curious blindness to the meaning of the history they have recorded, the authors suggest a revival of Marble as a tourist attraction, a winter sports mecca, to once again exploit the sacred land called "unsurpassed" in beauty and grandeur. Great tracts of the land have been sold for this purpose, mostly to out-of-state investors. Recently, however, the land has been declared "unstable" — a marvelous understatement! The Indian curse has never been lifted; the old gods do not die; they "sleep, under the iron mountains." Will the mountains which defeated the mineral and marble interests not defend their valleys against a new onslaught? Time will tell.

The book is of value in its wealth of detail about a unique town as well as for its history of the "curse" and its implications throughout the frontier; hopefully, it may suggest a better and less accursed course for the future. It is well worth reading.

Shirley Taylor

"TWENTIETH CENTURY MONTANA" by K. Ross Toole, University of Oklahoma Press, Norman. \$7.95.

While the author frankly admits that this is not a history of 20th Century Montana, it is a book that Montana historians will treasure.

"TWENTIETH CENTURY MONTANA" is not "BIG SKY" glamour. It is the raw, unadorned, gutsy account of the rape of the state since the turn of the century by big business, big labor and apparent big hush-money.

Beginning with the "honyockers," lured to Montana by lavish promises of railroad and land promoters, and continuing through "legislative incompetence of the lowest order, corporate arrogance of the highest order, corruption and cynicism," Montana has suffered.

Is this the "Big Sky" country? "Ask the resident of Missoula . . . often hidden entirely from view by the stinking, yellowish-gray smog of a pulp plant. Ask the resident of Columbia Falls where the effluent from an aluminum plant has yellowed every pine tree for miles around. Ask the resident of Billings where the stink of oil refineries stretches all the way to Laurel."

However, in reading this extremely well researched account of all the scourges, man-made and otherwise, that have plagued Montana, one can strongly sense the love affair that exists between the author and his native state.

The many rare Montana pictures reproduced in the volume are well worth the price of the book. The bibliography will provide an excellent starting place for any student of Montana history. This volume could easily become a standard reference work regarding the effects of unbridled greed upon one of our most beautiful Western states.

Lowell E. Mooney, C.M.

400,000 MILES BY RAIL, by Burt C. Blanton (Howell-North Books, Berkeley, California, 1971, 183 pages, \$8.50)

Burt Blanton has compiled seven decades of his travels by rail into this better than average volume of railroading. His first venture, as a passenger, was a cross country jaunt in 1903 from Gainesville, Texas to New York City. Unlike most tykes, at the age of approximately five, who run up and down the aisles and drain the water cooler; Mr. Blanton was quite observant to the extent that he noticed that his train was hauled by a compound Vulcan Atlantic and consisted of one combine baggage-express car, one mail car, one smoking and chair car, one conventional chair car and two 12-section Pullman cars. The author continues to describe this train and later trains in detail. The reader has the feeling he was there and one must admire Mr. Blanton's memory and his research.

Colorado is touched twice, once prior to 1910 with travels on the Colorado Midland and the Manitou and Pikes Peak, and towards the end with travels on the Denver and Rio Grande Narrow Gauge. Mexico is covered in detail and this section is most interesting even to the inclusion of a holdup. Also of interest are his descriptions of the fading terminals in Chicago and New York.

One could wish for better photo quality but at the same time they do correspond with the subject at hand. The text is enjoyable reading and the reader becomes grateful that Mr. Blanton put down in print his interesting lifetime of adventures so that those in future years may gain some insight into what riding a train, during its golden years, was all about.

Jack L. Morison, P.M.

A DOCUMENTARY HISTORY OF CONSERVATION IN AMERICA, edited by Robert McHenry with Charles Van Doren (Praeger Publishers, New York, 1972, 422 pgs., \$13.50)

It is a bit frightening to read this book and to learn what is happening to our earth and our environment. Conservation is not a new topic, however, and there have been writings on it ever since Aeschylus wrote *Prometheus Bound*, in 460 B.C.

What have we to look forward to? Radioactive fallout from thermonuclear explosives has settled everywhere. Toxic dusts such as DDT have invaded every land from pole to pole, every river, every ocean. In the continued use of pollutants there is a widespread effect on life far more disastrous than any local hurricane, volcanic eruption, sheep-made desert, or plow-made dust bowl.

Many animal and bird species are nearing extinction, some are already extinct. There is a great and pressing need to learn how many people the world can reasonably be expected to support with modern technology and resources, while protecting nonhuman species from loss of habitat and extermination.

The above are some of the subjects covered in the more than two hundred documents which make up the book. All the problems that conservationists have to face are here, but the methods of solution are generally lacking. These documents and the provocative introduction by Lorus and Margery Milne provide the reader with a wide ranging view of the ideological and philosophical underpinnings of conservation and make up the first comprehensive, unified study of what has become an immensely important contemporary movement.

Armand W. Reeder, P.M.

The DENVER WESTERNERS

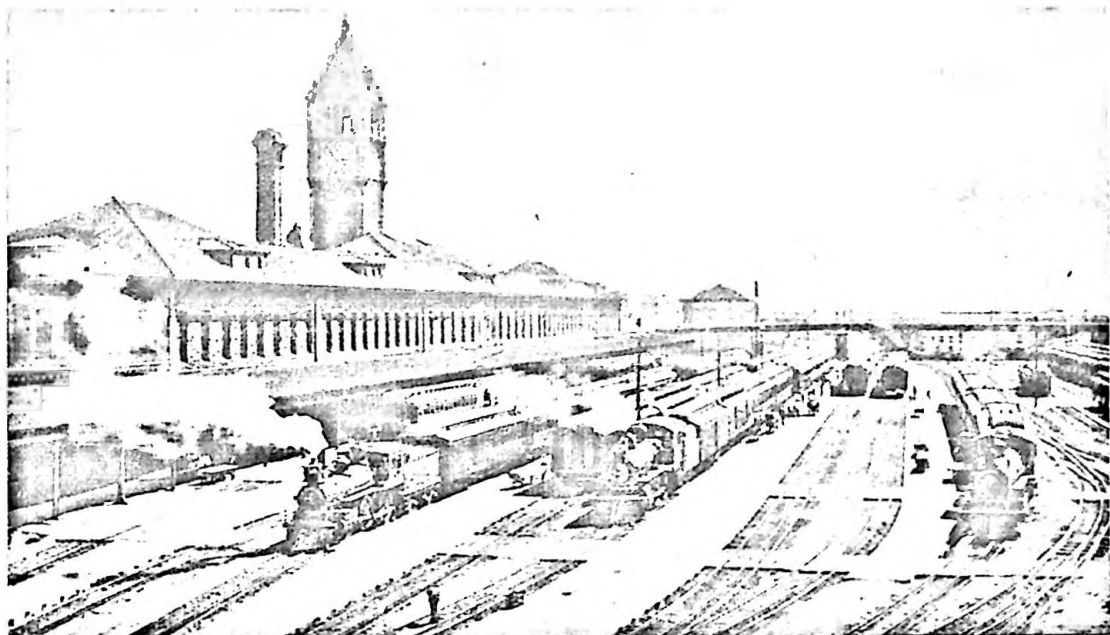
ROUNDUP

OCTOBER 1972, Volume XXVII, No. 8

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ABOUT THE DENVER UNION STATION.

By Robert A. LeMassena



Union Depot, North Side, Denver, Colorado, 1878.

Robert A. LeMassena Collection

OVER THE CORRAL RAIL

This is the last call for reservations for the Westerner's Christmas Rendezvous of 1972. It will be held on Friday evening, 15 December 1972 at the Heart of Denver, 1150 East Colfax Avenue. A cash bar will open at 6:00 P.M. and dinner will be served at 7:00 P.M. promptly. An 8 ounce Club Steak with all the trimmings will be on the table. The program, to be given by Fred and Jo Mazulla, is entitled "What We Do With Our Pictures and Photographs, or the Wm. J. Palmer and Marble Stories."

Chuck Wrangler Bob Edgerton tells us that due to space limitation no more than 160 reservations can be accepted. This will be done on a first come, first served basis. The last day reservations can be accepted is 11 December 1972. To place your reservation, please send your check for \$7.00 (\$14.00 per couple)—this includes tax, tip and parking—to

Bob Edgerton, Chuck Wrangler
c/o The Denver Westerners Office
1430 Western Federal Savings Bldg.
Denver, Colorado 80202

Please remember, your check must reach us by 11 December 1972.

Admission will be by ticket only.

* * *

Through the courtesy of Herb White we received this announcement of a Distinguished Achievement Citation to former Sheriff, Arthur Carhart. The award was made by the Alumni Association of Iowa State University at Ames "in recognition of outstanding professional achievement as evidenced by preeminent contribution to education,

Continued on back cover.

THE DENVER WESTERNERS

R O U N D U P

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Do you know of any one interested in becoming a member of the Westerners, Denver Posse? For an application blank write the Westerners Office.

What We Know—And Do Not Know—About The Denver Union Station

by ROBERT A. LeMASSENA

BACKGROUND

To begin, construction of the Union Pacific's main line through Cheyenne intensified the commercial rivalry between the cities of Denver and Golden. While far-seeing businessmen were attempting to obtain money or contracts to build railroads to their respective towns, the more enthusiastic elements engaged in premature, though largely ineffective efforts. A gathering of some 250 Golden citizens began the new year of 1868 by grading about 200 feet of Colorado Central & Pacific roadbed. Not to be outdone, a crowd of more than 1000 Denverites congregated near the Fairgrounds (Pullman station) on May 18th to watch the first ground being broken for the Denver Pacific railroad. In competition with political oratory, band interludes and adequate supplies of lager beer, the contractors managed to complete about a mile of grade. Despite such auspicious beginnings, however, the people of Denver and Golden were obliged to wait more than two years more before they could celebrate arrival of the first trains.

The Denver Pacific was graded northward from Denver to Cheyenne, with the track laid in the reverse direction, crossing Denver's 1870 city limits on 19 June

1870. Regular DP freight and passenger trains began running on the 23rd, while the traditional last-rail and last-spike were put in place on the 24th with appropriate ceremonies, including a parade, speeches, Masonic rituals and free train rides to the Fairgrounds for the picnic there. The last spike, however, was not the silver one which had been prepared for the occasion by Georgetown citizens; instead, an ordinary iron spike, wrapped in tinfoil, had to be used. The mountain delegation bringing the precious accessory to Denver had celebrated excessively with firewater at Golden the night previous, sleeping so long the following morning that they missed the stage for Denver! (This silver spike, incidentally, has been preserved.)

Entering Denver from the northeast, the DP's track terminated at 19th Street, in line with the alley between Wazee and Wynkoop Streets. A depot, located on what would now be the west corner of Wazee and 21st Streets, was already under construction when the last rails were spiked down, its cornerstone being placed by a Masonic group as part of the grand celebration of June 24th. This building, Denver's first depot, was used by both the Denver Pacific, as well as the Kansas Pacific and Colorado Central Railroads, until a more substantial structure could be erected a few years later.

Denver's second railroad, the Kansas Pacific, technically did not begin in Denver. Tracklaying began on 5 July 1870 at KP Junction (now, Pullman Station) on the Denver Pacific, approximately where that road's grading had been commenced two years earlier, and proceeded eastward to an eventual union with other KP trackage being built westward from Hugo, Colorado Territory. The rails were connected at Comanche, 36 miles east of the Junction on the 15th of August, and a three-car passenger train from Kit Carson rolled into Denver that very night.

To celebrate the completion of its new line, the KP operated a gala "Opening Excursion" from St. Louis to Denver and return. The special train, consisting entirely of

luxurious Pullman Palace Cars, arrived in Denver on September 1st the official date for the legal formalities and inauguration of public services. Among the 92 dignitaries of various stature aboard the palatial equipment were Directors and Officials of the KP, officers of seven eastern railroads, editors of 32 eastern newspapers, artists from Leslie's Illustrated Newspaper and Harper's Weekly, the U. S. Postmaster General and his assistant, a pair of Kansas mayors, F. E. Barney of Barney & Smith (railroad car builders), Matthew Baird (proprietor of the Baldwin Locomotive Works), A. B. Pullman (Pullman Palace Car Co.), General G. A. Custer and fellow officers of the U.S. 7th Cavalry, and four men who shortly would make Colorado railroad history with their Denver & Rio Grande Railway: Gen. W. J. Palmer, Col. R. H. Lamborn, Col. W. H. Greenwood and Dr. W. A. Bell. After enjoying the delights of Denver for a week the select delegation headed homeward in its splendid rolling equipage.

Overshadowed by the festivities and subsequent exhilaration resulting from the completion of the Denver Pacific and Kansas Pacific railroads, Denver's third railroad, the Colorado Central railroad, began to lay track from KP Junction on 27 August 1870. The CC was actually the Colorado Central & Pacific, which had been renamed and reorganized in 1869 under Union Pacific control, with the thought of giving the UP its own entry into Denver, via Golden, of course. Although CC rails reached Golden on September 22nd, the subsequent celebration, complete with both gold and silver last-spikes, was delayed by continual rain until the 26th. Three trains filled with free-riding excursionists made the trip from Denver, the first regular passenger train arriving in Denver on the 30th.

Three railroads now utilized Denver's first depot, and because of the heavy traffic between it and the triple junction at the Fairgrounds, the KP found it necessary to construct an adjacent second track a few feet to the east of the original DP rails. The new KP track was completed on 3

October 1870, denoting the entry of that road within Denver's corporate limits.

Toward the end of January 1871 the DP laid down an extension from 20th Street along Wynkoop Street to 15th, to serve a coal yard and the city's new gas plant. The freight station was located on the west corner of 20th and Wazee Streets, while the road's tiny roundhouse was erected with the center of its turntable precisely on Broadway's centerline between 26th and 27th Streets. The Kansas Pacific's roundhouse was located adjacent to and east of KP Junction, now the site of the Union Pacific's Denver engine terminal.

By mid-summer of 1871 Denver was alive with excitement concerning its fourth railroad, the narrow-gauge Denver & Rio Grande, projected to run southward via El Paso, TX, as far as Mexico City. Its grade along Wynkoop Street, a few feet southeast of the DP's track, had been completed in early July, and on the 26th the KP delivered 13 carloads of light rail, three miniature locomotives and six passenger cars. Some of the rail was unloaded and distributed on the grade, but the cars and engines, having no track to run upon, remained on the cars which had conveyed them to Denver.

Although some sources say that the first spike was driven at 19th and Wynkoop Streets, and others claim that the scene was between 21st and 22nd Streets on Wynkoop, the original D&RG survey records show Milepost-O to be 2275 feet from the middle of 15th Street, which would place it between 19th and 20th Streets. It is only reasonable to presume, then, that the first spike was driven at this point, the date being July 28th. Colorado and Denver officials appear to have been absent for some reason, the Governor of New Mexico hammering home the third spike, while two of the railroad's officers place the first two. Even President William J. Palmer was absent; most probably, he was in some distant city, soliciting funds for building the railroad. On the 31st the locomotives and cars were un-

loaded, and by August 8th, the first engine had been assembled and tested by operating it across the Cherry Creek Bridge.

Proceeding along Wynkoop Street, D&RG rails headed southwestward to 6th Street where they made an abrupt turn to the southeast, going in this direction as far as 14th Avenue, then continuing south along Pecos St. A tiny enginehouse was built at 8th Avenue and Pecos Street, this location being called Burnham. The D&RG's first train was an excursion affair, consisting of the locomotive, "Montezuma", and all six passenger cars owned by the railroad. It ran out to the end-of-track (about Alameda Avenue) from the DP-KP depot on August 14th.

