

m 344

Mr. W. O. C. Tuttle,
by,
Helen M. Wollschlager

Mr. W.O. C. Tuttle, one of Pueblo's oldest grocery-men, is now living at the family home 110 Church Place. Mrs. Helen M. Wollschlager, is the lady caring for him at the present time. Mr. Tuttle was in the grocery business until the loss of his eyesight prevented his carrying on with his business any longer. Today he is totally blind, and partially deaf. In spite of these handicaps Mr. Tuttle is one of the most friendly and cheerful persons that I have visited.

" I will be 90 years old the 14 th. day of February, if I live that long. This next New Year's day I will have been in Pueblo 45 years. During the time I have been here in Pueblo I have been behind the counter just about 50 years. The actual time seems longer, but then I took some leave of the work for a few weeks at a time.

I was born out on a farm in Illinois, and the house in which I was born had dirt floors, a string latch door, wooden hinges, and was built of logs. I was 33 when I went into the hardware and lumber business in Cambria, Illinois. I was engaged in the work for about ten years, and then my wife's health failed, so the doctor advised a change of altitude. In Cambria I had been in the hardware business, but we had had about everything else in the store- tinware, farming tools, lumber, coal, sand, stone, brick, glass, - in fact, we had an option on just about everything that was sold in the town.

We boarded the train in Illinois and headed for Colorado; we were bound for Eads, Colorado which is about 110 miles east of Pueblo. We left Illinois on the 27th of March, and it was the first part of April before we reached Eads. We had to get off of the train at Kit Carson, Colorado, and from there drive a team over to Eads. We brought all of the lumber that we thought we would need for building our homes in Eads with us. We also had two carloads of stock and horses that we had shipped from Illinois. We made the trip to Eads and when we got there found that there were three shacks in the town known as Eads. One of these shacks had been left vacant for us whenever we should arrive. We were the first family to come to Eads, also the first to bring any women with us. In our party there were four women.

In Eads we established the first General Merchandise Store that there was in Eads or in the country around Eads. For two years we stayed there, building up our trade and our stock. However, after two years we found that a ditch, which we supposed would be built, was to be abandoned. This made the progress of the town slow, and the prospects for a thriving community diminished. I came to Pueblo in December, 1888, and bought the Gentry Grocery Co., after Jan. 1, we moved from Eads to Pueblo, and took over this store. From that time on I have been in the grocery business, but the most of the time has been behind the meat counter. I cut meat until I wasn't able to see the figures on the scales.

Before I left Illinois I was also in the railroad business. That seems was just about 66 years ago, and at that it like yesterday. I was learning to be a machinist on the Burlington road, and one day a call was put in for someone to relieve the engineer and take the train on its regular trip. I was called upon to do this, and held the job for about 6 months- I was very bored with the work at the time, and was glad when the job had ended. In those days there were no coal burning engines, all wood-burners. We had a run which covered 30 miles, and that run had to be made in 12 hours, or we had to back up to the station from which we had started and await our time to again use the tracks. The box-cars were very small, and about 4 cars was the extent of the load which the train was capable of pulling. The engines were in terrible condition, and it was the regular occurrence to have the engine break down 4 or 5 times on every trip. Many times we arrived at our destination with frost-bitten hands and feet, all as a result of our having to work on the engine out on the line."

Mr. Tuttle had quite an interesting story to tell me about Abraham Lincoln. He said, "The first time Lincoln ran for President of the United States I was just a boy of 17 years. Lincoln, before the election decided to make a two-weeks campaign trip. This was to be a debating tour, and for the trip boys were paid to go along as the band. I was one of those chosen to go with Lincoln and his party on that debate tour. This was the greatest thing that ever happened to me in all of my life, to be able to accompany the Lincoln party on their tour. Later when Lincoln was up

4

Before I left Illinois I was also in the railroad business. That ^{seems} was just about 66 years ago, and at that it like yesterday. I was learning to be a machinist on the Burlington road, and one day a call was put in for someone to relieve the engineer and take the train on its regular trip. I was called upon to do this, and held the job for about 6 months- I was very bored with the work at the time, and was glad when the job had ended. In those days there were no coal burning engines, all wood-burners. We had a run which covered 30 miles, and that run had to be made in 12 hours, or we had to back up to the station from which we had started and await our time to again use the tracks. The box-cars were very small, and about 4 cars was the extent of the load which the train was capable of pulling. The engines were in terrible condition, and it was the regular occurrence to have the engine break down 4 or 5 times on every trip. Many times we arrived at our destination with frost-bitten hands and feet, all as a result of our having to work on the engine out on the line."

Mr. Tuttle had quite an interesting story to tell me about Abraham Lincoln. He said, "The first time Lincoln ran for President of the United States I was just a boy of 17 years. Lincoln, before the election decided to make a two-weeks campaign trip. This was to be a debating tour, and for the trip boys were paid to go along as the band. I was one of those chosen to go with Lincoln and his party on that debate tour. This was the greatest thing that ever happened to me in all of my life, to be able to accompany the Lincoln party on their tour. Later when Lincoln was up

for election for the second time I was old enough to vote, and cast my first presidential vote for Abraham Lincoln. When we were on the trip I can remember Lincoln calling me, "His kid", and I was so proud. "

Before Mr. Tuttle could cast his vote for Lincoln there was a matter about his right name to be settled. He had two names, and he had two birthdays. In Illinois, where he was born, he was named for a Mormon preacher who had baptized him. His preacher's name was either Willard Oscar Clark, or William Oscar Clark. Mr. Tuttle's mother died when he was but an infant, and when she died an aunt took him to raise. The first aunt kept him for a year, then another aunt took him. In all of the moving about Mr. Tuttle never knew his right name, but always went by the name of W.O.C. Tuttle. The aunt who first took him declared that he was born in 1844 and that his name was Willard, while the other aunt said he was born in 1843, and his name was William. At the time of the election Mr. Tuttle wrote to his father in Iowa asking his right name so that he could vote. His father answered saying that he should go by the name of W. O.C., or Will- making no distinction between the names. So from that time on he has always been known as W.O.C. Tuttle.

Mr. Tuttle cast his first vote for the Republican candidate, Lincoln, and his last vote for Hoover. In all of this time the only Democrat that he ever voted for was William Jennings Bryan. He said that he was "too old " to vote at the last election last spring.



Pam 344

Mr. William Walk
Interviewed- Jan. 4, 1934.

Mr. William Walk, 201, Madison Ave., Pueblo, Colorado, is one of the finest gentlemen that it has been my pleasure of meeting since I started this work. Mr. Walk, was for four years in the Pueblo Court House as Justice of Peace. In the last elections he lost his position, by a small number of votes. Prior to his election to the position of Justice, Mr. Walk was an engineer for the Denver & Rio Grande Railroad. For the most part his railroad experiences were between Pueblo, and Salida.

He came by train from his boyhood home in Missouri to Denver, Colorado in 1874, and has been a resident of this State ever since. He decided to make a change of altitude thinking that this would benefit his health. The doctors to whom he was sent when he arrived in Denver said that his health was all right, but they advised a change in work. This led to a series of positions connected with both the mining and railroading professions.

While with the railroad company he helped in the construction of the lines between Pueblo and Salida (then known as Arkansas Valley), between Pueblo and Trinidad, the road to Silvercliffe, and the roads to Leadville and Malta. Just about the time one of these lines would near completion, another boom would occur, and

everyone would flock to the "new" find. The railroad companies had many fights and disputes over priority rights to these various new settlements.

At the time the strike was made in Creede, Colorado, Mr. Walk was engineer on the run that went to Creede. He said that at times there would have to be two men, one on each side of the cab, to watch the tracks in front of the engine to see that no one was hit by the engine. People rushed to Creede, following the railroad tracks, and not a bit particular about getting out of the way of the oncoming train. Walk said that he had seen Creede grow from a tiny settlement, to a place of about 60,000 persons in a period of about 90 days.

In 1880 Pueblo was located on the north side of the river, there being nothing at all on the south side. Shortly after this a row of houses known as "Blast Furnace Row" were built in front of the blast furnace site of the steel works. There were 24 houses in this row, and they were of frame. At first spring wagons were provided for those wishing to go to the steel works, but later these were replaced with "horsecars".

Old P. Eiler was a man interested in the smelting of ore, and came from Leadville to Pueblo to establish a smelting plant. He chose Pueblo because the trip from Leadville was mostly downhill - thus making the trip easier than if the ore had had to been taken up hill. The old smelter was located just about where the Newton Lumber yard is today. Most of the ore smelted at first came from

the Madonna Mine at Monarch, and the ore was brought from the camp to Florence by wagon - then transferred to trains and brought to Pueblo. There was also another smelter located east of the steel works and known as Holdens Smelter. Still another smelter was built and was called the Philadelphia Smelter. A Mr. Guggenheim bought out this smelter. The Massachusetts Smelting Company came in in a short time, but failed. The M.F.&I. Co. was then known as the Colorado Coal and Iron Company, or the C.C.&I. Co. the town of Bessemer was founded and sustained by this company. Plans for a tinsplate mill were made, and the machinery sent from the East to equip the place, but this machinery was never put in to use. It is supposed by some that the Eastern mills bought up this mill to save the possibility of competition. Today the most of the ore that is smelted comes from Sunrise.

In 1887 the old town of Pueblo covered the distance between Santa Fe and as far as 3rd, St. Some of the places of interest in Pueblo were:

Grand Central Hotel- and it was from the front of this Hotel that the horse was sent to help the horsecar over the hill. (when the viaduct was raised this track was buried, years after the tracks were uncovered and quite a bit of excitement was created, but all was again quiet when it was explained that these were the old horsecar tracks.)

Baxter's Mill- Behind this Mill a water wheel was built. A ditch, known as Baxter's ditch ran through the Central Block site, and it was from this source that many Puebloans obtained their water supply before the water works was built.

Round house- the first round house was located there where the Union Depot is now.

Pat Desmond - He was the town Marshall, and had his home on the corner where the Holmes Hardware Store now stands. Desmond has the reputation of being a very cruel and hard man, two miners were said to have burned to death when the jail burned, Desmond refusing to rescue them.

