

Chaffee County Heritage

... A COLORFUL HISTORICAL REVIEW OF EARLY TIMES



A special section of

The Mountain Mail



Friday, March 30, 1973

Glistening silver rails

opened the way . . .

According to early records the Denver and Rio Grande Railroad was incorporated October 27, 1870. It was the vision of the founders to have a trunk line railroad from Denver to Mexico City with branches reaching out from the main line.

One of the colorful pioneer founders was William Jackson Palmer, brilliant cavalry brigadier general of the Civil War, who laid his first rails nearly 103 years ago from Denver, a struggling frontier town on Cherry Creek. A skilled financier, the general was also a dreamer. His dream of opening the west with its rich farm and ranch country, the mining wealth, health giving climate and scenic wonders, has placed his name in bold faced type on the pages of Colorado history.

Many difficulties arose in construction, the first being a question of right-of-way. The road was not a land grant railroad. The country within the boundaries of the mountain ranges was public domain and right-of-way could not be purchased. In the absence of federal statutes a right-of-way could not be granted to a corporation.

Efforts of the promoters paid off when a special bill was introduced in congress allowing a right-of-way over public domain to the Denver and Rio Grande. The bill passed June 15, 1882.

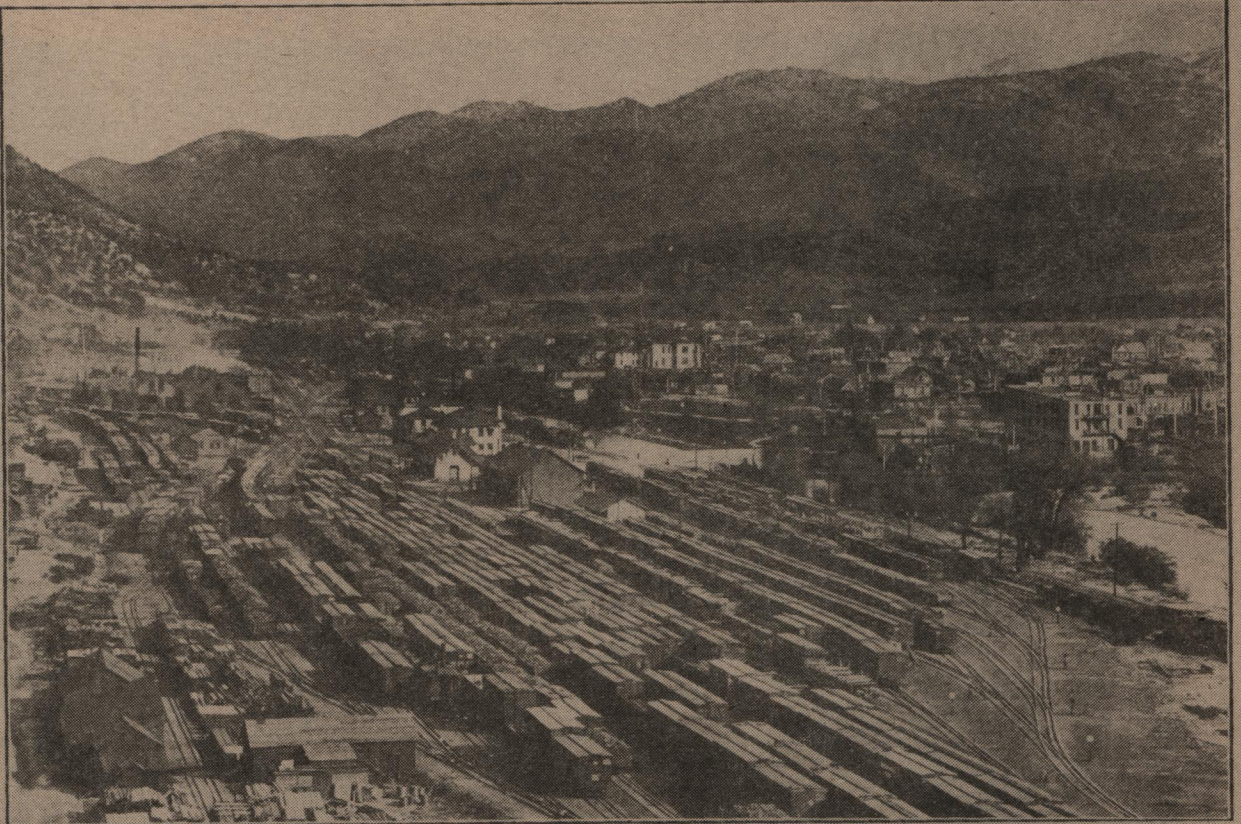
Previous grading from Denver had started in 1871 and rails reached Pueblo in June 1872. Four months later they extended to Florence.

During the next 10 years numerous railroads attempted to enter the fabulous mining areas of the Rockies. The Denver and Rio Grande had built west from Pueblo to reach the coal fields around Florence, as it had not found deposits of coal suitable for locomotive use.

By 1874 the narrow gauge track had gone into Canon City hoping to race up the Royal Gorge to Leadville and other mining camps. The story of the Rio Grande's fight for the right-of-way through the Gorge, is a dramatic chapter in Salida's history.

The land on which Salida is located belonged to Governor Hunt, an early Rio Grande official. His wife named the settlement "Salida" since it was the gateway to the west. Other early sources claimed Salida was a combination of the first three letters of Sally and Ida Bales, whose father owned the stage coach stop east of town, later known as the Sterling Jones place.

The Santa Fe through a subsidiary, a line was completed in March 1876 to Pueblo from the Santa Fe terminus in eastern Colorado. In February 1878 the first indication of the trouble was noted when the Santa Fe rushed men and equipment to Raton Pass in the Trinidad area the night before the Rio Grande construction



Denver & Rio Grande Railroad Yards at Salida.

Rolling stock of the Denver and Rio Grande railroad from a view-book of Salida published about 1908. Salida was then the terminal for the narrow gauge network over Marshall Pass to the Gunnison country, and across Poncha Pass into the San Luis Valley. Switching was a constant

performance in the yards. Eight passenger trains passed through Salida during each 24 hour period, not to speak of the numerous freight trains. Whistles of engines in and out of the city were never still. Over 100 men were on the extra board of the third division during that era.

crews were to start grading in the same place. Thus the Santa Fe held the pass even though western terminus was over 100 miles distant.

The Rio Grande had started grading west from Canon City when the Santa Fe forces moved to the mouth of the Gorge claiming the right-of-way through its subsidiary. The Rio Grande had already surveyed the Gorge and clung to prior rights. There was some hand-to-hand fighting, but the principal conflicts were fought in court.

The Santa Fe won the first round in the summer of 1878, when an injunction was granted, prohibiting the Rio Grande from grading any more of its roadbed, and allowing the Santa Fe the right to construct its line as surveyed up the gorge for 20 miles. With further westward expansion thus blocked, the Rio Grande leased its system to the Santa Fe, at the same time appealing the ruling to the Supreme Court.

In the spring of 1879, anticipating a favorable decision by the Court, both sides moved armed forces into the gorge, the Rio Grande to retake and hold its lines, charging violation of the lease by the Santa Fe, and the Santa Fe to defend its proprietorship.

Court Ruled For D&RG

On May 6, 1879, the Supreme Court rendered a decision which gave to the Rio Grande the prior right to construct through the canyon, according

to its first survey made in 1872, but in accordance with the congressional right-of-way Act of 1875, it also empowered the Santa Fe to build through the canyon, using the Rio Grande tracks where there was no room for separate roadbeds.

Thus the Grande was vested with the prior right of location, but since the property had been leased to the Santa Fe, it was stopped from building along its own survey by the terms of the lease.

While these points were being considered, a suit by the attorney general of Colorado to enjoin the Santa Fe from operating in the state was upheld by Judge Bowen in Costilla County. While the Santa Fe was appealing to Federal Court to quash this injunction, the Rio Grande regained possession of most of its stations, offices and rolling stock. The appeal was finally granted and the Rio Grande ordered to restore the property, and then, if it desired, to institute proceedings for cancellation of the lease.

At this time, on January 2, 1880, the Supreme Court rendered its final decision that the right-of-way through the Royal Gorge belonged to the Rio Grande; that it might buy the roadbed constructed by the Santa Fe; and that after purchase, all injunctions and restraining orders be set aside and dissolved, and the Santa Fe be perpetually enjoined

from interfering.

Soon after this, principals of both companies reached a compromise agreement whereby the Rio Grande was not to build south of El Moro, near Trinidad, for a period of ten years; the Santa Fe was not to build west of Canon City for a like period; the lease was to be cancelled; and the Rio Grande was to pay the Santa Fe for all the grading it had done in the canyon.

Railroad Fight Ends

Thus ended one of the longest and most bitterly contested railroad wars in the country. The Rio Grande reached Leadville July 20, 1880, and continued to push westward, reaching Glenwood Springs and Aspen in 1887. However, the original main line crossed the Continental Divide at Marshall Pass in 1881, proceeding through Gunnison, Montrose and Grand Junction and finally providing a through, narrow gauge line to Ogden, Utah, in 1883.

At the end of the ten year period the Rio Grande was committed in westward traffic while the Santa Fe had concentrated on its southern route thru New Mexico, so that competitive construction through the mountains was not renewed.

Work on the Gunnison Extension, as the original main line was then known, was begun in the latter part of 1880. By the end of the year, track

Railroad . . .

Continued

laying had been completed to Poncha and grading begun for a branch to Maysville, which was completed March 15, 1881. On August 6, 1881, tracks were laid into Gunnison from Poncha, and on October 1, the 30-mile branch from Gunnison to Crested Butte was finished.

By the end of October, location had been made, roadbed graded, and track laid from Mears Junction over Poncha Pass into the head of the San Luis Valley, touching Villa Grove and terminating at Hot Springs Iron Mine, a total length of 28 miles. Actually, this line formed one of the originally projected routes from Denver for getting into the San Luis Valley and reaching the Rio Grande River. Another route was the line south from Pueblo to Walsenburg and over Veta Pass to Alamosa, which became the principal gateway for San Luis Valley traffic.

A final location from Gunnison west through the Upper Black Canyon of the Gunnison River to the mouth of the Cimarron River, thence over Cerro Summit into the Uncompahgre Valley to a point which later became the city of Montrose was fixed and grading begun in 1881. Construction of track began at Gunnison February 1, 1882, and the line reached the Colorado-Utah border December 19.

Two Branch Lines Built

In 1881, two branch lines had been built — the Grape Creek Branch from Canon City to Westcliffe, and the Oak Creek Branch to the coal fields near Florence. In 1883, track was extended from Maysville to Monarch. Also this year, the Baldwin Branch from Gunnison was built by the Denver, South Park & Pacific. This line was later absorbed by the Rio Grande. In 1889, the branch to Lake City was constructed from a point near Sapinero.

In the meantime, the lines south from Pueblo to tap the San Luis Valley had been progressed. Rails were laid over Veta Pass to Alamosa, reaching there July 10, 1878. Track laying south to Antonito began February 20, 1880, but rails did not reach Chama, New Mexico, until December 31, 1882. Grading and track laying were completed to Durango July 27, 1881, and rails were pushed north to Rockwood by December 11. The final section to Silverton was completed July 8, 1882.

In 1881, westward extension of track from Alamosa to South Fork was effected. The line was extended to Wagon Wheel Gap in 1883 and Creede in 1891, all construction being narrow gauge.

In 1889, the Grape Creek Branch was rendered unusable by floodwaters, and the line was abandoned. It was not until 1901 that a standard gauge branch from Texas Creek to Westcliffe was constructed to serve the region.

In 1905, a standard gauge branch from Durango to Farmington, N.M., was constructed and operated for 18 years until conversion to narrow gauge in 1923.

Third Rail Is Added

Expanding competition for freight traffic caused adoption of a novel expedient in railroading in 1881. A third rail was added to the narrow gauge track of the Rio Grande between Denver and Pueblo so

that both standard and narrow gauge trains could operate. A three rail system had been extended west to Canon City and south to Walsenburg and Trinidad by 1888. In 1890, a three rail main line was installed from Canon City to Leadville, and the entire main line from Denver to Ogden became a standard gauge operation November 14, although three rail segments of track continued in use in many sections for some years.

The middle rail was removed between Pueblo and Cleora and Salida, in 1911 except for the section at Florence, which was taken up in 1914. In 1925, the third rail from Salida to Leadville was removed.

The Oak Creek Branch near Florence was removed in 1905; the Lake City Branch was abandoned in 1932 and the rails taken up in 1936; the Westcliffe Branch was abandoned in 1938; and the original main line was cut in 1949 with removal of the segment between Sapinero and Cedar Creek.

In 1890, the narrow gauge line from Villa Grove to Alamosa was completed. Since the third rail south from Pueblo to Walsenburg had been removed earlier, narrow gauge traffic from the San Juan Basin and San Luis Valley came over this line to Salida and over the three rail system into Denver. In 1902, the third rail between Denver and Pueblo was removed, and narrow gauge transportation over the Rio Grande to Denver faded into history.

In 1899 a new standard gauge line replaced the old narrow gauge from La Veta to Alamosa over La Veta Pass and a third rail was added to the Alamosa-Antonito section. In 1902 the line from Alamosa to Creede was completely standard gauge, the only stretch of Standard gauge conversion in the San Luis Valley. The lines from Antonito to Durango and on north to Silverton and south to Farmington, New Mexico remain today narrow gauge. In 1951 the narrow gauge from Mears Junction to Hooper was lifted.

In 1953 the line from Poncha Junction to Gunnison over 10,856 foot Marshall Pass, the

highest rail road line in the United States, was given permission to be abandoned.

The first rails laid on the Rio Grande were of Sheffield steel, 30 pounds to the yard, manufactured in Wales. When the Colorado Coal and Iron Company in Pueblo, predecessor of the Colorado Fuel and Iron Corporation, was organized, the first rails rolled were for the Rio Grande April 28 and 29, 1882 consisting of 58 tons of 30 pound rails placed on the Silverton branch at a cost

of \$70 per ton.

It was 1896 when the first 85 pounders were purchased and installed by the Rio Grande between Denver and Pueblo, where the track had been successively laid with various sections of rail from 30 pounds per yard upwards for the previous 25 years.

In 1936, heaviest rail on the Rio Grande was 110-pounds per yard. Since that time rails up to 133 have been and are being used but scientific construction of rails in recent years has

lowered the degree of weight to 115- and 119-pounds per yard.

The little 35-ton workhorses of the Rockies which first steamed south from Denver have long been replaced by diesel-electric giants weighing more than 500 tons and developing 6,000 horsepower. One four-unit locomotive of this type pulls 4,900 tons over the grade from Pueblo to 10,221 foot Tennessee Pass, the highest point on the Rio Grande system, with the equivalent of more than 80 loaded freight cars.



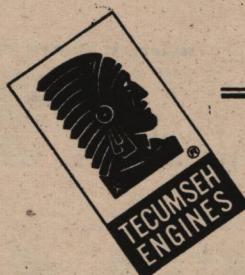
Nathrop was the junction of the Denver and Rio Grande and the Denver and South Park railroads in 1884 when this picture was taken by George E. Mellen, landscape photographer. The luxurious hotel at the right erected by Charley Nachtrieb, early day pioneer, accommodated

passengers arriving in Nathrop to await transfer on either train to reach their destination. The section house is at the left of the water tank. The business and residential district is seen beyond the hotel and depot.

Courtesy of Grace Rubin Baird.

THE CHAIN SAW SHOP

WE'RE KNOWN BY THE COMPANIES WE KEEP!

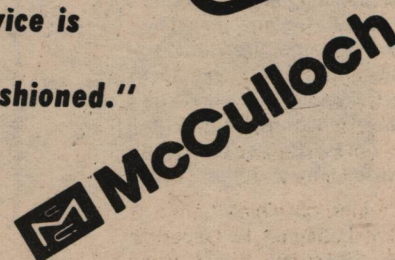


Clinton

"Historically speaking

our service is

still old-fashioned."



We Specialize In Servicing
All Chain Saws



MACHINE SHOP

7670 W. Rainbow

539-2392

Most early newspapers long forgotten...

MOUNTAIN MAIL.

The following is taken from a thesis submitted in partial fulfillment of the requirements for the degree of Master of Arts of John H. Ophus, titled, "Chaffee County Newspapers 1890-1910 - Editorial Reaction to Populism and to the Colorado Metaliferous Strikes", September, 1965.

CHAFFEE COUNTY NEWSPAPERS 1890-1910

Alpine
Alpine Echo - The Rocky Mt. News of May 4, 1880, reported that J.E. Curran and F.M. Tompkins were going to start the Echo in Alpine but nothing further was reported about this paper.

The True Fissure - established in 1879 by J.E. Curran and F.M. Tompkins, expired with the town of Alpine in January of 1880. In June, 1880, the Salida Mountain Mail reported receipt of The True Fissure, "Alpine's new paper," which was perhaps the paper referred to by the Rocky Mountain News as the Alpine Echo.

Buena Vista
Buena Vista Clipper - The Rocky Mountain News in February and March, 1880, refers to the Buena Vista Clipper. Emerson listed J.S. Painter with the Buena Vista Clipper in March of 1880.

Buena Vista Herald - a weekly paper established in 1881 by W.R. Logan and George Hickey.

June, 1881 - Hickey sold his interest to Logan.

July, 1881 - A.R. Kennedy became associated with Logan.

March, 1884 - Kennedy sold his interest to A.L. Crossan.

October, 1885 - Kennedy bought back his interest.

January, 1891 - Kennedy sold to D.M. Jones.

August, 1899 - Jones sold to C.O. Finch.

July, 1900 - The Colorado Republic assumed the circulation list of the Herald.

Buena Vista Record - a weekly paper established in 1891 by J.P. McDade and J.C. Stuart. Sold in May, 1893, to unknown parties.

Buena Vista Republican - Charles A. Kuenzel changed the name of the Chaffee County Independent in November, 1910, to the Buena Vista Republican. This paper was sold to Ed Gregg in 1911. In 1912 the name was changed to The Chaffee County Republican.

Chaffee County Independent - a weekly paper published and edited by Charles A. Kuenzel in 1910. Kuenzel bought the Colorado Republican from

NO. 2 SOUTH ARKANSAS, COLORADO, SATURDAY, JUNE 5, 1880.

PRICE 10 CENTS.

MOUNTAIN MAIL.
PUBLISHED BY
J. E. CURRAN
TERMS, \$2.00 a year in ADVANCE.

OFFICIAL DIRECTORY.
UNITED STATES OFFICIALS.
U. S. Marshal, J. E. Curran.
U. S. Deputy Marshal, J. E. Curran.
U. S. District Attorney, J. E. Curran.
U. S. District Clerk, J. E. Curran.

STATE OFFICERS.
Governor, J. E. Curran.
Lieutenant Governor, J. E. Curran.
Secretary of State, J. E. Curran.
Auditor, J. E. Curran.
Superintendent of Public Instruction, J. E. Curran.
Private Secretary, J. E. Curran.

TIME TABLE.
DENVER AND RIOGRANDE R. V.
ARRIVE - No. 1, 7:10 P. M.
DEPART - No. 2, 8:10 A. M.
DEPART - No. 3, 8:10 P. M.
DEPART - No. 4, 7:10 P. M.

PROFESSIONAL.
W. R. SMITH, Attorney at Law.
South Arkansas, Colorado.
BANKER & SECURITIES.
R. E. PARSONS, Physician and Surgeon.
South Arkansas, Colorado.

THE BANK OF SOUTH ARKANSAS
Capital and Surplus \$100,000.
Office on First Street, near Grand Avenue.

HUGH MOORE.
NOTARY PUBLIC.
CONVEYANCER AND REAL ESTATE AGENT.
Mining bought, sold and leased.
South Arkansas, Colorado.

J. H. KESSLER.
ARCHITECT AND BUILDER.
South Arkansas, Colorado.
Contractor and Builder.
Estimates made on short notice.
All work done in a neat and substantial manner.

CLUB ROOM.
Freighters' Room.
Vines, Liquors and Cigars.
With in gentlemen and refreshments.

CHAFFEE COUNTY BANK.
SOUTH ARKANSAS, COLORADO.
Capital \$100,000.
Reserve \$20,000.
Deposits on the face of the Denver and Rio Grande Railway, daily, daily, daily.
Deposits on the face of the Denver and Rio Grande Railway, daily, daily, daily.

ROLLERS & TWITCHELL.
Furniture and Undertakers, will open with a full stock of Household Goods. Are on the ground now with necessary goods. Look out for further particulars.

McINTIRE & BEAN.
GENERAL DEALERS IN
CORN, OATS, CHOP AND MIXED FEED.
AGENTS OF
SOUTHERN COLORADO HAY COMPANY.

Rogers & Duval.
DEALERS IN CRAIN.
FURNITURE, FREIGHTERS' ROOM, VINES, LIQUORS AND CIGARS.

CLUB ROOM.
Freighters' Room.
Vines, Liquors and Cigars.
With in gentlemen and refreshments.

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The village of the Denver and Rio Grande Railway, daily, daily, daily.

we're new at the business
but we're growing

The Blossom Shop

116 Rainbow
Phone 539-3137

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BRADBURY CONOCO

Highway 50 at "G"

Sam Bradbury Lowell Minquis Elsie Bradbury, Scott Kelso, and Clinton White cordially invite you to stop by for a fill-up, or for any other automotive service, tires . . . batteries . . . accessories . . . tune ups . . . and other minor repairs by a thoroughly experienced mechanic.

Our Station has changed and our Service has improved

Newspapers . . .

Continued

Gilbert Walker in June, 1910, and changed its name to the Chaffee County Independent. In November, 1910, he changed its name to the Buena Vista Republican.

Chaffee County News - a semi-weekly paper established in January, 1895, with Ed Gregg as editor, when the Garrison Tribune plant was moved to Buena Vista. C.M. Danford was also affiliated with this paper which lasted only six months.

Chaffee County Republic - one of the names of The Buena Vista Democrat, W.R. Logan, publisher. This name appeared in June, 1897, and was used until January, 1904, when the paper became the Colorado Republican. Heber Turner edited the paper in 1897, Charles Logan was the editor in 1898.

Colorado Democrat - one of the names of The Buena Vista Democrat, W.R. Logan, publisher. The Colorado Democrat appeared in February, 1892, and continued until January, 1895, when the name was changed to the Chaffee County Republican.

Colorado Mining Bulletin - established in April, 1882, by A.R. Kennedy and W.R. Logan with A.M. Underhill as editor. In June, 1882, Underhill moved the Mining Bulletin to Maysville and incorporated it with the Colorado Mining Ledger there.