With the end of its track enclosed between two prongs of Denver Pacific trackage, the D&RG was unable to obtain convenient access to the original DP-KP depot, or any access at all to the new one being planned at 22nd and Wazee Streets. Consequently, it was obliged to build its own freight and passenger station on the southeast side of Wynkoop Street, located midway between 19th and 20th Streets.

Meanwhile, Denver's first depot, a temporary structure, was already disintegrating. By January 1871 its cornerstone had fallen out, and its box full of memorabilia had been removed. In May, surveyors staked out the location and grounds for a new station, located between 21st and 22nd Streets, square in the middle of Wazee Street. Its plans were completed during the summer, and by the end of February 1872 it was ready for occupancy by the KP and DP railroads which installed their offices in it, the CC being merely a tenant. This two-story brick building, 80 feet long by 30 feet deep, remained a prominent landmark in that part of Denver for more than a decade. When the station was completed, train schedules were as shown below.

7:00 AM Kansas Pacific, arrive from Kansas City

- 7:20 AM Colorado Central, arrive from Golden
- 7:30 AM Colorado Central, depart for Golden
- 7:30 AM Denver & Rio Grande, depart for Colorado Springs (D&RG depot)
- 8:10 AM Denver Pacific, depart for Cheyenne
- 8:30 AM Denver Pacific, depart for Erie (via Denver & Boulder Valley RR.)
- 10:25 AM Denver Pacific, arrive from Erie (via Denver & Boulder Valley RR.)
- 2:50 PM Colorado Central, arrive from Golden
- 6:00 PM Colorado Central, depart for Golden
- 6:30 PM Denver Pacific, arrive from Cheyenne
- 6:30 PM Denver & Rio Grande, arrive from Colorado Springs (D&RG depot)
- 10:00 PM Kansas Pacific, depart for Kansas City

Judging from the departure of the evening CC train for Golden just prior to the arrival of the DP and D&RG trains, one would gather that the CC either expected no passengers for Golden from the other two trains, or else it considered their arrivals so unreliable that it would incur the wrath of local passengers who were more interested in getting back to Golden in time for supper.

Although the money-panic of 1873 had dampened the ardor of most railroad builders and promoters, some additional trackage was consummated during the year. This new construction included the beginnings of Denver's fifth railroad, the Denver South Park & Pacific, grading for which began in August. Its first locomotive, a tiny machine much like one of the D&RG's first engines, arrived in Denver (29 March 1874) before any track was laid, so it was put to work switching for the D&RG with which the DSP&P connected. Entirely without any ceremonial proceedings, tracklaying began on April 18th at 6th and Walnut Streets where a junction was made with D&RG narrow-gauge rails. Its route through Denver was directly south along what would have been Tejon St. The DSP&P

depot was erected on the north corner of 6th and Larimer Streets, while its little roundhouse was built on the north corner of 5th and Lawrence Streets. By late June its track reached Morrison where coal, stone and wood could be obtained, and the Lawrence Street Methodist Church inaugurated passenger service by sponsoring an excursion on the 26th of that month. The "Official Opening" came on the 1st of July, apparently without notable celebration.

Jay Gould, bogey-man of the railroad industry had entered, meanwhile, on the western scene, and had obtained working control of the Union Pacific in 1873. In that year he had the Colorado Central move its terminal to the D&RG depot until its own could be constructed. The CC's new structure first occupied in 1875, was placed on the east corner of 16th and Delgany Streets, a location requiring the construction of about 4 miles of new track, parallel to and just east of what would have been Inca Street. The engine house and freight house were located adjacent to the depot, a balloon-loop being installed in lieu of a turntable.

In the summer of 1875 the CC built a spur track along 19th Street to serve the gas works close to the D&RG depot, and unwittingly set the stage for later track arrangements which were to be a source of trouble for a great many years after Denver's terminal trackage had been converted to 3-rail. (More will be said about this in the proper place.) But for the moment, there was confusion enough among the various passenger depots, there being four of them serving five railroads. A flood, in May 1876, which carried away the D&RG bridge across Cherry Creek, added to the already perplexing problem of terminal transit by isolating the D&RG depot from its main line. In desperation, the D&RG sought temporary refuge in the DSP&P station, pending better accommodations. In the following year the DP was obliged to leave the DP-KP station to avoid possible seizure of its property by KP creditors. Consequently, it put up a depot on the west

corner of 16th and Wynkoop Streets, at the end of its spur track along Wynkoop Street. Meanwhile, the D&RG had rebuilt the bridge across Cherry Creek, but had decided to join the DSP&P in constructing a new bridge and a joint track, along Wewatta Street which would allow both of them to use the CC station, as well as to effect a more direct transfer of freight between the two narrow-gauge lines and the CC's standard-gauge trackage. Naturally, this arrangement benefited the CC while hurting both the DP and KP, all of which was just another move in the great chess game which Jay Gould was playing with those who owned and operated the UP, CC, DP and KP. Gould was manipulating them in such a manner as to eventually control all of them, as well as the D&RG and the DSP&P, with a minimum expenditure of his own money. Gould's strategy was fiendishly simple; he took advantage of the rivalry between Denver and Golden for dominance as a center of commerce, together with his power to regulate the flow of traffic by means of his control of the UP and, through it, the CC too.

The CC in 1872 and 1873 had built a narrow-gauge line from Golden to the rich mining areas in the mountains only a few miles away, and to avoid the cost of transferring the precious ores from narrow-gauge cars the mine owners quite understandably had arranged for their ores to be smelted at Golden. Gould refused to add a third rail to the CC track from Golden to Denver, thus keeping most of this business in Golden. The situation hurt both Denver and its two S-G railroads, the DP and KP. Gould had the CC build its own track from Golden to Cheyenne, WY, as a final move which would guarantee the prompt demise of the DP and KP lines, in 1877. Traffic to and from the mines located on narrow-gauge CC track would then be handled by the CC and UP without allowing any of it to travel over DP or KP rails except at ruinous rates. Thus having complete control over the mining traffic, the UP could charge whatever rate it might see fit, a practice which caused the

big Boston & Colorado smelter to be dismantled and moved from Black Hawk to Argo (on CC standard-gauge track) in 1878. Originally, the CC laid a narrow-gauge 3rd rail between its depot and the Smelter, and used the defunct Denver & Swansea's steam-dummy and car to convey workers to and from the smelter site.

Earlier in 1878 the D&RG had begun to build a stone freight house on the east corner of 11th and Wynkoop Streets, putting it into service in the fall. It moved out of its first depot in the spring of 1879. The two buildings were demolished, leaving only a long platform for the transfer of freight. Further cooperation between the D&RG and the CC was enhanced when the D&RG built a trestle just south of Cherry Creek for the dumping of Canon City coal into the CC's standard-gauge cars which reached the transfer by means of a 3rd-rail added to the narrow-gauge track between the DSP&P depot and the CC depot. As an extra dividend, ore or coal from the narrow-gauge lines of the D&RG and DSP&P could then be taken directly to the smelter at Argo and to the gas works at Denver without transfer. Although the CC passenger station was described as "an uncommodious and uninviting" wooden structure, it served as Denver's principal railroad station until 1881 when the magnificent new Union Depot was opened for business.

It can be said that 1879 was the Year of Jay Gould insofar as Colorado's railroads were concerned; in one way or another, he controlled every one of them. He owned a controlling interest in the Kansas Pacific which carried with it control of the Denver Pacific and Denver & Boulder Valley, plus a dependent carrier, the Golden, Boulder & Caribou. He still owned a substantial interest in the Union Pacific which controlled the Colorado Central through a 50-year lease; in turn, the Golden City & South Platte was controlled. During the year he acquired a majority of the Denver, South Park & Pacific's stock, and half of the Denver & Rio Grande's stock, giving him control of those two

railroads also. The only railroad in Colorado which Gould did not control through direct or indirect ownership was the Atchison, Topeka & Santa Fe and its construction satellites, the Colorado & New Mexico, Canon City & San Juan, and Pueblo & Arkansas Valley. However, he was able to force the AT&SF to do as he wished by threatening it with parallel construction and traffic diversion. In a very real sense, Gould was running the entire railroad transportation business in Colorado at this time, and his only objective in so doing was to make a fortune for himself by juggling traffic, revenues, expenditures and securities among the railroads, regardless of the resultant effects upon anyone else who might be involved.

It was during this year that Jay Gould, having universal control of all railroads entering Denver, suggested to one of the Denver Pacific's Directors that he organized a meeting to explore the possibility of a Union Depot for all of Denver's railroads. This meeting was held in November, and resulted in the formation and incorporation of the Union Depot & Railroad Co. which would undertake the entire project. Naturally, it would be owned by the participating railroads on a pro rata basis. Everything moved quickly; property was purchased; bonds were sold; an operating agreement was approved; by March 1880 the plans were accepted; and construction bids were solicited. The location selected was admirable, being situated between 16th and 18th Streets lengthwise, and between Wewatta and Wynkoop Streets crosswise. On its southeast side the station would face on a park adjacent to Wynkoop Street, while the tracks, straddling Wewatta Street, included the D&RG-DSP&P joint track and some adjoining CC trackage. The south approach would, of course, be over the D&RG-DSP&P track, but the north approach would require some new track to be constructed to reach CC, DP and KP rails. As a finishing touch, Gould arranged for the CC to operate its narrow-gauge trains into the

station, and the 3rd-rail was added between Golden and Denver in November 1879.

Speaking only of Colorado's railroads, the biggest event of 1880 was Gould's sale of the Kansas Pacific and Denver Pacific to the Union Pacific, the consequent consolidation giving UP effective ownership of 4/5 (CC, DP, KP, UP) of Denver's new Union Depot, while the D&RG owned the remaining 1/5. Foundations for the magnificent stone structure were begun in May, and work proceeded rapidly, with the grand opening scheduled for the following summer. On its own behalf the UP erected a new stone freight office whose ornate and splendid design compared favorably with the great mansions of Colorado's mining kings. (This structure was on the southwest side of the 21st Street between Wynkoop and Wazee Streets.) In addition, the UP built a stone roundhouse, immediately southwest of the DP's facilities, to house locomotives of the CC, DP and KP routes. Among such undertakings the arrival of the first CC narrow-gauge train from Golden on July 11th was scarcely noticed.

A new railroad, the Denver, Utah & Pacific, now appeared, starting construction northward from Denver, with the coal mines near Erie as its destination. Its narrow-gauge track connected with the Colorado Central's 3-rail line at 19th and Chestnut Streets, its depot being on the east corner of those streets. Its route wriggled northeast to 29th Avenue where it headed due-north alongside the Colorado Central's tracks. Its modest roundhouse and shops were north of the Platte River in line with 35th Avenue. Continuing northward, the DU&P veered to the east of the smelter at Argo (which it served), then went northwestward, crossing the CC a little east of the junction of its two lines. This point was named Utah Junction, for obvious reasons.

Although railroad development of first magnitude occurred during 1881, hardly anyone in Denver seems to have paid much attention to them; new railroads were be-

coming old-hat, and, besides, everyone was probably too busy with his own affairs pertinent to the great silver-mining boom which was sweeping the state. W.A.H. Loveland, recently dismissed from his activity on behalf of the Colorado Central, had conceived a "belt-line" to encircle Denver, connecting with all railroads entering the city. By mid-February much of his Denver Circle railroad's narrow-gauge track had been laid, and service commenced at the end of June using a locomotive rented from the D&RG. The DC depot was on the north corner of Cherry Creek and Larimer Street, while its shops and enginehouse were located in the block bounded by Bayaud and Cedar Avenues, and by Elati and Fox Streets. It is somewhat difficult to understand how the DC's route could have been construed as a "belt-line." It ran southeast along the south bank of Cherry Creek, then headed south along Inca Street to 2nd Avenue, where it turned east to Cherokee Street, thence south again to Bayaud Avenue. From a junction at this point, one line went west, past the shops, to interchange with the Denver, South Park & Pacific on the west bank of the S. Platte River. The other branch went east to Logan Street, thence south to Evans Avenue where it turned east, running out to Colorado Seminary (on University Blvd.). Still another branch went west from Logan Street along Jewell Avenue on the South side of Overland Park, thence across the S. Platte River to another union with the DSP&P. Maps show that westward extensions of both of these westward branches had been planned, one of them to serve Golden. Judging from a map showing property belonging to the Denver Circle Real Estate Co. and the Denver Land & Improvement Co., it appears most likely that the DC was built in conjunction with a real state development scheme.

John Evans was in a position similar to Loveland, having been ousted from the Denver, South Park & Pacific, and had been thinking that a railroad from Denver through La Junta to Fort Worth, TX, would be a good proposition.

Accordingly, he incorporated the Denver & New Orleans railroad in 1881, and by August, track was laid in the general direction of Texas. Regular service was inaugurated before the end of the year to the end-of-track, wherever it may have been at that time. In passing it should be mentioned that the D&NO discarded its original route, taking a more practical one (from a business standpoint), which undulated along the contours east of Colorado Springs to Pueblo. Though this alignment may have lacked the essential characteristics of directness, Evans' choice of an entry into Denver was beyond justifiable criticism. The D&NO track began at Union Depot, to the northwest of the D&RG-DSP&P tracks, crossed Cherry Creek on an adjacent bridge, and proceeded down Wewatta Street. At 5th Street, where its roundhouse was located, it swept around a wide curve into 3rd Street, then proceeded southeast until it came to the DS&P track which it paralleled and crossed at about 5th Avenue. The D&RG was crossed at S. Denver Junction, and it crossed the DC at what would have been Mississippi Avenue and Logan Street.

By the end of November the Denver, Utah & Pacific had completed its line and was operating trains to Canfield with a locomotive borrowed from the D&RG. The DU&P connected with the Denver, Longmont & Northwestern at Mitchell, and when its railroad was completed it operated a special excursion with a rented D&RG locomotive on the last day of the year, all the way into Denver, using DU&P tracks south of Mitchell.

As if this spasm of railroad construction in 1881 were not enough, a group of eastern capitalists formed the Denver, Western & Pacific railroad, and began to grade a line from Denver northward to Longmont, which was already connected with Denver by the roundabout Colorado Central and the more direct DU&P-DL&NW combination. The DW&P had expressed intentions of constructing a vast network reaching from Denver to the Pacific Coast, but perhaps its only objective was the turning of a quick profit

by selling its dubious assets to the Union Pacific. Its grade began at 16th and Chestnut Streets, ran north across the S. Platte River, then paralleled CC track from about 40th Avenue northward. It crossed both CC tracks near Utah Junction, but stayed south of the DU&P as it veered to the northwest. Track was laid only to Burns Junction before the company ran out of money.

Meanwhile, two of the railroad industry's giants, the Chicago, Burlington & Quincy, and the Atchison, Topeka & Santa Fe, were busily figuring some way to share in Colorado's fabulous mining boom. For the AT&SF it was a relatively simple matter, it arranged with the D&RG for the addition of a 3rd rail to its tracks between Pueblo and Denver, the work beginning in mid-April 1881. The CB&Q, through a new subsidiary, the Burlington & Colorado, began construction toward Denver in November. Not to be outdone by the CB&Q the UP had the CC lay rails on a previously graded line between Julesburg and La Salle, thus giving the UP a much shorter line to the east from Denver. On September 30th, a westbound freight train from Omaha rolled over the new line and continued on to Denver, having been en route only 31 hours.