Charlie Stone Beer Garden- was located where the Central Block is now.

Ketchmer's Opera House- where the Triangle Building is now. He also had a blacksmith's shop here.

"Mexico" - this was a colony on the lower part of Santa Fe, here a lot of old frame and adobe buildings were cleaned out when

the Colorado Southern built their tracks through the town. Grand Avenue-originally called High Street- this in the old days. Montgomery Opera House- Between Main and Santa Fe on 7th. St. This is now the Seville Hotel, the original building is now being used with the exception that it is now stuccoed over the adobe. The Clinic Building was an old Church.

Court House - above 7th. st. first of adobe then of brick. Bessemer- a town founded and sustained by the Colorado Coal and Iron Company. This town had its own government apart from the Pueblos, and it was not incorporated in the town of Pueblo the '90's. Bessemer covered the entire Mesa, as far as Washington Avenue, and took in all of the Mesa.

Water Works-first water works on the south side of the river operated by Dunbaugh and Joy. Located near the present Newton Lumbe r Yards.

Jail- On C. St. and back of the old Western National Bank. Until torn down a few years ago this was an old Chinese Laundry.

Real Estate Row- Across from the jail. This block burned down, and a character known as "Barney the Bum" met his death in this fire. Later Holden built a new building here , calling it the Holden Block No.3.

B.&O.Store- This was one of the largest stores in the town, and was owned by Buchanan and Orr. This was on B. St.

"Bee-Hive"- Store later known as Crews-Beggs and Company. This was on 5th. Ave., across from the Fifth Avenue Hotel. This store also had branch divisions in Salida and Leadville.

Potatoes were raised in Del Norte and in the Wet Mountain Valley, and one of the liveliest markets at this time was that of selling potatoes which came from Del Norte. These potatoes always brought highest market prices of any potatoes.

In '82 there was a boom, then in '83 came the depression, halting progress for a while. During '86 and '87 the Union Depot , Central Block, Grand Opera House, and the Swift Block was built, also the Mechanics Block.

Wildeboor gave to the D.&R.C.W. R.R. the property which is at present occupied by the roundhouse, the freight depot, and other railroad buildings. This ground was given with the understanding that if at any time they abandoned these buildings the land was to go back to Wildeboor. The land was given in exchange for perpetual care. (I shall try to find exact data upon this matter as Mr. Walk said that he could not verify this statement.)

A great many of the quarrels that took place between the different sections of Pueblo came as a result of the fact that the money , or the pay-rolls of Pueblo were located on the South side. The greatest number of those employed worked at the smelters or at the steel works.

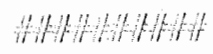
Mr. Walk spoke of the numerous floods that have occurred in Pueblo, and he told of one time that he was bringing the train (then a narrow-gauge) down from Salida, and a 15 foot wall of water accompanied him through the Royal Gorge. He left the train at Canon City, and there wired the offices in Pueblo to look out for high water. By this warning many people were able to leave their homes before the water came down. Floods from bluff to bluff were not uncommon, but there was nothing to prevent the passing on of the water, and so the floods were not as disastrous as the more recent floods have been.

(We started talking depressions, and Mr. Walk said this recent one was the worst he had ever experienced. Then he showed me this piece.)

"The depression we are passing through is only one of the many this country has experienced.

There was	a	business	depression	in	1819	lasting	twelve	months.
"	"	"	"	"	"	"	1837	lasting twenty months.
"	"	"	"	"	"	"	1848	lasting five months.
"	"	"	"	"	"	"	1857	lasting twelve months.
"	"	"	"	"	"	"	1869	lasting eight months.
"	"	"	"	"	"	"	1873	lasting thirty months.
"	"	"	"	"	"	"	1884	lasting twenty-two months.
"	"	"	"	"	"	"	1887	lasting ten months.
"	"	"	"	"	"	"	1895	lasting twenty-five months.
"	"	"	"	"	"	"	1903	lasting fifteen months.
"	"	"	"	"	"	"	1907	lasting twelve months.
"	"	"	"	"	"	"	1914	lasting eight months.
"	"	"	"	"	"	"	1921-22	lasting fourteen months.

All of them came to an end, and this one will, too.



Mr. William Walk
Interviewed Jan. 4, 1934.

Elizabeth Cairns,
815 Van Buren St.,
Pueblo, Colorado.

Mr. J. H.
1887. He 1

1102 Enc 11

In t

His boyhood
up the mat
this case,
Introduced

"As a

"Far West"
In mind. I
Nebraska on

heard of a
so I looked
and John G.

the month o
between McC
out camping
at that tim
other to pu

Our trd
bought in M
and the mul
out- we wer
Wth knew tha
where we wa
was worth a

Interviewed-Dec. 12, 1933.

*Mrs. H.W. Platt
for Mr. Maxey*

Mr. J.H. Maxey, a resident of Pueblo, has lived in the town since 1887. He is living at present with his daughter, Mrs. Homer Platt, 1102 Euclid Ave.

In the year of 1887, Mr. J.H. Maxey, started for the "Far West". His boyhood home was in Williamson County Illinois. I have written up the material in first person as I think that the information, in this case, can be presented in a more concise and readable form if introduced in this manner.

"As a young man I decided that I should like to travel to the "Far West"-and upon starting out had no other place except the west in mind. I left my home in Illinois and came as far as McCook, Nebraska on the train- that being the end of the railroad. I had heard of a party that was going West and desired another passenger, so I looked this matter up, and after some time joined Ed. Knowles, and John G. Harris on their westward trek. Our trip was taken in the month of October, and we spent nine days covering the mileage between McCook and Holyoke, Colorado. One of the nights we were out camping we camped where the roads forked- or what was known at that time- the Republican trail- one road led to Cheyenne, the other to Pueblo. We took the Pueblo trail.

Our trip was made in a wagon and a pair of mules which we had bought in McCook. We were carrying water with us for both ourselves and the mules, but about the third day out our water supply ran out- we were without a drop of water until the following afternoon. We knew that there was a ranch house somewhere in the vicinity of where we were traveling. Ed. had a highly powerful field-glass that was worth about \$20.00, and handing this to me he told me to see if

I could see any signs of the ranch-house. There in the dim distance I saw the outlines of the water towers. When we finally ~~did~~ reach the house we were more disgusted than ever for the man at the house asked \$1.00 a barrel for his water. This well where the water was drawn from was 265 feet deep, and the water was drawn up by means of buckets that operated on the principles of atmospheric pressure.

The town of Holyoke was located just a few miles from the bed of the Frenchman river. This river appears to be only a dry bed, but if one digs down but a few feet under the sand the finest drinking water in the world can be found. I remember a man who lived in Holyoke - he made his fortune by hauling water to Holyoke from the Frenchman river, about two miles away. The water that he hauled - usually 5 or 6 barrels a day sold for 25¢ a gallon. Holyoke was the terminal for the railroad, but when I was there only the right of way had been graded for the laying of the tracks.

In 1838 I came to Pueblo. Before I came to Pueblo I had met with an accident, I was working in a general merchandise store in Holyoke as a clerk. One day a lady came in to see our molasses pitchers, and while showing her how to change the lid from another pitcher that I had in stock I accidentally broke one of the pitchers, cutting two of my fingers quite severely. I was taken to what was then known as the hospital. The hospital was nothing more than a tent erected over a frame, and a wooden floor put down. The doctor was a young man, and when my fingers failed to heal properly an old doctor was called in to see the case. This elder doctor had been a surgeon during the war, on the rebel side. After suffering for many weeks with blood-poison I finally gained enough strength to travel to Pueblo.

I arrived in Pueblo early in the morning. I was weak, and tired from my trip, but I still had to go to Florence, as I was to meet my mother.

Having some time to wait in Pueblo I decided to walk about the town; I went to what I thought was the court house, and when I got there I was quite surprised for all of the doors were flung wide open, and not a person was in sight. Over to the west side of the court house was the jail- the doors on this building were also open. I thought this was rather queer, but being strange in the town I didn't find the answer to the open doors until I had gone farther down the street. When I got to about what is now 11th. St., and Sante Fe I saw the reason for the open doors. There hanging from the branches of an old cotton-wood tree were the bodies of three Mexican men. The men had been hanged to the trees by means of lassos of baleing wire.

Some of the early impressions of the town of South Pueblo have stayed vividly in my mind. I remember the adobe buildings that housed such industries as: Barndollar's Bank, Hobson's Bank, Baxter's Mill- (now the site of the present Postoffice building), Ferris Hotel, Southern Hotel, Seiter's Bakery, Gallup Harness Shop, and the first church in South Pueblo. This church was a Catholic church and stood opposite of the Clevenger Auto company building at present. I also was well acquainted with John C. Summers, the first cement contractor in Pueblo.

The first job that I had when I came to Pueblo was that of building mud mills to grind bricks. These bricks were hand -made as were the mills. I also worked in laying the sidewalks around what is now the Colorado building.

Indians were, at the time I came to Pueblo, even more common than white men. In the spring of the year Indians from the various tribes would come to town to trade in their furs for their supplies that they needed during the following season. Often times the Indians would take their furs to the banks where they would trade them for money.

The Government compelled the Indians to wear clothing, and in order to enforce this demand many shipments of overalls and other articles of clothing were sent to the towns in Colorado to be issued to the Indians upon their request. I remember very distinctly seeing an Indian go into the Postoffice station at Holyoke, ask for a pair of overalls and a knife. With the knife he immediately cut the back out of the trousers of the overalls. He left the bolt on the trousers, but cut the rest of the seat completely out then hung a piece of flour sack, or a piece of burlap across the place where he had cut the hole. This was a very common procedure, for the Indians disliked changing their ^{mode} dress, but when the Government demanded that they wear clothing they had to comply with this demand.