Colorado Republican - one of the names of The Buena Vista Democrat, W.R. Logan and

D.M. Jones, publishers. This name began in January, 1904, and the paper said it was a consolidation of the Buena Vista Democrat, Chaffee County Republican and Buena Vista Herald. Gilbert Walker bought the paper in 1904. The Colorado Republican was changed to the Chaffee County Independent in 1910 when Walker sold it to Charles Kuenzel.

Mine, Stack and Rail - established in Buena Vista in 1883 after being moved from Leadville by D. Bauman. The paper was one full sheet folded in napkin effect to produce eight pages, approximately 9½ inches by 11 in. It was a mining paper. In 1885 J.R. DeLaMar was also associated with the paper.

The Buena Vista Democrat - a weekly paper established in September, 1881, by John Cheeley. W.R. Logan acquired this paper in 1883, in 1892 he changed the name to the Colorado Democrat.

The Chaffee County Democrat - a weekly paper established in 1900 by C.S. Logan and Harry Prichard, by merging the Granite Pay-Streak and the Buena Vista Herald. Logan and his wife ran the paper until 1922, when it was sold to a man named Shepherd who lost the plant in a fire in 1923 and did not re-establish the paper.

The Chaffee County Republican - one of the names of the Buena Vista Democrat, W.R. Logan, publisher. This name was used from January 12, 1895, until June, 1897, when the paper became the Chaffee County Republic. H.E. Corser

and J.A. Bryan leased the paper from November, 1895, until March, 1896. In 1912 Ed Gregg changed the name of the Buena Vista Republican to the Chaffee County Republican. This paper continued until recently under the ownership of his son, Gilbert E. Gregg who sold to a Gunnison group.

The Chaffee County Times - established in February, 1880, by P.A. Leonard and George Newland. Newland stayed only a very short time and P.A. Leonard left the paper in 1886. The paper must have expired at that time.

The Wasp - established in August, 1883, published by V. Seibring and Company. It was a 4-page leaflet on an 8½ by 5½ sheet. Sadie Bay was editor of the Wasp at one time.

Centerville

William Evans listed as editor of Centerville paper, January, 1886. The Salida Record, June 23, 1899, has editorial reprint from the Centerville reporter.

Cleora

Cleora Journal - established in Cleora in 1879 by L.C. McKenney. The plant and machinery which were leased from Otto Mears were moved to Salida in 1880 to start the Mountain Mail.

Garfield

The Banner - The Salida Mail contained a notation that The Banner had been started in Garfield in September, 1881. No further mention of this paper was found.

Granite

Granite Courier - 1898, James Garrahan is listed as editor of this weekly paper.

Granite Mining Journal - was

a continuation of the Granite Pay-Streak after 1900 edited by Ben H. Pelton and L.D. Pelton. The paper continued until 1913.

Granite Pay-Streak - a weekly paper established in 1894 by Delavan W. Gee.

October, 1895 - Pay Streak moved to Leadville and became the Leadville Pay-Streak with Gee as editor.

May, 1896 - Pay Streak returned to Granite with Gee and William McCabe as editors and publishers.

April 1898 - James Garrahan listed as co-editor and publisher with Gee.

October, 1898 - Garrahan left and Gee was editor and publisher.

January, 1898 - C.P. Madder was editor.

January, 1899 - lapse of several weeks in publication was noted by Salida paper.

January, 1900 - D.M. Jones bought Pay-Streak with Fred Mathias and Charles Norris. Mathias listed as editor.

July, 1900 - Charles Logan and Harry Prichard moved Pay-Streak to Buena Vista and incorporated it into the Buena Vista Democrat.

Ben Pelton continued to print

a paper called the Granite Pay-Streak through most of 1900, but finally changed its name to the Granite Mining Journal. Grizzly Gulch

Chrysolite Mountain Bugle - first issue, July 1, 1879. W.R. Anderson, editor. The paper was ten cents per copy and was published at the office of the Chrysolite Tunnel Company, up Grizzly Gulch. (Chrysolite) Maysville

Colorado Mining Ledger - established in 1882 when A.M. Underhill moved the Colorado Mining Bulletin from Buena Vista to Maysville.

Maysville Chronicle - established in December, 1880, by H.B. Neal and C.M. Daley. This paper changed hands many times during 1881 and in December, 1881, was purchased by Dr. J.H. Nonamaker. In 1882 Nonamaker published the Maysville Mining Ledger, which may be continuation of the Maysville Chronicle.

Maysville Miner - A continuation of the South Arkansas Miner. In June, 1882, Painter sold the paper to E.M. Pelton and H.C. Brown who moved the

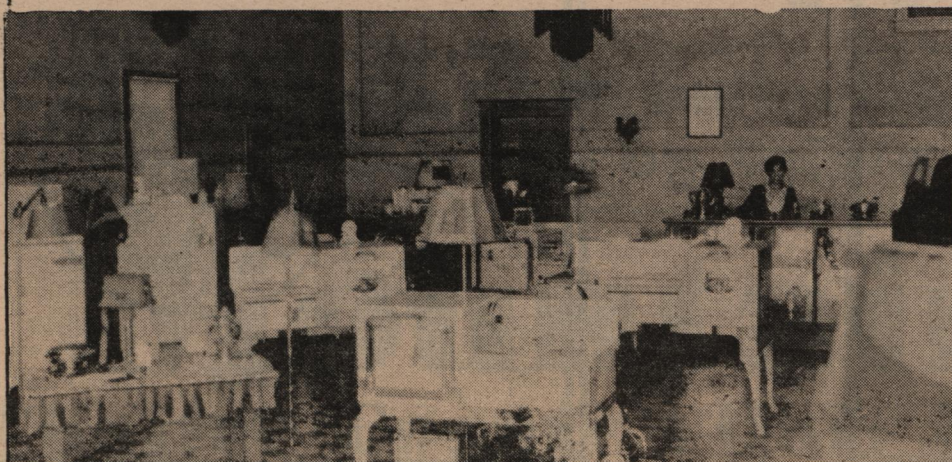
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Newspapers . . .

Continued

paper to Salida and established the Salida Sentinel.

Maysville Mining Ledger - established in 1881 by Dr. J.H. Nonamaker and was burned out in 1882.

South Arkansas Miner - established in May, 1880, by E.D. Lunt and J.S. Painter. In September, 1880, B.S. Bishop bought Lunt's interest. In May, 1881, the name of the paper was changed to the Maysville Miner.

Monarch

Monarch Eagle - mentioned in the October 30, 1888, issue of the Salida Mail. January 18, 1889, Salida Mail said the Monarch Eagle had ceased because of financial difficulties. Judge S.W. Taylor was mentioned in connection with this paper.

Monarch Miner - established July 31, 1888, by S.W. Taylor. August 30, 1888, Salida News said. Taylor was no longer associated with the Miner. That was the last mention found of the paper.

Nathrop

Chaffee County Press - established in October, 1880, by W.C. and W.F. Tompkins.

Nathrop Record - a weekly paper published in 1908-1909.

Newitt

Wild Bill - The Salida Mail of February 21, 1899, reported that "the little town of Newitt in the north part of Chaffee County is reported to have a newspaper called the 'Wild Bill'."

Poncha Springs

The Poncha Herald - Tompkins Bros. Publishing Co. was the publisher and P.M. Tompkins was the editor. This paper was published during 1881 and 1882.

St. Elmo

Colorado Mineral Belt - established in 1887 by W.R. Logan and edited by J.C. Stuart in 1890. Charles Logan and Guy Russell worked on this paper also.

St. Elmo Mountaineer - after the first issue of the Rustler, its name was changed to the Mountaineer. Howard Russell remained as editor until 1885 when the paper was suspended.

St. Elmo Rustler - established in August, 1880, by Howard Russell, editor and Russell and J.E. Curran, publishers. After the first issue the name was changed to the St. Elmo Mountaineer.

Salida

The Apex - a weekly paper established in November, 1890, by Howard Russell and M.H. Smith. On June 1, 1891, the Mail and Apex combined, becoming the Salida Mail-Apex with John Erdlen and Howard Russell, proprietors. By the end of the month the paper was called the Salida Mail.

Chaffee County Call - a weekly paper established in 1889 by James B. Simpson. He sold the Call to M.H. Smith in February, 1890. Smith sold to March Scott in November, 1890. In March, 1891, the Salida Sentinel listed itself as a continuation of the Salida News and Chaffee County Call.

Chaffee County Record - a weekly paper established in May, 1893, by Harry L. Bevan. In October, 1893, the Salida Sentinel was absorbed by the Record which then listed itself as a successor to the Salida News, Chaffee County Call and Salida Sentinel. In April, 1895, the Record was sold to John G. Hollenbeck and Oren Meacham. They changed the name to the Salida Record in December, 1898.

Church Guide - edited by Rev. Wallis J. Ohl during 1890.

Colorado Gold Belt - established in 1911 by A.H. Robinson. This paper lasted only 2 months.

Colorado Pythian - a monthly established in 1891 by Howard Russell, editor, and John Erdlen, publisher, in the interests of the Knights of Pythias.

Frog - established in 1888 by Cy Warman and moved to Denver in 1890 where it became the Western Railway. A railroad paper.

Mountain Mail - established in the town of South Arkansas in June, 1880, as a semi-weekly paper, by M.R. Moore and H.C. Olney. August 7, 1880 - name of town changed to Salida. January 20, 1882 - name of paper changed to the Salida Mail.

Peoples Press - A reference in the Salida Mail, November 17, 1891, said the Peoples Press had been purchased by Stuart and McDade. No other reference to this paper was found.

Salida Chronicle - a weekly paper established in 1904 by Geo. Dixon and P.J. Hulaniski. This paper was sporadically published throughout the next few years. C.E. Comstock and Julia L. Comstock owned it in

1905. W.A.H. McDaniels was the editor in 1906. In October, 1906, Gilbert Walker and Ed Gregg of Buena Vista bought the paper and changed the name to the Salida Republican.

Salida Daily News - established in August, 1883, by W.B. McKinney, December, 1884 - H.J. Hakins, proprietor. September - 1886 - Hakins sells to J.B. Bowne who employed W.B. McKinney as manager and editor. March, 1888 - A.R. Pelton listed as editor and publisher. November, 1890 - W.F. Boardman, editor; Pelton, business manager. December 1890 - sold to H.T. Lee. March, 1891 - Salida Daily News suspended. J.D. Randol bought plant and established Salida Sentinel.

Salida Daily Sentinel - established in June, 1882, when H.C. Brown and E.M. Pelton bought the Maysville Miner and moved it to Salida. Moore of the Salida Mail bought the Sentinel in Mar., 1883, and consolidated it with the Mail.

Salida Independent Shopper - successor to The Salida Times. In January, 1909, A.A. Mann and Joe Haley bought The Salida Times and changed its name to the Salida Independent Shopper. This paper suspended publication in May, 1909.

Salida Mail - name changed from Mountain Mail in January, 1882. March 1, 1882 - Olney retired from Mail. March, 1883 - Moore bought Salida Sentinel and consolidated it with the Mail. August, 1883 - Moore sold to W.W. Wallace. December, 1884 - Wallace sold to H.C. Crawford, editor, and J.F. Erdlen, publisher. July, 1885 - Crawford sold to A.J. Truesdell. July, 1888 - Truesdell sold to C.F. Brown. November, 1890 - Brown sold to Erdlen, who hired M.D. Snedcor as editor. June 1, 1891 - consolidated with Apex. Howard Russell became the editor with Erdlen as proprietor. The paper became the Salida Mail - Apex for one month, then returned to the name Salida Mail. March, 1895 - Russell sold out to Erdlen, April, 1895 - P.B. Smith became editor. February, 1901 - A.M. Hubert became editor with Erdlen, Ed Jarrett, publisher. July, 1904 - Hollenbeck sold to M.M. Smith. August, 1905 - Smith left the Mail. August, 1906 - E.A. Newton became publisher and A.M. Hubert returned as

editor. January, - Newton sold to John M. O'Connell. June, 1948 - O'Connell sold to Leigh M. Abbey who combined the Mail and the Salida Record. November, 1951 - Abbey sold to George C. Oyler, who renamed the paper the Mountain Mail. Oyler sold the paper in 1971 to the Sentinel Publishing Company of Grand Junction. (The above listing does not include many of the short term editors and publishers.)

The Salida Daily Times - Kansas State Historical Society lists a copy of The Salida Daily Times dated November 8, 1884.

The Salida Republican - name changed from the Salida Chronicle in October, 1906 - by Gilbert Walker, April, 1907 - L.P. Estes and C.T. Wright. July, 1907 sold to Fred M. Tomlin and H.B. Swartz who changed the name to The Salida Times.

The Salida Record - name changed from the Chaffee County Record in December, 1898, by Hollenbeck and Meacham. February, 1901 - Hollenbeck and Meacham sold to William Weber, publisher, and P.B. Smith, editor, May, 1902 - H.J. Foulk became publisher. July, 1904 - P.B. Smith retired. Mark Corbin became editor. February, 1905 - O.R. Meacham, editor. 1916 - Foulk left Record. 1924 - Meacham sold to F.G. Hedges. 1929 - Hedges sold to W.J. Marquardt. 1948 - Marquardt sold to Leigh Abbey who consolidated the Record and

the Salida Mail.

The Salida Sentinel - a weekly paper established in 1891 by J.D. Randol who assumed control of the Salida News plant. April, 1892, Randol sold to A.R. Pelton and Tom Williamson. October, 1893 - Pelton sold Sentinel to Harry Bevan of the Chaffee County Record who consolidated it into the Record.

The Salida Times - name changed from the Salida Republican when H.B. Swartz and F.M. Tomlin bought it in July, 1907. The name was changed to the Salida Independent Shopper in January, 1909 when sold to A.A. Mann and Joe Haley.

Turret

The Turret Gold Belt - a weekly paper established in November, 1899, by the Turret Publishing Company and printed in The Salida Record office. After a few issues, the paper was sold to A.H. Robinson who moved the paper to Turret and remained there with it until it suspended publication in 1911.

Turret Wildcat - The Chaffee County Record, September 16, 1898, reported that a newspaper to be called the Turret Wildcat would soon be started in Turret. No further mention of this paper was found.

Whitehorn

The Whitehorn Banner - established in February, 1902. 3 issues were printed, then the paper suspended because of mortgaged printing presses.

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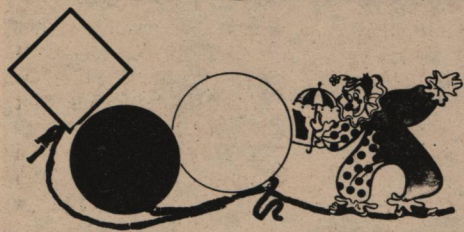
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Mountain Mail

Chaffee County's Only Daily Newspaper

Alpine Tunnel

early day engineering marvel

Brave men, organized as the Denver, South Park and Pacific Railroad, set out across the mountains bound for the vast Pacific area, in the days when all railroads were headed west—and endeavored to get “there” first.

The DSP&P started life in 1873, the year of the panic. Even with \$300,000 in bonds voted it by Arapahoe County, the road had a hard time. John Evans was president. The road was built out to Morrison but Bear Creek looked too wild for a railroad.

It had long been the dream of progressive statesmen and civic leaders, to construct a railroad through the central Rocky Mountains, between the 38th and 39th parallels. Capt. John Charles Fremont, America's great pathfinder and Capt. John Gunnison both made extensive explorations in the Colorado Rockies, searching for a suitable rail route. When located, the Alpine Tunnel was exactly 38 degrees and 40' north.

Finally the railroad builders started up the Platte Canon, where men were let down the walls on ropes to blast out part of the roadbed. On Christmas day, 1879, the first train rolled in to Chubb's ranch at the head of Trout Creek.

The builders were in a hurry because a rival road, the Denver and Rio Grande was coming up the Arkansas, bound for Leadville. The two roads arrived south of Buena Vista about the same time. The DSP&P was on the east side of the river and something happened to the bridge building material.

Imagine the consternation of the South Park engineers, twiddling their thumbs at Free Gold while the D&RG kept pushing northward. The South Park finally got across the river but by that time the D&RG was in Leadville. Records show the South Park got to Buena February 9, 1880, and leased the D&RG tracks to Leadville until 1883, when it built its own over Boreas Pass. (Editor's note — Available records inconsistent. One authority says that the South Park trailed the D&RG into Buena Vista, arriving Feb. 1880—but D&RG did not go thru Salida until May, 1880. Apparently a typographical error somewhere by historians.)

The fabulous Gunnison country was the next aim of the

two rival railroads. The South Park had leased the D&RG tracks from Buena Vista to Nathrop, and from there they built a road up Chalk Creek Gulch. The Rio Grande started over Marshall Pass and got there a year sooner than the South Park. The South Park of course had to bore a tunnel through the Continental Divide, arriving in Gunnison Sept. 2, 1882.

Many Financial Troubles

This railroad had the distinction of paying for itself while under construction, but this didn't last long. Within eleven years, in 1889, the 300 miles were sold under foreclosure to a new company—the Denver, Leadville and Gunnison Railway Co. There were great plans for the railroad in those days.

The Mail, July 23, 1889, reports that the South Park road would commence to run a daily train from Denver to Gunnison, with free chair car service, leaving Denver at 8 a.m. and arriving in Gunnison at 7 p.m.

This same issue relates that the South Park had been sold the previous week under foreclosure. The road was purchased by a Union Pacific syndicate and would remain under UP control. The new road would be put in first class condition and equipment materially improved. There were plans to change management, policy, gauge and route. The railroad would go from Denver to Morrison and Platte Canon, thence to South Park City and the salt works, south across the Arkansas Valley and Poncha Pass to a point near Del Norte, thence in a southwesterly direction to the San Juan mines and to the Pacific ocean. (Definite plans for the Alpine tunnel route not mentioned other than the daily train service.)

Presumably the Alpine tunnel was built through the Continental Divide to avoid weather troubles. This was a real engineering feat.

The survey had been run along the north side of the mountain. This was either a mistake on the part of the surveyors or they had sold out to the D&RG, which was trying to beat the South Park into the Gunnison country. The Mountain Mail, clipped this from the New West, on Aug. 18, 1882.



A Denver and South Park passenger train enroute to the Gunnison country enters the east portal of Alpine tunnel.

Alpine Tunnel

Alpine Tunnel, the first to pierce the main range of the Rocky Mountains is the highest railway tunnel in America or Europe. Its altitude is 11,500 feet above the sea and length is 1,700 feet. The approaches of the Denver and South Park division of the Union Pacific on either side are marvels of engineering skill laid through scenes unrivalled for grandeur and magnificence. Altho the tunnel commences with a sharp curve at its eastern end, so nicely was the engineering done that when workmen from either side met in the heart of the snowy range, they found only about one inch variation in the respective bores.

The Chalk Creek booklet gives slightly different dimensions of the tunnel, which was completed on April 1, 1881, at the cost of \$120,000. This booklet (and this should be correct) states the tunnel is 1,845 feet long, 12 feet wide and 17 feet high, rising 11,608 feet above sea level at the highest point.

Cost of the construction has been reported by C.F.R. Hayward as \$300,000. Engineering News states \$275,000, C.W. Mueller, M.C. Poor and Dow Smith set the cost at \$242,000. The Chalk Creek Booklet reported the cost \$120,000.

The story of its construction is an epic in American ingenuity and fortitude. Eighteen months, through two bitter winters and one short

summer were required to drill the 1,771.7 foot tunnel and more than ten thousand men worked, for varying periods, to complete it. The single track, narrow-gauge tunnel faithfully served the DSP & PRR for thirty years before abandonment in the year 1910.

At its altitude of 11,608 feet above sea level, the agony of living and working was more than many men could bear and it is believed that the Alpine Tunnel achieved one of the greatest labor turnovers of any construction project in history.

When planned it was believed by the engineers that the digging would be mostly through fine, solid, self-supporting granite, but as the work progressed, it was found that the men were in the worst type of unruly, slide rock and decomposed granite. One and one-half million feet of false timbering were required, and numerous subterranean flows of water were encountered.

The tunnel is lined with California redwood, which was brought in on jacks with great trouble. The tunnel was built on a curve for drainage. Even with the redwood lining, in later years the marvelous tunnel caved in. Now the tunnel is clogged with ice.

East met west in the inky confines of the bore when the headings were breached on July 26, 1881. The first engine passed through the tunnel in December of 1881, but the howling winter delayed the passage of the first train until July 13, 1882.

During these years no passenger was injured or killed in the Alpine Tunnel. In fact, history records no deaths or even serious accidents during the tunnel's construction. There did come a day, tho, when the clouds hung heavy over Alpine and death claimed her toll, when four men were suffocated in the bore, during re-opening operations. So dramatic was the accident and so beloved were the men in their communities, that the phrase “curse of the Alpine” swept into Colorado's lore.

The road was continually plagued with snow slides and with rockslides, and finally the owners gave up the tunnel in 1910. In 1890 there was a contest between two types of snow plow, at St. Elmo, won by a rotary type plow. Surely a good place to test this type of equipment!

Not Popular With People

Indications in the press were that the local people weren't overly fond of the South Park railroad at times. Back in 1885 the South Park left Buena Vista off the new time card but gave passengers 50 minutes at Schwanders (four miles below Buena) to get up to the Chaffee county capital. “This fall, when there will be as much ore to ship from here as from Chalk Creek the people may remember the favor they have done us and patronize the Denver and Rio Grande,” wrote a scribe on Aug. 7, 1885. The South Park also had lopped off Centerville at the same time.

On Aug. 11, same year there was a story that Buena Vista had discriminated in favor of the D&RG. “It is hard to favor a road whose lines are seldom open and whose very locomotives have the “big head”, was the reply to that one.

A reporter on July 17, 1888 wrote that the high-line division of the South Park road probably soon will be discontinued. An extension from Buena Vista up the valley to Leadville was projected and when completed trains between Denver and Leadville would take that route.

The same year that the tunnel was abandoned, the line from Parlin to Quartz was leased by the D&RG, which operated it until recent years.

Near Alpine's west portal the railroad constructed the highest railroad depot in the United States, a stone boarding house, a turntable and a huge stone engine house, capable of housing six engines for service at one time. A consist for “over the hill and through the hole”, most usually was composed of 12 to sixteen cars, powered by four locomotives. Grades to the tunnel from both sides of the range generally ran about 4 percent.