During May 1881 the offices in the wings of Union Depot were completed sufficiently for the D&RG to move its offices into the southwest part of the structure, the UP occupying the northeast end in July. Although the depot's facilities were not formally opened to the public until June 1st, the D&RG had begun narrow-gauge operations into the new station on May 1st, while the UP instituted limited service on the 5th. At this time the depot's passenger trackage consisted of but one narrow-gauge track for the D&RG and two 3-rail tracks for CC and UP trains. One month later there were 5 tracks; Nos. 1, 3 and 5 (3-rail) were assigned to the CC and UP, while narrow-gauge tracks 2 and 4 were allotted to the D&RG and DSP&P, respectively. On August 1st, the 5th Anniversary of Colorado's admission to the United States, Construction Superintendent Taylor

gave the depot's keys to Operating Superintendent Tru-
fant, an event which appears to have completely eclipsed
by local pre-occupation with celebrations pertaining to
Colorado's Statehood. Contemporary newspaper accounts
deplored the lack of attention given by the Denver citi-
zenry to its half million dollar hall of overland transporta-
tion, and called attention to the fact that the City Fathers
seemed remarkably unconcerned that the four blocks of
17th Street between Larimer Street and the main portals
of the depot had not even been graded. One can but con-
jecture that Denver was so wholly immersed in the busi-
ness and personal aspects of the universal silver and gold
mining mania that it could pay only scant attention to such
incidentals as the largest, tallest and most elegant edifice
west of the Mississippi. If nothing else, it was a magnificent
monument to the most important man of that day insofar
as Colorado railroads were concerned, Jay Gould. It was
true that Gould had hardly endeared himself to the local
big-wigs by his high-handed manipulation of railroad secu-
rities, traffic and rates for his personal enrichment, and
perhaps these contemporary VIP's chose to ignore this
memorial to his evil ingenuity, a matter which was prob-
ably of less concern to Gould than to them; human senti-
ment went unnoticed unless it were adorned with a dollar-
sign of a magnitude useful to his schemes.

Denver's (which also means Colorado's) emancipa-
tion, from the Gould-UP yoke began with the initiation of
standard-gauge service by the AT&SF-D&RG and D&NO
in 1881, while the arrival of the Chicago, Burlington &
Quincy in 1882 guaranteed continuance of that freedom.
The CB&Q's satellite, the Burlington & Colorado, had built
westward across the prairie during the winter and spring
of 1882. A second construction gang began to lay track
eastward from Denver on May 15th, using the first rails
produced west of the Missouri River (Colorado Coal &
Iron Co. at Bessemer, Colo.). The last rails were joined
at Barr City, just a few miles northeast of Denver, on May

24th and a westbound special passenger train proceeded immediately into Denver on that same day. Regular passenger service, however, was operated by still another CB&Q subsidiary, the Burlington & Missouri River Rail Road in Nebraska, commencing on June 28th. The B&C's line into Denver crossed the former DP track at Sand Creek Jct., bridged the S. Platte River twice, and entered Union Depot between the converging CC and DP tracks. Its roundhouse and shops were located at the theoretical intersection of 24th and Fox Streets. Looking ahead to a connection between the B&C and the D&NO, the CB&Q leased the Denver, Golden & Salt Lake Railroad which had been organized in 1881 with nebulous hopes of promoting a trunk line through the Rocky Mountains. However, after it had built a short piece of track in Wewatta Street, connecting the D&NO with the CC-D&RG-DSP&P joint track, it ran out of money, and its owners were glad to exchange their grandiose intentions for the certainty of regular income. Unfortunately, the CB&Q-B&C had no rights in the Union Depot, a matter which was resolved by payment of \$1000 per month rental. At the same time, the D&RG removed its offices in Union Depot to the business district of Denver, the CB&Q-B&C-B&MRR occupying the vacated quarters.

Emulating the CB&Q, the UP picked up a stretch of useful track when the Denver, Western & Pacific found itself embarrassed with a hopelessly depleted treasury, and three separated segments of graded line on which only 21 miles of track had been laid. The UP acquired the whole project in 1882, and by adding a tiny length of track between Burns Jct. and Colorado Central Jct. formed a much shorter route to Boulder than that of the CC which went the longer way through Golden.

The D&NO, which had been refused access to Union Depot, had been operating into a temporary station at 11th & Wynkoop Street, although a special train had been allowed, with some reluctance on the part of D&RG, to

depart from the depot. The admission of the CB&Q and its cohorts, however, caused the D&RG to drop its opposition, and on July 1st the D&NO moved in with the other railroads, though paying only \$500 per month rental.

During the winter of 1882 the AT&SF and D&RG had been testing the 3-rail track between Denver and Pueblo by operating standard-gauge freight trains between the two cities. The D&RG operated an experimental standard-gauge passenger train into Denver on March 26th, but it was not until May 13th that the two railroads inaugurated regular passenger service using wider equipment. (AT&SF locomotives were serviced by the D&RG at its Burnham Roundhouse.)

THE DEPOT

It is doubtful that anyone would think of Denver's Union Station as a monument to Jay Gould: yet in a way it was. It appears to have been his idea, and in a round-about way he paid for it, too.

Back in 1879, when Gould had obtained personal control of every railroad entering Denver, the city's depots were strung out in a row all the way from 2nd and Wazee Streets to 6th and Larimer Streets, a distance of almost two miles along unpaved streets. The situation was as irksome to travellers as it was to Mr. Gould's sense of financial efficiency; monopoly-minded, he disliked duplicate facilities. The germ of unified depot accommodations has been attributed to W. S. Cheesman, a Denver real estate operator of considerable stature. But it is more likely, however, that it was the product of Gould's fertile brain. After all, Gould had the power to make every railroad official dance to his tune, something quite beyond Mr. Cheesman's capabilities in this respect.

Having carried out his controlling maneuvers by early

October, 1879, Gould suggested a meeting of representatives of the Colorado Central; Denver Pacific; Kansas Pacific; Denver, South Park & Pacific; and Denver & Rio Grande railroads. Following this gathering in mid-November, incorporation papers for a unified depot company were filed on the 20th. It was named, "The Union Depot & Railroad Co.," with a proposed capitalization of \$400,000. Cheesman, elected President by five Trustees representing the railroad companies, was immediately assigned the task of obtaining a suitable site before the speculative element could learn of the plan. Within 20 days after incorporation a suitable plot had been procured, and bonds had been sold to pay for the land and the erection of the structure. (The Union Pacific Railway, half-owned by Gould, bought the bonds.)¹

The site embraced twelve acres between 16th and 18th streets, facing DP and D&RG tracks on Wynkoop St., and abutting the CC5s terminal on Delgany St. It was only a few blocks from the business district of Denver and was easily accessible to every railroad with a minimum of track relocation. Coincidentally, Gould prompted the Colorado Central to extend its narrow-gauge operations from Golden to Denver by means of a N-G 3rd rail, this work being completed on November 27th.

On 2 February 1880 the Depot company participated in the preparation of a contract with the four railroad companies which would use the new facilities. These now included the Union Pacific which had absorbed the KP and DP into its corporate structure on January 24th, thus giving it twice as big a voice in Depot affairs as any of the other three companies. Even though signatures to the contract were not obtained until mid-June work began immediately. W. E. Taylor, a Kansas City architect, completed his plans by March 20th, and by the 25th contrac-

1. For a long time the owner of the Depot between 1881 and 1944 was not known. Author Le Massena showed it to be the Union Pacific RR.

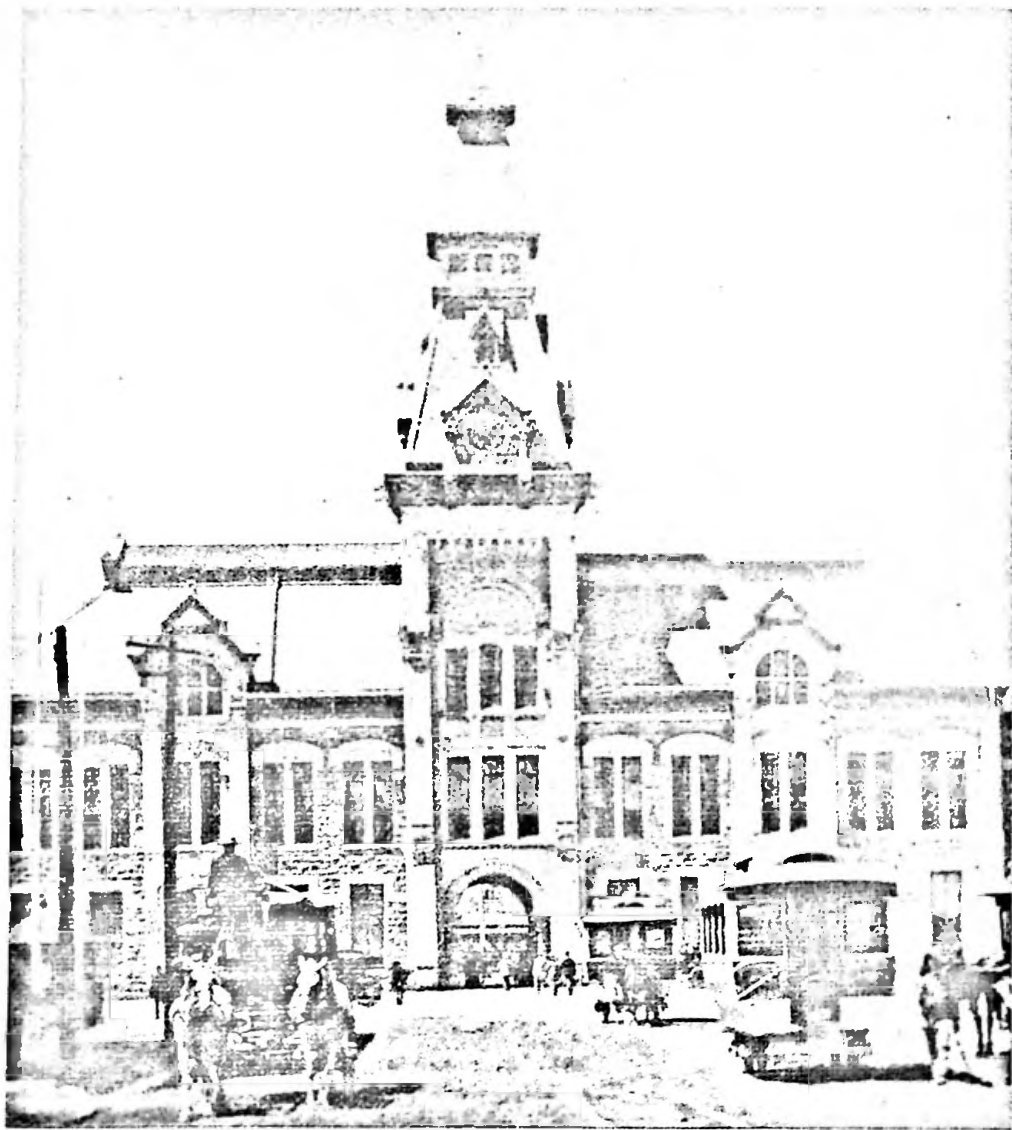
tors A. H. Garfield and W. R. Barton were ready to begin construction of the foundations. Meanwhile, the D&RG had built a spur southeast from Castle Rock to a volcanic stone quarry to obtain material for the building. The better stone was set aside for the superstructure, while the poorer pieces went into the foundation, which was completed in July. J. H. McGonigle of Leavenworth, KS., contracted for the great building on July 2nd, and finished his work a year later. The work had been done rapidly; Gould detested delays also.

Upon completion the edifice was an elegant and magnificent example of what Lucius Beebe termed "Railroad Gothic" architecture. The walls facing southeast toward the city, 504 feet long, were composed of pinkish gray rhyolite from the O'Brien and Hathaway quarries near Castle Rock; they were accented with trim and embellishments fabricated from pink sandstone hauled in from Morrison over the DSP&P². Dominating the center section was a 32-foot-square tower surmounted by an ornate tapering spire crowned with an observation platform almost two hundred feet above the ground. A flamboyant flagpole and weather-vane atop the spire created an effect reminiscent of a medieval European city hall. The entire structure was two stories in height, the 158-foot center section and 83-foot end portions being covered with 4-slope roofs capped with large clerestories. The 65-foot deep end-faces were architectural duplicates of half the center section.³

The extremities of the two wings were occupied by offices, the D&RG being situated in the south end, and the UP and its satellites in the north end. Public facilities: ladies' and gents' waiting rooms, a saloon (not a bar) and

2. The site of origin of the rhyolite in the base and main walls of the Depot is now known to be south of Castle Rock, Colorado. The marble used for the trim is thought to have come from Morrison.

3. There are no known photographs of the construction of the Depot.



The Denver Union Depot—the hub of Denver's early-day transportation scene.
Jackson-Haley Collection

a ticket office, were to be found in the center. The northern intermediate section included a barber shop, dining room and kitchen, washroom and express office. Its southern counterpart embraced the baggage office, checking counter and a washroom. The open ground between the building and Wynkoop Street was a spacious lawn; later, trees and shrubs were planted there. The total cost amounted to \$525,000, which seemed reasonable enough for the largest structure in the entire American West.⁴ (One year later it was surpassed by Denver's Exposition Building, 500' x 316'⁵)

As soon as tracks were laid the various railroads began running their trains into the new terminal, well ahead of the official opening and months before the station was finished. The first D&RG train departed on May 1st, 1881, the first UP train departing on the 5th. At the time there were but three yard tracks, two of which were 3-rail to accommodate D&RG, CC and DSP&P narrow-gauge trains. On the date of the official opening, a month later, six tracks were in use. Nos. 1, 3 and 5 were used by the Union Pacific, No. 2 by the Denver & Rio Grande, and No. 4 by the Denver, South Park & Pacific. The Colorado Central used the UP tracks, which were 3-rail. Unlike the inauguration of the KP-DP joint depot in 1872, Denver's palatial new hall of transportation was put into operation in 1881 without public fanfare or boisterous celebration.⁶ The City had even neglected to grade 17th Street between Larimer

-
4. There was no information as to where the money for construction of the terminal (\$525,000 to \$700,000) came from. The author proved the source of money to be bonds.
 5. A subsidiary mystery: The Exposition Building on South Broadway was built shortly after the Depot was constructed. It lasted only 3 years. What happened to it?
 6. There are known photographs of the opening of the Depot, or the arrival of the first train. (There was no opening celebration.)

Street and the station grounds, and patrons were obliged to walk through the intervening mud or dust.⁷

The new terminal had been planned and executed most expeditiously; and not a moment too soon, for three new tenants appeared in mid-1882. The AT&SF arrived on May 13th, using the D&RG's new 3-rail track from Pueblo, while the Burlington's first train arrived on the 24th.⁸ The Denver & New Orleans became a tenant on July 1st. (at a monthly rental of \$500). The Burlington paid \$1000 per month because it operated more trains, while the Santa Fe reimbursed the Rio Grande for its depot privileges.