The two most common tribes of Indians that were seen in Pueblo were the Pueblo's and the Ute's. The members of the Ute tribe were a lawless, mean, roving people- always at war with one tribe or another. On the other hand, the Pueblo's were quiet, and more highly civilized than were the Ute's. Those in the Ute tribe were jealous of the Pueblo Indians, as the government had set the Pueblo's to learning the correct methods of farming at a station over in the San Luis Valley. The Utes, a roving tribe, wandered from one place to another, always fighting as they went- never settled down long enough to deserve any government help. The story that I am going to tell you is one that quite a topic on importance in the life of Pueblo.

Colorow was the Ute chief, and he always was trying to find someone or some tribe that would bet with him on his race-horses. The bets that were put up were usually made up of many heads of cattle. However, this race that Colorow and the Pueblo chief decided

to hold had, not only cattle, but also the squaws and papooses as booty. The Utes felt sure that they had horses that would outrun those entered by the Pueblo Indians. The big race was to be held at Fort Garland, and all that could go visited the big event. The chief of the Pueblos, about this time, became rather worried about the apparent outcome of the race. He came to Pueblo to visit Jim Carlile, a prominent citizen of South Pueblo, and a friend of the Pueblo tribe of Indians. Now, Jim, had, a short time before the proposed race sent to Kentucky for a thorough-bred race-horse. This horse was named "Jim Douglas", and was a very expensive horse, but after much persuasion and many promises the Pueblo chief finally borrowed the horse for the race.

Jim met the train that came from Fort Garland, anxious to hear of the outcome of the race. There were a few soldiers on the train, and they told Jim of the race. It seems as though the Utes were much surprised, in fact, it is said that "the Pueblo horse was so far ahead that the Utes couldn't tell the color of the animal". The next spring when the Pueblo chief visited Carlile (camping ^{ON} where the bluff above the present Union Depot now stands) he told of the race, and when Jim asked the chief how they settled the bet in regard to the squaws and papooses, the chief only grunted and said, "She no good, thin face, ugly, I give her back to Colorow".

The Pueblo Indians were special friends of the Carlile family and at one time presented both Mr. and Mrs. Carlile with fur coats that were the envy of all Puebloans. Mrs. Carlile's coat was of spotted wildcat skin, and Mr. Carlile's of brown bearhide."

(This contains just about everything that Mr. Maxey could remember to tell me, in answer to my questions.)

Interview- Dec. 12, 1933

Mr. J. H. Maxey, 1102 Euclid St.,
Pueblo, Colo.

Interviewer- Elizabeth Cairns
815 Van Buren St.,
Pueblo, Colo.

by Cairns.

11

present
were un

Pueblo

ling ev

houses

BUG
of
and
TUR
Pue
(LIONS)

also
Art
and
sho
was
1st
sta
DE
Tab
and
6th

pho
to
Far
of
Mus
FER
TID
wel
hot
als
iss
bac
Ind
cam
GRA
was
wor
Ina
hav
Sun
tra

E. S. Walters,

Interviewed- Dec. 17, 1933.

" In the year of 1889, the year that we came to Pueblo the present Union Depot, the Grand Opera House, and the Central Block were under construction. The business houses that were in South Pueblo were varied- everything from adobe to wood buildings- handling everything from dry goods to commission house produces."

" Below are listed as nearly correct as possible the business houses in Pueblo in the period from 1889-1890."

BUCKET OF BLOOD- This notorious place was located at the corner of Grand and Union Avenues. Here were held stage shows, vaudeville, and other amusements of a somewhat obscene character.

TURF SALOON- Operated by the Race Track Association, and one of Pueblo's best known liquor houses. THE GREEN LIGHT was also along in the vicinity of the TURF on Union Avenue.

ARTHUR'S CASTLE - This was a rooming house and a saloon combined, and was owned by John Arthur. Mr. Arthur also had a Blacksmith shop on Main Street, but the CASTLE was the place for which he was best known. ARTHUR'S CASTLE was located at the corner of 1st. and Santa Fe, and today the Burch Tent and Awning Company stands on this corner.

DE REMER OPERA HOUSE - The first opera house built in Pueblo, later the Grand Opera House was built at the corner of 4th. and Main St. The DE REMER OPERA HOUSE was at the corner of 6th. and Main Streets, "almost out in the country".

Phoenix HOTEL -At the corner of B. and Union. This hotel burned to the ground just 42 years this coming Christmas morning.

Fargo HOTEL- B.St. and S. Main. Mr. Frankenburg was the manager of this hotel in 1890, and today his son is with the Silver State Music Company in Pueblo.

FERRIS HOTEL - This hotel was built on the site of the present Midland Hotel. Behind the building at that time was an artesian well. The water from this well was piped to the front of the hotel where a fountain stood. A watering place for horses was also in front of the hotel. The water that came from this well is the same that is found today at Clark's Mineral Wells. In back of the hotel was a flat place, and oftentimes when the Indians came to town to trade furs and get supplies they pitched camp behind the FERRIS. In the 90's there was nothing at all unusual about seeing a band of Indians camped at this place.

GRAND HOTEL - Later renamed the CONGRESS HOTEL. In this hotel was one of the first barber shops. At that time colored men were the ones interested in the barber business. Because of the inability of many men to come into town throughout the week to have their barbering done, this shop stayed open until noon on Sundays to accomodate their trade. It is said that the best trade came on Sunday. This hotel was at 704 n. Santa Fe Avenue.

2
17
- Cont.)

SOUTHERN HOTEL - At the corner of B. and Victoria. This hotel was under the management of J.M. Purdy. (Mr. Rufus Wall, a colored gentleman, was the head waiter of this hotel in 1890. Mr. Wall is still living in Pueblo, and I intend interviewing him in the near future.)

FIFTH AVENUE HOTEL - Between 5th. and 6th. on Santa Fe.

ST. JAMES HOTEL - Between 7th. and 8th. on Santa Fe. Now this site is occupied by the Elks club. A Mr. Richardson was the owner of the hotel in 1890.

FITZPATRICK'S LIVERY STABLE - At the corner of 3rd. and Main.

PIERCE & COVEY - South end of the viaduct.

BILLY HAMILTON'S LIVERY STABLE - On Main St. between 5th. and 6th. streets. Above this building the postoffice was located farther up in the block.

BERNHEIM'S - A clothing store on Main Street. This store is still known as Bernheim's.

SHARP & BABBITT - A clothing store on Union.

J.K. SHIREMAN - Another clothing store also on Union Ave., and near to the store operated by SHARP & BABBITT.

A.C. DANIELS DRUG STORE - This drug store was on the corner of C. Street and Union. This is the S.W. corner.

BILLY CANNON'S 15¢ HOUSE - His house was quite famous as their advertisement stated one could get all that he could eat for 15¢. According to the reputation this place gained this advertising must have been authentic.

I. GLASS - Men's Clothing Store, and on Union near Cannon's.

Dick Bruner, a Real Estate man had his offices located above the I. GLASS store. Bruner is still remembered in Pueblo as today there is a park on the South side of the city that bears his name. He was instrumental in the purchasing of this piece of ground.

STRAUSS CLOTHING - On the N.E. corner of C. and Union.

JUAN RAYNOR, GROCERIES - One of the first grocery stores in town, and located on Union Ave.

ROBINS CRYSTAL HALL - This store distributed glass-ware and crockery. Between C. and D. on Union.

F.C. TAFT - Dry Goods " " "

J.C. DAVIDSON - Dry Goods, also on Union, between C. and D.

N.E. MOTHERWAY - Stationery and School supplies. In the same block on Union as TAFTS AND DAVIDSON'S.

WALL'S 5 & 10 STORE - Across the street from MCMAHON & COLLIER UNDERTAKERS.

WEST BROS. FURNITURE - On Union Ave.

W.H. HYDE- Carriage and Display Rooms. (This is now the Montgomery Ward Building.) at 202 n Main st.

- cont.)

FRANK PRYOR FURNITURE COMPANY- On the S.W. corner of 2nd. and Main. (This store still goes by the name of Pryor.)

R.H. BEGGS AND COMPANY - Was on the present site of the Western National Bank this, however didn't happen until the year of '93. Before this time R.H. BEGGS was between 5th. and 6th. on Santa Fe.

anta Fe.

WHITE AND DAVIS- Between 2nd. and 3rd. on Santa Fe.

NEUSBAUM- Clothing store at 3rd. and Santa Fe.

WILSON BERNARD DRY GOODS COMPANY- On Santa Fe. where Calkins white now stands.

G.W. SMITH, SHOES- Between 3rd. and 4th.

C.L. WALL- Stationary- 3rd. and 4th. on Santa Fe.

GAMBILL GROCERY.

C.H. WELLS, DRUG- At 7th. and Main.

LANEUS)

UNION DEPOT- At the corner of Victoria and Grand. (This is the new depot, the first one was at the lower end of the viaduct. This first depot was a red station, and had out in front of the building a framed cross section of the "Big Cottonwood" This slab taken from the tree which was cut down in 1883, is now at the Mineral Palace in Pueblo.) It is interesting to know that at the time the viaduct was built the level of the street had to be raised several feet to correspond with the slope of the viaduct. Before the construction of the new viaduct the car company kept an extra horse at the foot of the viaduct to help the cars over the hill. The horse which is probably the best remembered is "Charlie". This horse was so trained that he would help the two other horses carry the load over the hill, then upon being unhitched would return to his post at the foot of the bridge to await his next job.

MISSOURI PACIFIC DEPOT- On the site of the C.L. Hill Real Estate and C.H. Small, Real Estate. Originally on South Union at the Electric Triangle Building. Up from these buildings were two old adobe buildings on 2nd. st. and were used for boarding houses.

POSTOFFICE- Between 2nd. and 3rd. . This place is now the site of Watkin's Bros. Furniture Co.

COMMISSION HOUSES-

Charlie Uruy

J.D. Miller -----Between 2nd. and 3rd. on Main.

Williams & Co.

C. STANTON - Home erected at 10th. and Santa Fe.

METHODIST CHURCH- 7th. and Main.

E.H. (JACK) MARTIN, REAL ESTATE-On Union Avenue. Mr. Martin was interested in sensational advertising, so much so that he had silver dollars placed in the side-walk just outside his office door. This method of advertising was so effective that on several occasions Mr. Martin returned to his office to find the sidewalk torn up in places and the dollars politely removed. The idea was good, but the public took advantage of the idea.