In 1906 fire destroyed the stone boarding house and the huge engine house. A new, two-story frame boarding house and hotel was constructed. So spectacular was the scenery and so thrilling was the ride, that countless excursion trains were operated over the Gunnison Division. About two miles west of the tunnel, downgrade toward Pitkin, are the Palisades, where the rails of the line threaded their way

Continued



The Pacific side of Alpine tunnel showing a Denver and South Park passenger train heading for Pitkin and Gunnison as it leaves the east portal.

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IN THE HEART OF THE ROCKIES

Jackson Hotel . . .

General U. S. Grant was once a visitor

When hotels were "hostelries" and the plumbing was outside, when General U.S. Grant was bequeathing historic distinction to Colorado's mining camp "hostelries" by trailing his whiskers and cigar smoke through dingy halls--the Jackson Hotel at Poncha Springs was new.

It was reborn June 27, 1946. The plumbing was changed and more than 100 couples attending the gala celebration and dance, caught not even a whiff of General Grant's stogie. But the atmosphere and essential features of the house still exuded the "Old West," despite alterations, which included such items as daylight in passages where a miner's lamp must have been standard equipment when the hotel's guests went up to retire, a modern dining room converted from the "Ladies' Parlor," where the women folk sat and rocked while the men went upstairs to oil their guns and themselves--and mattresses filled with material other than corn shucks.

Dining room service, according to representatives from the 107 who ate dinner on the opening day, must have improved considerably from that of 1878--or even 1922, year of the last previous public serving.

The entire structure was renovated from the attic rooms which once served as a jail -- and were set afire by an indignant jailee--to the lobby. Still in good condition is the well which supplied water to Frank and Jesse James when they are reported to have stayed at the Jackson in 1882. The well is characteristic of the alteration motif in the hotel. It supplies water from the same source as 94 years ago -- but by means of an electric pump. Light still comes from lamp chandeliers, but the glow through the polished chimneys is electric now; furniture in the lodging rooms is the same as

when the hotel was built, but refinished.

The two attic rooms will be used to display the outmoded hotel articles of those early years. Among the old items is an ancient organ and piano which provided dance music for many years in the sober 80's and gay 90's when the young people of the area tread the light fantastic.

The hotel register listed the names of many outstanding persons in those early years, three of whom were General U.S. Grant, Alexander Graham Bell and the famous silver king, Horace Tabor of Leadville.

Mrs. Mamie Jackson Smith, daughter of the original owner, had not operated the hotel for a number of years and the estate was sold to Ray Seese of Detroit, Michigan in 1945. A short time later he sold to Archie Gennow, who immediately remodeled the entire structure. Since then it has changed hands several times, the present owner being Malcolm Stewart.

Historic shorts

From Maysville Miner, April 1, 1882)

A Leadville washwoman was robbed of diamond earrings pin, with other valuables. A wash woman sporting diamonds would seem odd outside of the Carbonate Camp.

The old ware and ore house at the corner of Thirteenth and Colorado avenue has been removed. It is said that a large building to be used as a hardware store will be erected on the lot.

The town of Maysville was offering several hundred lots for sale, cheap. The town claimed to have 1000 population.

John Broll was killed in an accident in the Monarch Mining Co. tunnel.



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Mrs. Ethel Purdom

About our cover page

It is our guess that the photograph appearing on the front cover of this special edition is probably the oldest existing picture of Salida.

It is so old, in fact, that at the time it was taken the name of the town was South Arkansas -- not Salida.

It must have been taken about 1880. We date it thusly because the first edition of The Mountain Mail, June 7, 1880, carried the dateline South Arkansas. Soon after that issues of the paper began appearing with the Salida dateline.

The picture, like so much of the material in this edition, comes from the scrapbook of Mrs. Ethel Purdom's father which she has carefully preserved through the years.

An Editor's Note

By **BILL ORR**
Managing Editor

Most special sections published by The Mountain Mail, or any other newspaper, are the product of the joint efforts of a number of people on the staff.

To a certain extent that is the case with this edition too, but not to the degree that is usually the case.

LONG HOURS

Virtually every word of editorial content and every picture appearing on these pages is the product of long, arduous hours of research, writing and editing by Mrs. Ethel Purdom.

Though Ethel's official title is that of society and feature editor, we frequently refer to her -- and not in the least jokingly -- as "our resident historian".

Few, if any, living residents of Chaffee County have a broader knowledge of the early day history of Chaffee County.

BORN RIGHT HERE

Ethel was born and raised right here. Her early life, as the daughter of a miner and forest ranger, found her living in many of the early day mining camps in the county which are now nothing but memories.

Sparked first by her father's love of the country and his abiding interest in the lore of Colorado high country, Ethel has spent a lifetime studying, probing, investigating -- adding to her extensive personal knowledge of the county and its people.

SAVORS HISTORY

It can truly be said that she is one who "savors" history as a gourmet savors fine foods.

We are not alone in this conclusion. Scarcely a day passes that one or more persons cannot be found at Ethel's desk seeking historical information or trying to authenticate a fact which may be in dispute.

Very, very rarely is she found wanting for an answer.

PERSONAL NOTE

If a personal note may be added at this point, as a native western Colorado boy who also loves history, I was well-steeped in the legends, lore and colorful past of my beloved country west of the divide.

I must confess, however, to a woeful lack of knowledge of this equally fascinating side of my state.

When I came to Salida something less than two years ago I quickly found Ethel as valuable a source of information in the discharge of my editorial duties as two dozen reference books. It is no less true today than the first day I set foot into this office.

LONG IN MAKING

This edition has been long in the making. The germ of an idea came when we quickly discovered that among the most popular features in the entire paper, day in and day out, are the Pictures Out of the Past, which usually appear on Ethel's page, and Down Memory Lane, which she compiles daily for page 2.

Countless times the publication of an historic photo has brought to light information long forgotten. Someone will see the photo and it will awaken memories which have lain dormant for years. When this occurs, we are always pleased when a reader will take the time to tell us about that memory, for it often offers something additional we can share with our other readers.

DREAM TAKES FORM

With this kind of reaction, the dream of compiling at least a portion of early Chaffee County history in words and pictures, began to take form.

It soon became evident, however, that much of the

material needed to make the edition a success reposed in only one place, Ethel Purdom's mind. Further, the background knowledge to evaluate the accuracy and importance of printed material which otherwise was available to us, also was Ethel's alone.

The project was put to her, knowing that it would be a tough one. As usual, she readily agreed to undertake the work.

CONSTANT WORK

She has been at work on these pages, evenings and week-ends, almost constantly since January.

For that reason, and because we value her day to day work so highly, The staff of The Mountain Mail gratefully dedicates this issue.

"We use modern techniques with old-fashioned know how"

Johnny Berndt

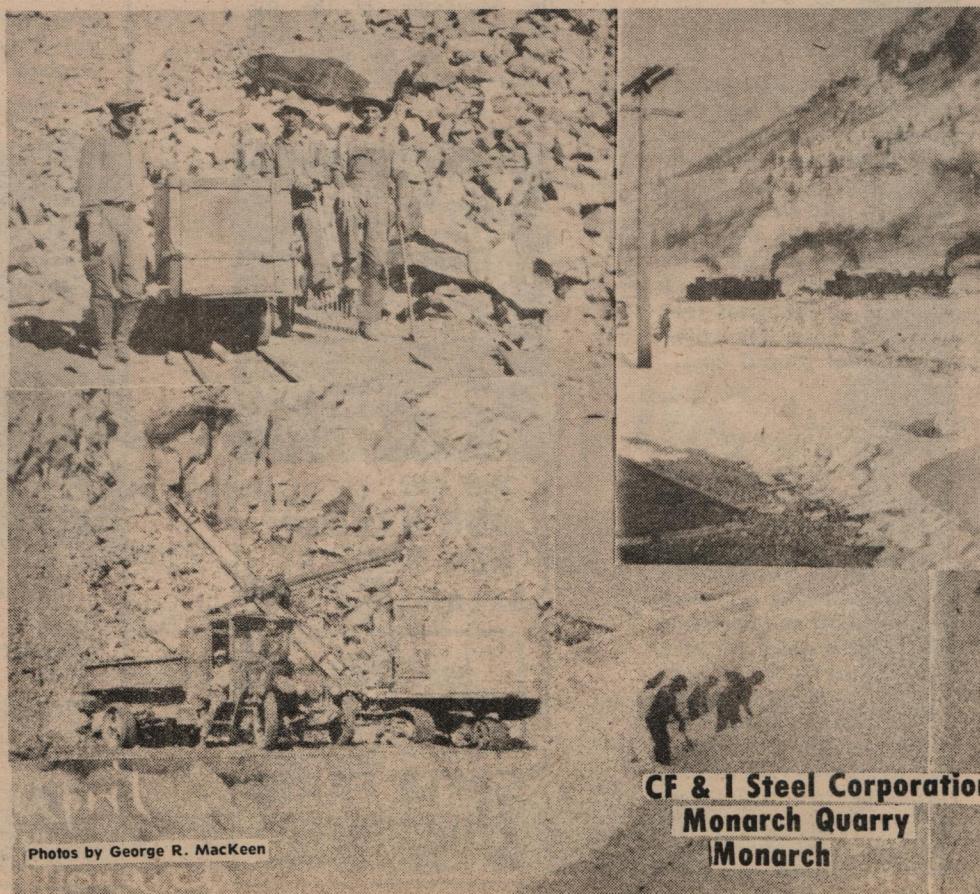
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Salida



Photos by George R. MacKeen

**CF & I Steel Corporation
Monarch Quarry
Monarch**

Marshall Pass . . .

Snow was the biggest headache

"The absence of snow on Marshall Pass one winter would be \$100,000 in favor of the Rio Grande" read a short item in the Salida Mail of Dec. 25, 1885. And the Marshall Pass boys, compared with those of the South Park, just thought they had trouble in the wintertime.

When the railroad was built across Marshall Pass, the railroad constructed 23 snowsheds. These were long sheds built over the tracks for the express purpose of keeping snow off the rails. They ranged in length to 1,000 feet. One disadvantage was that when a train went through a snowshed, an abundance of smoke drifted into the coaches!

By July 5, 1889 fires had destroyed five of the snowsheds, and they were not rebuilt as the rotary plows were doing well.

"It took four engines five hours to haul the cars over Marshall Pass Sunday night owing to the snow. If the snow was 20 feet deep the boys would get through somehow," observed a reporter on Jan. 10, 1884. An issue in March, that same year, notes "It is said the engineers and firemen on the Gunnison branch are taken a week on trial and get steady jobs if they show proficiency in shoveling through the drifts."

A story dated Dec. 24, 1884, states that about thirty men were sent to shovel snow on Marshall Pass and it was estimated that two to three days will be required to clear the pass of snow so that trains can go over safely.

That winter engines went over the ranges with large sheets of iron fastened over the front parts, so shaped as to throw snow to each side.

The same storm was recalled a year later in The Mail. The author of the railroad column wrote "Last winter's blockade on the Pass began on Dec. 17 and lasted until the day after Christmas. During that time many firemen who read this will remember that while snowbound on the range they had nothing to eat but tallow and waste for several days."

Just About Quit

The issue of Feb. 28, 1884, reports that the Denver & Rio Grande lines to Red Cliff and Dillon are practically abandoned. Eleven locomotives, with 75 men on board bucked snow for four days last week without making an impression upon the drifts which are piled up on and near the divide. Near Leadville the rails are covered with ice, and at one time last week it took eight or ten hours for a locomotive to climb the steep grade from the smelters to the depot.

One of the devices used to clear snow was the "flanger,"



described like this, on Nov. 24, 1885: The snow flanger, No. 2, which arrived from Burnham Sunday is the observed by all observers. Although not much larger than a sewing machine, it weighs 25,450 pounds, or twice as much as a coal car. It is loaded with lead. It will be coupled behind the snowplow engine which runs over the pass. It clears the snow away from each side of the rails, fifteen inches outside of the track almost to the ties, and is operated, raised or lowered by air. Flanger No. 1 has gone to Leadville and will run on the Eagle River branch.

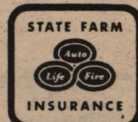
The winter of 1887-1888 was outstanding in the minds of those early day railroaders. That was the first winter since the completion of the Rio Grande over Marshall Pass that little or no delay was encountered because of snow.

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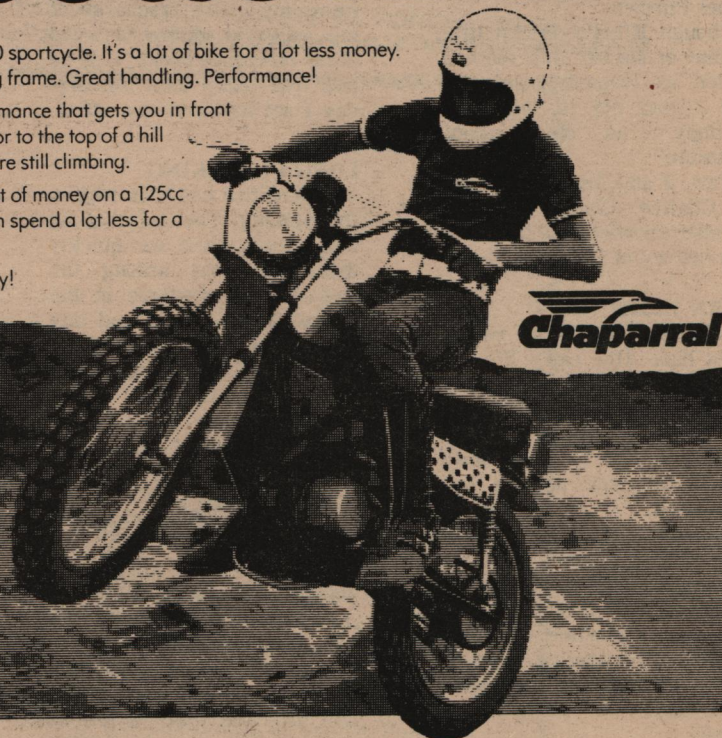
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Trout Creek Pass . . .

Beauty of the four seasons unsurpassed

Tourists traveling today on U.S. 285-24 are not aware that the route was traversed a century ago by various Indian tribes.

Those going west glimpse Mt. Princeton as it towers majestically over the Arkansas Valley. The ones heading east drop into South Park where the beauty of the four seasons of the year is unsurpassed.

Zebulon Pike's expedition crossed Trout Creek Pass from South Park into the Arkansas Valley in 1806. Undoubtedly countless trappers in the pre-settlement era made a similar journey.

As mountain passes go, it is a relatively easy route over the Mosquito Range which divides the two high valleys, and one that is not plagued by heavy snows.

In Use in 1860

Settlers were using the pass in the 1860s, branching northward to the Leadville area and southward to the new ranches around Poncha Springs. The "History of the Arkansas Valley" records that on Sept. 3, 1866, the Lake County Commissioners, meeting at Dayton, designated the road from the divide near the head of Trout Creek to be a public highway.

In the spring of 1868, R.B. Newitt took up a ranch near the head of Trout Creek. Soon known as "Chubb's Ranch," it became a favorite stopping place for all coming from Currant Creek and the first Colorado City (now a part of Colorado Springs) into the Arkansas Valley.

Some Minerals

Minerals were discovered on Chubb's Ranch not long after the discovery of minerals in the Leadville area. Most of the discovery was gold-bearing quartz, and the main mines were the Iron Chest, Iron Mask and Iron Heart. Some mining properties were tied up for years in litigation. For this and other reasons the area did not yield much in the way of mineral wealth.

George Leonhardy, who was unsuccessful in mining at Granite, in 1872 leased a ranch from Frank Mayol at Riverside, and built a road 14 miles to Chubb's Ranch, providing a much shorter route into South Park from Lake County.

Unsolved murder

John G. Irwin, who lived in a little cabin on John Mundlein's ranch half way between Poncha Springs and Maysville was the victim of another of Chaffee County's unsolved murders, late in December, 1890.

Irwin was seated at a table surrounded by gentlemen of the neighborhood, when the fatal shot came through a window. Irwin was, in difficulty, about having circulated scandalous reports about W. H. Champ's daughter. The stories finally got into writing and reached Champ. Irwin apologized and was about to sign a retraction in Champ's presence when he took that quick trip into eternity.

Leonhardy's road, while not the Trout Creek Pass route, was used as a mail route for nearly a decade.

Railroads Next

Then came the railroads.

The Denver, South Park and Pacific, delayed for several years by high mountains and the financial panic of the 1870s, got moving as its rival the Denver and Rio Grande, headed up the Arkansas Valley for Leadville.

The South Park intended as a feeder for the Denver Pacific and Kansas Pacific lines (later the Union Pacific) and through its tumultuous life owned or leased at one time or another by about everybody involved in railroading in the West,

selected a route over Trout Creek Pass.

The railroad timetable listed stops at Bath, Divide, McGees and, at the foot of the pass, Schwanders. The rails went southward to Nathrop, up Chalk Creek Gulch, through Alpine Tunnel and into Gunnison.

Some of the grade over Trout Creek Pass is still visible and a portion is an automobile road.

Room for Two

The pass was wide enough that when the first standard gauge line was built through the mountains - the Colorado Midland, which started at Colorado Springs and terminated at New Castle - the rails also went over Trout Creek Pass.

The Midland trains crossed on a trestle above the South Park tracks at the summit of the pass, with the Midland grade still visible north of the present highway. The Midland went northward near the foot of the pass and across the hills east of the Arkansas River above Buena Vista.

Stops listed on the Midland timetable included those at Bath and Newett.

A tourist guidebook in 1885 stated that McGees had a post office, hotel and railroad buildings, and Divide had a sawmill, several stores, a post office and population of 100.

The railroads over the pass didn't last much beyond World War I. The trestles and the rails which they carried are

long gone. Gone also are the villages, and only a few small log structures in varying stages of decay remain within view of the motorist.

The wagon road survived and became a road for motor vehicles. It has been improved and rerouted in a few places over the past half century.

The path across the Mosquito Range, once traveled by explorers in their migrations, now is used by 900 motorists daily as they go from the ranch country to the cities to transact business, or as they seek a delightful respite from the pressures of city living with a vacation in the high mountain areas.

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'68 Dodge 1/2 Ton V-8, auto.	1,800	1,395
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Turret camp . . .

It symbolized Colorado's glamorous era



Turret City, 14 miles from Salida, founded in the 1890's was active until after World War I. Mining continued on a

small scale until the late 1930's. Only a few buildings remain today.

Turret, 14 miles northwest of Salida, completely symbolizes Colorado's glamorous era as do many other ghost towns, the old mining camps hidden away in the heart of the hills. In these forlorn and often deserted places memories still linger even though silent reminders of a glamorous past have joined the ranks of forgotten men.

The once cheerful cabins, the homes of that stalwart group of people, the miners and their families who played an integral role in mining history during those early years, are sinking in decay.

To the tourist they reflect the pomp and circumstance, the turbulence and misery, the high tragedy and low comedy of those boom days when the nation looked westward to gaze upon a shining vision of another and greater bonanza.

Throughout the Colorado mountains these camps of log, rough timber and canvas sprang into prominence overnight, many to die soon, others to survive for years.

Venturesome characters from all sections of the United States seeking gold and silver were responsible for the spectacular mining history when they staked out claims and struck valuable mineral. Many prospectors were rewarded when gold or silver was discovered on their claims. Many more were discouraged when their claims failed to yield more than fool's gold and they moved on to search for fortunes elsewhere.

The future of Turret was bright back in the gay nineties when gold was discovered and people came in droves to seek their fortunes. Eastern capitalists moving in soon after hearing of gold strikes led the first settlers to believe that the camp would spread over the rolling area and become a vast utopia in the hills.

Starting as a gold camp, Turret had its beginning at a time when gold was the most highly sought mineral. Developments soon proved that the district in addition to

gold had copper. Graphite later claimed the attention of prospectors.

A deposit of granite was discovered near Manoa just over the hill from Turret and a number of claims at Whitehorn were opened.

The iron mine at Calumet, not far from Turret, was the most important factor in the discovery of gold in Turret as miners wandered over the hills following the closing of the Calumet.

When mines in Turret started shipping and the granite business became an industry, citizens in that area clamored for the rebuilding of

the Calumet branch of the D&RGW through Box Canyon as a broad gauge. The company refused a hearing on the proposal due to the steep ascent to the Calumet although there was never a record of any accident on the branch.

The narrow gauge, constructed on the steepest grade in the state at that time, emerged from the canyon past Hemetite and on to the flourishing Calumet camp to transport the ore to the smelters.

People in all walks of life settled in Turret. A group of Dunkards from the east established their homes there

and engaged in teaming. They were highly religious families and took no part in the social activities of the camp. When a gambler named William Record was shot in an argument during a poker game, they left for parts unknown.

When Billy Sunday, the famous evangelist, held a crusade in Salida in 1906, he visited the camp to renew acquaintance with an old friend, Emil Becker, with whom he had played league baseball in

their youth.

For 20 years the camp flourished. Mines were producing, hotels, stores, a drug store, butcher shops, a laundry and saloons were prosperous. "The Turret Goldbelt", a weekly newspaper edited by A.H. Robinson, was published for several years.

Nearly all of the buildings have been demolished. The original log school house and only a few buildings not worth moving remain as silent sentinels of a glorious past.



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Presbyterian Academy . . .

Financial woes spelled the end

The Presbyterian Academy played an important education role in the city for twenty years. After a history of financial struggle, the Academy finally closed its doors in 1904 and the site in the southeast part of the city was acquired by School District 7.

The cornerstone, made from marble from the quarry near Calumet, now rests on the Salida high school grounds.

The Academy originally was known as the Central Presbyterian College but a short time after the founding in 1884, the Presbytery established a college in Del Norte and the Academy was limited to elementary and secondary training. At one time, there also were kindergarten classes.

The Rev. J. G. Schaeffer was president and professor of mental and moral science when the institution was opened in the Fall of 1884. The Rev. E. L. Densmore, pastor of the Presbyterian Church in Salida, was instrumental in bringing the institution of learning here. He served as fiscal agent, and also as professor of natural science and education.

Samuel Dwight Arms was professor of languages and mathematics, the Rev. L. Ford, professor of English literature and belles letters, Prof. Swain Bach, president of the music department, and Prof. E. S. Bach, assistant professor of music. Average daily attendance the first few months was reported to be 40 students.

The grand inauguration of Central Presbyterian College on Nov. 19, 1884 was a gala affair. Those presenting the musical program were Arthur Roller, Prof. Bach, Jennie Hallock, Katie Smith, Eva Maguire, Fritz Frahe, Miss Mandeville, Minnie DeRemer, Leona Fisher, Miss Onio, and Miss Wanamaker. Speakers included the Rev. Turnbull from the Baptist Church and the Rev. Father Beaubien, rector of the Episcopal Church.