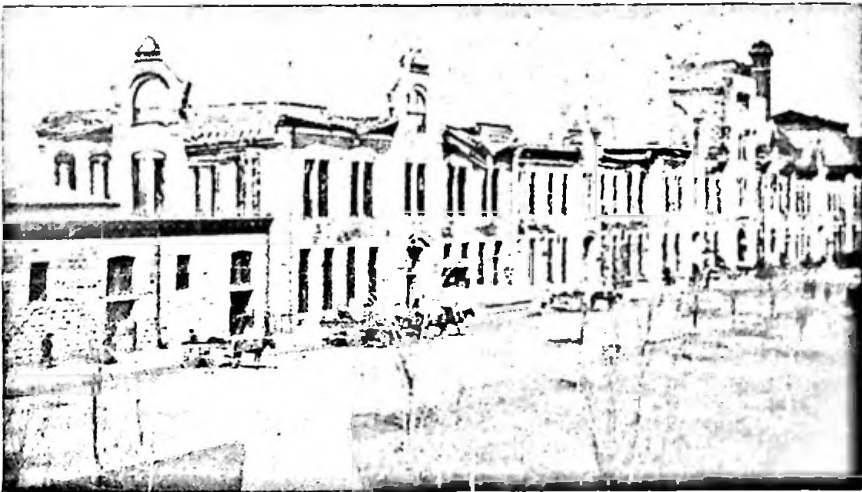
The D&RG had made some trial runs with hastily acquired S-G equipment as early as March 26th, but did not institute regular standard-gauge service until May 13th, simultaneously with the Santa Fe. At this time also the Rio Grande moved its offices out of the depot, relinquishing the space to the Burlington. In 1887 the D&RG began to handle through cars routed via Colorado Springs, over the Colorado Midland and in that same year the Santa Fe built its own line from Pueblo to Denver, and also became a depot tenant. In the following year the Rock Island system reached Colorado Springs, and arranged to operate into Denver over the D&RG, as well as over the UP from Limon, while the Missouri Pacific began to send its cars into Denver via the D&RG from Pueblo. By the end of the

-
7. Tunnels to the Depot basement have never been found. Tunnels were said to exist to the Windsor Hotel, the Barclay Baths and from there to the Denver Omnibus and Cab Co. The author believes the entrance to the tunnels may have been down stairs through the floor of the terminal, and not through its walls.
 8. The 3rd rail (to accommodate either narrow gauge or standard gauge cars) could be oriented on either side of the tracks. The Colorado Central from Golden had its 3rd rail to the west (away from the Depot.) The Rio Grande track had its 3rd rail to the east. A *draw* moved trains from one track to the other. The draw for the Rio Grande has never been found.

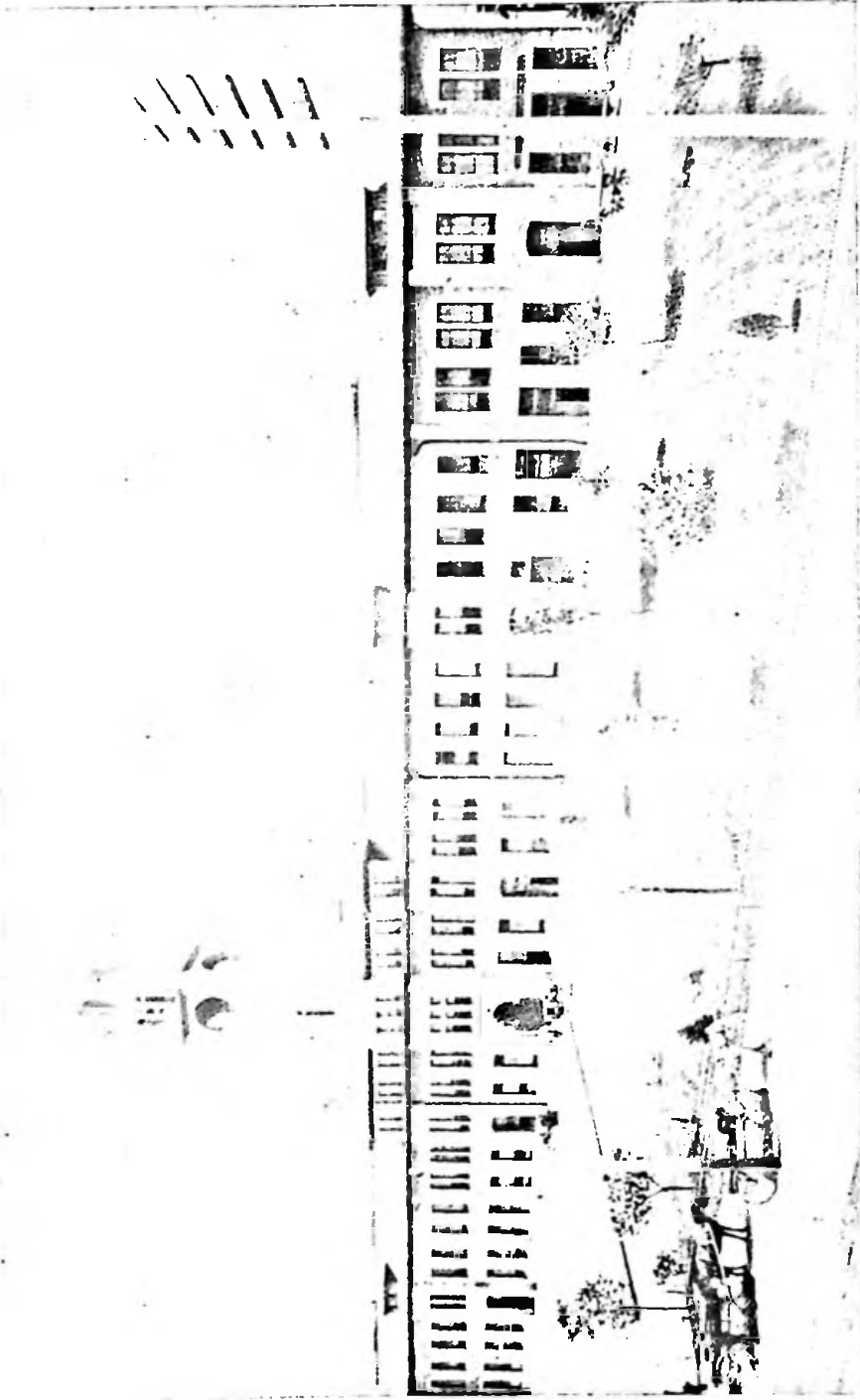
decade the Depot was handling almost 100 trains per day, a matter which necessitated doubling the number of tracks, as well as lengthening them at both ends. The installation of center crossovers between adjacent tracks permitted each track to be used by two trains.

In 1887 the Denver & New Orleans had been reorganized as the Denver, Texas & Gulf; in 1890 it had combined with the Colorado Central (and other lines) to form the Union Pacific, Denver & Gulf, a UP subsidiary. Having inherited the CCs interest in the Depot, the UPD&G thus became the first railroad to have trackage extending in both directions.

By 1892 traffic through the Depot had grown to such proportions that single-story extensions were added at each end to house baggage and mail business at the south and express operations at the north. These two additions, made in 1892, lengthened the entire structure to an impressive 880 feet. Two years later the monumental edifice was a smoking ruin. The great conflagration of Sunday,



The great fire gutted the central section, tower and south wing of the Depot Building.
Jackson Thode Collection



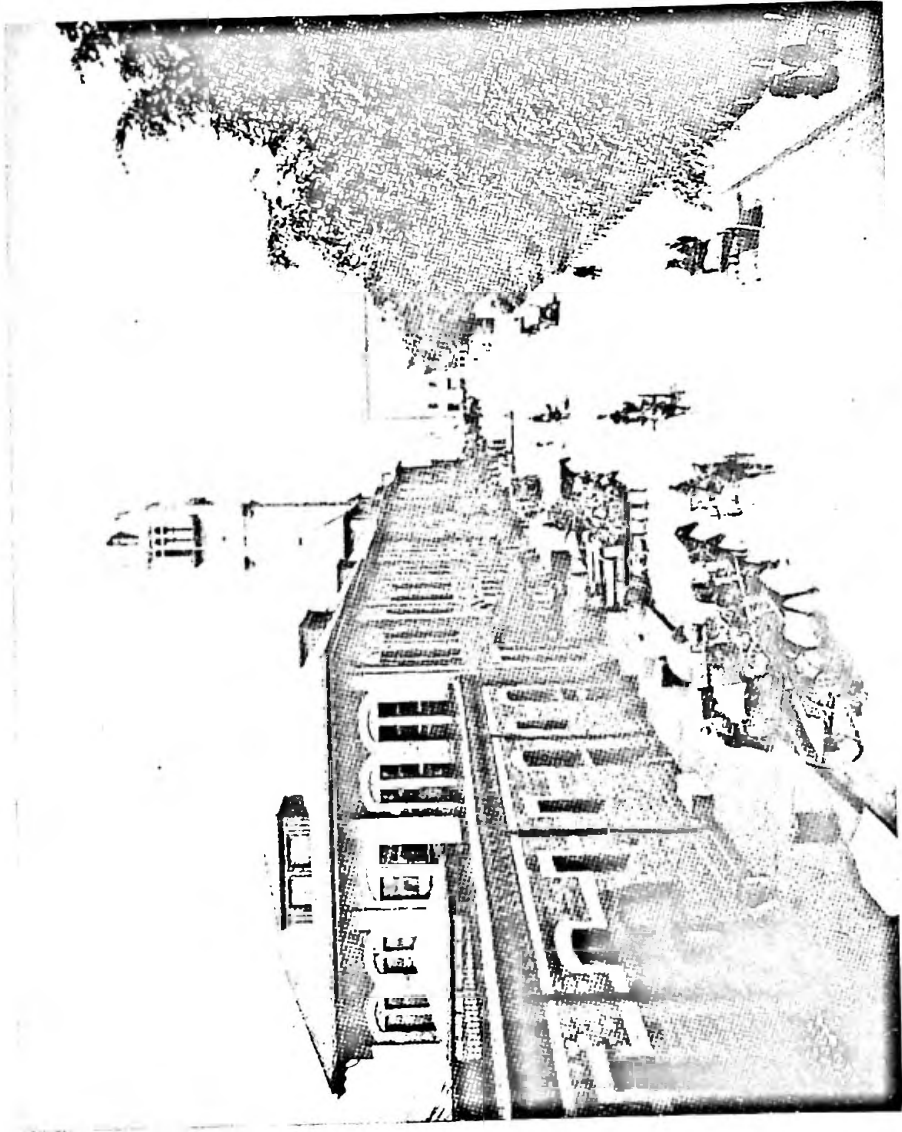
Following rebuilding, no indication of the disastrous fire was apparent in the renovated structure.
Charles Ryland Collection

18 March 1894, originated in a short-circuited electric-light wire beneath the roof of the center section. Flames spread rapidly, and most of the central structure was gutted before they had been controlled." The loss was estimated at \$125,000, all covered by insurance, but the rebuilding cost another \$75,000. After reconstruction the roof had only a shallow slope, the clerestories having been eliminated. A tiny third-floor was added to the center section, and the tower was made much more massive above its original cornices. A quadruple-faced clock was installed in the tower, relieving its otherwise church-like appearance." The design of the reconstruction was undistinguished; many another Union Depot had the same appearance.

At the very end of 1898 the narrow-gauge DL&G (successor to the DSP&P) was combined with the UPD&G, both in receivership at the time, to form a new railroad, the Colorado & Southern, free from Union Pacific control, and possessing two distinct narrow-gauge lines, two standard-gauge routes, and a 1/5 interest in the Depot. This newcomer to the Depot's family resulted in a reorganization of its affairs. A new company, The Union Depot & Railway Co. incorporated in November 1899, was owned 3/5 by the UP, and 1/5 each of the C&S and the D&RG. The Burlington and the Santa Fe remained as rent-paying tenants while the Rock Island continued to pay its charges to the Rio Grande and Union Pacific. The new company assumed the obligations of the former one, but reduced its debt to \$300,000, all of which was owed to the Union Pacific.

A new C&S narrow-gauge line was inaugurated in 1901 when a N-G 3rd rail was installed between Denver

-
9. No picture exists of the Depot fire while it was burning.
 10. There is no known picture of the Depot looking straight down 17th Street while the center section was removed during reconstruction. (The Ryland photo of the tower without the clock in place is the earliest known photo of the period.)



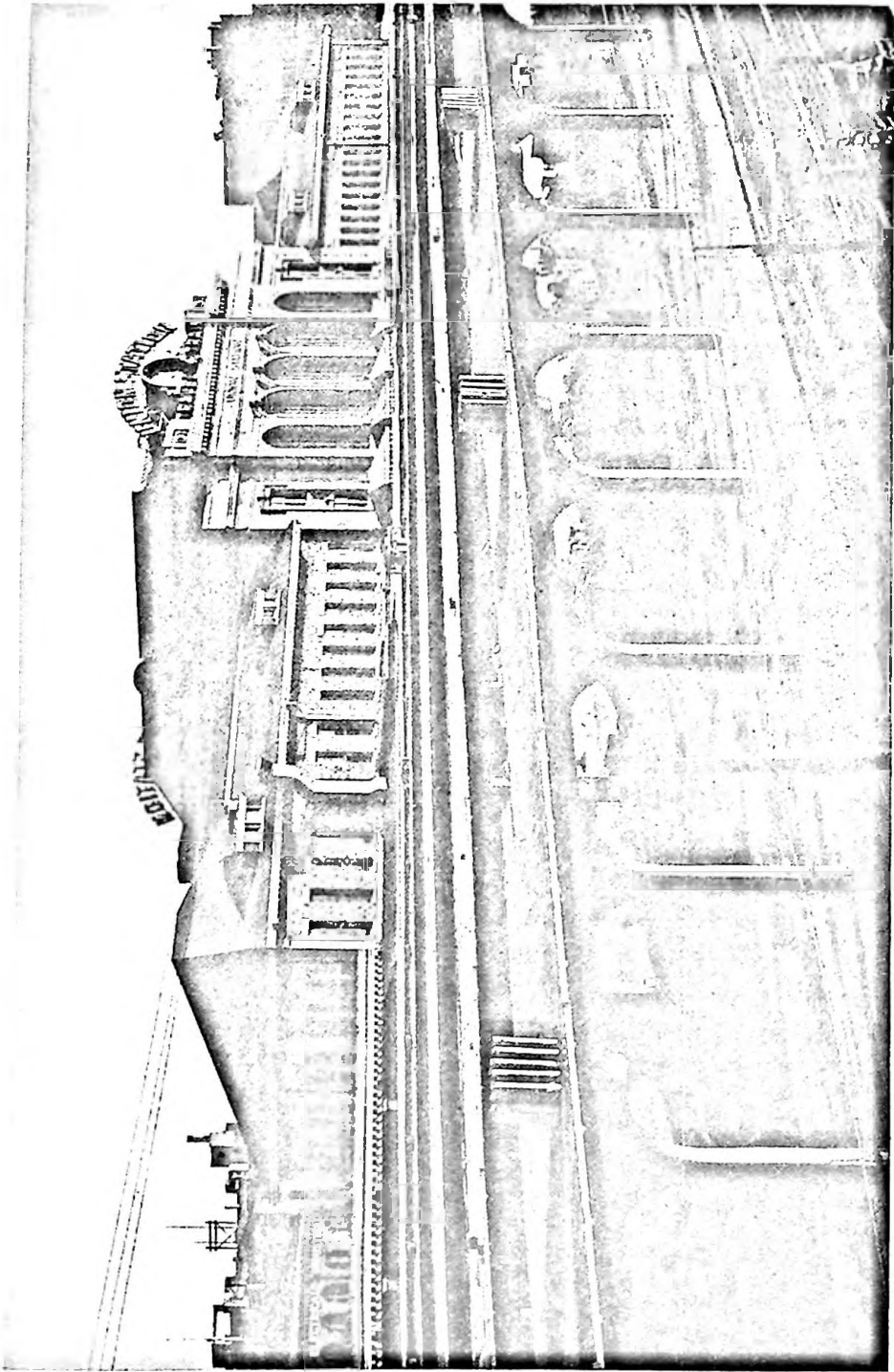
A lovely little park graced the area between Wynkoop Street and the Depot until its reconstruction in 1914. Beam—D&RG Archives

and Boulder for handling through trains operated in conjunction with the Colorado & Northwestern. Early in the same year the Depot lost a narrow-gauge line when the Rio Grande discontinued N-G passenger service south of Denver, removing its 3rd rail completely in 1902.