McMAHON, & COLLIER'S UNDERTAKERS- On Union ave., and the first Y.M.C.A. offices and rooms were located above the undertakers.

STREET CAR BARN- The first street-car barn was located just where the American furniture now stands. This was at 315 n Union.

WESTERN NATIONAL BANK- On the S.E. corner of C. and Union.
CENTRAL NATIONAL BANK-On N.W. corner of C. and Union.

This was about the extent of the business houses which were in Pueblo in 1890.

(The following incidents were told in the course of conversation that took place between Mr. Carlton, and Mr. Walters on Sunday afternoon.)

Mr. C. Carlton worked at the Pryor store and there saw many of South Pueblo's notables come in for a chat with anyone who happened to be in the store at the time. Mr. Walters was over at the W.H. Hyde Carriage and Display Rooms for a period covering 17 years. Being in the store as clerks these men saw and heard many things which a person on the outside would never hear tell of. Some of the names that the men made special mention of were: Price, Connelly, Pryor, McAllister, Billby, and Jeff Steele.

Mr. Connelly came into the store where Mr. Carleton worked and at different times told stories which were of interest. Mr. Carleton tells of the many times that Connelly came into the store and lamented the fact that he was an American. The Indians, he said, led a life of leisure and ease as compared with the life of a pioneer. The squaws did most of the work- their men had nothing to do but to hunt- no houses to build or to care for them after they were built. Connelly came to Colorado by stage from Kansas City. He used to go to Beaver creek for his grain- the trip being so long he had to stay over night at the creek. Mr. Connelly was one of the men who helped construct the first mill in South Pueblo, known as Baxter's mill. This mill was torn down in 1889 when the foundation for the Grand Opera House was laid.

At the time the Union Avenue bridge was being built political and fraternal factions were at war. This one day the bridge workers were west of the Union Depot working, and the politicians decided to interrupt the work on the bridge. This was in reality but an issue

between Union labor and politics. During the brawl the sheriff was summoned, but before he arrived upon the scene everything was again quiet and serene. The sheriff had made a detoured entry upon the battle, coming through the rail road yards to settle the quarrel, but by the time he got there the battle was over.

(Cabin Springs was a pioneer settlement in the 90's, and later on this site the Swallows Station was built.) Back in '75 and '76, a man by the name of Spaulding tried to invent a flying machine here at Cabin Springs. He spent all of his time, and money on an invention which he never perfected. People, in those days, thought him a little queer, and not quite in his right mind. The story of his attempted invention created much talk, but today sounds more reasonable than it probably did 58 years ago. Mr. Spaulding's niece, Mrs. Georgia Chatham Miller, has in her possession today the original plans, silk used for construction of the plane, and other things of interest concerning the attempted building the plane.

A.M. (Mack) Pryor, was a figure well known in South Pueblo in the old days. The story is told of the round-up in 1870. It seems as though there was a bear in the vicinity of their camp, but no one was successful in bringing the animal into camp. The stock joke of the camp was to the effect that "we'd like to see that critter in camp". One day while "Mack" was out on the range he saw the bear, and taking his lasso roped the animal, hauling it back to camp. However, after going to the trouble to bring it back to camp no one of the boys cared to make a special pet of the animal, their boasts and longings being all talk. Mack Pryor's brother was Colonel Ike Pryor, of Texas, and was well known as a national figure.

7

Bill McAllister, one of the very early pioneers, came by wagon train with the first Colorado regiment from Arkansas. McAllister settled up by the present Turkey Creek. There he planted a field of corn. Grain was much in demand in those days as the greater part of the population consisted of soldiers and Indians, both of whom were too busy to raise crops. The crops that one did raise were salable at either Fort Lyons, or at the subsidiary of the Fort Reynolds. The McAllisters sold their corn to one of the Forts and loading up their possessions started for Arkansas- their fortune made. Their crop had brought them \$2000 in gold. The gold was hid in their wagon, and they made their way from Turkey Creek to the Fountain, then through Big Thomson Hollow to the Big Divide, and across Chica Basin, then south and east towards the Kansas line. One night as they neared the Kansas line someone stole the 2000, and made their get-away without being noticed. It is probable that some one had been following them from the time they had left their home, had noticed the hiding place of the gold, and awaited an opportunity to rob them without detection. When Bill told this story he finished by saying, " We just turned around and made it back for Turkey Creek, and we have never had enough money since to leave." (Sam McAllister, a relative of Bills is at present living in Pueblo, and is 65 years old. When I interview him I shall try to get more details of this story.)

(The original site of Fort Pueblo was between the Fountain and Arkansas Rivers- just at their junction, and about where Arthur's Castle stood.

g

(The site of the State Insane Asylum was formerly a fur-trading post, and was under the control of Colonel Francisco. This post was torn down after Francisco went to La Veta. (There is still some of the Francisco family living in La Veta at present.) The first asylum built had in its construction some of the posts from the fort.)

Out from Pueblo about a mile is Rock Creek Canon, and in this canon was located a fur-trading post. This post was named "The Pueblo" (pueblo being the Spanish name for "house"). Today there stands a flagpole out on the edge of the bluff above the river bed. It was on the rim of the bluff, or as it is better known "Signal Hill", that the signals were given. If traders came to the post and wanted to trade with the Indians for their furs, someone would go to the top of the hill and start three brush fires. The smoke from these fires was a signal for all of the Indians in the surrounding country to come to the post to trade. This fort was subject to an attack by the Indians in 1854, on Christmas day. The story is told of the trappers who became too friendly with the Indians on this day and invited too many of them to share the joy of the season with them. Drinking was pretty heavy that day - celebrating the Christmas season - but the Indians took advantage of the situation and massacred all of the whites in the Fort. Among the pioneers drinking was spoken of as "Taos Lightning". (I was interested in this story, but could find little about the incident. The following account is taken from Arthur Chapman's "Story of Colorado".

Meantime, between forts Bent and St. Vrain, a trading post known as "the Pueblo" had been maintained with varying success where the Fountain meets the Arkansas. The origin of the post is somewhat clouded in mystery. As early as 1840 there was a little party of traders, trappers, and Mexicans here. "The Pueblo", (pueblo is the Spanish name for "house") was built by George Simpson in 1842, though the trapper James Beckwourth claimed to have put up the building as a trading post. In the autumn of 1840 "Uncle Dick" Wootton started a buffalo farm on the site of "the Pueblo", which afterwards became the city of Pueblo as we know it today. Wootton captured buffalo calves and raised them on his farm, then sold

24

9

them to zoological gardens in the East. On Christmas day, 1854, when there were seventeen trappers at the "Pueblo", celebrating, a band of Utes descended on the post and killed every white man at the post. Francis Parkman, whose book, "The Oregon Trail," is so familiar to all students of western history, visited "the Pueblo" on his way back from Fort Laramie, Wyoming, in 1847. On the same trip Parkman went from "the Pueblo" down the Arkansas River to Bent's Fort.

One of the most interesting stories that the men told was one that Mr. Carlton told of a trip that he had taken back east. He was making a trip to Buffalo, New York and while on this trip took a side tour and crossed one of the Great Lakes. The boat stopped at Mackinac Island which is in Lake Huron just beyond the Straits of Mackinac. This island, a former fort, had been equipped with all sorts of military supplies. There is an armory, many block-houses, and port holes for the men who fired guns. This fort was at one time one of the best equipped forts in the United States, but at present is but a sight-seeing attraction. Many wealthy people have their summer homes on the island. A guard is hired to be the custodian of the fort and for the lessees of the land. Mr. Carleton and his friends stopped to register, and the guard who was standing nearby noticed the name, and the town from which Mr. Carleton came. The guard introduced himself as Captain Thayer, and immediately began asking about some of the men in Pueblo. Among those he asked for were: Pat Price, Baxter, Charlie Henkle, "The Dutch Baker", and others that had been around Pueblo. Captain Thayer told many stories concerning these men- he told how McAllister often went to Fort Reynolds to sell his corn crop. The best story that he told was that one about the finding of his glasses.

" Captain Thayer was transferred to Fort Lyons (this must have been about the year of 1867) to go on duty there. The Captain of the Fort, unknown to Thayer, was his friend "Pat" Pryor. Pryor had been sent to the Fort in capacity of Captain but a few days before the order for Thayer to change had been made. The day Thayer arrived at the Fort Price asked him in and said that he had a present for him. The present, as it so happened, turned out to be a pair of glasses. These glasses had Thayer's initials on them. Thayer was much surprised and delighted to get the glasses back, and asked the Captain where he had got them. Pryor said that he had bought them from a soldier who had passed through the Fort. Thayer then told how he had lost the glasses. The night of Lincoln's assassination Thayer attended the performance at Ford's Theater and during the confusion that followed the assassination, Thayer lost his glasses. This all happened at Ford's Theater in 1865 Washington on the evening of Good Friday, April 14, 1863. Apparently someone found those glasses and carried them along when they came West. At the time Thayer lost the glasses he was in the Eastern army! Mr. Carlton told this story and seemed to be reliving that meeting with Thayer on the island so far away from Pueblo. He made mention of the fact that the "world often times is much smaller than one would imagine". (This visit to the East was made by Mr. Carlton during the "World's Fair in Chicago in 1893.)

Pat Pryor when asked one time what a herd of buffalo looked like to him said, " The only thing I can think of when I see a herd of buffalo is the cedar ridges. Buffalo moving look black, and remind me of a 300 acre cedar ridge moving all at once."

Mr. Walters recalled to mind and gave details of an advertising stunt that was carried out by E.H. (Jack) Martin, the Real Estate man. This all happened in 1890. Mr. Martin announced a mammoth sale that was to take place just below the south end of Lake Minnequa. He promised all who came a free ride to the scene of action. He had a brass band in full swing to entertain the guests. Tea was served to those who cared for it, and as an added feature ~~souveniers~~ souvenirs were given all of the ladies who attended. These souvenirs were to be useful household items, and Mr. Walters says that they were. The funniest thing that he saw was a large woman trying to board a street car with a large galvanized wash-tub in one hand- her souvenir of the pompous occasion.