The honor roll at the end of the first 14 weeks, as reported in the Salida Mail, included Myra Ford, Minnie Ford, Nettie McPheeters, Belle Overholt, Ermine Randol, Hattie M. Rogers, Catharine Smith, Florence Stout, Martha I. Smith, Mary E. Smith, Albert Bach, Charles Ford, Ernest Eggleston and John T. Sippel.

The first commencement was on June 16, 1885, with Judge W. D. Wright as orator.

The Academy opened its second year in 1885, advertising college preparatory, literary and English, and scientific courses. Twenty-eight pupils enrolled. Forty-five pupils were enrolled in 1886, and classes were held in the Presbyterian Church.

On Oct. 8, 1886, the contract was let for a new building, 30 by 60 feet and two stories high. The contractors were Hunt and McNulty.

The laying of the cornerstone of the Academy was on Oct. 16, 1886, with the grand officers of the grand lodge of Colorado, Ancient Free and Accepted Masons leading the

ceremonies. E. H. Webb of Salida was deputized to act for the grand master. The procession formed on F Street between Second and Third at 1:30 and marched to the academy grounds under the direction of the grand marshal.

For the dedication the choir sang "Let There be Light" and "Hail Masonry Divine." Addresses were given by J. A. Stead, president of the board of trustees; Rev. John McLean, Presbyterian Church; the Rev. C. H. B. Turner, Church of the Ascension; the Rev. C. B. Allen, Methodist Church; and the Rev. Alex Turnbull, pastor of the Baptist Church.

Prof. Bach and his musicians presented numerous musical programs during the first years of the Academy. In 1886 they presented the popular operetta, "Pirates of Penzance."

Principals at the academy in its early years were the Rev. Mr. Ford, the Rev. John McLean, D. D., and the Rev. James Rodgers, who took over management in 1887.

The next principal was Glenn Culbertson and then, Mr. Steele. The Rev. A. Grant Evans, pastor of the Presbyterian Church assumed the duties of principal in 1892. In 1895 he accepted the pastorate of the church at Leadville and left the academy in charge of his sister, Miss Emily Evans.

D. E. Stephenson became principal in 1896, and at that time 28 pupils were enrolled, chiefly in the primary and grammar departments. The editor of the Mail wrote, on Jan. 3, 1897, "Today there are 145 in all grades and the Academy is one of the leading educational institutions west of the range."

The six on the faculty were Stephenson, who taught normal work, C. C. Spooner, math and science, R. T. Boyd, classics and English, Miss Zibbia C. Miller, elocution, physical culture and vocal music, Mrs. L. Thomann, German, and Mrs. Stephenson, junior department. The school was accredited and had pupils from over the state of Colorado and out-of-state, in addition to Salida young people. The building also was being remodeled in 1897 to allow for more space.

New teachers at the Academy, listed in the Mail on

Salida's population was not large but a gratifying crowd gathered for the ceremony when the corner stone of the Salida Presbyterian Academy was laid October 16, 1886. Judging from the summer attire of the women the day was sunny and warm. The institution, on the site of the present high school shops, operated until the 1904 class graduated. It became an elementary school and was dismantled in 1923.

Aug. 4, 1899 were W. E. Leonard, Elizabeth Rowell and Eloise Clough. Plans then were to teach a course in stenography and to improve the normal training course.

Faculty members in 1903 had been Emory B. Whitcomb (a brother of Mrs. E. E. Hutchinson of Salida), George A. Custer, Blanche Thompson, and Ella L. Graber.

The graduating class in 1903 included Irene Whitehurst, Merwin Davenport, Ruth Davis, Craig Sandusky, Florence Carmean, Harry Beck and Carrie Appleby.

The junior class listed Warren Davis, Dwight Shonyo, Earl Ehrhart, Wesley Whitehurst, Mark Donaldson, Elizabeth Hogue, Walter Sandusky, Florence Dismen, Butler Dismen and Beatrice Bullard.

Listed as sophomores were Laurel Hayden, Cora Erdlen,

Clara Shonyo, Nellie Roller, Emily Hockett, Elsie Beck and Pauline Hayden. The four freshmen were Helen Davenport, Sidney Shonyo, Theodore Greer and Louis Hayden.

Graduates in 1904—the last class—were Elizabeth Hogue, Beatrice Bullard, Florence Dismen, Walter Sandusky, Butler Dismen, Mark Donaldson, Wesley Whitehurst and Dwight Shonyo. Dr. E. S. Parsons, dean of Colorado College at Colorado Springs, gave the baccalaureate address. The graduates gave the

addresses—there was no outside speaker—for the commencement. The Mail praised Prof. Whitcomb, who gave the farewell talk.

In July, 1904, the editor of the Mail noted that the old Presbyterian Academy building and grounds were offered at a reasonable rate, and suggested the school board of District 7 make the purchase. At that time Salida had 1100 children and just two school houses.

A short time later the property was acquired by the public school system.

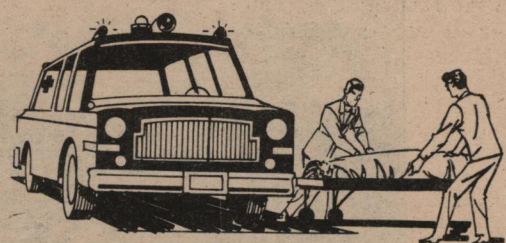


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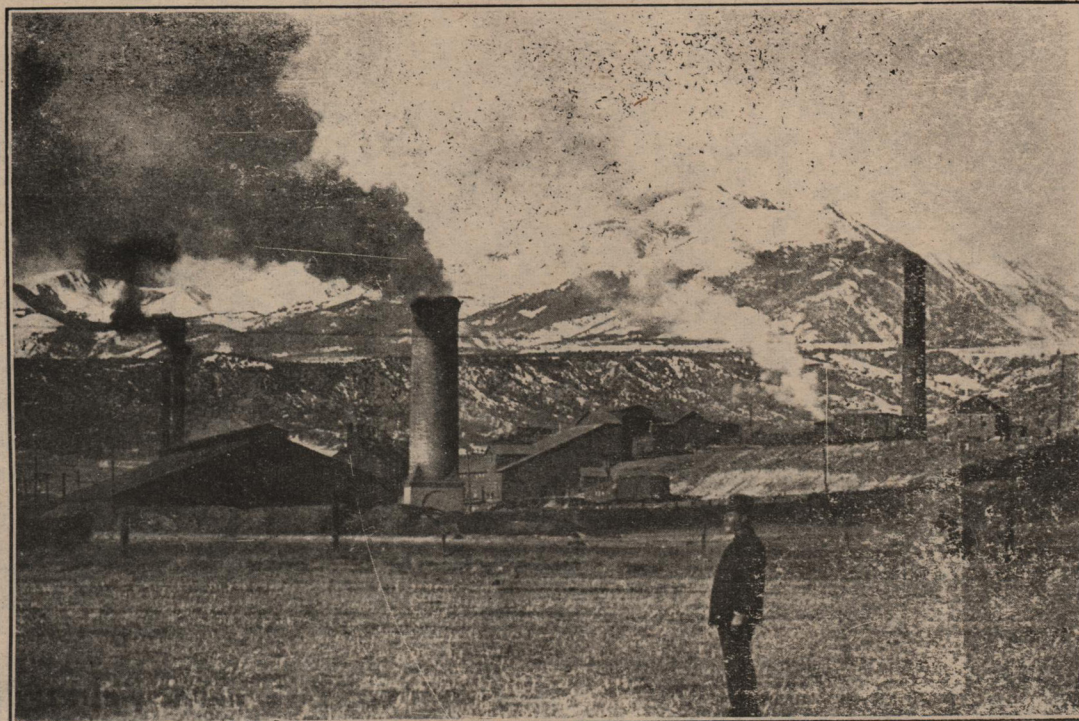


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Bits of History . . .

In photo form

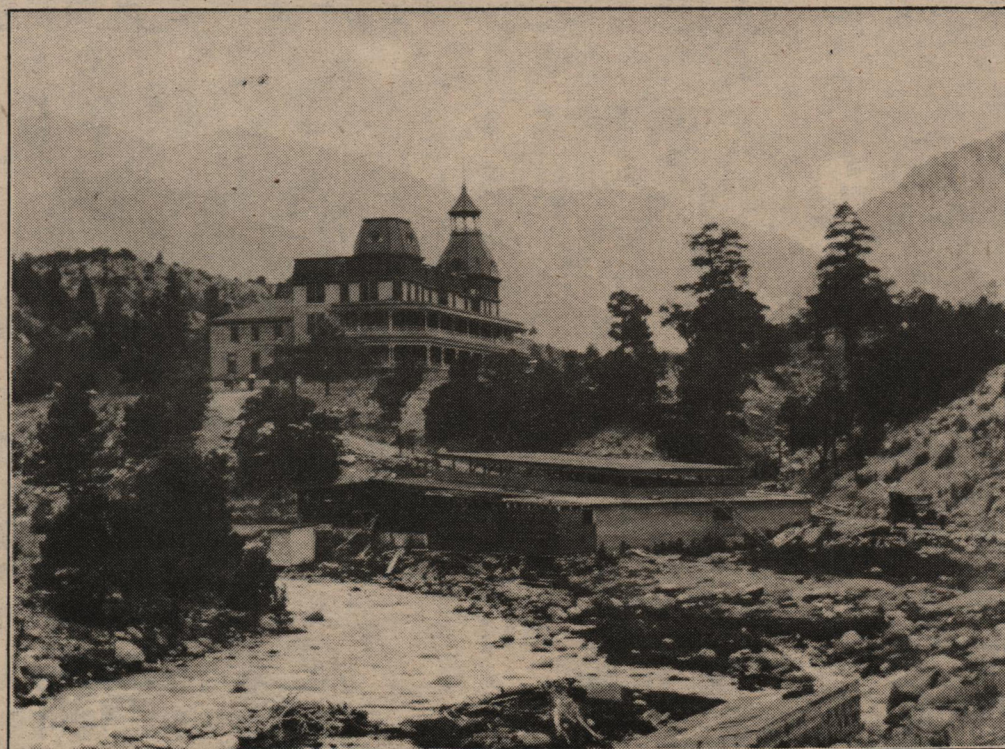


The Ohio, Colorado Smelting and Refining Company, two miles west of Salida, established in 1903, operated independently. It was equipped with six furnaces, 12 roasters and a Dwight-Gloyd mechanical roaster, of which there were but few in the United States.

The plant operated day and night with a crew of 300 employees. The payroll sometimes ran as high as \$30,000 a month. The plant was capable of handling 1,500 tons of ore daily. Some of the equipment took first prize at the World's fair in Chicago.



The original Red Cross Hospital as it looked in 1898 when Dr. Frank Cochems established it. It is now part of the Sherman Hotel building. Dr. Cochems built a new hospital on Third street a few years later, now the Masonic Temple. Maple Grove, head nurse, is one of the three nurses pictured. Waldo Hahn, nephew of the doctor, is on the horse.



The Mt. Princeton Hot Springs Hotel in Chalk Creek gulch built in 1889 at a cost of \$75,000 by a syndicate that had previously purchased the old Heywood hot mineral springs property. Wilbur Thomas was the manager when the hotel was completed. The four story

structure accommodated many eastern vacationers during the summer seasons. The pool and bath house at the foot of the hill were later remodeled. The hotel was demolished in the early 1950's. The pool is still in use.



Salida as it appeared in the gay-nineties when a circus came to town. The population turned out for the parade and held a gala celebration throughout the day. The procession had marched south on F street and was

starting into the 200 block when the picture was taken. The Commercial National Bank was on the corner of Second and F, now the location of the First National Bank. The store on the opposite corner was the Moch Brother's

Grocery, now occupied by Montgomery Ward Mail order office. The utility wires in that era were strung along the streets and not in the alleys. Note the growth of pinon trees on Mt. Tenderfoot, known then as Mt. Lookout. Courtesy Fred Mazzulla.



ST. CLAIR HOTEL — This 78-room structure which was opened on June 6, 1890, stood at the southeast corner of First and E streets. J. T. Johnson, contractor, built the hotel at a cost of \$45,000. The building was 75 by 90, 4 stories high, and had 68 sleeping rooms. A broad piazza was built at the second story level along two sides of the structure. The building was steam-heated and had electric lights. Oak furniture and other furnishings cost \$8,000. The hotel was dedicated with a grand ball under auspices of the Salida Cornet band. The first manager to lease the hotel was A. M. Gillaspey.



Train derailments were much more common in the early days of Chaffee County than they are today. Two major factors were involved: a greater number of trains were operating and the

roadbeds were not of the standards we know today. This derailment was on the Colorado Midland line in north Chaffee County although the exact date is not known.

Salida Public Library . . .

Long a vital part of our lives



Laying of the Public Library cornerstone in May, 1908 drew a large group of interested citizens. The library was a dream of the Tuesday Evening Club founded 10 years previously. As a result of a lease

agreement, the club today meets in Assembly hall of the library basement. Note the First Baptist church in the distance. Schools were dismissed to allow pupils, (not shown) to witness the ceremony.

In September 1894, the organization known as the Tuesday Evening Club of Salida was organized, having among its objectives the founding of a public library for Salida. The eleven charter members of the club were Mrs. Mary C. Ridgway, Mrs. Georgia Morrison, Mrs. S. Innes Frame, Mrs. Sarah A. Disman, Mrs. Hattie W. Cornwall, Mrs. Ora Rech, Miss Amelia Evans, Mrs. Katherine D. Rudolph, Mrs. Lily Mosgrove, Mrs. Martha Deen and Mrs. Mary Imlay Sisson.

The few books purchased the first year from club dues were kept in a small room of the Central School building (later McCray School.) In 1896 a small store room on West Second Street was secured to accommodate the growing needs. To meet expenses a charge of \$2.00 a year was made to all subscribers, except club members. Funds for carrying on the work were obtained in this way and also by contributions and entertainments. In 1898, the library was moved into a small brick building on the corner of "F" and Third Streets where the large brick building occupied by the Salida Motor Company now. From there the library moved to a large second story room of the City Hall building—in which the Town Council held its sessions and the police magistrate held his courts—where it remained until a permanent Public Library building was provided in 1909, with a paid librarian in attendance. Until this time the members of the Tuesday Evening Club took turns donating their time to working in the library.

The intensive campaign for procuring a site and funds for building the public library was undertaken in the summer of 1905. Upon being approached, Andrew Carnegie, under certain conditions imposed, agreed to provide a substantial

sum for the library building. Mrs. Mary C. Ridgway, first president of the club, and her husband, A. C. Ridgway, made the first large subscription by giving \$1200 for the purchase of the library site. Then the campaign was on in earnest and its appeal was rewarded through substantial subscriptions by public spirited citizens.

In early 1906 the public library movement was given added encouragement and impetus by William P. Harbottle through his bequest of his home and personal library to the trustees of the Salida Library Association in establishment of a strictly noncirculating reference library as a memorial to his mother, to be forever known as "The Juliana Reference Library" and housed in the home he bequeathed, or exclusively maintained by the income from that home if housed elsewhere.

When funds were reasonably assured, architectural plans to provide a substantial Public Library building, including a separate and exclusive room for the "Juliana Reference Library," were a subject of much earnest thought and planning. The pioneer women who had by then accumulated an excellent library of books in the City Hall quarters, suddenly realized that they would have no place to hold their meetings.

All plans were halted and a general discussion of the matter took place for several weeks before the solution was reached, that of adding to the building plans an assembly hall to be leased by the Salida Library Board to the Tuesday Evening Club for its meetings at a nominal rental, the hall to be furnished and maintained by the club at its own expenses and by it, as the constituted agent of the public library board, sub-rented on a basis providing for the paying over to the library board of all such

rentals received, less actual expenses, for the purchase of books.

Additional funds were then again subscribed by the citizens. In due time the contracts were let and the library building completed under most watchful supervision at a cost of \$15,000 of which \$9,000 was paid by Andrew Carnegie and \$6,000 by gifts and subscriptions of local people.

In May 1908, the donated corner stone of the library building was laid with appropriate ceremonies. About February 1909, a memorable and brilliant ceremony of dedication was held and the formal opening of the Salida Public Library took place. The library of the Tuesday Evening Club, then numbering 1967 volumes, had been moved to its permanent home from the city hall and placed on the shelves awaiting them, as had also the Harbottle reference library into the "Juliana Reference Room" prepared for it, and everything was turned over to the city. Mrs. Florence Lippard, then president of the Tuesday Evening Club, made the presentation speech in behalf of the club and Mayor W. S. "Scotty" Buchanan accepted for the city.

The first Board of Trustees of The Salida Public Library were W. G. Sisson, Mayor and ex-officio chairman by virtue of his office, J. J. McKenna, Mrs. D. P. Cook, A. R. Miller,

Mrs. C. L. Shively, J. U. Moch and Mrs. S. J. Spray. The first meeting of the Board was held in the office of the city clerk of Salida on Feb. 5, 1909.

On May 10, 1909, the Board of Trustees executed the prearranged lease for a term of five years with the Tuesday Evening Club for the Assembly Hall and kitchen in the basement of the library building. This original lease has been officially extended from time to time at the expiration of each leased period.

It is now a historic document in full force and effect, and the cooperative relationship which has existed under this lease for many years between the board of Trustees of the Salida Public Library and the Tuesday Evening Club is regarded in other localities as unique, however, there seems to be a well united opinion that the arrangement may continue indefinitely as a most amicable and satisfactory way of best promoting the cultural interest of the community.

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Chaffee County

It's early history was lively and colorful

(Editors note: Information for the story below was taken by E. R. Emerson's History of Chaffee County, State Historical Society records, and early files.)

The daring and indefatigable prospector of 1859-60 made his way to the Arkansas River, and found everywhere in the sand and gravel of the river banks the glittering gold of which he was in search. The first determined effort to work the bars in the river was made at Kelley's Bar, about four miles below Granite, by a party of prospectors led by Dr. Earl, early in the Spring of 1860 and prior to the discovery of gold in California Gulch. Work was prosecuted successfully during the season and for several years yielded handsome returns.

Early in April, 1860, Messrs. H. A. W. Tabor, S. B. Kellogg and others discovered and took up claims at the north mouth of Cache Creek, whip-sawed lumber for sluice boxes and made the first beginning in what were to become the best paving placer claims in the State. The discoveries in California Gulch in the latter part of April in the same year, created such an excitement along the river that they abandoned everything and started for the new diggings. Tabor and others were among the first to open up the wonderful developments of this famous and rich gulch.

Georgia Bar, about two miles blow Granite and opposite the mouth of Clear Creek, was discovered and taken up by a party of Georgians the same season. Good pay was found and several thousand dollars taken out the first season. In 1881 the property was owned by Peter Fries and Chris Kirsch who also owned an extensive ranch on Clear Creek.

River Bed Contained Gold

The river bed and banks for a mile or more below Granite were found to be rich in gold. In 1880—when Emerson wrote his history of the valley—the property was owned by Walter H. Jones, superintendent of the Gass Mining Co., under patent from the U. S. Government.

From below the mouth of Cache Creek to above Low Pass Creek, passing through the town of Granite a little more than a mile, the river was also found to be good pay ground and was taken up and patented by W. H. Morgan and others and in 1880 was owned by a party of Eastern capitalists.

Just below the town of Buena Vista, and below the mouth of Cottonwood Creek on the western bank of the river, rich placer diggings were found and considerable gold was taken out in the early days.

Brown's Creek Canon and the river below also afforded considerable gold to the patient worker in those early days but mining interest had played out by 1881. During the grasshopper years of 1876-77, when the ranchmen lost their entire crops by the raid of these pests, many would have been compelled to abandon their ranches but for the gold taken out of the banks of the Arkansas.

Placer diggings were found and claims taken up about the head of Squaw Creek on the Eastern Slope of Mt. Shavano as early as 1863 but with the rude appliances then in use, could not be profitable.

Farmers Came Early

In 1863, Frank Mayol took up a ranch bordering on the river, later known as Leonhardy's Ranch on Riverside, about eight miles north of Buena Vista. Emerson, in his story, said that Mayol was successful selling what he raised to miners along the river and at California Gulch. He claims to have realized \$5000 for the first crop raised from less than five acres of land. He probably did, too, because potatoes were fifty cents a pound!

During the following seasons, he cultivated larger acreage and soon accumulated a fortune. In 1871, George Leonhardy, who was unsuccessful in mining in Granite, leased the ranch which he purchased the following season, for \$3,750, a lot of money in those days. During the summer of 1872 he built a road to Chubb's Ranch on the divide, 14 miles, opening a much shorter route into South Park. This cutoff became the regular mail route into the county and continued as such until the mails were brought over the Denver, South Park and Pacific Railroad in the early 1880s.

A postoffice was established at Riverside that summer and Leonhardy was appointed postmaster. Leonhardy gradually added to his holdings and in 1880 was shipping large quantities of mining timbers and charcoal to Leadville.

In 1864, Andrew Bard and Frank Loan took up an extensive ranch on the Cottonwood near the present town of Buena Vista and used irrigation water from Cottonwood Creek. This tract produced large crops of potatoes, oats, peas and turnips. Hay was also produced in abundance and there was a ready market at good prices.

The same year Benjamin Schwander took up a ranch on the east side of the river near the mouth of Trout Creek and owned and cultivated the land in the 1880s. The following year William Bale, afterward sheriff of the county, John McPherson, J. E. Gonell and others settled along the Cottonwood, taking up the ranches later owned and occupied by Hugh and James Mahon, J. T. and E. H. Bray. In 1880, James McPhelimy occupied the ranch first taken by Frank Loan a part of which is included within the corporate limits of Buena Vista and is known as Loan's Addition.

August 6, 1865, Cottonwood was made an election precinct, embracing all the territory south of the bridge across the Arkansas, and J. E. Gonell, William Bale and Andrew Bard were made judges of election. During this year Galatia Sprague, R. Mat Johnson, John Gilliland, Matthew Rule and others had settled at Brown's Creek. Under the stimulus of successful farming as well as placer mining on the river near

the mouth of the creek, so thriving a town had grown up that Brownsville was made an election precinct in November of the same year. This precinct embraced all the county from Chalk Creek to the southern line of the county. John Gilliland, G. M. Huntzicker and John Weldon were appointed judges of election to be held at the house of Matthew Rule.