In August 1912 a new company, the Denver Union Terminal Railway, was incorporated by the six railroads using the Depot: AT&SF, CB&Q, CRI&P, C&S, D&RG and UP. Capitalization was \$4-million, represented principally by bonds (received by the UP in return for funds advanced by it to liquidate the Union Depot & Ry. Co.) and stock (valued at only \$30,000) apportioned equally among the owners. The new company took over at the end of March 1914. During this financial reorganization, the Depot was rebuilt once again; the entire center section, tower and all, was razed to the ground, and was replaced with a massive structure of gray granite executed in contemporary railroad style with columned portals, high ceilings and large arched windows.¹¹ The entire track layout was raised about five feet to provide underground access to island platforms equipped with individual umbrella roofs.¹² At each end of the 12-track yard a new electro-mechanical interlocking plant was installed to control the 3-track approaches and associated yard switches.¹³ Lastly, "Union Station" replaced "Union Depot" as the proper name for the terminal.¹⁴

A second narrow-gauge operation came to an end in 1916 when the Denver, Boulder & Western terminated operation of tourist trains over the C&S into the terminal.

-
11. Between 1912 and 1914 one could look directly down 17th Street right through the Union Station to Long's Peak. There are no known pictures of this view.
 12. The origin of the gray granite stone used in reconstruction is not known.
 13. There are no known photos of the reconstruction.
 14. What became of the old stone? In the reconstruction the tracks and platform were raised 5 feet. The author believes the old stone may be buried under the present platform.

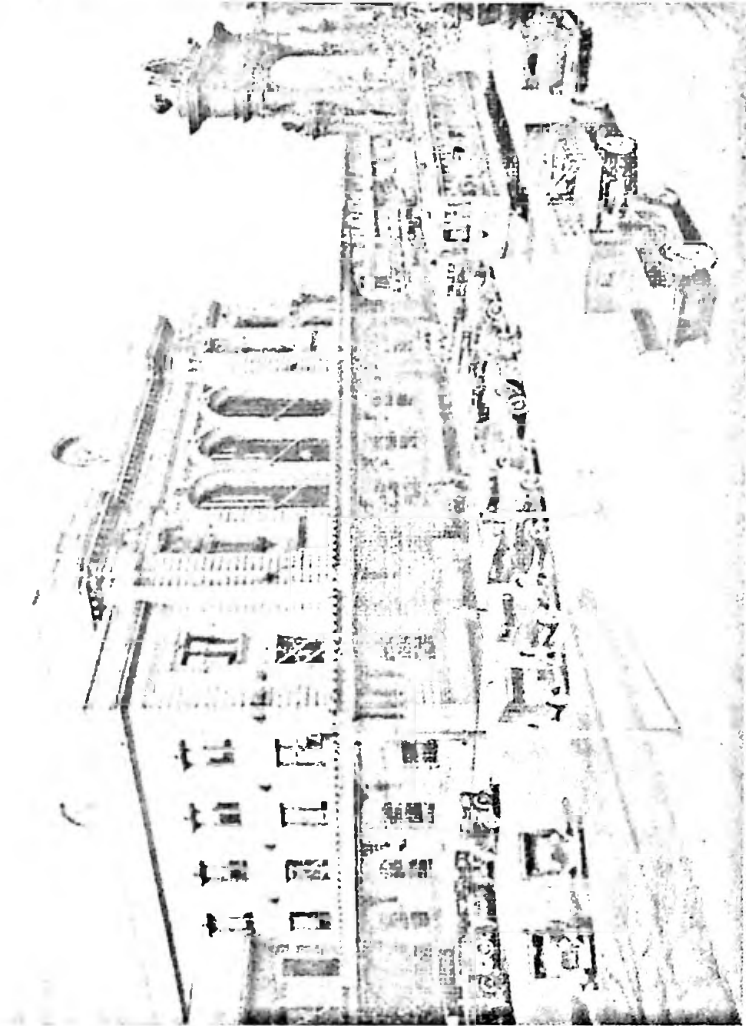


Umbrella-type track platforms replaced the uncovered rail-level back-faced walkways when the station was rebuilt.
Robert A. LeMassena Collection

In 1920, Union Station hurriedly accommodated a wholly different variety of railroading. Denver's street-car system had been disabled by a violent strike, and Denver & Interurban electric cars were thus barred from operating over Denver Tramway tracks into downtown Denver. The D&I's grandparent, the CB&Q, came to its rescue, hauling the big electric cars with steam locomotives from Utah Jct. to the station. As soon as possible, this route was equipped with overhead wires, to allow normal D&I operations. The whole proceeding was hardly worthwhile, however; by 1926 the D&I had gone out of business, its parent C&S substituting steam service over the D&I's routes.¹⁵

Except in matters of traffic-density the boom-and-bust period centered around 1929 barely affected the station, but the aftermath of the Great Depression brought some changes to the station's steam-powered taciturnity. In the summer of 1936 the CB&Q inaugurated the revolutionary Denver Zephyr, the Union Pacific following by only a few days with its colorful City of Denver in the dawn of the era of streamlined, light-weight, Diesel-electric powered passenger service. For just a few months these ultra-modern trains appeared on the station's arrival-departure board alongside the unbelievably ancient narrow-gauge C&S train to Leadville. This venerable reminder of Colorado's historic past, with equipment dating back to the mid-Eighties, made its final trip in the spring of 1937. Two years later still another innovation appeared: a train which did not terminate in Denver. This was the Exposition Flyer, of conventional equipment, running over the CB&Q, D&SL, D&RCW and Western Pacific, connecting Chicago and San Francisco where mammoth expositions were being held.

15. There are no known photos of Denver & Interurban cars or the steam locomotives used to haul them in, and no photos of the D&I in the Depot. (A Perry photo shows the D&I wires in one corner, but no cars.)



Car No. 803 on Route 13 passing the Denver Union Station as it approaches its downtown loop at 1:30 p.m. on a March day in 1930. Denver's famous Mizpah Arch at the right was just months away from its destruction.
Edward Haley Collection

World War II, which produced chaotic human congestion in the Nation's major railroad terminals, appears not to have overstressed Denver's facilities. The unhurried lunch room continued to serve a monstrous breakfast for a sum equivalent to a dinner tip today. Toward the end of the conflict the Depot's financial background was rearranged once again. Each of its six occupants contributed about \$700,000 to the DUT treasury, receiving 6% promissory notes in return. The funds so collected were used to redeem and retire the terminal company's bonds which had been counted among the Union Pacific's assets. Thus, for the first time the station and its facilities were owned equally by its users, a situation which was to last only 20 years, as it turned out.

The 1950's saw an end to the use of steam locomotives in regular passenger service. The Burlington was first in 1945; the Rock Island was next, converting in 1952, followed by the AT&SF and C&S in 1953. The UP completed its change-over in early 1956, the Rio Grande about a month later. At this time railroad passenger traffic had declined to about half of its war-time level, and appeared to be holding steady. But the arrival of jet aircraft was to send railroad passenger traffic into a steep decline toward ultimate extinction.

In 1965 the Missouri Pacific's Eagle made its last trip out of Denver; the Rock Island's Rocket departed forever before the year was over. Within only a few weeks of each other in mid-summer of 1967 the Colorado & Southern's Shoshone ended its operations to the north; the Rio Grande's Royal Gorge culminated 96 years of passenger business on that railroad south of Denver; and the final run of the Texas Zephyr ended all C&S passenger service. In the fall of 1967, the Santa Fe still operated its pair of trains to La Junta, the last passenger service south of Denver. The Rio Grande continued the Yampa Valley to Craig, and the California Zephyr in conjunction with the Burlington. (All these trains, together with the famous ski-trains to

Winter Park, may be gone before the end of 1976.) The Burlington still runs its popular Denver Zephyrs, but the pair of mail-express trains between Denver and Chicago vanished in late 1967. While the UP has petitioned to discontinue the Portland Rose operating through Denver between Kansas City and Portland, it maintains the City of St. Louis running through Denver to Cheyenne. The famous City of Denver is now combined with the City of Portland, though operating separately between N. Platte, NB, and Denver.

In view of the recent great reduction in train service and passenger traffic, it seems ironic that the station's two interlocking plants were replaced in 1962 with a modern entrance-exit control system operated by a single man from a glass-enclosed viewpoint high above Track 12. Within the next few years, if present trends continue, there may very well be no use for the great station, and it will disappear, as its contemporary Windsor Hotel and Tabor Opera House have done recently.

ABOUT THE AUTHOR

Bob LeMassena is one of Colorado's primary railroad history authorities. A native of New Jersey, he moved to Colorado in 1948. He received a degree in mechanical engineering from Stevens Institute of Technology in 1936. In 1952 he married the former Caroline Willson, a 2nd generation Denver native, and a relative of Mrs. W. A. H. Loveland. He became Chief Engineer for the Heiland Research Corporation, and in 1954, when Honeywell absorbed Heiland, he became a Research Engineer.

He began writing articles on model railroad building as early as 1935, switching to full sized railroad subjects after World War II. Since 1936 his photographs of trains and locomotives have been used in railfan magazines and books the world over.

In 1963 Bob commenced writing and publishing the reference series of 5 volumes of *Colorado's Mountain Railroads*. He is now engaged in writing descriptive material for railroad photographs distributed internationally.



Westerner's Bookshelf



BUFFALO SOLDIERS WEST, by John M. Carrol, The Old Army Press, Fort Collins, Colorado, 1971, 64 pp., \$7.00.

According to the dust jacket, this booklet is "A pictorial view of the Blackman's (sic) role in the opening of the West." It consists of more than 50 original drawings by 15 different artists, each of which is accompanied by a very short text. The title, however, leads one to assume that it is a narrative rather than a pictorial account of the Buffalo Soldier.

Among the drawings, many of which are part of the author's personal collection, are works of such well known western artists as Frederic Remington, Nick Eggenhofer, Lorence Bjorklund and Jose Cisneros. A brief biographical sketch of each artist is included.

A more complete text explaining the significance of each drawing would have been most useful. Without this, many of the drawings have little or no meaning. Many of the drawings were previously published in the author's new book, *The Black Military Experience in Western America*.

These drawings would be welcome additions as illustrations in any book dealing with the subject. In fact, one by Frederic Remington was used in William H. Leckie's book, *The Buffalo Soldiers*.

This booklet adds little to the history of the West, and only the most avid collector of Western art will want it for his collection. This is disappointing since the Old Army Press has established itself as one you can depend on for high caliber Western military material.

It has earned high praise for reprinting material long out-of-print for a new generation of western history "buffs." However, this overpriced booklet will not add to the publisher's reputation.

Delbert Bishop, P.M.

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Total	1,000

New Hands on the Denver Range

Roland P. Parsons
6932 Vance St.
Arvada, Colorado 80003

Mr. Parsons is a conductor on the D&RCW R.R. He learned of the Westerners through reading the Brand Books. He has had pictures published in various train and railroad magazines and is interested in railroad photography.

Richard E. Holben
P.O. Box 171
Cedar Crest, N.M. 87008

Dick became interested in the Westerners through the Denver Public Library. He is interested in genealogy and nature study. He has published the *Colorado-Rocky Mountain West* magazine and numerous other western magazines. Welcome to the Westerners, Dick.

OVER THE CORRAL RAIL

(Continued from page 2)
government, social welfare, science, agriculture, finance, general business or the home":

ARTHUR H. CARHART
Lemon Grove, California
Conservationist, Author, Landscape Architect

First graduate in the curriculum of landscape architecture in 1916, this man has retained first place in many fields of endeavor through a long and distinguished career. He was the first landscape architect employed by the U.S. Forest Service and this became a stepping stone to becoming a

nationally known conservationist. As a self-appointed defender of public interest, he is sometimes known as the "father of the wilderness concept." His philosophies have been brought before the people in varied ways: he is the author of many books and literally thousands of articles and short stories which carry the message of conservation; he has served on countless private, regional and national commissions and organizations; finally, he conceived and carried through to establishment, the nation's first and finest conservation library. He richly deserves this Citation.

IN MEMORIAM
GUY LaVERNE EMERSON
1876-1972

IN MEMORIAM
DR. PHILIP W. WHITELEY
1895-1972

The DENVER WESTERNERS

ROUNDUP

NOVEMBER-DECEMBER 1972

Volume XXVIII, No. 9

IN THIS ISSUE

GOLDEN'S RESOURCEFUL MERCHANT

by Charles S. Ryland, P.M.



W.A.H. Loveland

—Charles S. Ryland Collection

OVER THE CORRAL RAIL

We noticed the following "at-a-boy" in the *Buckskin Bulletin*, Vol. VI, No. 4, Fall 1972: "... and so far as we know, it [the *Chicago Brand Book*] and the *Denver Westerners Roundup* are the only monthly magazines in all Western-dom."

• • •

As most of us know, costs continue to rise, and our meeting place, the Denver Press Club, is no exception. As of the November, 1972 meeting, the cost of each monthly meeting dinner is \$5.00. Actually, we are getting a better meal too, because in recent months the Press Club has had to cut portions, side dishes, etc. in order to make ends meet for the price we were paying. Therefore unless a hue and cry is heard (which it hasn't been) for lower priced meals we will push on at \$5.00.

Incidentally, *all* members are reminded that, as a common courtesy, they should send their reservation cards in on time if they plan to attend.

• • •

Monthly speakers are reminded that, in order to be published in the *Roundup*, manuscripts must be neatly typed, double spaced, and included with the manuscript must be a short personal history of the author. Clear black and white photographic prints with captions relative to the subject matter are welcomed and encouraged. All of this material should be in the hands of the Editor at the earliest possible date.

• • •

ATTENTION CORRESPONDING MEMBERS: PLEASE OBSERVE NOTICE ON BACK COVER OF THIS ISSUE.

Continued on back cover.

THE DENVER WESTERNERS

ROUNDUP

Volume XXVIII
Number 9



November-
December 1972

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Material for publication in the ROUNDUP—Dr. Bob Mutchler, Route 3, Box 471, Golden, Colorado 80401.

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Do you know of any one interested in becoming a member of the Westerners, Denver Posse? For an application blank write the Westerners Office.

Golden's Resourceful Merchant

by CHARLES S. RYLAND, P.M.

In this paper you will learn of another of the remarkable men prominent in affairs of early Golden City. W. A. H. Loveland was a man of shrewd business acumen, enterprising, thorough, forceful, of great integrity and with much community spirit. He was not afraid to tackle projects against great odds and did not give up easily.

His name is often called to our attention to this day. Loveland, Colorado, "The Valentine City" known over the nation, was named for him by an admirer. Loveland Pass, the continental divide crossing on Highway 6 bears his name, having been first known as Sanderson's Pass. Near Alma between the Mountains London, Democrat and Bross rises Loveland Mtn., 13,624 ft. In Golden, we have the Loveland Fire Station.

He did not confine his activity to one field, but ably carried out several projects at one time. During his active business life, he performed many civic duties with honor.