###

I had an interview with Mr. ES. Walters on Saturday afternoon at his home 825 Van Buren St., and during our conversation he suggested that I go with him on Sunday to visit a friend who has resided in Pueblo for the past 40 years. When both gentlemen got together they decided to reconstruct Pueblo as they recalled the town in the year of 1890.

Mr. C.H. Carlton, 2021 St. Clair, was the friend upon whom we called. He is, at present, in charge of the Pikes Peak Fuel Co., 329 W.D. St. Mr. Carleton first came to Colorado in 1860, but after the death of his father returned to Illinois with his mother. However, as soon as he earned enough to pay his fare back to the "West", he again came to Colorado, this time to Pueblo. This was in 1889. It was here in Pueblo, and in the Cripple Creek region that he became acquainted with Mr. Walters.

Mr. Walters was born July 20, 1870, in Huntington, New York, in Suffolk County Long Island, which is but a short distance from Brooklyn. Mr. Carleton was born in Milltown, Illinois in 1867. This is also the old home town of General U.S. Grant.

Part of this interview I have written up under both names, as this joint interview was mostly about the town of South Pueblo in 1890, and the business firms here at that time.

Elizabeth Cairns,
 815 Van Buren St.,
 Pueblo, Colo.

Pam 344

D.M. Wilson

(Mrs. Wilson is the mother of Mr. Furb Wilson, a former Pueblo county commissioner. At present she lives at 432 Broadway Ave. She is living in the same house that she lived in when she came to Pueblo, and is still keeping boarders as a means of making a living.)

Mrs. Wilson was thirty when she came to Pueblo to live. Before coming in town to live she stayed at a farm-house about 2 1/2 miles west of the present city limits. (From another source I learned that Mrs. Wilson has been here since she was 16 years old, although she is unable to remember dates or exact happenings. According to the list filed in the Court House she was born Aug. 25, 1861, and has been a resident of Pueblo for the past 50 years. Her recollections were rather hazy and could not be absolutely verified.)

Water, in those days, was one of the hardest things to get. Any water that was available was so terrible that it could hardly be used for drinking purposes. Mrs. Wilson told of the times when they first came to Colorado and how hard water was to get to their place. The Wilson's had a colored man who helped with the work about what was then a miniature farm- he also hauled the water for them. This water was brought by barrel from a place about a 1 1/2 miles from the house. The men hauled the water on a wagon from the watering place, but one time Mr. Wilson was in town working, and was unable to go for the water, so Mrs. Wilson, needing the water, rolled the barrel across the plains to the watering place. The men met her there

and brought the water back on the wagon. This was considered quite a feat, as Mrs. Wilson had to cover that distance in the hot sun, and over a dry brush-wood covered prairie.

Mrs. Caroline Wilson, a native of Indiana, came as far as Kansas City where she stayed for a year before coming on to Pueblo. This was in the day of the train, so her entire journey was made on the train.

The old home today covers the same ground that it did when Mr. Wilson bought the lot. This lot is 100 by 190 feet, and he paid \$500 for this land. Today it is worth much more than he paid for it, as this land is located just across the street from Central High School.

In Pueblo, at present, there is a Small St. This street was named for a Mr. Small who came to this state quite early, and was one of the first men to build on the Mesa. His home and fields covered 7 acres of land. After the town was incorporated, and the streets were laid out one of them was named for Mr. Small. The Wilson home and the Small home were some of the first homes built in this part of town.

Mrs. Wilson remembers seeing two men, who were renown horse-thieves, being hung on the "Big Tree" in South Pueblo. She said that these men stole horses, sending the stolen animals to Denver. Their confederates in Denver shipped the saddles back to Pueblo, and the same stunt was pulled again. However, someone found out what they were doing, and one morning Pueblo woke up to find these two horse-thieves hanging from the limbs of the old cottonwood tree.

On January 1, 1891 the McClelland Public Library was opened in the fourth story of the Board of Trade building, then recently completed. The leader of the library movement in the City was Dr. R.W. Corwin, a gentleman of great public spirit, who, with others, raised \$800, by entertainments. This sum was swelled by \$50 from two citizens each, Mrs. Josephine More and Mr Charles H. Stickney, while Messrs. Mahlon D. Thatcher and John Thatcher offered \$250 each, providing \$5000. more could be raised. Sometime the later part of 1890 Mr. Andrew McClelland assured the success of the movement by a gift of \$6000., making in all about \$7400.

Articles of incorporation for the purpose of starting the library were duly drawn up and signed by R.W. Corwin, Charles E. Gast, and W.J. Graham, on Dec. 10, 1890. These articles gave the name "The McClelland Public Library of Pueblo" to the institution in honor of Mr. Andrew McClelland. The directors named in the articles were: Dr. R. W. Corwin, M.D. Thatcher, William L. Graham, ex-Gov. Alva Adams, Charles E. Gast, Esq., O.H.P. Baxter, Charles H. Stickney, Andrew McClelland, and Michael H. Fitch.

On the evening of Dec. 30, 1890 the first officers were elected. They were as follows: President, Dr. R.W. Corwin, Vice-President, Charles E. Gast, Esq., and Secretary and Treasurer, Alfred E. Graham. Messrs Corwin, McClelland, and Adams were appointed on the Executive Committee, and Messrs Gast, Corwin and Adams the Book Committee. Later Mrs. J.L., the wife of J.C. Terry was chosen Librarian. She retains this position until July 1, 1891 when Joseph Warren Chapman, A.M. of Dartmouth College, class of 1879, took charge.

While the formal opening of the library took place in January, the circulation of books, which, of course, was the real life of the institution, began in April. The number of books chosen to begin with was 1072. While it was always the ultimate plan of the founders to make the Library free, and the property of the city, it did not seem feasible at this time to move in this matter. A fee was asked of \$5 a year for dues, and subscriptions for even a month were taken. The next year the annual charges were reduced to \$2. The good folk seemed unwilling to pay anything. There were few patrons and the income proportionally small.

In April, 1893 the funds having been exhausted, the Directors offered the Libray to the City. It was accepted, and on July 3, 1893 the first Board meeting was held at the Library under the present existing plans. The bills for May and June of 1893, amounting to \$500 have never been paid. On July 3, 1893, at 11 o'clock a.m. the organization of the new Board took place with the following results: President, Andrew McClelland, Vice-President, George J.J. Gann, Treasurer, D. Perry McCall of the City Council, and Secretary, Mrs. Mary R. (George) Lannon. There were seven trustees: Mr. Andrew McClelland, who holds his position for life, and six others, two of whom were to serve two, two others, four, and the last two six years. It was decided by lot with the result that ex-gov. Alva Adams and Mr. Gann were chosen for 3 years, Dr. R.W. Corwin and Mrs. Lannon for four; Messers. George Bragdon and D.P. McCall for six.

Mr. Chapman was then selected Librarian at the salary of \$1000 per year with Miss Kate Garnett as assistant whose salary was fixed at \$480. About this time the former Secretary, A. E. Graham left the City and the records and papers in his possession have never been turned over to the Board. It has always been the policy of the

Board to make its member that represents the City Council, the Treasurer. The City Ordinance relating to the Library have been changed since 1893 to the end that the member of the Board from the Council shall hold his appointment for only two years.

While the period from April to July, 1893, when the Library seemed to have no responsible owners, was such as to cause concern on the part of friends, it remained for Nov. 23, 1894 to be the black Wednesday of its existence. On that date a special meeting of the City Council reduced the annual appropriations from \$3000 to \$2,400. The financial support of the City has been per-year as follows:

July 1893 to Dec 1894	\$3000
To April, 1895	\$2400
To April, 1899	\$3000
To April, 1901	\$3500
To April, 1902	\$4000
and beginning April, 1902	\$6000

With the City ownership, the use of the Library became free. The classification of the books under Mrs. Terry was that which is known as the Poole system. This was changed by Mr. Chapman to the Decimal system. At present date Jan. 1903, the officers are, President, Andrew McClelland, who has held this office since 1893; Treasurer, Alexander Campbell and Secretary Mrs. Frank L. (Charles C.) Richardson. The other members of the Board are: Dr. R.W. Corwin, ex-gov., Alva Adams, Mrs. Carrie B. Miller. There are 3037 membership cards and the accession number Dec. 31, 1902 was 16,373. Mr. J.W. Chapman is still Librarian at \$1200 salary and his assistant Miss Mary L. Strang at salary of \$720, and second assistant, Miss Lily Currie at salary of \$540. During the summer of 1901 several citizens of Pueblo, in private capacity, approached Mr Carnegie by means of letters, asking

for a Library building.

Among these were J. Edward Rizer, Esq., and Mr. J. J. Burns, who jointly addressed a letter to Mr. Carnegie, Aug 30, 1901. These gentlemen, having received some encouragement later induced the Monday Evening Club, of which they were both members, to take the matter up. A committee was appointed to do so, consisting of Messrs. Rizer, Burns, and S. D. Trimble. Later Mr. John F. Keating, Supt. of Schools District No. 20, replaced Mr. Trimble. The Board had also moved in this matter Mr. Andrew McClelland was appointed a committee of one to write Mr. Carnegie. The answer returned to him was that the Library books were closed for the year.

It was however, through Messrs. Rizer, Burns, backed by the Monday Evening Club, that the gift of a Library building came to Pueblo. On ~~Oct~~ Feb. 4, 1902, Mr. Rizer, then Mayor, received favorable reply. Mr. Carnegie gave \$60,000 for a home for the Public Library, on the usual conditions made by Mr. Carnegie, that not less than 10% of the gift be appropriated by the City for its annual support.

Patton and Miller of Chicago, are the architects, with Bishop and Gile of Pueblo as associates.

The ground was broken Oct., 1, 1902 in Royal Park. The contract, in the hands of Campbell and Richardson, calls for completion of the building July 1, 1903. The laying of the corner stone will take place Jan. 12, 1903 at 2 o'clock in the afternoon.

Joseph Warren Chapman,
Librarian.