In the following Spring, 1866, John Bennett and Nat. Rich with others, settled on the South Arkansas, near the present town of Poncha Springs, and in July of the same year the South Arkansas was declared an election precinct, embracing all of the county south of Sand Creek, and W. Christison, living on Adobe Park, John Burnett and Nat Rich were appointed Judges of Election, the election to be held at the Rich home.

Dayton Next County Seat

The next year, the county seat was removed from Oro to Dayton. The following year, apparently 1867, a road was laid out from the top of the divide at Poncha Pass, following along Poncha Creek crossing the South Arkansas at the bridge on the George Hendricks claim, to the school at Brown's Creek and thence to the bridge crossing the Arkansas River just above the mouth of Trout Creek. The Trout Creek road already was a public highway and the two roads provided comparatively easy communication between the northern and southern end of the counties.

Discoveries of mineral about the head of Clear Creek during the early part of the season, 1867, created considerable excitement and the La Plata election precinct was created the same year. Granite also was made an election precinct in 1867.

In the spring of 1868, R. B. Newitt took up a ranch on the divide, near the head of Trout Creek which soon became known as Chubb's Ranch and was the favorite stopping place for all coming into the valley from the Denver region. During the year Charles Nachtrieb built a grist mill on Chalk Creek. For a time wheat was ground at the mill but as transportation improved it was found that other crops could be grown at better advantage here and wheat could be shipped in.

This same year, 1867, Granite got the county seat fever and the voters concurred. Citizens contributed liberally to defraying the expense of moving the county seat from Dayton to Granite. The first meeting of the county commissioners was held at Granite on Oct. 8, 1868. Peter Caruth was chairman, Walter H. Jones and J. G. Ehrhard, members and Thomas Keyes, clerk and recorder.

Little attention was paid to mining in the southern part of the county, which was particularly suited to the cattle industry. Joseph Hutchinson invested in cattle for himself and as agent for Gaff & Bailey.

The Lake County War

The numerous streams coming into the Arkansas from

the West offered abundant water for irrigation, but early in the spring of 1874 a difficulty arose in regard to water and certain ditches from Brown Creek. This resulted in the killing of George Harrington. A ranchman and neighbor, Elijah Gibbs, with whom he had a dispute the day before, was arrested and tried for the murder, but was acquitted, there being no evidence against him, the trial taking place in Denver.

After he had returned to his ranch in the fall of 1874, an attempt was made to arrest and lynch him, which resulted in his killing three of the party making the attempt. A safety committee was soon organized and several parties were ordered to leave the county.

Judge E. F. Dyer, then county and probate judge, but acting as a justice of peace upon complaint being made to him issued warrants for the arrest of certain of this "committee." In obedience to the summons, they with associates appeared at Granite for trial, heavily armed. The sheriff claimed his inability to disarm them. After the dismissal of the case the morning of July 5, 1875, Judge Dyer was brutally assassinated, shot dead in his own court room.

Emerson wrote, five years later, "The assassins escaped and but little effort was made to discover or arrest them. In the settlement of a new, and particularly a mining county, there always has been more or less killing in disputes over real or fancied wrongs for which some excuse may be found or fancied wrongs for which some excuse may be found or offered, but none has ever been offered for this cowardly murder of Judge Dyer and it remains the foulest blot upon the early history of the county."

Numerous murders were committed but there were few convictions. Emerson explains that sessions of district court were infrequent (about once a year), jails were inadequate or even nonexistent and transportation was difficult. Juries

were reluctant to convict. This changed as the country became more stable and as churches were built. Incidentally Emerson said that not until 1879 was any building erected for or devoted to religious purposes in the county.

Game was abundant in the early days—elk, deer, mountain sheep, antelope and bison. The bison had almost entirely disappeared when the first settlers came in, and before long, other animals were scarce.

Indian Hunting Ground

The country had been a paradise for the Indians who made this their summer hunting ground for years. Colorow and his band were very reluctant to stay on the reservation west of the main range. John D. Coon, an early settler near Brown's Creek and other settlers were frequently ordered to leave but no violence was committed. There were no murders and the only apprehension was in 1879 at the time of the White River Massacre and it was rumored that the Indians were headed this way.

Chaffee County was created in 1879 and was named for Jerome Chaffee, a senator in the Territorial Days.

The first election after the division of the county was held in October, 1879. Officials elected were Josiah T. Bray, chairman, T. I. Briscoe and W. H. Champ, county commissioners; James Johnston, clerk and recorder; Dr. E. A. Wright, corner; George L. Smith, superintendent of schools, Daniel DeVroey, schools; E. Shaul, assessor; and W. R. Whipple, surveyor.

Officers in 1881 were W. H. Champ, chairman. T. I. Briscoe and C. A. Montross, commissioners; J. H. Johnston, clerk and recorder; T. M. S. Rhett, county attorney; E. H. Stafford, sheriff; S. S. Sindlinger, county judge; E. R. Emerson, treasurer; Dr. A. E. Wright, coroner; George L. Smith, superintendent of schools; E. Shaul, assessor; and W. R. Whipple, surveyor.

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Early fires

Volunteers battled more than once to save the town

In those days before the telephone and police radio system three pistol shots ringing out in the middle of the night meant two things—a fire, or a jailbreak. If the pistol shots didn't waken the sleeping populace, then those sounding the alarm would ring bells and shout.

Soon the volunteers would be rushing down the street in various stages of undress to fight the fire or look for the men who had broken out of the pokey. Incidentally, breaking jail evidently wasn't much of an accomplishment in the early days.

One of the worst fires in the city's history occurred the part of March in 1886. The fire started in the old Windsor hotel, where the Salida Theatre now stands. The entire block was aframe construction and a bursted hose prevented firemen from getting the blaze under control.

Two blocks were swept away, a fire destroying everything from G to F on each side of First to the alley. Only two buildings escaped destruction. The insurance companies threatened to withdraw from the town unless proper fire ordinances were enforced, and from that time on, Salida became known for its substantial buildings."

N. C. Twitchell's companies paid out \$20,000. Others collecting insurance were C. C. Laub, the Mansonic Lodge, Webb and Corbin, Deveraux, William Stevens and Charles Hayden, the Oyster Bay and Witmer furniture company.

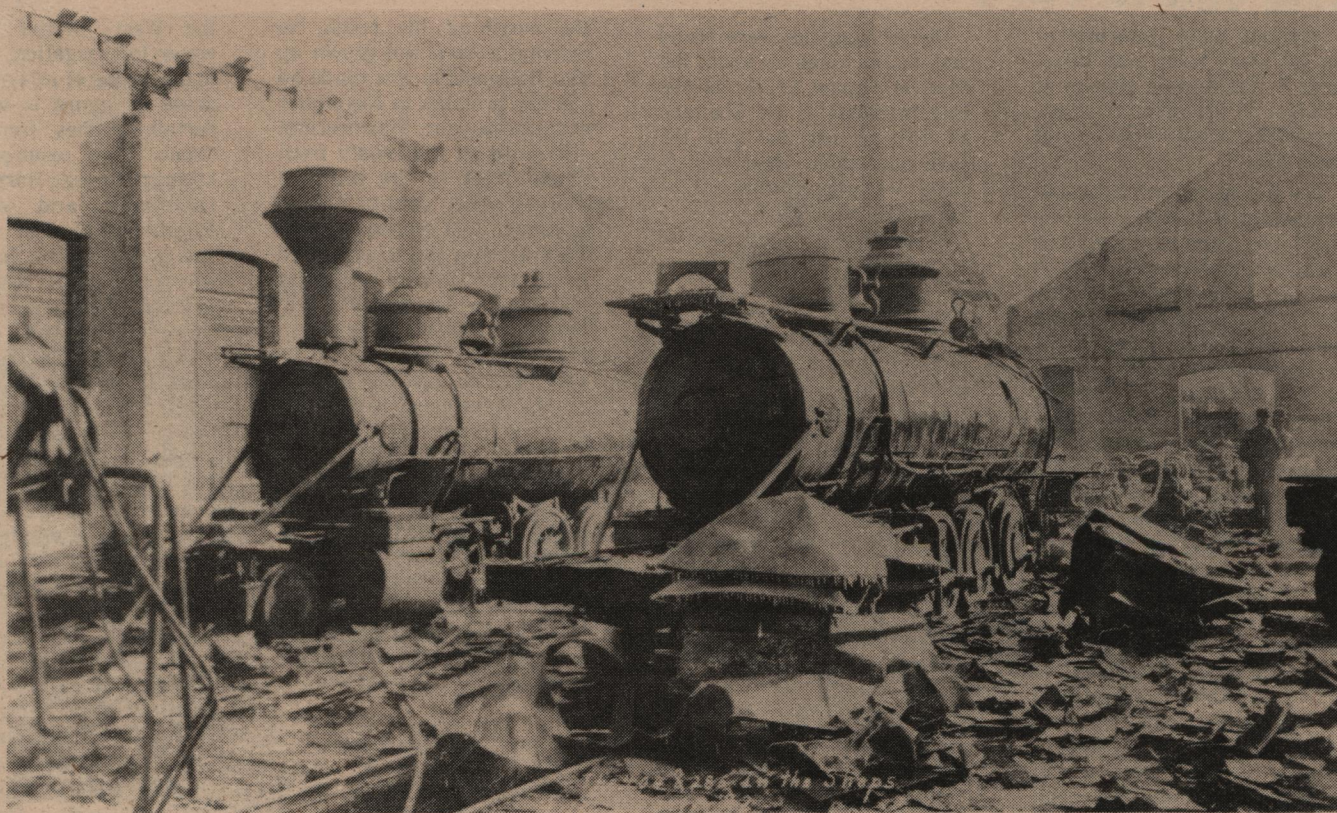
The greatest conflagration was on Jan. 2, 1888. The fire started at the new three-story hotel building Peter Mulvany was erecting at the southeast corner of Second and F streets. The wall of the Mulvany block fell and crushed the Sullivan hardware building to powder. Two men inside were rescued.



Early day residents shown looking among the ruins of the big conflagration January 2, 1888. The fire started at the new three-story hotel building Peter Mulvany was erecting at the southeast corner of Second and F Streets, now the site of the Harold R. Koster building. The wall of the hotel fell, crushing the

Sullivan hardware building to powder. The flames jumped across Second Street to the Craig Opera House destroying it and all other business firms in the block including Whitehursts Grocery, the Bateman Hardware store and Santa Fe Moll's place.

C.H. Clark photo.



Engines 404 and 285 were two of the 17 ruined in the fire in the round house December 11, 1892. The two are shown in the shop awaiting repairs. All 17 were gradually

repaired. The fire cost the company \$400,000. Several reasons for the fire were offered but the real cause was never known.

The flames jumped across Second street and Craig's Opera House was destroyed, as was Dell Crane's liquor store on the first floor of the opera house, Hodgman row, Santa Fe Moll's, the old gymnasium. Gillett and Whitehurst Grocery House. C. H. Clark Photography shop, G. F. Bateman and sons Hardware store and others were destroyed by the blaze.

Some of the losses included \$5000 to Dell Crane, \$11,000 for the Craig opera house, \$9,000 to the Bateman's, \$13,000 to Gillett and Whitehurst Grocery (at Second) \$10,000 to Craig, Sundusky and Co., Even though stock. E. Ford and Co. moved out their dry goods stock and still had a \$2000 loss.

Peter Mulvany ran a two column advertisement pointing out that he had four fires in 20 months and was ready to sell out. (He didn't sell.)

The issue of Jan. 13, 1888 reports the air still was adened with the odor of baked beans and other canned goods that were buried in the ruins.

Mulvany's fire troubles were far from over. The Salida Mail of Nov. 22, 1889, reports that fire destroyed his extensive grocery establishment just across from the D&RG track. His account books burned and estimated loss was \$25,000. Mulvany moved his business across the way to his carriage warehouse and continued.

At this particular fire the firemen were short of water and hose. And the firemen?

They were paid \$2.50 a day for fighting blazes.

A fire which was acknowledged as a blessing to the community occurred at the corner of First and F streets in early May, 1890. Old landmarks were wiped out.

The fire started at two o'clock on a Sunday morning in the kitchen of the Saddle Rock restaurant. There was so much grease on the floor and furniture that the blaze spread rapidly.

The fire went on to the building occupied by J. W. Warman who had a stock of cigars and confections. Schuelke's shoe shop, W. G. Westfall real estate office and W. K. Eggleston's dental rooms.

These were among the first buildings erected when the town was founded in 1880. The Mountain Mail first was published in the Twitchell building where Schuelke, Westfall and Eggleston were located at the time of the fire.

The latter part of August, 1892, another fire broke out, after which the Mail editor offered sympathy to the property owners involved, but at the same time extended

congratulations to the city. After several "attempts," the old Germania House, a cheap hotel on Front street, was destroyed by fire.

In addition, the flames took Lee Chung's laundry, Comstock's restaurant, M. J. Kinneys saloon, and the four-unit tenement building owned by J. B. Randol. All were of frame construction.

"It was a pretty sight, all of the buildings burning at once," the Mail reporter noted. Firemen hustled to save old fences to the west, and also Governor Hunt's frame building on E, between First and Front streets.

Many of J. A. Eddy's shade trees surrounding the park opposite the fire also were destroyed. The loss totaled \$8,000—with little insurance.

"The fire was undoubtedly of incendiary origin and there is no clue whatever to the perpetrator of the act. The losses will not be very heavy to the property owners when it is taken into consideration that the land itself has enhanced in value since the fire. The citizens sympathize with the losers in their loss."

Historic Shorts

It is rumored that the Lady Gay dance hall is to be closed for want of custom.—Mountain Mail, March 8, 1882.

The enunciator for the St. Clair hotel has arrived and been put in place. Each room in the house is now provided with a call bell.—Salida Mail, July 11, 1890.

A quantity of fireworks were set off from Mt. Lookout last night—Salida Mail, July 4, 1890.

Salida founded in 1880 . . .

Jail was first order of business

Salida was incorporated in the Fall of 1880 and guess what was the first order of business at the very first council meeting, on Oct. 28—to erect a calaboose! It was so ordered with the cost to be \$260.

The first jail was located at First and G streets and must have been an inadequate eyesore from the word go. Early files of the Mountain Mail indicate that jail breaks came easy and often. Nineteen prisoners escaped in the two months prior to July 8, 1890.

The jail frequently was "out of commission" and that was the case early in 1891 when Oliver Briley was lynched. Briley was being held in a vacant building on West Second Street because the jail was unusable.

Often overcrowded finally the council saw fit to build an addition to the jail in the middle 1880s.

The situation finally came to a head in a tragic way on Aug. 8, 1901. Peter Hogan, a young colored man, had been committed to the jail for some obscure reason. He spent a day on the chain gang, and made one effort to escape but was convinced to return when fired upon by a guard.

He was returned to the jail after supper and at 10:30 p.m., Hogan, the sole occupant, set fire to excelsior that had been emptied from a mattress. An alarm was turned in by a passerby and the fire department was there shortly but Hogan already was dead.

The city had to do something then and the result was the purchase of Fraternity Hall on E street, the present city hall. All city offices were moved into the building—and, most of all, an adequate jail was included in the remodeling.

Being marshal in those days was a hazardous occupation. J. S. Meadows was the first marshal. The first outlawry in the brandnew city was on Nov. 9, 1880, when Meadows was shot and severely wounded by a man named Baxter who

resisted arrest.

Baxter Stingley was appointed marshal pro tem after Meadows' misfortune, but resigned five days later and Thomas Reade was appointed. On Nov. 30, Meadows had recovered sufficiently and Reade was discharged as marshal. The city clerk apparently took a vacation because minutes of the meetings are missing from that date until April 12, 1881. Joseph Watt was city marshal from March 19 to April 18, 1881, receiving the standard \$2 a day for his services. (Incidentally, prisoners unable to pay court fines also were allowed \$2 a day for working on streets.)

A. B. Taylor was elected city marshal over Watt, the vote being 4 to 1, on April 25, 1881. Taylor also had served 22 days from March 1 to March 23, and one of his first instructions was to recover the pistol belonging to the city, which had been kept by Meadows when he quit his job.

Next marshal on record was T. H. Reed who served from Aug. 17 to Oct. 19, 1881. The city dads made Reed put up \$18 when they issued him a pistol and this money was to be returned when he turned in the weapon. Reed was booted from the job and James H. Stewart was the next appointee.

Baxter Stingley was appointed as of Nov. 8, 1881. Stingley was popular with the public and apparently was an efficient and obviously fearless law enforcement officer. Stingley was shot in the line of duty in the Memorial Day slayings of 1883, in which his deputy, James Bathurst was killed. Stingley recovered only to be murdered by Frank Reed that October. Reed was a well known desperado and killed Stingley when resisting arrest. About \$3,000 in reward money was offered for Reed's apprehension, but no one seemed that interested in earning \$3,000.

Stingley was being paid \$75 a month at the time of his death.



Some of the landmarks in this old picture of Salida have disappeared. The Elk Hotel, later known as the Salida Hotel, is at the lower right. The four-story St. Clair Hotel is nearby. Pictured in the center is old Central school house later changed to McCray, with the First Methodist church in the back. On opposite corners are the white frame Christian church

and the First Baptist church. The white frame Catholic church is at the rear. Note the Stotler terrace near the First Baptist church. The Alan Hampshire residence on Park Avenue is in the distance. The square structure at the southern edge of the city is the Presbyterian Academy.

Stingley's successor was John Wallich who had been marshal in the busy days at Maysville. In the Spring of 1884 the new city administration re-elected Wallich by popular request of the public. In September of that year charges of conduct unbecoming an officer were filed against Wallich and a special policeman, T. W. Page. Page resigned, and Wallich resigned while under suspension. The charges had been the outgrowth of something-or-other at the ball given by the IOOF+AOUW and Knights of Pythias lodges.

J. W. Fisher served awhile as marshal, and

then J. L. Furgeson. Next was a fellow named Murphv and when he resigned, William Sisk. About this time, William A. Hawkins was booted as police judge because of malfeasance of duty. In 1886 M. Dolphin was named marshal, for \$90 a month.

Bob Shewalter also served as marshal.

T. S. McKelvey was appointed marshal in 1890. McKelvey was a professional law enforcement officer, having been a prison employe previously. Later he was a special agent for the D&RGW.

The council had trouble deciding on the marshal's

appointment in 1894. They finally decided that C. C. Stevens and Charles Ankele would alternate the day and night watches. It wasn't long until Stevens had enough of that and Ankele became the fulltime marshal. Ankele served until January of 1898 when he became sheriff of Chaffee county.

He was succeeded by C. B. Hays who served a year before he got fired and I. H. Howe became marshal. Howe left in June of 1901 to become a guard at the state prison and he was replaced by F. T. Herzinger who kept law and order in Salida for several years.

Tenderfoot Drive took time

Overlooking Salida is a mountain so near that its top beckons to the city to come and play on its summit. For years and years there was talk of a spiral roadway to the top of this mountain from which one of the grandest views in the world may be obtained, but Tenderfoot Mountain received no reply to its friendly nod except talk and resolutions.

R.L. Hampson was so imbued with the idea of a road up this mountain that he made it his pasttime. Every evening after closing his store, and on holidays, he set out with his spade to build the road himself. Noah, the ark builder, could sympathize with Mr. Hampson. It was a task beyond the endurance of one man. After a few weeks volunteers joined Mr. Hampson with their picks and spades. Weeks later the Lions club of Salida heard about it, and in a spirit of fun, a day was set aside when all Lions should join in the task. It became infectious. The railroad brotherhoods each set

aside a day under the leadership of the late Jack Julian.

Business men, in need of exercise, organized to work on the road.

The late Warden M.P. Capp of the State Reformatory became interested and sent a gang of his inmates down to blast part of the road.

A general holiday was declared in Salida and the men turned out with pick and spade while the women served coffee and sandwiches.

The D. & R. G. W. railroad management heard of the cooperative spirit and volunteered a steam shovel and a gang of workmen. By and by everybody spent all his spare time on the road and in due time it was finished.

The road, if built under contract, would have cost \$15,000 but it probably cost not more than \$5,000. It stands today as a monument of community spirit nourished by one man, R.L. Hampson.

The road spirals Tenderfoot

mountain three times to the top and the view of towering peaks and fertile valleys and ribbon streams is not surpassed anywhere. Tenderfoot Mountain Spiral Driveway is one of Salida's greatest achievements and one of its greatest attractions.

I.W. Haight, a Salida pioneer, placed an order for a pavilion at the top, which he donated to the public. The pavilion is constructed of cement and will last for ages. He also was one of those who had donned overalls every day to work on the road.

It was a labor of love, a labor of cooperation. It showed the true metal of Salida. It is a monument to determination.

Tenderfoot Mountain Spiral Driveway, its scenic value and its romantic history have gained attention in several magazines and in newspapers in England, the European continent and in Australia.

When in Salida do not fail to make this beautiful drive.

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1946 . . .

Will Continue

Giving The Same

Fine Quality

Service In Future.

Poncha Springs . . .

It's history dates back to late 1700's

Editor's note: Some of the following details relating to the history of Poncha Springs have been provided by Dr. Wendell Hutchinson, whose great-grandparents and great-uncles settled there in the 1860's.

The first white people to come into what is now Poncha Springs were Juan Batista De Anza, governor of New Mexico and his soldiers, who in 1779 came up through the San Luis Valley, over what is now Poncha Pass, down Poncha creek, crossed the South Arkansas to the site of Poncha, and on over Ute Trail into South Park where they defeated a band of Comanches under their chief, Cuerno Verde (Green Horn.)

According to historical notes of Thomas Nevens, Kit Carson discovered the hot springs while trapping in this area in 1832. Capt. Zebulon Pike spent Christmas of 1896 in this region and may have passed near, if not through, Poncha's site. In 1845, John C. Fremont passed through with Kit Carson as his guide. Colonel Fauntleroy of Fort Garland traveled through the site of Poncha in 1855 after a band of refractory Utes under Blanco. He met them in battle on the mesa above Salida. Numerous trappers probably visited the area from 1840 to 1860.

Gold Seekers Came In '60

While the first gold seekers came into the county in 1860, it was not until 1863 when Nat Rich and Bob Hendricks built a cabin in what is now Poncha. At that time they were prospecting on Mt. Shavano in Weldon Gulch and started a little excitement with their find.

In that same year, according to Nevens, Frank Mayol took up the first farm land near Riverside and John Tenassee, a short time later, squatted on Little River on what is now the Swallow place. John Burnett, grandfather of Mary Rawson, Emma Helene Smith and Alfreda Caviness, homesteaded in 1865 on the present Dr. Hoover ranch just west of Poncha.