William Austin Hamilton Loveland descended from a line of pioneers who first settled in New England in 1635. The widow Loveland, with her two sons settled then in the Connecticut Valley, on land bought from the Indian Chief, Seguin. His father, Leonard, served as a sailor in the war of 1812, and was captured by the British and imprisoned

at Dartmouth Prison. He was released and returned home and became a Methodist preacher and a farmer. He settled in southern Ohio in 1818, where Loveland, Ohio, is named for him, but returned to Massachusetts where W. A. H. Loveland was born in Chatham, Barnstable County, on May 30, 1826. In 1827, the family moved to Rhode Island. W. A. H. received his elementary education here, and also worked in a cotton factory at a very tender age.

The family moved again in 1837, to Brighton, Illinois, where they farmed. He attended McKendree College at Lebanon, Illinois, and Shurleff College, at Upper Alton, Illinois, for part of one year when he left to enlist at St. Louis in the army in the Mexican War. He served as a wagon-master under General Winfield Scott in General Twiggs' Division. This army marched and fought from Vera Cruz to Mexico City. In the attack at Chapultepec, he was seriously wounded in the leg by an artillery shell. After the surrender of Santa Ana at Mexico City, he returned to Illinois in July, 1848.

In May of 1849, he set out across the plains to California in search of gold. He stayed in Grass Valley where he reportedly built the first house. His efforts to find gold were not successful.

Some accounts have him returning to Illinois via Central America, with William Walker in his Nicaragua scheme, but the dates do not agree. The *Rocky Mountain News* obituary has him with Walker at the end of the Mexican War. Smiley and Loveland's grandson, Hobart, have him in Mexico in 1851-52. Since Walker's activity in Nicaragua took place in 1855-57, Loveland must have returned to Illinois by 1851 where he married his first wife, Philena Shaw of Brighton, Illinois. She died in 1854.

The William Walker affair in Central America was a curious one. Walker was from Tennessee, graduated from the University of Nashville, studied law, was admitted to the bar, studied medicine at Edinburg and Heidelberg,

practiced a short while and turned to journalism in New Orleans, and in California. He led an abortive uprising in Sonora, Mexico, in 1853 and 1854, returned to California, and in May of 1855, led a 56-man force, sailing from San Francisco to Nicaragua. They captured a steamer on Lake Nicaragua belonging to the Accessory Transit Company, and used in transporting freight and passengers across the Isthmus. This company was dominated by Cornelius Vanderbilt.

Walker and his force seized Granada, the capital, in October of 1855. Walker went on to become commander of the army; the new government was recognized by President Pierce, and Walker was made president in June of 1856. He helped a few friends get the Transit Company away from Vanderbilt, who obtained help from Costa Rica, and Walker was forced to surrender to Commodore Paulding of the U.S. Navy, and later pardoned by President Buchanan. He later returned to Honduras and was tried and shot in 1860.

Additional study is needed to establish the connection, if any, between Loveland and Walker. Loveland did spend a year in Nicaragua, but the date is not established. He was in Illinois in 1856 in time to marry Miranda Ann Montgomery of Alton, Illinois, on August 25, 1856. She was a descendent cousin of General Richard Montgomery, hero of the Revolutionary Battle of Quebec.

He operated a mercantile business for several years in Brighton, Illinois, but adventure was still part of his nature, and by June of 1859, was on his way across the plains to Colorado with some wagons of merchandise. He left his wife and two boys at home in Illinois. He arrived in Golden City, June 22, 1859. Immediately upon arrival, he began building his store building. At the same time the Boston Company, under George West, was building its store building. A contest ensued as to which building would be finished first. There exist two versions of this story, one in Alice Polk Hill's *Tales of the Colorado Pio-*

neers and the other from the *Golden Globe* of August 2, 1878. The more widely-known story is that both structures were ready for shingling, but West had some shingles, and Loveland did not. Loveland supposedly stole the shingles and won, and then treated the losers to whiskey. The *Globe* story, which West later denied, is that Loveland got West to eat some green corn (?) which led to diarrhea (sp) thus preventing West from finishing.

In a very short time, Loveland was the most prominent merchant in Golden, and one of the best known in the Territory. He returned to Illinois in 1860, and brought out his wife and two sons.

He entered into the formation of the town of Golden city, as one of the incorporators, and on April 10, 1860, was elected Treasurer of the city. In the Pioneer Museum in Golden, there is a deed from the Probate Judge, dated 1863, giving to W. A. H. Loveland as trustee, the ground Golden occupied, to confirm title to the town property owners.

Loveland's store on Washington Avenue was a two-



Cheney's Chicago Saloon on left, W. A. H. Loveland's first store building on right. About 1870, after Loveland's store had been moved to his new brick building. Washington Avenue, Golden.
—Richard A. Ronzio Collection

story frame structure next to the famous Cheney's Chicago Saloon. On the second floor of this building, a Dispensation was made to the Grand Lodge of Kansas, of the Masonic order, signed by Loveland and others. This later became Golden City Lodge #1. The Territorial Legislature met in this building in 1863 and 1864. Later when Loveland built his brick store at 12th and Washington streets, the Lodge paid for the second story for a Lodge Hall. In this hall, the Territorial Legislature met in 1865, 1866 and 1867.



Washington Avenue, Golden view northwest, Loveland's second building in left center. Territorial legislature met on second floor. About 1871.

—Collier Stereo, Charles Ryland Collection

In 1864, Colorado Seminary (Denver University) held its founding meeting, on March 15. On the Board of Trustees and Incorporators were Gov. John Evans, J. M. Chivington, Gov. Elbert, J. B. Chafee, Amos Stech, W. N. Byers, W. A. H. Loveland and others. He served on this board for several years. Several of these men were strong political opponents of his, and it is obvious that they recognized his integrity and ability.

A School of Mines was proposed for Colorado in 1867, and an act passed in 1870 established the school as a part of Jarvis Hall, under Professor Mallet. The school started partial operation in 1871, and was in its own building in 1873. Not much mining instruction was given until 1874. Denver was agitating for a mining school of its own, and Professor Mallet resigned to establish such, in 1875.

It became apparent that the school should be independent of Jarvis Hall, an Episcopal institution. An Act of Feb. 9, 1874, established a Territorial School of Mines. With the resignation of Professor Mallet, and W. A. H. Loveland having been President of the Board of Trustees since July, 1874, Loveland was made Professor in Charge temporarily until Gregory Board assumed those duties in 1876. Loveland served as President of the Board of Trustees from 1874-1878. He was also active in establishment of a school for the deaf and mute.

Loveland is best known for his interest in and devotion to railroad affairs. With one exception, they all concerned Golden.

Having crossed the plains to California and made at least three wagon crossings to Colorado, he well knew the advantages of good transportation to a community. At the same time as he was building up his mercantile business, he strove mightily to keep Golden on the main trade route, and to attract other enterprises to outstrip Denver as a business community.

In 1860, he engaged Captain Berthoud to survey a wagon route up Clear Creek to the mining communities.

From this survey, Loveland organized the "Clear Creek and Guy Gulch Wagon Road Company." On August 30, 1863, the road was opened, but abandoned not long after, as too rough.

In 1861, Loveland and other citizens teamed up with W. H. Russell of the "Central Overland California & Pikes Peak Express Co.," and fitted out a survey party of ten, including Cap't. Berthoud and Jim Bridger, to locate a route over the mountains to Salt Lake City. On May 15, 1861, they discovered Berthoud Pass, now on the route of U.S. #40. They returned to Golden to report this, and set out again for Salt Lake. They located a satisfactory route.

Progress was disrupted by the Civil War, but by 1865, Loveland and H. M. Teller of Central City organized the "Colorado and Clear Creek Railroad Co." This name was changed in 1866 to the "Colorado Central and Pacific Railroad Company." The "Union Pacific Railway" was interested in this line but put up no money. Denver meanwhile was working under Gov. Evans to make certain that it would be the railroad center. Denver, under Gov. Evans and David Moffat, incorporated the "Denver Pacific Ry." to run to Cheyenne to meet the U.P. main line.

In January of 1868, the name of the Golden road was again changed. This time to "The Colorado Central Railroad Co." and action began physically. During the year, eleven miles were graded and bridges built east along Clear Creek.

Denver tried to make arrangements with the U.P. for money to build to Cheyenne, but got no results. They did make a deal with the Kansas Pacific, and completed the road to Cheyenne on June 22, of 1870, and the Kansas Pacific reached Denver on August 15, 1870.

The Colorado Central from Golden to Denver (Jersey Junction) was opened for service Sept. 24, 1870. This was built to standard gauge.

The Union Pacific had now promised funds and placed a majority of its men on the Colorado Central board under

T. J. Carter, as President. Nothing was done until May, 1871, when somehow Carter was ousted, and Henry Teller became President and Loveland, Vice President.

By Sept. 1871, work had started on the narrow gauge up Clear Creek. Much of the money came from county bonds of Jefferson, Boulder, Gilpin and Weld counties.

The Forks of Clear Creek were reached Sept. 1, 1872; Blackhawk, on Dec. 11, 1872; Idaho Springs, June 13, 1877; and Georgetown on Aug. 13, 1877. Central City was reached May 20, 1878. Elaborate celebrations were held on each of these occasions.

The standard-gauge line to Cheyenne was completed in November, 1877.

During 1875, 1876 and 1877, it took some spectacular moves by Loveland to retain control of the Colorado Central, but he was equal to the situation.

The Union Pacific in the 1870's was short of money and hard put to advance money to the Colorado Central. Communications between Omaha, New York and Golden were slow, often on purpose. In 1876, the U.P. tried to force the Colorado Central into receivership. At the annual meeting in Golden in May, 1876, Loveland avoided a forced consolidation with the Kansas Pacific by rejecting a majority of proxy votes, and the next day at 4:00 p.m., seized physical control of the railroad and its properties. The consolidation of the Kansas Pacific with the Colorado Central was a scheme of Jay Gould's to gain control of the Union Pacific.

The Union Pacific took its receivership demand to the courts. Loveland and his directors engineered the kidnaping of Judge A. W. Stone to prevent appointment of D. H. Moffat as Receiver. The kidnap ploy was well carried out and delayed the receivership appointment. The appointment was made, but Loveland refused to recognize it. Loveland retained control for over a year when he was able to make a deal with the U.P.

Concerning the seizure of the Colorado Central in 1876

and the kidnaping of Judge Stone, M. C. Poor says, "Loveland, by fair means or foul, had scored a direct hit for the Colorado Central Railroad. Golden and northern Colorado were well pleased with the results. The people of Boulder, Jefferson, and Gilpin Counties had heartily approved Loveland's actions. The Central ran through these counties, and since many of the local citizens had helped the road financially, naturally they preferred home management. While public opinion in that area sustained Loveland and his daring methods, it was bitterly against him in Denver. Loveland's railroad operations had, from the beginning, been a menace to Denver, and while the people of Denver could not refuse recognition of his remarkable ability as a leader, they had long, and with reason regarded him as inimical to the city's progress."

The struggle Loveland carried on from 1865-1880 to establish the Colorado Central, to promote the interests of Golden and to keep control in Colorado cannot be properly told in the space available here. There are published works, such as M. C. Poor's *Denver, South Park and Pacific*, and Cornelius Hauck's *Narrow Gauge to Central and Silver Plume* but even these comprehensive treatises cannot recount, or much less explain all of the maneuvering that went on.

Scores of railroads were proposed east, west, and north of Denver, some seriously and some to mask other intents.

The maximum length of track built and operated by the Colorado Central under Loveland's guidance was about 250 miles of which the Denver-Golden line of the Colorado and Southern and various segments of the Denver-Cheyenne lines of the Union Pacific, and Colorado and Southern remain in use.

The Union Pacific leased the Colorado Central for fifty years in November, 1879. This ended Loveland's fight.

Quoting again from the *Denver, South Park and Pacific*, Poor states: "Shortly after this lease was signed, Loveland, who had been retained as the head of the Cen-

8867

10 Shares

Colorado Central Railroad Company



SHARES OF
\$100
P.A.M.

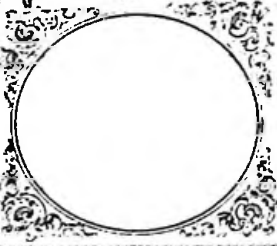
This is to Certify that *W. A. H. Loveland* is the proprietor of *One Share* of the Capital Stock of the Colorado Central Railroad Company, transferable upon the books of the Company by *Henry M. Teller*, Attorney at Law, of this Certificate.

In Witness whereof, at *Denver*, this *22nd* day of *March*, 18*72*.

John B. Telfer, Secretary

Henry M. Teller, President

Witnessed by *John B. Telfer*



Certificate of stock in Colorado Central Railroad Co. issued to W. A. H. Loveland, signed by Henry M. Teller. —Charles Ryland Collection

tral, was displaced and forced out of the great railroad system of which he had been the life and soul from its conception in early territorial times, by those who were most indebted to his energy and ability. But in the lexicon of Jay Gould and his associates, such considerations had no place. With the exception of his interest in the building of a line of railroad over Loveland Pass to Leadville, William A. H. Loveland did not participate in any further extensive railroad construction. He made his exit with very little to show after 20 years of tireless effort in behalf of the system of roads he had planned in pioneer times; only a part of the great system he had in view was ever constructed."

When one reads of the many troubles and difficulties this man encountered in his effort to carry out his life's ambition of seeing the Colorado Central railroad built as he had planned it, and of his sincere effort to do something for his home town of Golden, a feeling of sympathy goes out for him. However, in those days, it was a "dog-eat-dog" policy, and although it was a cruel and merciless method of doing business, it boiled down to a case of survival of the fittest.

In 1877, the Colorado Central was building north through Larimer County, and as the route passed through land owned by an admirer of Loveland's, the owner, David Barnes, named a new townsite for him.

Loveland along with Samuel Newhouse gained control of the Denver, Lakewood and Golden Ry. in 1891-92 and was treasurer and general manager of that railroad. This line later became the Denver and Intermountain RR.

In November, 1880, Loveland and T. C. Henry incorporated the Denver Circle Railway. This was to be a 3'-gauge circle line around Denver, serving the suburban communities and aiding in real estate development. Six and a half miles of track were laid, and at its peak in 1885, operated seven locomotives and 13 coaches. The Santa Fe was trying to obtain a right-of-way into Denver and hoped

to use the Denver Circle track to its depot at Cherry Creek and Larimer Street. The Santa Fe bought the line in 1877, but opposition by the other railroads through maneuvering in the Denver City Council prevented use of the Denver Circle right-of-way and the Santa Fe used other routes to reach the Union Depot in October, 1887.

During his later Colorado Central days, Loveland became acquainted with Jay Gould, and after the events of 1876, corresponded with and met with Gould often to discuss railroad matters. His friendship and association with Gould won him enemies and may have been the principal factor in Loveland's political defeats.

The political career of Loveland was a long and often bitter one. In 1861, he was chairman of one of the conventions to set up a provisional government, and in 1864, chairman of a constitutional convention. He served as a senator in the Territorial Legislature for nine years. He was mainly responsible for the retention of the capital in Golden, until it was removed to Denver.

In 1878, with his railroad dealings largely behind him, he became more interested in politics. He was always a strong Democrat, and therefore on the opposing side of Evans, Pitkin, Hill, Tabor, Chaffee and Teller.

Loveland purchased the *Rocky Mountain News* in 1878, and used it to promote his candidacy for Governor. The *News*, under William Byers, had been strongly Republican, and under Loveland, became as strongly Democratic. Loveland was nominated in 1878 by the Democratic convention in Pueblo, for Governor; the Republicans nominated Frederick Pitkin for Governor and H. A. W. Tabor for Lt. Governor. In a bitter campaign, Loveland was attacked as a tool of Eastern railroad interests, particularly Jay Gould and the *News* as the "tow line." It was true that any important Democrat had free passes on the Gould railroads. Eugene Field, in his columns for the *Denver Tribune* was particularly stinging against Loveland. At that time, Loveland was still living in Golden, which did

not endear him to Denver, the railroad and commercial rivalries between the two cities being still fresh in mind. The election was won by Pitkin and Tabor, 14,000-11,000.