Interview- Dec. 9, 1933,

Miss Mary L. Strang,
McClelland Public Library,
Pueblo, Colorado

Interviewer- Elizabeth Cairns
815 Van Buren St.,
Pueblo, Colo.

(This material was taken from
the papers, (a copy of the
original), that were sealed
in the corner stone of the
present McClelland Public
Library in Pueblo.)

J. T. Bruce

344
Mr. Bruce has been with the Postoffice here in Pueblo since his appointment was first made in the year of 1887. He has been retired from active service for about three years. He lives at 1037 Claremont St.

Free delivery service was first introduced in Pueblo when the consolidation of North and South Pueblo occurred. This service dates from the first day of July 1887. At that time there were six postmen appointed to fill the jobs on the free delivery work. Following are the names of those first men .

- Barney Swapenburg
- L.A. Calloway (Living today)
- Gormer Williams " "
- Joe Loor (Now City Comptroller) (Living today)
- Charlie Martin

The postoffice was located on the corner of 2nd. and Santa Fe, but during the "Wildcat Boom" that happened during the period from 90-93 the postoffice outgrew its headquarters and moved two doors north of the old place.

As the city grew many appointments were made, but the hours continued to be long and the pay very poor.

Mr. Bruce came in under what was known as the Spoils system of appointment, but this was later replaced by the Civil Service method of examination.

(I hope to supplement this meager amount of information when I see Mr. Lee, and the old postmen who are in town . Mr. Bruce replaced Loor the last of December when Loor resigned.)

-J. T. Bruce

Elizabeth Cairns,
815 Van Buren St.,
Pueblo, Colo

Pam 344

Doc. 344

Mr. O.R. Maddox

35

ELIZABETH CAIRNS

8

Interviewed- Dec. 27, 1933.

DEC-27-1933

Mr. O. R. Maddox.

(Mr. O.R. Maddox will be 84 the 21st of August of this coming year. At this time, however, he is in a highly nervous, feeble condition, and was unable to recall much of the past. I tried mentioning names, places, and items which I thought might help him tell me something of the past which would be of use, but he found it difficult to go back.)

MR. and Mrs. Maddox left their home in March 1873 to come to the West. Mrs. Maddox was ill, and the doctor advised a change in altitude. They started from Lind County, Missouri, and made their way across the country by train as far as Battle Mountain, Nevada. From Battle Mountain they went by Stage to Austin, Nevada, which is about 100 miles south of the place where they left the railroad. At Austin they took out a grant of land to farm, this land being right in the midst of an Indian reservation. They were on friendly terms with all of the Indians and at no time did they ever have any trouble with them. Mr. Maddox said that he had seen them on the warpath many times, but was never bothered by them. The country around the farm was very wild and uncultivated, but Mr. Maddox managed to raise potatoes which he sold to the Indians for 10¢ a pound. All of the help that he hired was, of necessity, Indian. Almost all of their early married life was spent among the Indians for they were on a Blackfoot reservation in Montana, and a Crow reservation in Wyoming for many years. (I asked the man about Indian manners, customs, modes of living, and etc, but he simply could not remember anything about these things.)

They came to Pueblo in the '90 's, and stayed around town at different hotels. After a few months of this they moved to Rye, Colo. where they again took up farming. When they came back to Pueblo Mr. Maddox got a job with the McClelland Feed Company, as a teamster. He was with this company for a period of over 40 years. Lately this company went into the hands of the receiver and Mr. Maddox lost his job. When he was dismissed all that he did was to open the store in the morning and close things up at night.

Lake Avenue when Mr. Maddox first saw it was nothing but an alfalfa field. Lake Minnequa was a swamp, (later a dam was built so that a lake was formed). The site of the Corwin Hospital was a dumping ground then. The first Fair Grounds was at the City Park, and the next year at the far side of Lake Minnequa. Horse-cars provided transportation to these first "Fairs". Saint Mary's Hospital was but a small brick structure, about a fifth of its present size.

One time Mr. and Mrs. Maddox and their family lived up close to the Canadian border on a Blackfoot Indian reservation, and while here became well acquainted with the chief of the tribe. When they left the camp the chief gave Mr. Maddox a mounted, polished set of buffalo horns. (He took a great deal of pride in showing me these horns, as he has them hanging on the wall in his room.)

As a boy he lived for some time in Nebraska among the Indians, and he told of the wild game that roved the prairies in those days.

|||||

Mr. O.R. Maddox
1029 Palmer Ave.,

Elizabeth Cairns,
315 Van Buren St.,
Pueblo, Colo.

(Mr. Maddox was unable to sign
this copy of the interview
and asked that I do it for him.)

ELIZABETH CHAIRNS Doc 3/4
4 DEC 21-1933 9

Mr. Milton Yarberry 37

Interviewed- Dec. 21, 1933

Mrs Yarberry
for Mr. Yarberry

Mr. and Mrs. M. Yarberry are some of Pueblo's real pioneers. They have been in the state of Colorado since 1874, and at present are living at 1224 E. 9th. St. Mr. and Mrs. Yarberry will celebrate their 61st. wedding anniversary on the 26th. of January, 1934.

The Yarberry family, consisting of Mr. and Mrs. Yarberry and a 3 months old baby left Arkansas the 21st. of April in the year of 1874 for the journey to the great "west". It took the wagon train with which they were traveling, a little more than three months to reach the destination for which they were bound. In this wagon train there were thirty wagons, representing just about as many families.

Each of the wagons was drawn by a team of oxen- thus the reason for their slow progress. At this time Colorado, and all of the west country of the state of Kansas was known as the "Territory". Colorado wasn't admitted as a state to the Union until Aug. 1876.

Mr. Yarberry said that part of their trip was made over the old 19th trail, and made mention of the fact that two of his brothers had gone to California during the gold rush of '49.

The wagon train made the trip past the following settlements: Wichita, Kansas; Larned, Kansas; Fort Dodge, Kansas; Las Animas, Colorado; Fort Reynolds, Colorado, and on to Colorado Springs, Colo. From Wichita, Kansas the train followed the course of the Arkansas River, but never crossing the river. They stayed on the north side of the river all of the way to Pueblo. (They stopped at Fort Reynolds, which was at that time under the command of a Captain Lambert, later head of the Chieftain News-paper in Pueblo. After the abandonment

of the Fort Lambert made his home in Pueblo, and died here.)

(Mr. Yarberry and the leader of the wagon train left the rest of the crowd just below the present site of South Pueblo, and came by horse-back on into the town of South Pueblo. The old trail did not pass through the town, but rather about 12 miles N.E. of the town. This trail was the old "California Trail" that they were following through this part of the country. Yarberry came in to town just about where sixth street is now.)

There were no houses on the south side of the river, and but few on the north side. About the extent of the town may be said to have covered the distance between First Street and Fourth Street, on Santa Fe Avenue. The postoffice stood on the corner of 4th. and Santa Fe, and this is now the site of the Horn Drug Store. About five blocks below the street known as 4th Street there was a Mexican plaza, and for the most part the inhabitants of the town were of Mexican descent. Surrounding the town were brush-covered hills- miles and miles of sage-brush covered the hilly country around Pueblo.

From Pueblo the wagon -train followed a northerly course towards Colorado Springs. Colorado Springs was the new city, but Colorado City was the old town and former capitol of the "Territory".

The wagon-train was headed for California , so the Yarberry family and another family traveling in the same group decided to settle in Colorado, and they left the train at Colorado Springs, Colorado.

Mr. and Mrs. Yarberry, after leaving the wagon-train that they had come with from Arkansas, started for the mining districts of the state, as Mr. Yarberry was interested in mining. They went from Colorado Springs to Colorado City, up over Ute Pass, down through South Park, and from there to the town of Fairplay, Colorado. Many mines were in operation at the head of the Platte River, and in other parts of the "Territory". July 2, 1874 found them at Alma, which was destined to be their new home in the "West". On the 4th. of July they went over to Fairplay to spend the day.

Mr. Yarberry found a job with the Hill Smelting Works at Alma, and worked for them all of that winter. He was engaged in clearing timber for them, and in cutting timber to be used for the building of flumes. This job was contract work, and the heads of the company left Alma without ever paying their help. So their first winter in Colorado was not as successful, financially, as it might have been.

After Christmas of that year Yarberry's moved down into Colorado City until the next summer. The weather at Alma was rather severe during the winter months and it was more comfortable to be down in the valley at Colorado City. This first trip to Colorado City found them living in a log house there. This log house has quite an interesting history.

The log house was two stories high, and had seven rooms in all. The house was the first Capitol building in the state of Colorado- before Colorado became a State- the country was at that time still a "Territory". After the building of this house as the first Capitol, the Capitol was changed time and again, but the very first Capitol was this house in which Yarberry's lived. Years after Colorado

4

became a state , a man by the name of Penrose bought this old house and had it moved to Cheyenne Canyon. There it may be seen today, a memorial to the first Capitol building of the "Territory" of Colorado.

(The town of Colorado Springs dates much later than does Colorado City. In the '75 's Colorado City was the "city". This was a busy, thriving spot- the center of all activity in the mining region. Years after the site for Colorado Springs was laid out. General Palmer gave the land for this town, and laid it out.)

Mr. Yarberry worked in the placer mines during the summer; staying at Alma until cold weather, then moving down into Colorado City for the winter. (Aug 1, 1876 Colorado was admitted to the Union as a State. This day was the occasion of a great celebration there at Alma. A barbecue for everyone present was held with the greatest of success, but the big event of the celebration was the address which Henry M. Teller gave. Teller was at that time the Territorial Congressman, but later became Senator from the State of Colorado. He was quite a wealthy man, having made his fortune in the silver mines.)

(Just above the town of Alma is a mountain which is called, Silver Heel. The story is told of how a lady came West in the early '50s, and wanting to establish some means of making a living, built a hotel at Alma. This lady had a pair of slippers with silver heels, and thus the naming of the mountain Silver Heel came about. This mountain is quite high, and from Alma it is only a half a mile to timber-line.)