In 1869 Nat Rich sold his "squatters rights" to Joseph Hutchinson who in turn sold them to John McPherson. Hutchinson married McPherson's daughter, Annabelle, in the same year. In 1868 Hutchinson also had two of his cow bosses "squat" on the present Hutchinson ranch, east of Poncha, until they proved up on the squatters right, and he then purchased these rights.

It is interesting to note that both John Burnett and Joseph Hutchinson were married at Helena, near the present site of the Reformatory. This was the first post office established in the county and was named Helena after Postmaster John McPherson's wife, Helen. The second post office was started in 1868 on the South Arkansas at the Dominick Scanga place, now owned by Frank Roberts. The first postmaster was Ira King, grandfather of the late Flavia Sneddon of Salida. King soon resigned as postmaster of South Arkansas and turned his mail over to McPherson at the site of Poncha and then it

became known as South Arkansas for many years. (Both Salida and Poncha had South Arkansas as early-day names.)

Also Called Rio Nepeste

The Mexicans who were in the San Luis Valley at that time referred to Little River as Rio Nepeste, and also to the post office by that same name, probably having reference to the curative properties of the water from the nearby Poncha hot springs. "Nepeste" according to Don Custer, is an Indian name for which he knows no meaning.

The late John Rich of Denver, son of Nat Rich, was the first white child born in what is now Poncha in 1867 or 1868. Arthur Hutchinson, born Nov. 15, 1870, son of Joseph Hutchinson and Annabelle McPherson, was the second child. Both were born in the same cabin. Rich was popular with the Ute Indians to whom he was known by the name of Nav-a-et. After the McPhersons moved into Rich's cabin, the Indians, unaware of change, would say: "This is Nav-a-et's camp! Three steeps, you go! Nav-a-et heap good man. You no good!"

The first white man to die in the site of Poncha was John Maxwell, father of Mrs. John Burnett. John McPherson, on a cold winter night in 1870, rode all the way to Riverside after Dr. Frank Mayol, the former French Army doctor who was the first farmer in the county. When Mayol and McPherson arrived early the next morning, Maxwell was dead. He was buried in the Hollenbeck pasture now owned by Charles Doyle, as were other early settlers. Later the cemetery got boggy and the bodies began to float to the surface. They were moved to Poncha, Cleora, Fairview and Woodland cemeteries.

Among the happenings in the 1870s is the much-told horse thief killing near Buena Vista. The horse thieves came from

the country around Fort Garland, hotly pursued by the sheriff. At that time, Joseph Hutchinson had a roundup camp near what now is Noble Friend's ranch at the mouth of the Little Cochetopa. The sheriff came into this camp, deputized him, Tom Walker, Marion Boone and John McPherson. They overtook the two horse thieves this side of Buena Vista. The thieves opened fire on Boone and Walker, who returned the fire, killing both of them. Then it was found that one of the thieves was a woman dressed as a man. They were buried under a large pine tree in the gulch below the present Buena Vista.

The government stored Indian supplies on the John Burnett ranch in the days before the natives were moved onto reservations. The government officials often used poor judgment in what they would buy for the Indians. There always was a large quantity of sugar in each consignment. The Indians knowing nothing of the use of sugar in cooking, rolled the barrels out of the warehouse, knocked in the tops, scattered it on the ground and had a big feast on what was left. Bib overalls for the men became a joke and those Indians who would wear them cut out the seat of the pants to facilitate toilet matters. After the Meeker massacre in 1879, the Utes were herded out of this valley to Los Pinos and other agencies.

In 1874 Joseph Hutchinson built a grocery store in Poncha, and it is now part of Elbert Huffman's house. In 1875 James True and Henry Van Kleek, bought land and tried to develop Poncha into a town. In 1875 John McPherson built the house once occupied by Charles Brown. On Dec. 8, 1880 Poncha was incorporated. In 1881, when the floating



Poncha Hot Springs on the hill above the town of Poncha, was developed early by residents of the valley. Shown is the hotel at the top of the hill in the early 1890's,

destroyed by fire a few years later. The tents accommodated the bathers. The pool is not shown.

population came in from the building of the railroad over Marshall Pass, the town boomed and is said to have had 2,000 to 5,000 population. In 1882 and again, 1885, bad fires spread through the old board town, wiping out most of it.

Unlike Salida, Poncha failed to recover from these fires and never afterward reached the size of its heyday. The Jackson Hotel was built in 1878 by Harvey Jackson. It was then called the Poncha Springs Hotel. It still is standing in a remarkable state of preservation. A hotel in the rear of the Holman Grocery store dates back to 1879. Many outstanding persons were guests during those early years in Poncha Springs, two of whom were General U.S. Grant and H.A.W. Tabor, the silver king of Leadville. A large two story hotel on the hill at the springs attracted many people, who bathed in the curative water. The hotel was later destroyed by fire.

The old Presbyterian church in Poncha Springs, burned in the 1930's, was one of the first churches erected in the county and was a fitting memorial to the pioneers who surged westward facing monumental odds to preserve Christian living in those lawless years.

A school district report dated December 18, 1874 shows that four boys and one girl were enrolled in school. The district encompassed everything south of Brown's Canyon.

The session, lasting 60 days, was taught by Andrew McPherson, a nephew of John McPherson at a salary of \$52 a month in a log house near the Burnett place. Prior to 1874 school was held in a building south of Little River taught by Sarah Maxwell Burnett.

The present Poncha schoolhouse was built in 1882 from bricks made in the Salida brickyard and hauled to the site in a wagon by one of the early-day Paquettes.

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Rio Grande Hospital . . .

It came in 1885

The Marshall Pass line was still a youngster when the railroad decided to establish a hospital at Salida to care for the wounded and ill employees.

The hospital was built from the proceeds accumulated by taking fifty cents per month from the wages of every employee on the road. The Mail in 1885, related that when the fund reached over \$30,000 another hospital would be built in Denver, and afterward, the fund would be used to help crippled men and the wives and children of deceased railroad men.

Brick for the new hospital was burned a mile below town. The new building, solid masonry, cost \$20,000, exclusive of freight, and was completely furnished, down to an electric button to summon the nurse. Cots for the patients were neatly built with iron frame work, woven wire springs, an under mattress of excelsior and a second mattress of curled hair.

Principal credit for the founding of the hospital seems to go to Dr. John O'Connor, in charge of the medical department of the railroad since 1881. In June, 1888, Dr. O'Connor was appointed as chief surgeon of the railroad in Denver. He was succeeded here by Dr. Mattoon of Buena Vista.

The opening, on Nov. 10, 1885, must have been a gala event. Among those attending were Dr. Bancroft, surgeon-in-chief for the Denver and Rio Grande; Dr. Pfeiffer, chief surgeon of the Union Pacific; Governor B. H. Eaton; Dean Hart and wife; General Supt. Ricker of the Denver and Rio Grande and his wife; Judge Felker, railroad commissioner for Colorado; Miss Maggie Hart; M. W. Sample, general superintendent of motive power; Mrs. Tryner, Mrs. Benford, Mrs. Standard, Miss Morris and several others.

The chief surgeon's report to the board of trustees of the Denver and Rio Grande Railroad Employees Relief Association, in 1891, showed that 12,029 cases had been treated in a year (50 more than the year before), and eighty percent of the cases on the road were treated in the Salida hospital.

During the preceding year 42 members died from illness, 21 from injuries, for a total of 63. The average cost per patient in the hospital was \$11.90, those treated at home, \$1.73. Nearly 10,000 prescriptions had been filled in Denver alone.

Total assets were \$64,671.52, with \$30,000 in the treasury. Railroad men paid \$6 a year—and local railroaders were suggesting lower dues in view of the profits.

Files of the Mail show that in August, 1889, a neat carriage house was being built at the rear of the hospital for accommodation of the new ambulance.

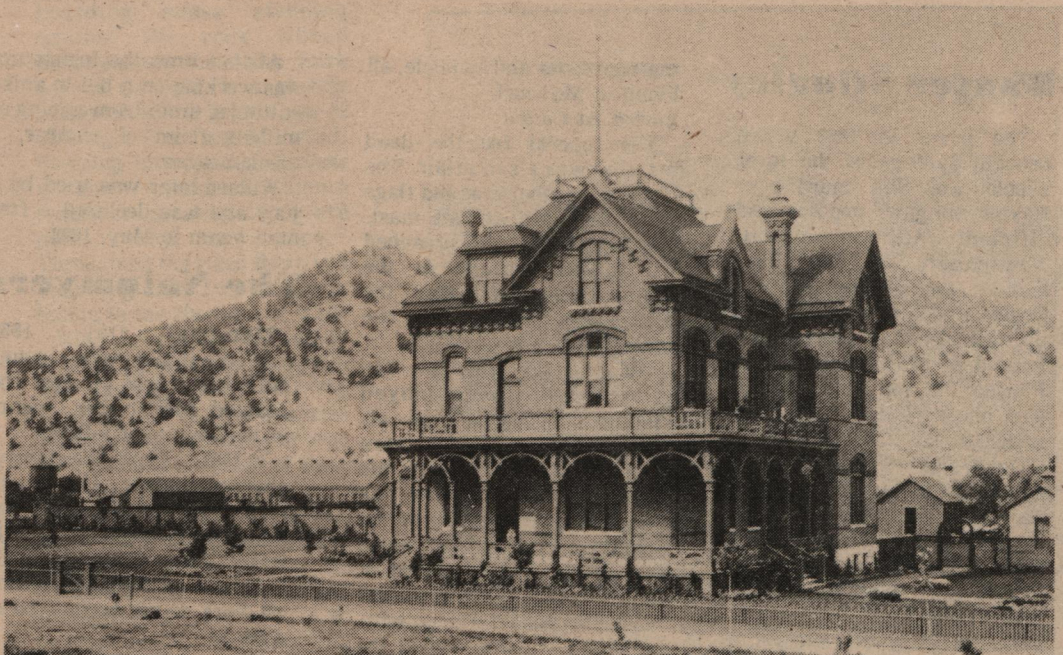
March 11, 1890, a large fountain was to be put into the hospital lawn. (This would be the fountain to the east.) A quantity of red sandstone to be used in the construction had arrived and was being prepared by stone cutters at the railroad bridge.

November 20, 1925, marked another milestone in the progress of the railroad hospital. On this day contracts were let for a \$101,000 addition, to extend westward from the main building 150 feet, with a "T" 63 feet long enclosed with glass on both floors at the west end. The width of the addition between the main building and the "T" would be 40 feet, and the length, 123 feet.

Plans called for 15 guest rooms and a maternity ward on the main floor, and 17 guest rooms and a dressing room on the second floor. The foundation was to be stone, the brick was to match the main building, and construction was fireproof.

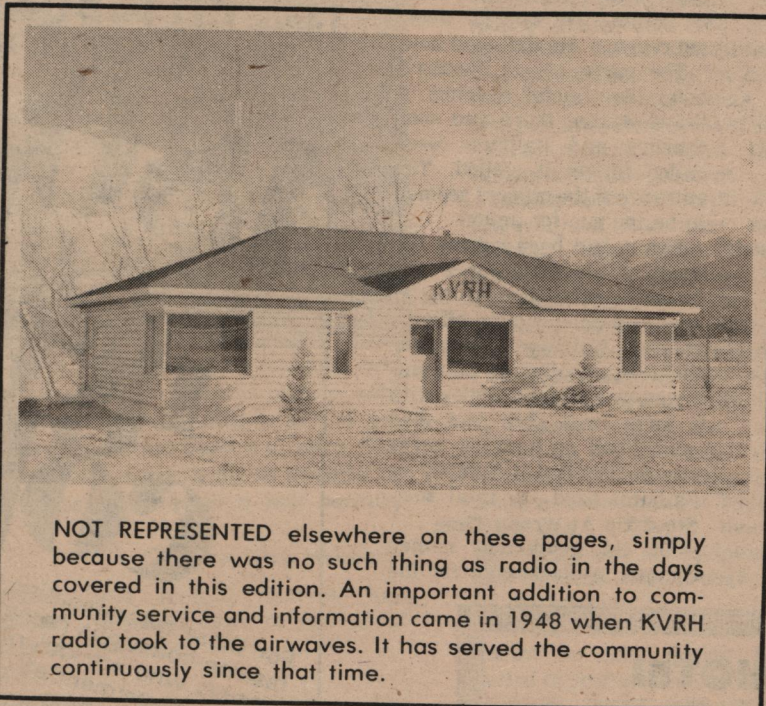
A diet kitchen and surgeon's dressing room was to be added to the main building. The frame portion on the eastern end of the building was not being razed at that time, but would probably be converted to a dormitory for the nurses, the Mail reported.

The mail also noted that the addition was secured over opposition from Grand Junction, Salt Lake City and other towns on the system.



The original Denver and Rio Grande railroad hospital, built in 1885. A few years later the building was damaged by fire. Dr. John O'Connor, who settled in Maysville in the 1880's, was instrumental in establishing the hospital

when he served in the medical department of the Company. He later became chief surgeon. Bricks for the building were burned in kilns east of Salida.



NOT REPRESENTED elsewhere on these pages, simply because there was no such thing as radio in the days covered in this edition. An important addition to community service and information came in 1948 when KVRH radio took to the airwaves. It has served the community continuously since that time.

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Violence played a role . . .

More than one was felled by gunfire

Baxter Stingley

The event in 1883 which brought sadness to the most people was the murder of Baxter Stingley, popular and efficient town marshal. Newspapers of that day blamed the murder on one Frank Reed, who never was apprehended. Reed was located several years later in Florida but for some reason was never returned here for prosecution.

The tragedy occurred in a saloon on Sunday evening, Oct. 28, 1883. The reporter stated that the principal cause of the murder dated two years back. Frank Reed worked at that time in Mix & Co. brick yard; cattle thievery was rampant in the county and Reed was a suspect. He had told parties in the city that he never would be taken alive.

Stingley Went After Him

Stingley knew that Reed was a desperate man but when he heard that he was in town, took a warrant and went out to look for him.

Stingley walked into Armour's variety and dance hall, and visited a short time with the Mail reporter, who said he was there looking for news. He then walked up to Reed. Stingley carried two pistols, one of the bulldog pattern, ivory handle and blue-steel barrel. The other was a silver-plated Colt 45. He pulled the bulldog on Reed with his left hand and told him to surrender. Reed took his hands out of his pockets, and the gun battle began.

Stingley was shot three times, and in a short time he died.

Stingley was about 38 years old and had lived in this country for 18 years. He had been town marshal for two years and gave universal satisfaction. His survivors included his father, in Ottawa, Kans., a brother, Jessie, a

married sister and an uncle, all living in Missouri.

Buried At Cleora

The funeral for the dead marshal was a sad affair. The city was in mourning and flags were displayed at half mast. The Rev. A.B. Fields preached the funeral sermon at the Opera House, and then the procession formed to the Cleora cemetery.

On the arrival at the cemetery the band played "Baxter's Favorite" so effectively that it brought tears to the eyes of many of the audience present. Prayer was offered by the chaplain of the Knights of Pythias after which the remains were lowered in the grave, and the band played "Flee as a Bird." The Knights and fire company circled the grave.

The large number of people who had assembled to pay their last sad respect to the deceased stayed to the last as though reluctant to depart.

Several years later a small child of Jessie Stingley died. She was buried beside the body of her brave uncle, whom she had never known.

George Deitler

George Deitler, a tie contractor, was shot and killed by George O. Willard, 56, in front of Willard's cabin three miles east of Calumet on the Saturday morning preceding April 1, 1887.

Willard claimed Deitler had been cutting timber on his mining claim against his protest and that on the occasion referred to Deitler came to his cabin where an altercation occurred and he shot him in self defense.

An examination of Willard for the killing of Deitler was held in Justice Altman's court on Tuesday. Willard was not held and returned to his cabin a free man. Public sentiment sustains the decision.

At that time the legislature was working on a bill to amke cutting of timber from mining or mill-site-claim of another, a misdemeanor.

Willard later was tried by a jury and was declared a free man again in May, 1888.

The Neinmyers

Memorial Day, 1883, started out peaceably enough, but when it was all over they counted four bodies—victims in the Neinmyer killings.

In 1883, a Thomas Neinmyer, charcoal burner who worked for Millan & McKee at Brown's Canon came into town with his father, his brother, Boon, Bill O'Brien and Tom Evans. Soon all were drunk except the old man.

Thomas Neinmyer had a grudge against the town in general and its law enforcement officers. Baxter Stingley and James Bathurst, in particular. It seems that a few weeks previously Neinmyer was in town with quite a sum of money of which he claimed he was robbed by a woman of dubious character with whom he was stopping.

The town officials, lacking proof of the alleged theft, could do nothing. He said he would get revenge. He did—and how.

The party ate at Bender's hotel that fateful evening. A brawl started there and soon Stingley and Bathurst were called to get it settled. The entrance of the officers seemed to be the cue for action.

Evans had been raising the most of the disturbance and Neinmyer had been trying to keep him quiet. As the officers entered, Neinmyer made for the door, shooting as he went. Evans started for Stingley with a knife, was shot and died within half an hour. It never was determined if Stingley or Bathurst fired the fatal shot.

Stood Up At Wrong Time

An old gentleman named Gannon, a blacksmith for the

railroad, was sitting at a table. He arose to leave, and was shot, apparently by Neinmyer, and died within an hour. Bathurst was shot just below the heart and died the next day. Stingley also was gravely injured, but recovered in time to be murdered that Fall by another desperado, Frank Reed.

After the shooting at Bender's Neinmyer started up First street toward Devereux's. Chris Laub tried to intercept him and was fired at, as was A. T. Ryan, who ran a stable. Neinmyer ran out past Ryan's stable and Moody's lumberyard, and by this time 50 men were in pursuit with revolvers, rifles, shotguns and every other conceivable weapon. "as they pursued him and fired he returned the salute," the Mountain Mail reporter wrote.

Shot Pursuer Off Horse

Among the pursuers was W. H. Brown, a teamster, who had a borrowed gun and was on horseback. He had reached to within a few rods of Neinmyer

when the latter was on the mesa north of the railroad track and not far from the Van Every residence. Neinmyer turned and deliberately shot Brown off his horse, and was attempting to capture and mount the horse when the pursuing party headed by W. Goring, Ryan and C. A. Rose captured him and brought him to town.

There was talk of lynching Neinmyer but Mayor Westerfiel and other peaceable citizens urged that the law be allowed to take its course. That night Neinmyer was moved by wagon to the county jail at Buena Vista.

Neinmyer was charged with murder but never was convicted. In January, 1884, the desperado and nine other prisoners in the county jail made a successful break. He never was apprehended.

The city dads had a quick huddle after the shootings and appointed J. S. Boon as temporary marshal with Eli Chenoweth as assistant.

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Alpine Tunnel . . .

Continued

past the towering granite cliffs, on a narrow ledge supported by a huge wall of stones. The stone wall at the Palisades was constructed without the use of mortar. So perfectly were the stones cut and fitted that now, more than ninety years later, the wall is as safe and strong as when it was built.

Until five years ago it was impossible to get to Alpine other than by horse or on foot. The old railroad grade has been cleared of boulders and slide rock, on the west side, and Jeeps can now make the trip to the tunnel with ease.

In its hour of glory Alpine throbbed with activity as the little trains courageously served a new empire. Today Alpine's historic square mile of

Insulated under five hundred feet of mountain, ice never forms in the tunnel. The drainage ditches on each side carry water from the tunnel, and at the apex the water may be observed, running in two directions, to the Atlantic watershed and to the Pacific watershed, for the tunnel apex is the Continental Divide, inside the tunnel.

Gave Up in 1920s

On Oct. 11, 1924, the Interstate Commerce Commission granted the Colorado and Southern, which had acquired the line about 1900, permission to abandon the service from Alpine Tunnel to Buena Vista. Inhabitants of Chalk Creek Gulch set up such a howl that the trains ran a year and a half longer. With the closing of the Mary Murphy and other mines, passenger



Alpine Tunnel as it looked in 1961 when Dow Helmers and Charlie Webb dug their way in and took this picture with flash bulbs. The redwood lining was solid with the exception of one place where there had been a cave-in. The rusty rails, fastened with spikes, were lying as straight as the day the last engine passed through a half century before.

Courtesy Dow Helmers.

railroadiana is "rust, rubble and romance." The frame boarding house has collapsed under the torment of 67 violent winters. The stone engine house lies in a pile of rocky ruins.

The tiny depot has been strengthened and repaired by affectionate rail fans.

The cut leading to the west portal is choked with a helter-skelter of crushed snowshed timbers. The tunnel portal is sealed off, completely covered by dirt and rock sloughing down from the Continental Divide. Entrance cannot easily be made. Sometime during the years of abandonment, a huge cave-in occurred near the east portal-completely blocking that end of the tunnel.

In 1961, Charlie Webb and Dow Helmers dug their way into the tunnel, at west portal and made a photograph of the interior. They explored the entire bore and found it, generally in excellent condition. In an untimbered section rocks had fallen from the roof and in two other places, some of the timbers have given way and rock partially covers the floor.

Rails and ties were never removed from the interior of the tunnel and they remain today firmly spiked in place.

and freight service had dwindled down to just about nothing.

Final permission was granted in May, 1926, and that year the work of salvaging was carried on. The rails were shipped in to the company storehouse in Denver; the ties were left on the roadbed, making splendid fire wood for summer cottages. That right of way wasn't sold, just left, and is now used as an automobile road maintained by Chaffee county.

The year 1937 saw the last of the Colorado and Southern in central Colorado, when fourteen old men from Leadville rode the last coach up Platte Canon, remembering the boom of their youth.

Time in the "Immortal Tunnel" has stood still 63 years. The shrill whistle of the heroic little engines no longer awaken slumberers in the lonely hours of night. The sturdy crews facing violent storms and blizzards carrying out dispatchers orders, have crossed the divide. The old railroad bed is now a jeep trail over which tourists travel to view the ruins of historic Alpine tunnel.

Columbus Mine

From another era

The Columbus mine and boarding house standing against the rock ribbed mountain on the Lake Fork beyond Garfield, is a ghostly reminder of the golden age of mining. The lonely wind, moaning through the sashless windows, chants a solemn requiem, repeating "they are gone, they are gone." Throughout the ruins there is a yearning for lost dreams hiding in the shadows of time.

Ninety years ago the site was a hustling beehive of action. The fleeting years and the yawning shell of what was once the dreams and fantasy of men have the power to tell of their progress and failure.