In 1879, the Legislature was to select a successor to Jerome B. Chaffee. Chaffee, a Republican, was seriously ill and a large number desired the post. Chaffee supported Prof. Nathaniel P. Hill of the Boston & Colorado Smelting Co. who won the Republican vote. The Democrats voted for W. A. H. Loveland, who lost.

On Jan. 1, 1880, Loveland founded the *Leadville Democrat*, but sold it in June because of problems with out of the city local management, and differences in the staff over the miners' strike.

In 1880, at the Democratic National Convention in Cincinnati, the Colorado delegation nominated Loveland for the Presidency of the United States. He received the Colorado vote and one vote from Michigan making five votes in all.

Loveland sold the *News* in 1886. He had moved to Denver in 1879, from Golden. In 1888, he moved to Lakewood and remained there the rest of his life. At one period in his life, presumably around 1868-1875, Robert Perkin reports, "Loveland was simultaneously on the Board of County Commissioners of Jefferson, Gilpin, Boulder, Clear Creek and Larimer Counties,—a spectacular feat in any league.

Loveland was an officer in a number of mining companies, both in hard and soft rock. Two of his earliest enterprises soon after arrival in Golden, were the operation of a coal mine near Golden, and a pottery works near the site of the present Coors Porcelain Co. He had positions with several Golden coal mines and with mines at Louisville.

The Colorado Mining Directory of 1883 lists Loveland as a director in the California and Colorado Consolidated Tunnel and Mining Co., Carbonate Hill, Leadville. Samuel Newhouse was secretary of this company.

He was President in 1883 of the Fanny Barrett Mining Association which owned claims covering a strip of ground across Loveland Mountain from Buckskin Gulch to Mosquito Gulch, near Alma, and also had a smelter at Alma. While both of these properties held great promise, not much came of either.

In 1882, he was treasurer of the National Mining Exposition.



Golden about 1885; view South over Colorado Central roundhouse and shops. Middle building in background is Colorado School of Mines.

—Charles Ryland Collection

Mr. Loveland's wife, Miranda, was an energetic, friendly, lovely lady. She was quick to make friends. They had two sons, Francis W. Loveland and William Leonard Loveland.

Loveland had given his wife two nice diamonds. Her daughters-in-law bickered over who was to get them. This upset Mrs. Loveland, so in 1904-1905 she sold them and used the money to see the Passion Play at Oberammergau.

According to this obituary in the *Rocky Mountain News*, Loveland's property consisted of holdings in the Louisville Coal Mining Company, about half of the land of Lakewood, Colorado, and 2500 acres near Alamosa. Carlos Lake says, he died a poor man. Loveland was originally buried in Riverside Cemetery, but was removed to Fairmount Cemetery where he and his wife remain.

While W. A. H. Loveland's career had so many elements of daring and excitement and carried out dramatic maneuvers, he was apparently not the flamboyant type one might expect. One anonymous old timer who knew him well hints at a change in his manner as he moved up in business circles from Golden to the State and national scene, noting that he had been known as "Bill" and later as "W. A. H." Loveland. Richard Broad in his *Pioneer Days in Golden* characterizes him as very businesslike with little time for small talk, rather stern. Board would have known many old Goldenites from whom this assessment must have come.

But there are some demonstrations of a sense of humor and one writer mentions his mellowing with time.

Apparently after 1884, he was semi-retired, but paid some attention to local railroads, his mining interests and an insurance firm.

Surely the advancement of the cause of Golden, and secondarily the commercial development of Colorado through a better transportation system would benefit Loveland's mercantile business and may have been in his mind originally. The railroad supplanted his mercantile business as Loveland's main interest. Upon reflection it seems that with his drive and ability, if he had stayed in dry goods and merchandising, he might have become another David May or Marshall Field. His spirit seems to have been more adventurous, but his demeanor and bearing hid this side of him from others, so that those who wrote about him were less impressed with his daring than with his sober industriousness.

On Dec. 17, 1894 at 1:45 p.m., suffering from pneumonia, at the age of 68, W. A. H. Loveland joined the silent host of the dead. While he left no great fortune, he left his mark on the land; he was regarded with honor, and had served his fellow citizens well. His life was filled with more than one man's share of adventure.

My paper gives but a sip of his cup of life. How many stories could come from the several crossings of the plains under threat of Indian attack, or other marauders, from the campaign in the tropical forests of Vera Cruz to the stony plains of the Valley of Mexico, the bizarre *filibuster* to Nicaragua, the scenes behind the closed doors of the directors' meetings, facing the jackals of finance and the vicious whims of the political arena? A full life indeed!

ABOUT THE AUTHOR

Charles S. Ryland has lived in Golden, Colorado since he was five years old. He is a graduate of the University of Denver and is currently the sales manager of the Chemical Division of the Adolph Coors Porcelain Company of Golden. The history of railroads and Golden dominate his interest. Other hobbies are photography and period printing. He has one of the largest collections of old type faces, wood cuts

and similar material in the state.

He is one of the four "R's" who re-produced the early guide book, *Croffut's Gripsack Guide of Colorado*. He is a Posse member of the Denver Westerners, having been a corresponding member since 1948. He served as Sheriff in 1961. The paper on W.A.H. Loveland was presented at the November 1972 Westerners meeting.



Westerner's Bookshelf



CARRY NATION AND HER DENVER CRUSADE OF 1906 by George U. Hubbard, **Out West Commercial and County Printers, Inc., Colorado Springs, Colo. 1972, 20 pgs., \$1.50.**

A booklet about the flurry of excitement caused by Mrs. Nation when she came to Denver to "clean up" the town

in August 1906. She also visited several nearby towns. After a number of speeches and two arrests in Denver, her campaign fizzled out.

The author has excerpted passages from Carrie's speeches that give the flavor of her personality. An excellent selection of photographs recalls the atmosphere of the period.

Opal M. Harper—James H. Davis

MIDAS OF THE ROCKIES: BIOGRAPHY OF WINFIELD SCOTT STRATTON, CROESUS OF CRIPPLE CREEK, by Frank Waters, Sage Books, Chicago, 6,341 pages, photographs, introduction by Marshall Sprague.

The publication of the third edition of this Colorado classic, first published in 1937, is significant for two reasons.

On the 100th anniversary of Colorado Springs, the book tells the story of one of its — and Colorado's — classic characters. It also is an early work—the first non-fiction book—by one of the Southwest's most popular, prolific and knowledgeable writers (*The Man who Killed the Deer*, etc.)

It wasn't by accident that Waters, now living in New Mexico, got together with his subject matter. He is a native of the Colorado Springs area. In fact, Waters' grandfather staked Stratton to the his first mining venture. After the author published just last year the fictionalized saga of that area and his family's part in it, *Pikes Peak*.

There are several errors when Waters went afield for background color, but the central subject was well researched.

Done by a lesser writer, the biography of Stratton could have been very dull indeed. Stratton is classic in that he was far different from most mining kings. He was no H. A. W. Tabor or Thomas Walsh, and the many other flamboyant rags-to-riches western characters that hit it big — often by accident — and went on to attempt to paint the world.

Usually cautious, the colorless and taciturn Stratton lived little differently after he struck it rich than he did before. Yet his life is a classic study in contrasts. His youthful lovelife and marriage was short and anything but sweet, (too dull to enlarge upon) and the long drought that followed could raise questions.

Then, later, he became a "dirty old man," and didn't care what people said. He was shrewd in his dealings, but not greedy. He took from the Independence only what he needed. In 1899, when he sold the mine for \$10 million (the biggest mining deal in the nation up to that time) there were still millions in the mine, and Stratton's lawyer, young Vernon Z. Reed, received a cool million for his part. Most people thought him aloof, even harsh. Yet he was generous to a fault. While other mining kings lavishly, and with great fanfare, spread their money around, Stratton quietly gave away his millions, usually anonymously. He did much for his chosen home, Colorado Springs. And he left the bulk of his fortune to one of the most unique and successful philanthropic projects ever — The Myron Stratton Home. Named for his father, it was an estate for individuals and families of all ages who needed a hand in regarding their self-respect, or just needed a hand.

Because Stratton was so taciturn and such an enigma, rumors filled the gaps during his lifetime. It also, no doubt, had much to do with the lengthy carnival that followed his death, September 14, 1902, at the age of 54. Characters and organizations came out of the woods to make claims to his fortune. Fortunately, with good legal aid, the bulk of it was preserved to carry on his good work.

The reader develops little emotion about Stratton, one way or the other, after reading the book. I think this is good writing, because apparently very few, even those with longtime relationships, had deep emotions about the man when he was alive.

It doesn't appear that Stratton wanted it that way. He wanted friends. Even with his millions, however, he found he couldn't find true love and friendship. Hundreds, thousands, owe so much to

him, particularly the alumni of the Myron Stratton Home. As one alumna, a small girl, put it as she passes his statue, "that's our pal." his might have been a different story had stratton had more real pals while he was alive.

Perry Eberhart

MY DEAR WISTER, THE FREDERIC REMINGTON - OWEN WISTER LETTERS, by Ben Vorphal. American West Publishing Co., Palo Alto, Calif. Illustrated, notes, index, 343 pp. \$9.95.

A major artistic and literary discovery was made by the author, in the rare books division, Library of Congress, when he came upon the illustrated letter from artist Frederic Remington to novelist Owen Wister. Comments Wallace Stegner in his foreword to *My Dear Wister*:

"Few books provide their readers with ringside seats for the conception and birth of a demigod. This one does. In its pages we watch the triumphant ontogeny of the cowboy hero, the most imagination-catching and durable of our mythic figures."

The friendship between Remington and Owen Wister was based on a mutual love of the West. But they were markedly different men. Their friendship transcended deep-seated differences in their personalities and their views of life and history.

One was an upstate New Yorker whose father fought in the Civil War, the other a father fought in the Civil War, the other a Philadelphia urbanite. While Remington drew pictures of soldiers and made the football team at Yale, Wister studied music, later law, at Harvard. For fifteen years, 240-pound Remington, who loved action, and schol-

arly Wister, whose gaze was fixed on far distance, collaborated. Remington's letters, many of them illustrated, and published here for the first time, sharply point up his eye for accurate detail and dramatic action. While one captured the West in pictures and bronzes, in the mind of the other the "Virginian" was slowly being formed. Both men, artist and writer, worked closely together in producing "The Evolution of the Cow-Puncher."

Years later, a similar relationship in professional collaboration existed between Bernard DeVoto, write and historian, and the famed writer and Renaissance scholar, Garrett Mattingly.

Interesting and entertaining though the "My Dear Wister" letters are, the full meaning of the friendship between Remington and Wister becomes clear only when viewed against a background of turn-of-the-century attitudes and the two men's unique personalities. Professor Vorphal conveys that background with a pleasing blend of scholarship and good writing.

Dabney Otis Collins

JOHN EVANS OF DENVER: PORTRAIT OF A TWENTIETH CENTURY BANKER by Allen duPont Breck. Boulder, The Pruett Publishing Company, 1972. The University of Denver, Department of History Series, *The West In American History, Number Five*, 6 x 9, 248 pages, photos, map, chart, notes, bibliography, index. Cloth, \$16.50

Few families have been as influential and as continuously involved in the Colorado scene as the Evans family of Denver. From territorial days down to the present it has played a major role in the State's development.

Two years ago, Pruett and the State Historical Society of Colorado combined to publish Harry Kelsey's fine biography of territorial governor, John Evans. In this latest offering, Pruett has collaborated with the University of Denver's department of History to publish Allen duPont Breck's equally fine biography of another John Evans: grandson of the early governor.

In a thorough, yet highly readable manner, the author covers John Evans' early life and school years both in Denver and later at the Massachusetts Institute of Technology; his marriage to Galdys Cheesman; family life, and Evans's participation in many business and civic affairs.

A man of many interests and accomplishments, John Evans saw military service on the Provost Marshal's staff during World War I; was president of the board of trustees for the University of Denver, as well as the First National Bank of Denver and the International Trust Company. He was a member of the Federal Reserve Board and the boards of Colorado Fuel and Iron Corporation, Holly Sugar and others. Evans was also active in the many land and water problems in the Denver area, and served on the boards of both the Colorado Museum of Natural History and the State Historical Society.

Allen Breck has done a first rate job of putting together the life story of John Evans. The fifth offering in the University of Denver's "The Best In American History Series," this is an important contribution to the Colorado story.

A. West, C.M.

GLOBEVILLE: PART OF COLORADO'S HISTORY, by Larry Betz, 1972, 40 pages, \$1.50.

Globeville certainly was a part of

Colorado's history. As such, it deserves better treatment.

The writing is uneven, flippant at times when it doesn't need to be. The few photographs are not the best, including some childish unidentified drawings. The history is careless. As far as is known Gov. Denver never came to Colorado, let alone with the Laurence party and Globeville didn't suffer through a harsh winter in 1860. Maybe the winter was there, but Globeville wasn't.

But, to me, the most glaring errors were those of omission. The smelter was important to Colorado, an object of interest all over the world. You wouldn't know it by the book. Nor would you know much about the unique self-run company town, or its relationship with its neighboring smelter towns. Its fight against annexation and the agonizing death of the smelter are treated lightly.

Mr. Betz claims a long love affair with Globeville. But like too many love affairs, he doesn't want to get involved.

Perry Eberhart

THE FACE OF COURAGE: THE INDIAN PHOTOGRAPHS OF FRANK A. RINEHART. Fort Collins, Colorado: The Old Army Press, 1972. Unpaged. Introduction by Royal Sutton, illustrations by Derek Fitzjames, cover illustration by Harley Brown. \$12.50

In the middle of the last decade of the nineteenth century the United States was in the grip of a great depression. The businessmen of Omaha, Nebraska, noting the success of expositions in other cities, decided a spectacular fair would help the local economy. The Trans-Mississippi Congress, formed to manage the affairs of the exposition, faced the

formidable task of raising the necessary funds to get the venture started. With an appropriation of \$200,000 from the U.S. Senate, \$100,000 from the state of Nebraska, another \$100,000 from Douglas County, a start was made. The remainder of the cash requirements was acquired from the sale of a half-million dollars in stock and donations from railroads and business enterprises.

The buildings at the fair site were magnificently designed but built of typical materials of "world fairs" to last for only a short time. Five thousand workmen transformed what is now part of Omaha's near north side into a sparkling court surrounding a Venetian style lagoon. This was on land occupied but a little more than a generation before by nomadic Indians who considered the country theirs. Now the Indians had been displaced and it was the opinion of many that before long they would no longer exist.

Against this background, the exposition officials decided that an Indian Congress should be included with the Trans-Mississippi. The Indians invited to attend were to show their customs and way of life. As part of the fair, 500 individual Indians from thirty-six tribes were gathered. Among those encamped were some of the best-known Indians of all time: Red Cloud, American Horse, Geronimo, Joseph, Rain-in-the-Face, and many more. Not only were the tribes to display their manner of living, but sham battles were portrayed and even a dog-feast for those warriors who had proven their valor to be worthy participants.