(Alma lies between two creeks- Mosquito Creek, and Buckskin Joe. Buckskin Joe is a little below the town of Alma today. The story of the

namings of this creek caught my attention. There was a Negro man, called Buckskin Joe, who made a young fortune mining gold in this region. He was a Canadian Negro, and one of the first gold producers in the country. Within three months after making his discovery he had taken \$132,000 worth of gold out of his claims. Buckskin Joe died a pauper in Leadville, Colorado.)

(At the time Mr. and Mrs. Yarberry came to Colorado, Leadville was known as California Gulch, and it was here that another Negro made his fortune. "Jesse", (Mr. Yarberry didn't know his other name.) a Negro who was also part Creek, came to California Gulch to mine. He struck gold and after establishing his diggings, made a fortune.) Mr. Yarberry worked above these placer mines logging out timber for the mines in Alma. The next summer was an eventful one as that was the year in which two Dutchmen, staked by Tabor, made their famous finds that lead to the renaming of the place to Leadville.

After General Grant had made his tour of the world he came to Manitou, Colorado to visit for a month. While in Manitou, Yarberry had the great opportunity of meeting Grant personally. Grant was a personal friend of an Indian Chief in Manitou. This Indian was Cherokee, and had a son who acted as interpreter for the Chief whenever he went to Congress to represent the Indians. Grant thought quite a bit of these Indians. Mr. Yarberry was acquainted with the Indian family whose name happened to be Downing. Through the Downings he met Grant.

42

6

Mr. Yarberry said that he enjoyed his talk with Grant, and especially remembers Grant speaking of the countries which he had visited upon his tour. Grant said, "You have no idea how people in the old country live. Conditions are terrible, everyone lives almost on top of his neighbor- so close are the houses together. If American people would travel and see what I saw they would not think of giving up this land of freedom, and room for everyone, for anything in the world." He then went into the details of conditions as he found them in the countries of the old world. In contrast he mentioned the life of freedom and comparative relief from crowded conditions that Americans enjoy. After Grant returned to the East he sent prepaid a magnificent carriage and span of horses to the Downings, so great was his respect for them. The carriage, it is estimated cost about \$2,000.

(In 1875 Mr. Yarberry went to the southern part of the state to help construct a narrow gauge rail-road line that was being put in at that time. All of that winter he freighted lumber from Walsenburg to Trinidad for the building of the rail-road.)

(I asked Mr. Yarberry if he knew some of the persons who were well known about Pueblo, and he told me about Uncle "Dick" Wooton.) He said that "Dick" made his living by a toll-road across from beyond Trinidad, Colorado to Raton, New Mexico. This route was very popular with the freighters, and those packing supplies to Taos, New Mexico. At the time Wooton came to this country the whole place from Westport, Kansas to the New Mexican line was Indian Territory. Wooton claims to have crossed the plains in 1834, packing a freighter to Taos, New Mexico. (Mr. Yarberry said, "I guess

this was the correct time of his trip to Colorado, as Wooten was an old man when I knew him. (That has been 57 years ago.)

(South of Pueblo there is today a small place on the main highway known as Crow- this place was at one time an immense land grant covering about 5,000 acres. This grant belonged to a man known as Mr. Hickland, but today, although the grant is not half as large as it was, to a Mr. Hayden has gone the ownership of the land. Hickland's wife was a Bent, and her brother was at one time the governor of New Mexico, but shortly after his appointment he was murdered. One of her other brothers was the one who had Bent's Fort in southern Colorado. The Bents were of French origin.)

It is said that if one cares to inspect the houses which are in the immediate vicinity of the old Bent's Fort he can find the old adobe bricks which were used in the original fort in these modern homes.

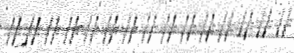
Just below Alma, Colorado is a mine known as the London Mine, and the report of last weeks activity showed that during the preceding month \$225,000 had been taken from the mine. At present the London mine is employing 200 men. In 1876 the mine was using 100 men. The ore in this mine follows the bend of the hill, and is extremely rich in mineral content.

The ore from the mines around Alma is hauled by mule teams down the mountain side. Mrs. Yarberry said that to her the long line of teams and wagons looked like a procession of "ants" crawling up the mountain-side. The gulches and canons along the trail were

most treacherous, and many teams and loads of valuable ore were lost when the mules slipped and fell down into the canon below. In this canon the snow is very deep, in fact, no one knows just how deep it is, for it had never been measured. Even in the summer the level of the snow stays just about the same; the sun shining on the canon for about an hour a day.

Mr. Yarberry spoke of the time that he was going up the Blue River canon, and coming towards him he saw a great band of Indians. As it so happened, the Indians were of the Ute tribe and their chief, Colorow, was with them. The Indians were on their way to Denver to trade in their robes, deer-skins, and other animal skins which they had with them. For more than a mile a single line of Indians filed by, and then at the very last all of the dogs belonging to the bucks followed along behind. One of the chiefs in the group was "Washington", and he was friendly with Mr. Yarberry, so Yarberry spoke with him about the trip, and their plans. However, at the end of the line the dogs attacked Mr. Yarberry, and for a while threatened to drag him from his horse, but he drew his gun and shot into their midst and succeeded in quietening them. The bucks in the line objected to his shooting at the dogs, but because of his friendliness with "Washington" they didn't dare do anything to him. Probably if he had been unfriendly with the Indians the dogs would have torn him to pieces while the Indians looked on in amusement.

Ouray, who had his headquarters at the head of the 4Mile, was also a friend of Mr. Yarberry's, and the both of them had many friendly meetings.



Mr. M. Yarberry,
1224 E. 9th.

December 21, 1933

Elizabeth Cairns,
15 Van Buren St.,
Pueblo, Colo.

344

Doc. 344
10

ELIZABETH CAIRNS

The Pueblo Colony

of

Southern Colorado.

1874

(These excerpts were taken from a pamphlet that was published in year of 1874. This pamphlet was published as an advertising scheme for the new colony of South Pueblo. Many things that were of great interest to the prospective emigrant were mentioned in the booklet. Some of the things that were of most importance and interest are quoted in the following pages.)

The following is the mileage of the railways of Colorado already in operation.

Kansas Pacific	210 miles.
Denver Pacific	106 "
Denver and Rio Grande	156 "
Denver and Boulder Valley	27 "
Colorado Central	42 "
Kansas Pacific-extension	
to Fort Lyons	56 "
Atchinson, Topeka, & Santa Fe	13 "
(Sargent and Granada)	
Denver & Julesburg	36 "
Arapahoe to Longmont.	
<hr/>	
Total	646 Miles

In course of Construction

Kansas Pacific - Fort Lyons	
to Pueblo	90 Miles
Denver & Rio Grande- Pueblo	
to Trinidad	90 "
Denver & South Park	100 "
Colorado Central- Clear Creek	
Fork to Georgetown.	20 "
Atchinson, Topeka, & Sa nte	
Fe- State Line to Pueblo	150 "
Colorado Central- Longmont	
to Julesburg	212 "
Labran to Canon Coal mine	9 "
<hr/>	
Total	671 Miles

Prices In Colorado

For the convenience and information of colonists we present the following information price list, which will give a fair idea of the cost of living and of general values in Pueblo and Colorado generally. The Board of Immigration furnish the following tables:

Average retail prices for household supplies, etc.

Butter	\$.35	@ \$.50
Flour, per cwt.	4.50	@ 6.00
Sugar, per lb.	.14	@ .17
Eggs,	.25	@ .50
Potatoes, lb.	.01 $\frac{1}{2}$	@ .02
Coffee, per lb.	.25	@ .50
Tea, per lb.	.75	@ 1.50
Bacon	.12 $\frac{1}{2}$	@ .15
Ham	.16	@ .20
Lard	.12 $\frac{1}{2}$	@ .15
Molasses		@ 1.00
Syrup	1.00	@ 1.50
Salt	.02	@ .04
Rice	.12 $\frac{1}{2}$	@ .15
Dried Apples	.10	@ .15
" Peaches	.12	@ .15
Peeled Peaches	.25	@ .30
Beef, by quarters		
per lb.	.04	@ .06
Beef, cut	.10	@ .15
Soap	.06	@ .10

All supplies are about the same as in the States, freight added.

Agricultural Implements

Plows	\$14.00	@ \$20.00
Wagons	100.00	@ 150.00
Shovels, long handles	1.50	@ 1.50
Shovels, short handles		@ 1.50
Hoes		@ .75
Axes		@ 1.50
Rakes		@ .75
Scythes		@ 2.00
Cradles		@ 3.00
Pitchforks	.75	@ 1.00

Household Furniture

Cook Stoves	\$25.00	@ \$50.00
Carpet, per yd.	.60	@ 2.00
Bed Room Sets	40.00	@ 75.00
Chairs, per doz.	9.00	@ 15.00
Bureaus	15.00	@ 20.00
Bedsteads	15.00	@ 25.00
Washstands	4.00	@ 9.00
Dining Tables	6.00	@ 18.00

All articles under this head can be bought as cheap in Pueblo, Colorado Springs, or Denver as in the States, with freight added.