Situated nearly 12,000 feet above sea level on the southern slope of Taylor Mountain, the Columbus mine was worked through shafts and tunnels on several levels. All have long been caved with exception of the lower one. Due to bad air in this one a field party attempting to make an examination a few years ago, was forced to leave.

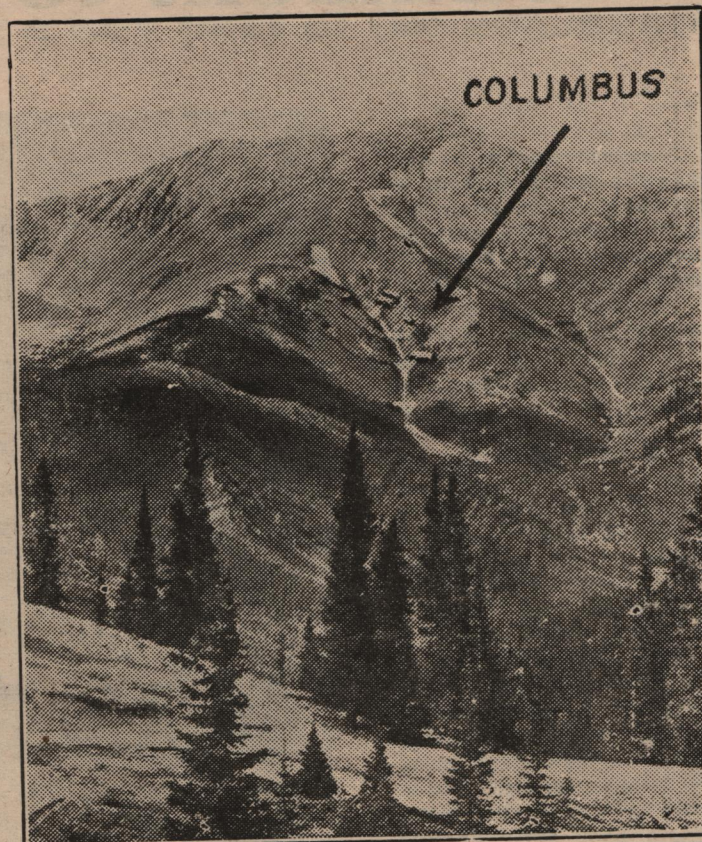
The mine operated for several years, the ores being concentrated in a mill on Middle Fork since there were no smelters in Colorado at that time. The aerial tramway connecting the mine and mill, visible for many years, no longer exists. The mill and machinery were dismantled over 45 years ago. Only the mill foundation remains today a short distance from those of the cabins which housed the miners and their families.

Details associated with the discovery of the mine are lacking other than those handed down by old timers in the area which have tied in perfectly with later records and the remaining evidence.

A large force of men was employed in hauling material by teams during the construction of the mill, the tramway and the boarding house at the summit of Taylor Mountain. The heavy machinery and all equipment and material were brought in by ore wagons.

No record of the output is known to exist during the period of production other than tradition. Jewett, who owned the property in 1907, wrote in his diary that the gross production during those early years was approximately \$300,000, the contents being mainly silver and copper.

Early records and titles of ownership, reading like a



These mine buildings and the Columbus mine pictured nearly 95 years ago on the rock-ribbed slope of Taylor mountain beyond Garfield, were once the dreams and fantasy of men, who believed that fortunes were close. The buildings disappeared long ago but the Columbus mine, not worked for a number of years, is still there. An aerial tramway carried the ore to the stamp mill at the foot of the hill on the Lake Fork.

novel, go back as far as 1880 when W.L. Smith owned an interest and sold some of it to J.V. Patton and M.B. Taylor. The New York and Colorado Mining Syndicate Company purchased their shares. October 19, 1880. Two years later a deed was issued for a portion by the syndicate to J.G. Marriott. At the same time a patent was issued.

George Sullivan was given a third interest in 1884. Walter A. Smith, who obtained some shares in the same period, soon sold to Hugh J. Jewett.

Certificates of sale by Walter A. Smith and S. Marshall, show Fraser and Chalmer came into possession of the mine in 1884. Sullivan seemed to be the supervisor during the entire year.

By quit claim deed, Hugh J. Jewett sold to James C. Spencer, trustee in 1891. H.L. Hollister, trustee, purchased the property from Spencer in 1889. A fire at the mill in 1897 created financial difficulty. John Q.W. Whitmore acquired

the property from Hollister and in 1902 Whitmore sold to Jewett, trustee to successors in trust to James C. Spencer.

W. Kenneth Jewett, heir of the New York Colorado Mining Syndicate sold to the Columbus Mining Company in 1907. The treasurer of Chaffee County took a deed in 1941 for delinquent taxes, selling to J.H. Rahe and Oren Waggoner in 1942. Rahe sold his interest to Merritt J. Burrous of Canon City in 1951. Waggoner died a few years later and a nephew has his interest. Burrous is owner of the majority of the property at present.

After years of law suits and litigations, combating bad weather and erosion, the elements have overtaken toll of the buildings, the tramway and the compressor, leaving only solemn desolation.

Here the visions of forgotten men floated into their worlds of make believe their fabulous dreams ending with life's realities and years of fruitless toiling.

Train robbery ! ! ! !

Unsolved mystery

A robbery on the third division July 14, 1903, was never solved. Engineer M. John Ruhland, was drifting down Marshall Pass on westbound passenger train Number 315 when he noted a pile of ties across the rails on an elbow curve known as Mill Cree Switch, seven miles from Sargents. Heavy Lodgepole pine and spruce reached nearly to the track, creating a gloomy effect at this particular spot.

Without warning seven masked men appeared from the dense timber flourishing guns. Two of the outlaws climbed into the engine cab

and brutally beat Ruhland over the head. Two others entered the express car and the others went to the coaches to line up the passengers, forcing them to drop their valuables into heavy canvas sacks. The pair in the express car dynamited the safe and stuffed the contents in sacks. The express company never revealed the loss but it was estimated close to \$60,000 in cash.

The outlaws mounted horses hidden in the timber and galloped into the uninhabited country. Poses scoured the mountains for days, but no trace of them was ever found.

Ruhland, who died later from the brutal beating, told authorities he recognized the man who struck him as one who had picked a fight with him a few weeks earlier in Leadville.

The late John Jay of Salida operated a saw mill on Marshall Pass and the same horsemen passed there earlier in the day. He nor his employees had ever seen them. It was conceded that they were nearby residents because of their inhuman treatment of Ruhland and their knowledge of Marshall Pass.

Monument to a faithful dog

Erected 70 years ago

There is probably no event in the early history of Salida of interest at the time or around which cluster more delightful memories than those attending the death and burial of a "Faithful Dog" and the erection of monument in his memory by Chas. F. Catlin, on what has since been known as "Duke's Hill," twenty-three years ago today.

This remarkable "dog" fell to Mr. Catlin as in inheritance upon his coming to Salida in April, 1898, as the manager of the Monte Cristo hotel, having been a prominent feature about the hotel and depot for many years prior to that time.

He was one of the prominent "Landmarks" of Salida, known, respected and beloved by all, both old and young, throughout the city and among the commercial men, who in those days made the Monte Cristo hotel their abiding place. While in Salida he was a universal favorite and one chief attraction about the hotel and depot.

He was always in front of the hotel upon the arrival of trains and never failed to recognize and welcome regular guests upon their arrival, and his cordiality and friendliness won for him the admiration of all.

When truckloads of trunks were brought here or returned, "Duke" always insisted on being placed on the top of the

load, where he proudly sat as if "monarch of all he surveyed," and the porters were as proud of the privilege of serving him as if he were a king.

Duke passed out of life in July, 1902, at the age of 13 years. He had been afflicted with asthma during the intense heat of that intensely hot summer and for several weeks

had been under the care of Dr. Roe, chief surgeon at the Rio Grande hospital, in an effort to relieve him, but all efforts were of no avail.

His master wrapped him in a white sheet placed him in a box prepared for that purpose. After the arrival of train No. 1, the porters conveyed him to the top of then known as "Little

Tenderfoot Hill," and all the commercial men and many other guests marched up the hill and assisted in digging his grave.

After the body had been lowered, a number of addresses were made, in which more beautiful and touching eulogies could not have been spoken over the remains of a

statesman than were pronounced over the remains of this "only a dog."

Mr. Catlin soon put men at work removing the loose stones from the hill and clearing it of all movable rubbish and erected a monument, which still remains to the "memory of a faithful dog," and has since been known as "Duke's Hill."

The Salida papers published obituary notices at the time and the event made its way into several of the leading eastern papers and also into a monumental magazine, published in Chicago, in which a half tone cut of the monument appeared.

During all these years Duke's monument has been pointed out to tourists and strangers passing through Salida as one of its objects of special interest and many hundreds have made a pilgrimage up the steep mountain trail to visit his grave.

Thus, after a lapse of nearly a century, this monument, dedicated to the "memory of a faithful dog," remains to tell the story of affection, loyalty and devotion which once existed between a faithful dog and his master and friends.

—Salida Record, Oct. 2, 1925



Duke, the faithful dog at the Monte Cristo Hotel, was a friend of the railroaders. Owned by the hotel manager, Charles F. Catlin, Duke died in



July 1902 at the age of 13 years. His master erected the monument which stands today and is painted and repaired by individuals and organizations.



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Early Salida churches

Long a key part of the community

Salida was a frontier town with the usual shamble of square front frame buildings when the forerunners of the present church edifices came into existence. In searching the early history of the city, and that of the county, it is evident that a place of worship was ever uppermost in the minds of the sturdy pioneers in those colorful years.

Four of the oldest churches in the county are now only distant memories to a few survivors. One was the little Catholic church at Granite, built soon after that mining camp sprang into prominence. When the camp declined and the congregation dwindled public dances were held in it for several years. It was dismantled in the early 1940's.

The Union Sunday School and the Congregational church in Maysville have long been gone. The bell that rang over the rolling hills to call early day worshipers to the Union Sunday School on Sabbath morning, now hangs in the Maysville schoolhouse the donor's name engraved inside. Maysville fell into decay in the late 1880's, families moved to Salida and affiliated with the First Christian church. The Congregational church on Colorado avenue remained until 1914 and finally went the way of many other landmarks.

The First Presbyterian church of Salida was established July 25, 1880 with a membership of 13 under the leadership of the Rev. J.L. Merritt. Services were first held in the Hunt block, later known as the Van Avery Hotel and the Salida Hotel. Lots donated on the corner of Third and F Streets provided the site for a 26 x 40 foot frame building, completed June 22, 1881. The congregation expanded during the next 20 years and a brick structure on the same corner was dedicated in 1901 replacing the frame building. It served the congregation 55 years and was torn down in January 1957 after becoming inadequate. The modernistic church at the foot of the Mesa was dedicated in March 1958.

The Poncha Springs church erected in the pioneer era served as a Union Sunday School and was used by Protestants and Roman Catholics. Ministers from Salida took turns holding services there Sunday afternoons. Catholic weddings were performed in it in the



First Methodist Church
Church of the Ascension
Seventh Day Adventist Church
St. Joseph's Catholic Church

First Presbyterian Church
Church of Christ
First Baptist Church

Salida's early churches. The First Presbyterian Church, corner of Third and F streets was torn down and replaced by the present church on the Mesa. The Church of Christ known as the First

winter time when poor weather created difficulty in reaching Salida. The Presbytery of Gunnison owned the building. Fire of unknown origin destroyed it in the 1930's. The First Methodist Episcopal church of Salida has been a part of the town from its earliest history. It was in the 1860's that Methodists first began planning their work in this region. Father Dyer, an itinerant Methodist Episcopalian minister held services in private homes in

this vicinity. The Rev. R.H. McDade organized the Methodist church here in July 1883. A small frame church was constructed immediately on the site of the present building at East Fourth and D.

The congregation of the Christian church met first in 1882 in the opera house on the corner of F and Second where the Alexander Pharmacy is now located. Two years later they reorganized in McCray school. Ira King, a member of the congregation, donated the

lots on the corner of Fourth and D and in 1888 the "little white church on the corner," was dedicated. Twenty years later the frame building was replaced by a brick structure which was destroyed by fire June 8, 1934. A more modernistic church now stands on the site of the former one.

As far back as 1875 the Right Rev. Henry Robinson, of Leadville, said Mass in the home of the Burnett family at Poncha Springs. It was not

until 1880 that a priest at Fairplay directed the building of a Catholic church in Salida. A short time later fire caused the loss of this church and the members met in McCray school house. The church, later used as a parochial school, was built soon after. The Rev. Dean T. Wolohan came as pastor of St. Joseph church in 1907. During his leadership the present church was built.

The origin of the Church of the Ascension, (Episcopal) goes back to the fall of 1883 when Caroline Balestier, who later married Rudyard Kipling, and Miss Amy Graves formed a Sunday school in the rear of a saloon in the old opera house at the corner of Second and F, now the location of the Alexander Pharmacy. The first church services were held June 22, 1884 by the Rev. Thomas Duck, priest in charge of the church at Gunnison. The corner stone of the present church on the corner of E and Fourth was laid Easter Sunday, 1885. The Rev. John W.H. Ohl became the pastor June 10, 1888, and remained for 17 years.

A group of 18 faithful Baptists assembled Sept. 2, 1883 for the purpose of founding the First Baptist church of Salida. In 1884 the Rev. Alexander Turnbull came to labor and assist in the financing of funds with which to build the present church in 1885. An addition and basement with modern dining room and kitchen have since been added. The church now has a large membership.

The origin of the Salida Seventh-day Adventist church goes back to the early 1890's when a group of pioneer worshipers were holding cottage services. A camp meeting in the fall of 1894 created interest among non-Adventists and was a factor in bringing members of the church closer to the doctrine.

In September 1901 Elder McReynolds came from Topeka, Kansas to assist in the fund raising campaign and supervise building plans. Elders F.F. Hill and W.W. Hills of the Colorado conference, were assistant elders. Built at a cost of \$1,200 it is the oldest church of the denomination still being used in Colorado.

With ministers of other churches in the city, the building was dedicated January 26, 1902.

Electric service

It came to Salida in 1887

Of the numerous historic spots of the Rocky Mountain area touched by the widespread electric system of the Public Service Company of Colorado, Salida is more closely linked with the primitive past than any other locality. Poncha Pass, now paralleled by the company's transmission lines, between Salida and the San Luis Valley, was the locale of one of General Zebulon Pike's greatest ad-

ventures, during which he and his fellow-explorers almost perished during a series of blizzards in 1807. Later, Salida became the hub from which the trails of the trapper, timber-cruiser, prospector and railroad trail-blazer radiated.

In the electrical field, the lines of the Public Service Company of Colorado form an unbroken circuit back through the years to Thomas Alva Edison, world-famed creator of

the incandescent lamp, motion pictures, the "talkies" and more than 1,000 other inventions, most of which relate to the generation and distribution of electricity. Edison Electric Light Company of Salida, founded in 1887, based upon the equipment and techniques of its illustrious namesake, was Salida's first power supplier.

Edison Company Pioneers
Many names prominent in

the history of Salida were identified with the pioneer Edison electric plant and subsequent hydro installations, which are still factors in the local system. Dr. F.N. Cochems, Robert M. Ridgway and J. Seligman were among the first presidents of the Edison company and its successors. Ben Disman was one who foresaw its future.

In March 1905, the Salida Light, Power and Utility

company came into existence, taking over all properties of the Edison organization in a merger arrangement. Eight years later, the Colorado Power Company acquired the system. In a state-wide expansion plan, the Public Service Company of Colorado bought the Colorado Power holdings in this community September 3, 1924, incidentally adding other properties in various parts of the state.

Ouray and Chipeta

That remarkable Indian couple

Romance and tragedy marked the lives of Ouray, his wife Chipeta and their son Pahlone whose fame will live as long as the mountains which bear their names stand in splendor just southwest of Salida.

Few Indians have been so conspicuously honored, and none has so thoroughly deserved it, as Ouray, chief of the Utes, who died Aug. 24, 1880, on the southern Ute Reservation.

A Colorado county, a mountain and a town, bear his name; he was on the U.S. payroll as chief for years at \$1,000 per year; a Liberty ship has been named after him, and he was chosen one of the 12 great builders of Colorado, and his stained-glass portrait decorates the dome of the capitol building at Denver.

Many great Indian leaders, such as Pontiac, Sitting Bull, and Geronimo, have become famous for fighting the whites, but Ouray alone became historically great because he was the white man's unflinching friend. His influence prevented a general Ute outbreak after the Meeker massacre in 1879, and made possible cession of all Ute lands in Colorado to the whites, with exception of the Ignacio reservation, peacefully.

Ouray was half Ute and half Jacarillo Apache. The government built an adobe house for him four miles south of present Montrose, where he raised 80 acres of grains and vegetables, and had large herds of horses, cattle and sheep, tended by Indian and Mexican herders. Rugs and white man's furniture were in his home. The great tragedy of his life was the stealing of his only son by the Arapahoes. The boy later repudiated his father and tribe in Washington. His wife, Chipeta, was famous in her own right.

There is a legend in the lonely foothills of the San Juan mountains that the son of Ouray, the Ute Chieftain and of Chipeta, the Tabogauche maiden, some day will come back to lead his people.

When he comes, there will be great medicine, the thunder of the heavens will match the canonading of the Gunnison, as it plunges along its walls of echoing black granite. The eagle will tuck his head



Ouray, tribal chief of the Western Utes, and his wife, Chipeta, pictured in 1870 at Washington, D.C. where they had gone to sign a treaty with the "great white fathers." Ouray was a friend of the white man and avoided conflicts with them. He and his war chief, Shavano, a fiery Ute,

frequently passed through Salida in that era, camping on the Hutchinson ranch, enroute to eastern Colorado to hunt. It was on a hunt when the Sioux tribe swooped down on the Ute camp when the women and children were alone, kidnapping Ouray's small son, Pahlone, who was never heard of again.

beneath his wing on his precarious perch behind a distant peak. Lightning will split the skies, and all living things will pay homage to their gods. And in the end the son of Ouray will roll back the clouds and the Ute nation will be strong again, masters of the everlasting peaks that cut the heavens, of the wild, delicate frontage of the aspen woods, of the leaping rainbow trout in the churning cataracts of the Frying Pan river.

Such is the legend of Pahlone, the son of Ouray. It is sacred in the council halls of Ignacio, of the old Las Pinos reservation, and in the natural fairyland of southwestern Colorado it is being told with other Indian legends to tourists

who today are traveling the trail of Ouray and Chipeta. It is a trail punctuated with happiness and cruelty and sorrow.

The Life of Ouray

Ouray was born in Taos, N.M., in 1833. His father was a Tabogauche, or Western Ute, and his mother a Jacarilla Apache. The father took Ouray, at 18 into the band of which he was chief and at the same time pointed his stone-tipped spear toward the northwest—toward Colorado's mysterious canyons and vastnesses, toward the Uncompahgre plateau and the rivers filled with fish, toward a new land where the Utes might live their lives in their own way beyond the reach of the Spanish padres.

Ouray became a warrior. His was a hand of steel. His aim was unerring. In the valleys of the Sangre de Cristo range he stalked the elk and outwitted the bighorn sheep. In the gorges of the Roaring Fork he tackled the grizzly to test his strength and fitness.

He learned to outwit hereditary enemies—the Comanche, the Kiowa, the Sioux, Cheyenne and Arapahoe. He was handsome, muscular, with a dignity befitting his position. In the west, the Utes placed upon his shoulders the purple; warriors raised their spears in homage and maidens their eyes in reverence to their chief.

In 1859, he chose a maiden from the Tabogauches—Chipeta who bore him a son.

Of all the western Indians, those who peopled the Greater Rockies seemed to have souls nearer the conception of the white man. They worshipped the beauties of nature; the first columbine of the season peeping from behind some stone on a lonely pass, was the signal for their greatest rejoicing. Ouray for his part, loved the natural beauties of the west, of Dolores canyon, and of Lake San Cristobal, on the shores of which he spent his wigwam honeymoon.

An Indian Love Story

Ouray and Chipeta were Utes and lovers and when in their wigwam lay a tiny babe, they feasted their hearts upon him and planned their future around him.

In 1863 the tiny son was captured by a Kiowa war party from a hunting camp Ouray had established on the Platte river near the present site of Fort Lupton. Far from their own lands, the Utes were unable to wage war. They could not even find a trail. The boy was never heard of again.

As the sun set behind the Uncompahgre plateau one day, later in that year, after every effort to find the boy had been exhausted, the sorrowing chieftain read in the sands of his wigwam floor a message from the Great Spirit of his people—a spirit he had abandoned to become a Christian. It was a message of humility for the Utes. No longer was the nation to be warlike.

Ouray concluded a treaty with the United States, giving up most of the mountains and the San Luis valley. He became a quiet rancher in the Uncompahgre valley, where his life with Chipeta was reserved and sorrowful. In 1868, another treaty was made, setting apart as the Utes' domain a section of western Colorado bordered on the east by what today is Pagosa Springs and Gunnison and on the north by a line through Meeker.

Less than four years later, miners and stockmen again were on the march, and out of the Texas plains came great herds of longhorns. So, in 1873, the Utes, under Ouray, again sacrificed, this time the mining regions of the south and west.

The west moved rapidly toward prosperity in the 1870's

and Ouray was thankful. And then on a tragic day in October in 1879, Agent Meeker, his employes and friendly natives were slaughtered by a band from the White River country. Their women were carried into captivity.

Acted as Peacemaker

Ouray acted as peacemaker, obtaining the return of the captives. And in the silence of his home, forever lonely, now, he saw the passing of the Ute nation from the beautiful valleys and the upland glens of Colorado. So came the migration to Utah, and the establishment of the Ute reservation in southern Colorado, northern New Mexico and Arizona.

Chipeta died on the reservation in Utah in 1924. Her body today lies at Montrose, on the site of the home she had occupied with a more virile Ouray in the days of the Ute nation's greatness.

But Ouray did not survive the tragic ordeal of evacuating his people. On a visit to Ignacio Ouray was stricken with a kidney ailment and died there August 24, 1880. Buckskin Charley, according to the custom in connection with the death of their great, buried his body in a secret grave. In 1925, the grave was found and reopened and his bones were reinterred on the reservation near Ignacio.