The official photographer of the Trans-Mississippi and International Exposition held at Omaha in 1898, was Frank A. Rinehart, a well-known photographer in Omaha since 1885. He was not only to photograph the physical makeup of the fair, but also the famous personages in

attendance, special events and the 500 individual Indians in the encampment. One of the smaller buildings on the grounds housed his studio with rather basic equipment compared to the electronic luxury enjoyed by contemporary photographers. His 8 x 10 glass negatives were produced on a huge camera, equipped with a fine German lens, as his primary tool. Rinehart's portraits have been preserved through the efforts of one George Marsden who came to work for him in 1919. Marsden bought into the studio, taking over management upon the death of Rinehart in 1929.

Rinehart worked to portray the Indian with dignity, honor, and character, not as subject of curiosity. His camera was very busy recording scenes and securing types of these interesting people dressed in their savage finery. Rinehart's Indian photographs were widely distributed in booklets and separately in the late 1890's and on into the twentieth century—both in color and black and white. In one of his booklets he wrote: "In a remarkably short time education and civilization will stamp out the feathers, beads and paint—the sign language, the dancing—and the Indian of the past will live but in memory and pictures." Time has shown this prediction to be not entirely true, fortunately, but in any case Rinehart did preserve through his photographs, portraits of the fast disappearing leaders of the tribes in the last century. (Note: In this book *Sitting Bull's* portrait appears, so obviously some of the individuals in the selection were not at the Omaha exposition.)

George Marsden continued working in the studio until his death at the age of 80 years in 1966. Before his death, Marsden realized the value of these unretouched Indian portraits and that untold numbers of persons around the world would be interested in seeing

prints. He selected sixty-five negatives and produced a unique set of portraits in 16 x 20 prints in sepia tone, bound in a split leather album with appropriate artwork burned into the front and back covers. This project was so successful that Marsden selected another 65 negatives and produced a second volume. The two volumes sold for more than one thousand dollars so not too many libraries could afford acquisition of the set. Now the Old Army Press has published a selection of Rinehart portraits in a modestly priced volume available to everyone. Naturally the quality cannot match that of the limited set, but most of the portraits are very clear and show the Indian as he was many decades ago. It is also to be regretted that there is no caption with each portrait—only the information Rinehart lettered on each original negative.

OPAL M. HARPER,
Western History Dept.
Denver Public Library

THE SKYLINE SYNOD: PRESBYTERIANISM IN COLORADO AND UTAH, by Andrew E. Murray: Golden Bell Press, Denver, 1971, 151 pages, \$2.95.

This book, a revision of the author's doctoral dissertation, is purportedly an attempt to help Presbyterians make a choice between two roads at which the church finds itself today: one leading to institutional survival through withdrawal to some cultural ghetto, the other leading the church into the struggle for human liberation.

The story centers mostly on Presbyterianism in Colorado, and only one short chapter is devoted to Utah. From the historian's approach there are references to a fair number of Colorado towns and ghost towns, including Denver,

Georgetown, Greeley, Pueblo, Boulder, Idaho Springs, Lake City, and Bent's Fort. Fort Massachusetts in the San Luis Valley also gets some attention. Good material on the Rev. Alexander M. Darley is included.

Last, but certainly not least, is a list and maps of all of the Presbyterian Churches in Colorado and Utah and the dates of their existence plus a bibliography.

All in all, though this book cannot be considered must reading, it will be of more than average interest to the religiously inclined historian.

Dr. Bob Mutchler, P.M.

JIM BECKWOURTH, by Elinor Wilson University of Oklahoma Press, Norman, Oklahoma, 195 pages, \$8.95.

Perhaps the reason many early Westerners folk and later historians brush Jim Beckwourth off as little more than a "gaudy liar," is because if he told the truth about his exploits, then nobody but nobody would believe him—what's that cliché. . . truth is stranger than fiction.

The Black Mountain man did just about every odd job there was in the early West and he did them well. But he was also a man of many paradoxes. He was an Indian fighter, but he was also a chief and lifetime friend of the Crows. He was a loner, but also a leader, and for a while he operated a hotel in Santa Fe and he delighted in having visitors at his ranch by the side of the road in Pleasant Valley, California, and he delighted them with his tales. Jim was a trader, a trapper, a scout, a trail-blazer, a road-builder, an interpreter, a winner and a loser, and always the story teller.

Because of his lifelong friendship with many Indian tribes, but probably more due to his guilty conscience over being "forced" to lead the troops to the Sand Creek Massacre, Beckwourth became one of the earliest and most vociferous spokesmen for Indian rights.

He spent some time in Florida but most of his adult life was in the West, a lot of it in Colorado, since getting his grueling baptism with William Ashley's fur trapping expedition in 1824. During the next 50 years he met them all and knew them well—Kit Carson, Bridger, Bent, etc. On one of his many trips through Denver he was interviewed by *Rocky Mountain News* Editor William N. Byers. He apparently encountered little prejudice, but more jealousy. . . . by lesser men who wanted to be more than they were.

Miss Wilson, who grew up in Trinidad, Colorado, uses a great many quotes from Beckwourth's own autobiography which he dictated during his waning years and which Miss Wilson admits is anything but reliable. But she has also dug up considerable additional information from a great many sources around the country. She has done a credible job on a most important but rather mysterious Western character. There is a good bibliography and index.

Some historians believe Beckworth ranks with the greatest Mountain Men. In 1876, he died of injuries received when he was thrown from a horse in the middle of a buffalo herd. But to many, especially some Crow Indians, he never died. Like Butch Cassidy or James Dean, a guy that lives so hard doesn't die easy or all at once. He's out there somewhere. With Jim Beckwourth, he's out there in a lot of places in the West.

Perry Eberhart

FROM TRAPPERS TO TOURISTS (Fremont County, 1830-1950), by Rosemae W. Campbell. Filter Press, Palmer Lake, Colo., 24 pp., Cloth: \$9.50, Paper: \$6.95.

Gilbert Campbell of Palmer Lake has been quietly developing his publication list to include more and more books of the West, both reprints and originals. This present volume is his first major effort in substantial full-length history for which he is to be commended highly. Colorado badly needs a publisher to take the place of the late Alan Swallow in furthering solid local efforts.

The book, besides being well arranged and attractively illustrated, is thoroughly documented and offers an ample bibliography and index. The author has divided the history of Fremont County into three chronological sections: "Early Days," "Routing the Rails" and "Royal Gorge and Westward." But she has not hesitated in the writing to swing backward and forward to allow the reader to place events accurately. Seven specially drawn maps aid in this visualization.

Fremont County, although originally ranching and farming country, also had "copious deposits of coal, iron ore, and petroleum, unlimited stone for building and decoration, with ample amounts of gypsum, silver and other minerals." It also had the Royal Gorge, unique railroad routes to the state's most fabulous mining towns, and the penitentiary. All of these produced unusual, and sometimes forgotten, dramatic episodes.

Mrs. Wells has captured each in detail. She has traveled the county extensively, interviewing and photographing as she went. (Many of her own photographs appear in the book.) The completed result should stand for years

to come as the final word on Fremont County, a triumph for author and publisher.

Caroline Bancroft

CRY OF THE THUNDERBIRD, The American Indian's Own Story, ed. by Charles Hamilton. University of Oklahoma Press, 1972, 383 pgs., illus., \$7.95.

This is the Indians' story as told by the Indians themselves. It is noted, however, that the Indians always speak in the fashionable rhetoric of the period in which they lived, with a Donne-like imagery or a McGuffey eloquence, as translated by their interpreters.

Nonetheless, this book helps us to attain a proper perspective of the Indian who has been too often portrayed in literature either in a sentimentalizing mood or in a manner tinged with suspicion and misunderstanding. That he was a man with human feelings and human failings, we discover as we learn how he lived, worked, fought and played.

Many phases of Indian life are covered—a Sioux courtship, a Hopi childhood, ways of hunting the deer, the peyote cult—some 98 subjects, to provide an overall picture of the Indian way of life.

First published in 1950, this new edition becomes Volume 119 in the University of Oklahoma's Civilization of The American Indian Series.

Armand W. Reeder, P.M.

THE GREAT SOUTHWEST, The Story of the Land and its People, by Elna Baker and Richard G. Lillard. The American West Publishing Co., Palo Alto, Cal., 1972, 8½ x 11, 283 pp., index, maps, many photos in color

and B&W, glossary of terms, notes and resources, acknowledgments. Donald E. Bower, editor. Price \$17.50.

Here is the history of an area that is "sunlit geology by day, and starlit astronomy by night," the Great American Southwest. Whether one reads for pure entertainment or for the knowledge that may be absorbed through its contents, this is indeed a richly illustrated and scholarly work that will appeal to all Westerners.

The authors, Elna Bakker, naturalist and educator, and Dr. R. G. Lillard, western historian, have teamed up to provide a carefully researched and entertaining text that covers a wide field of subject matter that includes geology, climate, the natural life of the region from ancient times to the present, and the great industrial changes that are presently altering the life of both man and animal over a vast area of mountains and deserts.

The work unfolds under four general parts. *Part One* explores the climate that has been responsible for the Southwest's geological development. In *Part Two*, the text hinges upon many aspects of the deserts of the region. *Part Three* introduces the early history, from primitive times through the Spanish Conquest of this southwestern empire. In *Part Four*, titled "The Legacy of Progress," we see the development of the land and its people from the age of the Trappers and Traders to the change brought about by industrial progress as of this hour. Here, the co-authors close with emphasis upon the challenge of Tomorrow in the tenuously-balanced land, and suggest how the region may be helped to survive as other than an American Sahara if proper measures are taken at once. These aids include the coordination of federal, state and local

planning committees into a system for wise regional development; the zoning of every square inch of the area into urban, industrial, recreational or conservational usage. Changes in tax laws are indicated as is the prohibition of the development of the "rare, choice, wild areas" private man and industrial man so covets. The control of air, ground and noise pollution is demanded as is the recruitment of sufficient game wardens to end the slaughter of the threatened species. Yet all this—and much more—appears necessary if this broad area is to long survive and serve Mankind.

When one reflects upon the past of this region, and the lives of its people, and understands how the Spanish Conquest subdued the native people and came near exterminating them with the folly of diverting their labor from their marginal hunting-farming economy into the creation of gigantic rock missions, one wonders if today's mild recommendations can undo the damage already inflicted upon the land. The deep wells now dug into the arid soil and rock, even though sunk below the 2,000 foot level and not pumping water from above that mark will, surely and inevitably, continue to lower the general water level. As the clearing of timber from the Chaco Canyon area contributed to the erosion that undercut that primi-

tive community's water table, today's understanding of deep-well damage is not sufficient to assure and guarantee against future catastrophe.

Most suggestions for saving our ecology inevitably suggest controls based upon "use" of land and properties rather than "profit-based" motives. For even a "controlled" exploitation of the vast arid lands of the Southwest indicate eventual ruin, lest population controls of great severity are put upon us. For the land of this area with negligible precipitation simply cannot support or endure the mass that is supported in our more fertile northern areas with annual rainfall of from 20 to 30-inches. Though no form of socialism is suggested by the authors, they do understand that "putting Man back inside Nature, where he came from" appears to be the soundest approach to our modern industrial and ecological problems.

As the authors have pointed out, self-renewing Nature is an indispensable adjunct to human survival. The grand scenery inspires Man. History and our knowledge give us an opportunity for both Land and Man to survive. Will we take advantage of it?

I found the book extremely readable, informative and interesting, and I recommend it strongly to all Westerners, and their families.

Harry E. Chrisman, C.M.

New Hands on the Denver Range

Charles W. Boone
4th Street & Chandler Ave.
Evansville, Indiana 47713

Charles was interested in the Westerners through Fred Rosenstock and Fred Mazzulla. He is especially interested in the army of the west and forts of the west.

Robert W. Plummer
2304 East St.
Golden, Colorado 80401

Bob was previously a member of the Denver Westerners. His interests include general Colorado and New Mexico history and early photography.

Eugene T. Lindberg

Gene, as he is known, has been a newspaper reporter since 1916, but he is best known for his science writing for *The Denver Post* from 1929 to 1971. He came to know the Westerners through many members, such as Tom Ferril, Art Carhart, Forbes Parkhill, Fred Rosenstock and others. His interests include Bent's Fort and other fur trading posts, early-day Denver, western science and invention, engineering and western art and artists. Welcome, Gene, to the Westerners.

Thomas J. Carson

307 Clermont St.
Denver, Colorado 80220

Mr. Carson was introduced to the Westerners by Nevin Carson. His chief interest is western art. Mr. Carson and his wife opened the Carson Gallery of Western American Art, 730 17th Street, Suite 10, Denver on 6 December 1972. Welcome.

Father Barry J. Hagan, C.S.C.

Box 2, Buckley Center
University of Portland
Portland, Oregon 97203

Father Hagan's chief historical interest is in the military, legal and mining history of the frontier. He is a Roman Catholic Priest and an Assistant Professor, Department of History of the University of Portland. He is currently writing a book on the history of Fort Reno (1865-1868) and Fort Phil Kearney (1866-1868) of Wyoming Territory and Fort C.F. Smith (1866-1868) of Montana Territory.

David R. Miller

1354 Bellaire
Denver, Colorado 80220

Dave became interested in the Westerners through his former history professor, James McLaird. His principal interests are the American Indian, Populism, mountain men and early labor history. In 1971 he received the B.A. degree in history and political science from Dakota Wesleyan University, Mitchell, S.D.

Otis T. Gillespie

1208 T. Street
Penrose, Colorado 81240

Mr. Gillespie became acquainted with the Denver Westerners through Mrs. Elmo Scott Watson and Adaline M. Cunningham. He is particularly interested in Indian Artifacts and Wm. Bent. His hobbies are whittling, handicrafts, antique firearms, horses and fishing.

Robert J. Icks

438 May Street
Elmhurst, Illinois 60126

Bob heard of the Westerners through Mr. Jackson Thode. Besides his interest in Colorado railroads and Indian wars, Col. Icks is an authority on military tanks and armored warfare since 1916. His hobbies are photography and making gunstocks. Welcome to the Denver Westerners.

Marjorie Yager Wood

Deer Trail, Colorado 80105

Mrs. Wood joined the Westerners through David Jolly. She was born in eastern Arapahoe County in 1922 and has spent most of her life there. She has passed many a day in the saddle caring for sheep and cattle and has seen a good deal of Western history.

Rhoda D. Wilcox

1620 E. Cache La Poudre
Colorado Springs, Colorado 80909

Through Fred Muzulla and other Westerners Mrs. Wilcox became acquainted with the Denver Posse, and she is well known to this organization. She is particularly interested in the life and activities of Gen. Wm. J. Palmer and Dr. Wm. A. Bell. She has authored *The Man on the Iron Horse*, a children's biography of Gen. Wm. J. Palmer; *Colorado Slim, A Tall Tale*, for kids from 6 to 60; and *Changing Colorado*, a series co-authored with Jean Pierpont for School District II in Colorado Springs. She has actively participated in many historical groups, and we welcome her to the Denver Westerners.

Richard Kucera
 Rocking K Ranch
 Limon, Colorado 80828

Dick also came to us through David Jolly. Dick moved to Colorado in 1948 and has always been interested in antiques and Western history. He is an active member of the Lincoln County Historical Society.

Miss Beverly Winter
 Box 157
 Mendota, Illinois 61342

Miss Winter is a librarian concerned with Western History. She heard of the Westerners through *Empire Magazine* of the *Denver Post*. Her interests include steam trains, ghost towns, photography, hiking and preserving primitive areas. Welcome, Beverly.

OVER THE CORRAL RAIL

(Continued from page 2)

ATTENTION CORRESPONDING MEMBERS:

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