Cost of Materials

Brick		@ 10.00
Lumber, common	\$25.00	@ 28.00
" , dressed	35.00	@ 45.00
Shingles	4.00	@ 6.00
Plastering,		
3 coats	.	@ .50
Plastering,		
2 coats		@ .55
Lime, per bu.	..50	@ .60
Nails,	7.00	@ 7.25
Coal, per ton	6.50	@ 7.00
Charcoal, per bu.		@ .25

Cost of Living

Board and Lodging,		
per week	\$ 5.00	@ \$ 8.00
House Rent,		
per month	15.00	@ 30.00
Hotel charges		
per day	2.00	@ 4.00
Railroad Fare		
av. per. mile		@ .08
Stage Fare		@ .25
Meals	.50	@ .75

The following are the average wages paid in Colorado

Blacksmiths, per day	\$3.00	@ \$3.50
Bookkeepers, per month	75.00	@ 125.00
Cooks, " "	40.00	60.00
Carpenters, per day	3.50	5.00
Carriage painters, per day	3.50	4.00
Clerks, per month	60.00	80.00
Farm Hands, per month	25.00	40.00
Harness Makers, per day	3.00	3.50
Herders, per month	30.00	40.00

Laborers, common, per day	\$2.00	@ \$3.50
Lumbermen, per day	2.50	@ 3.00
Machinists, per day	3.50	@ 4.00
Masons, Bricklayers, per day	4.00	@ 6.00
Miners, per day	3.00	@ 4.00
Nurses, " "	4.00	@ 5.00
Painters, " "	3.50	@ 5.00
Plasterers, " "	4.50	@ 6.00
Printers, per week	24.00	@ 30.00
Railroad Hands, per week day	2.50	@ 3.00
Seamstress, per day	1.50	@ 2.00
Servants, waiters, per mo.	20.00	@ 35.00
Washerwomen, per day	2.50	@ 3.00

Live Stock

American work cattle, per yoke	\$100.00	@ \$125.00
" cows, per head	25.00	@ 40.00
Texas cattle, broke, per yoke	60.00	@ 75.00
" cows	16.00	@ 20.00
" yearlings	6.00	@ 8.00
" two year old's	9.00	@ 11.00
" three year old's	16.00	@ 20.00
Sheep, Mexican lives	2.00	@ 2.50
Half Breed	2.50	@ 4.00
Merino Bucks	35.00	@ 75.00
American work horses(work)	125.00	@175.00
Half Breed California	50.00	@100.00

To Sum Up.

In coming to Southern Colorado, the colonist, weather farmer, or mechanic, better his condition on the following points:
He receives;

1. Better health for himself and his family.
2. Better climate, better skies, and more equable temperature. There are few or no working days lost in South Pueblo by reason of bad weather; building and out of door work goes on all winter.
3. Better chances for social and personal advancement. In the old East the lines of society are fixed. In the new West all start abreast and with an equal chance.
4. Large crops for the farmer and higher wages for the mechanic and ready market at hand for both crops and labor.
5. For all, the absence of import competition either in the products of the soil or of industry. Five hundred to a thousand miles of transportation from the nearest competitive East across the unvaried plains, separating the Rocky Mountains from the Missouri River, constitute a protective tariff better than any a Congress can pass, and which no Congress can repeal. There is no other locality in the United States where the farmer has a market at home, and a tariff to protect his prices.

6. Systematic colonization. The concentration of settlement on one POINT of necessity produces great activity there, and the rapid rise of values. The colonist who joins at the start shares in the profits of this rise.

South Pueblo

At Pueblo the company has laid out a town, and called "South Pueblo", on the south side of the Arkansas River, on a tract of land embracing 48,000 acres. They have plotted about 6,000 town lots, and have subdivided the adjoining land into five, ten, twenty, forty, and eighty-acre tracts. The greater portion of the town site is on the Mesa, considerably elevated above the lower or business portion, and is perfectly level for miles in all directions. The streets are 100 feet wide-- the Boulevard, which is over two miles in length, being 150 feet wide. Ten thousand cotton-wood trees have been planted, which will add much beauty to the place. As the railways running north and south along the mountain base and through the Rio Grande Valley, all concentrate and intersect in South Pueblo. This place will no doubt in a few years be one of the most important points in the Territory. The project is in the hands of intelligent and energetic men, whose labors thus far have been crowned with success, and who with ample means at their command will leave nothing undone to make a flourishing city of South Pueblo.

The Daily Press , Philadelphia.

South Pueblo Today

Population is already crowding into South Pueblo. The number of persons now on the grounds is estimated to 700. By actual count the buildings erected Jan. 1, 1874, were as follows:

Dwelling houses	67
Stores, shops, etc.	25
Hotels	2
Meat Markets	3
Boarding Houses,	7
Bakery,	1
Shoe Shops,	2
Young Ladies Seminary	1
Public School,	1
Harness Maker	1
Blacksmith's shop	3
Barber	1
Liveries	2
Offices	5
Govt. Depot	1
Church	1
Passenger Depot	1
Freight Depot	1
Five-stall Roundhouse	1
Total	<u>126</u>

Total , 126 buildings, at a cost of \$200,000.

South Pueblo To Be

There is but a little doubt that at this point will stand THE GREAT CENTRAL CITY of the FAR WEST. In every respect of centrality, climate, local situation, position with reference to important districts and resources, North, South, East, and West of it, Pueblo seems destined to become the great commercial city of the Rocky Mountains. For one thousand miles along the base of the mountain range there is no point equal to it as a commercial center, A maximum grade of 10 feet to the mile interposes between this point and tide-water at the eastward, which can be said of no other route across the plains; and this line follows a broad valley carrying more water than comes from any

other river coming from the Rocky Mountains except the Missouri, enabling a wide belt to be put under cultivation all the way across. This is the only river or route which will support the cordón of settlements desired by Gen. Grant in the Presidential message of Dec. 1873, across the country connecting the Eastern and Mississippi States across the plains. Pueblo will be the city where this East and West highway of trade and population strikes the Rocky Mountain base. This extensive agricultural valley will supply its arable products, beef, etc., to the mines and manufacturing of the mountains and mountains base, and must receive in return their lumber, coal, iron, manufactured goods, dairy products, agricultural machinery, hay, potatoes, small grains and South Pueblo will be the point of interchange.

Assement List

County-----	1870	1873
Pueblo-----	857,811	3,105,191

Population

County-----	1870	1873
Pueblo-----	2,265	8,950

Plan of a Colony

Any person of good character may take out membership in this colony by paying the price thereof, either to the Denver and Rio Grande Railway Company, 125 S. 5th. St., Philadelphia, or to Thos. C. Parrish, treasurer, South Pueblo, Colorado.

Each certificate will give the buyer the right and select in the manner hereafter described a colony lot or tract, or both, and the certificate will be taken in payment to the amount of its face value.

The colony town is named South Pueblo, and one-half of the town lots, alternated, are appraised at from \$25 upward, according to location.

The lands immediately bordering the town will be laid out in one-acre lots, and appraised at \$150.

The lands next adjoining and near the town will be subdivided into five acre lots and one half of these, alternated will be appraised at from \$200 to \$300 for each lot.

The remainder of the lands will be subdivided into ten, twenty, forty, and eighty -acre tracts, and one - half of these, alternated will be appraised at from \$15 to \$40 per acre.

These appraisements may be altered from time to time, as the management may deem necessary.

A sum equal to one-half of all money received for land and town lots sold to colonists, as above, will be reserved to pay for the improvement to the town and colony tract.

The present appraisement has been made with reference to the pressure of the times. It must be considered extremely moderate when it is remembered the improvements completed or under construction have already been put on this tract to the amount of \$15,000; others are projected. The class of improvements are such as the great irrigating ditch now completed, costing \$90,000, and the planting

of 10,000 trees last spring along the streets, building of roads and bridges, and the laying out of a handsome park and other public reservations. The buyer of a lot or a farmer's tract at South Pueblo secures not only a fine farm or building location, but a share in the fruits of the capital, energy, foresight, influence of the association who organized the enterprise.

Membership

No person can purchase the lots or lands of the Pueblo, Colony without first taking out a certificate of ownership. These certificates are of four grades, costing respectively in cash, \$50, \$75, \$150, and \$200, as desired, the only difference between them being as to value and nature of the property which each entitles its holder to reserve or locate. Thus on a \$50 membership, only a residence lot or two lots to the value of \$50 can be located; on a \$75 membership a residence lot, or two lots to the value of \$150 can be located; on a \$150 membership two properties may be located as follows- either a residence and business lot, a residence lot and an outlying tract, provided however, that the aggregate value of both selections shall not exceed the sum of \$300. The \$200 membership entitles the holder to reserve kinds of property, as in the \$150 grade, with this difference, that there is no limitations as regards value. Thus such a member may select a 40 acre lot worth \$250, making \$1,050 in all, or he may make selections of smaller value, just as he chooses.

These certificates are assignable and transferable on proper endorsement.

In all cases the cost of a certificate of membership is virtually a prepayment on account of the property to be selected thereon, and at the end, of one year from its date the holder must pay to the colony and balance due- that is, any difference between cost of

membership and value of property or properties located thereon, without interest.

Members are not required to locate their lots or lands until they desire to do so, but every member is required to make one improvement (in accordance with his means) upon the property located on each certificate within six months from the date of such location, and when such improvement is satisfactory to the trustees, and the member is prepared to pay the balance due, then will he receive his deed.

Members holding \$150, \$200 certificates, on which two properties are located, are only compelled to improve one of them.

There is no limit to the number of memberships a person may take out. Every separate certificate of membership, however, stands on its separate merits, and is separately subject to the foregoing conditions. If from any cause a member is unable to fulfill the required conditions on one or several memberships, and the trustees are willing to grant further time for a different location, then the original amount or amounts paid for the same will be returned.

Titles

Titles will be given to members whenever their improvements are made as stipulated, and upon payment of the purchase price of property selected. The sum paid for certificates will be deducted from the amount of such a payment.

The title is clear and simple, having been confirmed by a recent act of Congress of the United States. The title is now in the Trustees of the Company, who are:

John Edgar Thomson, Philadelphia,
President Pennsylvania Railroad Company,

Page 11 . 35
Samuel M. Felton, Philadelphia,
Late President Philadelphia, Wilmington & Baltimore
Rail Road Company,
Louis H. Meyer, New York,
Banker.

Schools, Churches, Etc.,

Large reservations have been and will be made for school, park, church and other purposed for public benefit.

Expense of Migrating

Persons holding certificates of membership, who apply at an early date will receive passage and freights, on household goods, from the East to South Pueblo, at greatly reduced rates, by applying at this office.

Stock Range

Colonists who desire to go into the stock-raising business will be entitled to a common right of range on the extensive unirrigated lands of the Company adjacent to the town, until they are sold, leased or put under improvements, neither of which is likely for many years.

Choice of Location

Certificates of membership under this plan of colony may be located at the Fountain Colony, Colorado Springs, 42 miles North of South Pueblo, should the colonist on visiting the ground, prefer that location, and will be equally receivable there in payment on account of farm lands and town lots, subject to the consitions of the Fountain Colony plan.

#