The Ouray trail, as some tourists designate it today, is a tortuous one across the most beautiful sections of Colorado. From Taos, the Indian's birthplace, across Raton pass in New Mexico, the road leads to Trinidad and Walsenburg, over U.S. 85 and westward through the Sangre de Cristo and the San Luis country. U. S. 160 carries the traveler to Alamosa, thence to Del Norte and across Wolf Creek pass, the continental divide at 10,850 feet. From Pagosa Springs, westward to Durango, the highway follows a mountainous terrain incessantly. Ignacio lies southeast of Durango.

To the North and East

Northward, the road passes through the Greater Rockies along breathtaking routes to Silverton, Ouray and Montrose. Two routes are possible here, one northwestward to Grand Junction, another eastward to Salida, but by either route the tourist will probably go on to Leadville, in the center of the state, from which he will drive eastward across Loveland pass to Denver and thence north over U.S. 85 again, to Fort Lupton, near where Ouray's son vanished.

If the son of Ouray ever returns—he would be more than 90 now—the Great Spirit will lead him, the Utes say, to a spot on Turquoise Lake near Leadville, amid the Douglass fir and the spruce and the aspen. There the legend has it, he will have a reunion with his people. And there is a spot in a hidden canon of the San Miguel country, where a mysterious waterfall hangs like a smoke plume against a tiny crescent of azure sky, to which he is to call his war chiefs to council. There the glory of the Ute nation will begin again.

Historic highlights

A few of many milestones

The Mary Murphy mine was located in 1872. In the following year the road was built from Salida to Canon City. In 1874 the Lake county war occurred, a bloody chapter in the history of Chaffee county.

Poncha Springs was located in 1867. O. E. Harrington with twenty-two men, drove 1,600 cattle from Texas to Chaffee county. The first school was at Poncha Springs and the teachers were David Boon, Minerva Maxwell (later Mrs. John Burnett) and Annabelle

McPherson, who later married Joseph Hutchinson.

Charles Nachtrieb started his grist mill on Chalk creek in 1868. In the same year the first cabin in the Salida district was built where the county farm is now located, by the Harringtons. They made candles out of deer tallow, because it was whiter than beef tallow.

J. E. Gorrell, Otis White, (who set out the first apple orchard in this area) John Nelson and John Burnett settled in the county in the late sixties.

Early Salida schools

All but memories now

The Salida public schools have been serving the community for 94 years since the first school was organized in 1879 with Miss Jennie Smith as the first teacher. High school courses were added in 1890.

For the first few years, classes were held in various rented rooms in the community. It was 1882 when Central school, a two-room stone structure, the first in town, was built on the present site of the postoffice on Third and D streets.

From the very beginning the building was inadequate and by 1884 it was enlarged. By 1900 a second floor was added as the community had grown considerably and enrollment had expanded.

Interest had arisen in additional high school courses and in 1892 a structure on H street where Longfellow school is now located was built and became Salida's first high school.

In 1910, again an expansion was necessary and a new high school was erected at Ninth and D streets. In 1922, the junior high shop and gym were added at a cost of \$110,000. It was destroyed by fire April 14, 1963 and was replaced by a new modernistic building.

Central school in 1930 was remodeled and christened with its new name of McCray in honor of the late Mrs. G.N. McCray, who taught in the building 36 years. By 1934 Longfellow school, the original high school, was completely remodeled.

The schools now enroll over a thousand students and is one of the 40 first-class districts in the state, the senior high being one of the first eight schools in the state to be accredited by the North Central Association and has been continuously accredited for 65 years.



Central School, first known as the D Street School, then Central and finally McCray as it looked in 1885 when the two-story addition became necessary a year previous. The two-room block structure built in 1882 in the rear, was Salida's first public school. A floor was added a few years later over the old block building as the enrollment had increased. The entire building was wrecked in the mid 1960's to make room for the U.S. post office.

The Salida schools boast of a well rounded physical education program with athletic teams holding their own in interschool competition.

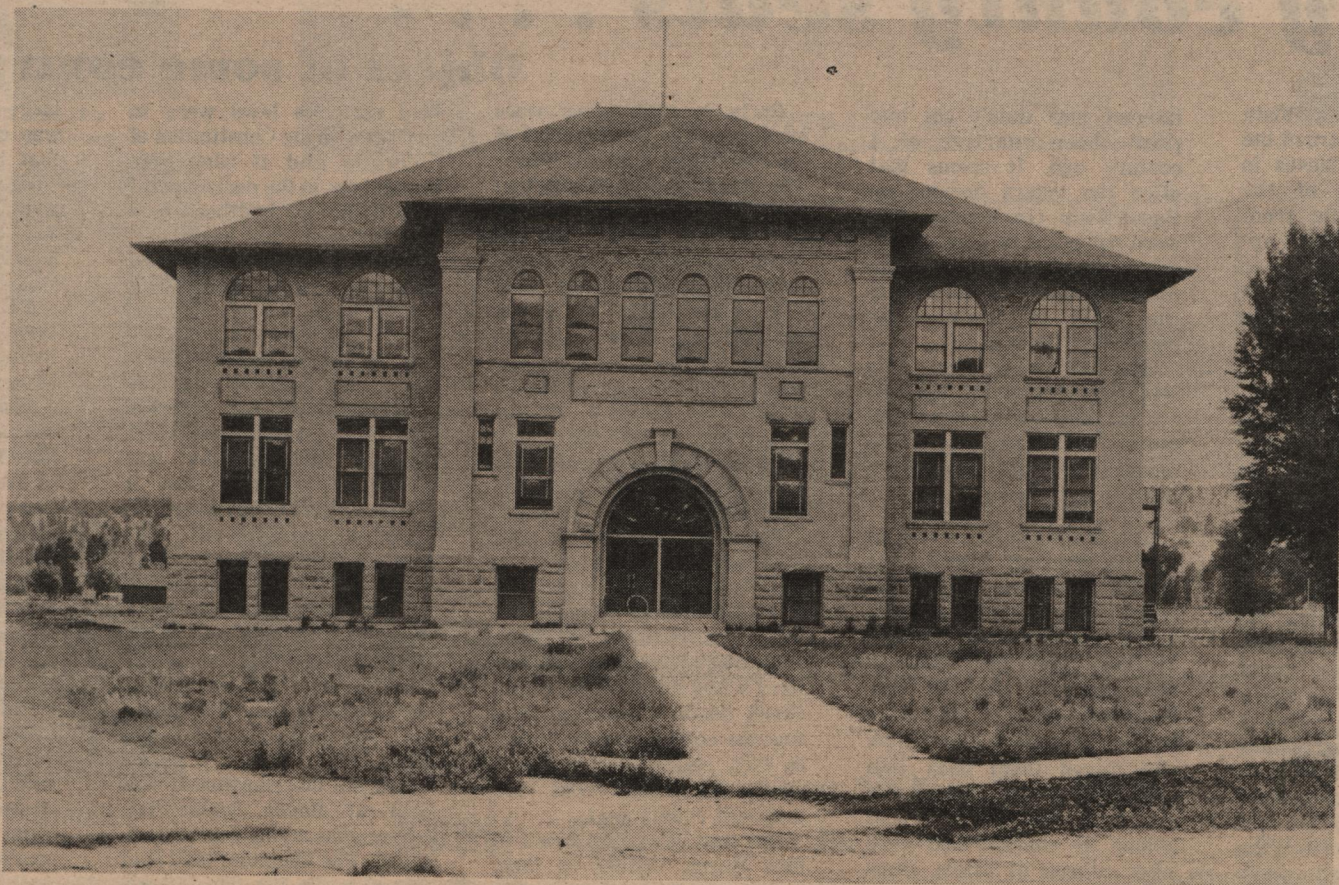
Edgar Kesner served the district as superintendent for nearly a quarter of a century until his death in 1922. Walter R. Jones became superintendent for a year after which Clarence Tanton officiated in that capacity for seven years. Another superintendent, L.D. Hightower, died during the

school year of 1941 after a service record of 10 years. Dr. L.A. Barrett succeeded him resigning 25 years later to be followed by Bill Andreas, who died in January 1971. Charles Melien is the present superintendent.

Graduates from Salida high school have entered colleges and universities all over the country and have done outstanding work, gaining enviable popularity in their chosen fields.



Salida's first high school built in 1892, became Longfellow elementary school in 1910 when the new high school at 10th and D Streets was completed that year. It was remodeled in the 1930's and torn down in the 1960's to make room for the new Longfellow grade school.



Salida's second high school building erected in 1910 at 10th and D Streets, was destroyed by fire April 14, 1963. A new modernistic structure now stands on the site.

Rail tragedy

Well remembered by many

The 1920s were marred by two serious passenger train wrecks, both in the Granite vicinity. The latter wreck, which occurred Sept. 5, 1926, took the lives of 30 persons.

The traveling engineer was at the throttle when No. 2 failed to negotiate a curve and plunged into the Arkansas river two miles west of Granite. Railroad officials were at loss to explain why, but the engineer was exceeding the safe speed of 30 miles an hour. The train was believed to be traveling 40 to 45 miles per hour at the time of the tragedy.

The railroad at that time was straightening a number of curves on the line north from Salida to Tennessee Pass.

Traveling Engineer Died

The dead included G. M. Lillis of Salida, the traveling engineer; George Gerhart, engineer, Salida; Hal Harpending, engineer, Salida; Mrs. H. C. Rathbun of Buena Vista; Louise Bowler of Leadville; Olive Burleson Perschbacher of Buena Vista; Mrs. Denny Isabel of Pando; Jackie Isabel, Hilda Everett, Ruth Isabel and Albert Everett, of Avon—all former Buena Vista residents.

John M. O'Connell, Dr. and Mrs. G. W. Larimer, Mr. and Mrs. W.J. Allan, S.K. Murdock and family all happened to be in the vicinity in their automobiles at the time of the tragedy and helped care for the wounded and comfort the dying. Murdock held Mrs. Rathbun's head above water for more than an hour, while her legs were amputated. She died shortly thereafter.



When this Mogul engine on train Number 2 heading east failed to negotiate a curve two miles west of Granite September 5, 1926, it plunged in the Arkansas river taking several passenger coaches with it. The tragedy,

causing the loss of 30 lives, was blamed onto human error. Traveling engineer, G.M. Lillis, was making from 40 to 45 miles per hour instead of the 30 mile safety speed.

Courtesy Mrs. Mary Runco

Wreckage Really Scattered

Most of those who were killed were in the third car. Wreckage was scattered in a zig-zag fashion. The engine was headed straight down the stream, lying on the engineer's side, 300 feet from where it left the track; the baggage car was at right angles to the engine, and the second car, a day coach, at right angles with the baggage car. The third car

formed a bridge across the river. The fourth car, a Pullman, was lying on its side in the river, the fifth, a coach, was off the track, the sixth was tilting down the bank, and the balance were left on the track.

A relief train from Salida reached the scene at one o'clock in the afternoon.

Clearing the wreckage was a terrific job. Many of the victims had been badly maimed.

One baby and an unidentified woman were found beneath the engine.

The engine, No. 1604, was a new type. The frame and cylinder were not damaged, but at that, the railroad figured it would cost \$10,000 for repairs. The locomotive was removed from the river in one piece, after track had been run out to it. Two derricks lifted the iron horse onto the tracks.

Early county seats

Object of some controversy

Residents of Buena Vista somewhat unjustly earned the title of courthouse thieves in 1881. The moving of the courthouse to Buena from Granite, actually was approved by the voters in November of 1880, but, it turned out, that didn't completely settle the matter.

Evidence of sour grapes over the courthouse matter shows up in the newspapers published at that time. The Chaffee County Press, published at Nathrop, had this to say:

"The returns of the election were opened at Granite yesterday. The vote stands Buena Vista 1092, Nathrop 855, Salida 159 and scattering, 75. Of the vote given, Buena Vista with a population of 1200 cast 38 more votes than half. It was a busy day among the voters of that place, and they must have hurried up business rapidly to have made the rounds twice."

The Mountain Mail had less than that to say: "Confound the county seat. It ain't worth anything anyhow."

Newspaper files are incomplete and besides that, some things that would be of

interest now didn't get into print three quarters of a century ago. It seems that after the voters decided on Buena Vista, Granite residents were reluctant to give up the prize plum and so Buena residents went up in the dark of the night to capture the courthouse records.

Mrs. Mary Nash Mear, who was interviewed by Richard Carroll and whose story appears in the Colorado Magazine in 1934, recalls the moving of the courthouse.

Mrs. Mear's husband was on the sheriff's staff. One night in the Spring of 1881, Mrs. Mear heard noises at the courthouse, which also served as the jail. Thinking that the prisoners were escaping, they left their house to investigate, they were held up by about a dozen men, who forced them back into their house. An engine and flat car, with Conductor Ernest Wilbur in charge, and with other citizens of Buena Vista took the safe, containing the county records, to the flat car. It took an hour or two to take the records to Buena Vista.

Early in 1882, plans were announced for construction of the courthouse in Buena Vista. The Mountain Mail relates that the county had \$10,000 available for a courthouse and hints, but does not explicitly state, that this money may have been raised by Buena residents. The Salida newspaper made a good many editorial comments that \$10,000 would not build a \$25,000 courthouse and that the county commissioners would do well to wait until the total sum was in sight.

The issue of January 30, 1882 said that the contract was let to E. Fisher, who built the Fremont county courthouse, for \$23,345. In that same issue, there was mention of a plan to form a new county from Chalk Creek south. Contention was that the county was too large. In fact, residents of Garfield were 50 miles from the proposed county seat.

The next stumbling block to face Buena Vistans in their fight to keep the county seat was a Supreme Court decision which resulted from a similar situation in Grand County. It

held that the laws were in conflict with the Constitution of Colorado and it also was brought out in the decision that even if the law had been held constitutional, that two-thirds majority was needed to move a county seat. This Buena Vista did not have.

A couple of months later, word was received that the Supreme Court had reversed itself in the Grand County case, deciding that the law was constitutional and that a simple majority was enough to move a county seat. The Mountain Mail editor had considerable to say, including "If we didn't know any more than the Supreme Court of the State of Colorado, we would resign," and "Salida doesn't care anything about the county seat. She doesn't feel it in her business."

And so, the courthouse was built at Buena Vista. The cornerstone laying was on June 8, 1882. The Mountain Mail said that it was a big day for our beautiful and thriving suburb at the mouth of the Cottonwood. "It is doubtful if so

large an assembly of people was ever before witnessed in that town, and certainly not since the days when it was the shipping point for Leadville and the bunkosteers held high carnival."

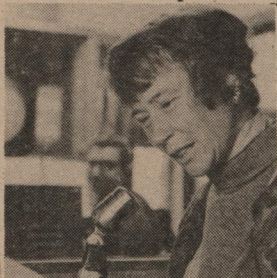
J.E. Cole was master of ceremonies. Notables present included Governor Pitkin, the state treasurer, W.C. Sanders, Adjutant General Stevens, Mayor Morris and others. Sheriff Becker and a member of the city council represented Lake county and Leadville. Every town and camp in Chaffee county was represented—and even 100 people from Salida showed up.

The courthouse was decided on May 14, 1883. Princeton Lodge of the Masonic order had a ball, with about 80 couples attending. "Ida Rustler," who reported the affair in the Mail, said an unusual feature of the orchestra was a lady violinist. "Ida Rustler" didn't have much to say about the new building, except that the ventilation "is a perfect botch and would hardly do credit to the hottentots."

KVRH RADIO



G.G. Mills and Old Therm
6:20-9 a.m. & 12-2:30 p.m.
Salida Sports



Mary Purdy
10 a.m. daily



Les Messamer
Buena Vista Sports



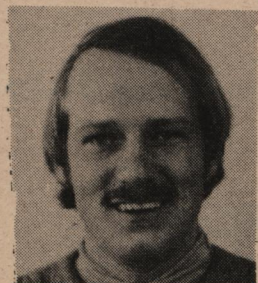
Pancho Howse
KVRH Partyline
Tues-Wed-Thur, 1:05 p.m.



Bill Murphy
General Manager



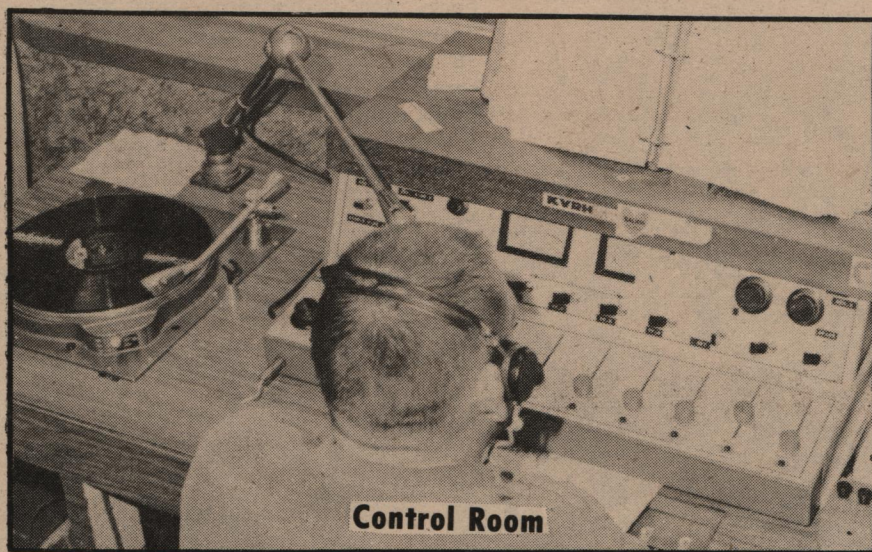
Norma Farley
Secretary



Ken Eigsti
Announcer



AM & FM transmitters



Control Room



Tape Production Studio

Entertaining

and

Informing

South Central

Colorado

for 25 years



George Ferrier
9:00 a.m. & 2:30 p.m.



Beth Wenman
Buena Vista News



Gene Mills
Bookkeeper



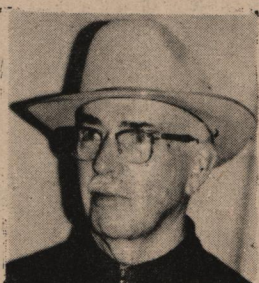
Lowell Mooney
Sales Mgr.



Al Edlund
Hour of Great Music



Pat Schlatter
Local News



Ray Hosford
Ranch & Home Talk.
Sat. 8:05 a.m. and 12:30 p.m.

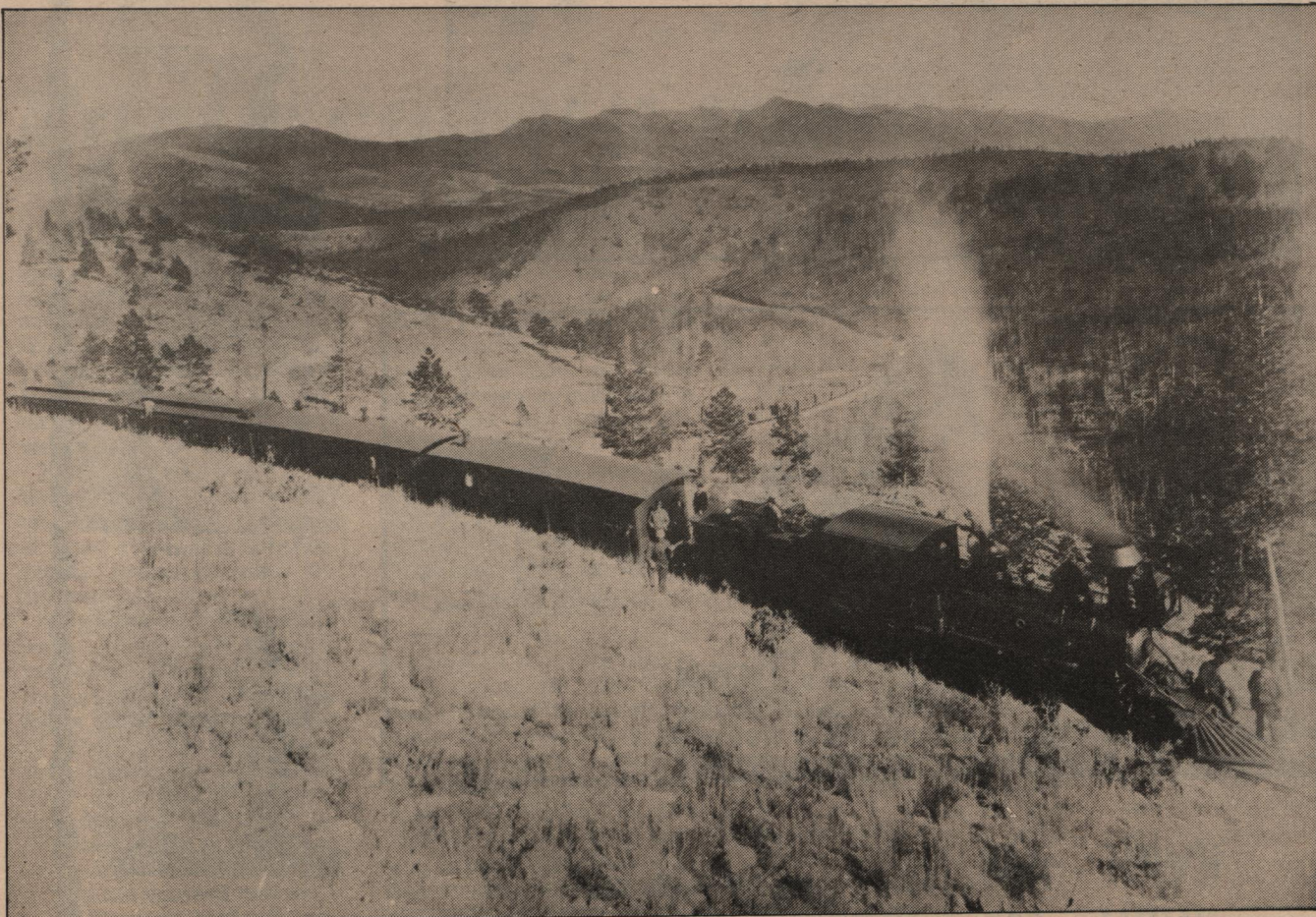
KVRH - AM, 1340 on your AM Radio Dial
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Memories

Preserved only in pictures



An every day street scene in Salida about 1908 during the horse and buggy era. Only a few professional and businessmen owned cars in that period. Salida boasted of 16 restaurants, 10 grocery stores and three millinery shops. Three large drygoods stores kept huge supplies of items needed in all homes. The mining camps operating in the county brought in a large percentage of business.



An old time scene on Marshall Pass. Business was flourishing on the road in those early years. Cattle, hay and coal were shipped from the Gunnison

country. Ore from the Orient mine at Villa Grove and Bonanza were large factors in boosting business for the company.