

CONTRACT BETWEEN THE COUNTY COMMISSIONERS

AND

E. F. HALLACK

IN

BUILDING NEW COURT HOUSE IN 1872.

(Delivered to Historian by Frank A Wells, June 3rd., 1913.)

Notes of agreement made by and between the County Commissioners and E.F. Hallack, Contractor for the building Public Court House at Pueblo Co. C.T. being supplemented to the said Contract and embracing the following changes in Contract and specifications.

1st. The plans and specifications submitted by Mr. Barber has been approved and agreed upon by and between the parties and will replace the former plans and specifications of J. B. Woodworth, whenever the same shall conflict with new plans and specifications as adopted.

The County Commissioners agree to pay the said Contractor in consideration of the said changes in Contract and Specifications the further sum of \$ 7253.00 in addition to the amount of Contract said sum to be paid as follows.

The sum of \$2417.67 in addition to the sum of \$5000 provided for in Contract whenever the foundation and walls shall be completed \$2417.66 in addition to the sum of \$5000 provided for in contract whenever the Court Room and Jury Rooms are completed in accordance with plans and specifications and the balance of the said \$7253.00 being \$2417,67- so soon after the completion of the said Court House and its acceptance by the Board of County Commissioners, as funds can be provided for that purpose, providing however, that the said

sum of \$2417.67 shall not be demanded before the 1st. day of June,
A.D. 1872.

For the Commissioners, O.H.P. Baxter,
Chairman

For the Contractor, B.F. Hallack

Per Ferd Barndollar.

(in poor condition)

Bill of extras over and above contract specifications on Pueblo
Court House as directed by Pueblo County Commissioners.

1. Difference in foundation walls in thickness from specifications to the present 72 Perch stone layed in wall.	⊙-----\$5.00	360.00
2. Extra excavation for change in vault		13.00
3. 35 Perch 4 ft. stone extra in foundation of vault.	⊙-----\$6.00	211.50
4. 41300 extra brick in vault.	⊙-----\$20.00	826.00
5. 6 extra bolts 12 ft. long and extra washers.	⊙-----\$8.00	48.00
6. 3 ft. each extra on 3 bolts as per specifications.	⊙-----\$1.00	9.00
7. Setting of 6 extra bolts.	⊙-----\$1.00	
8. 1800 feet faced Rubal work on foundation	⊙-----\$20.00	60.00
9. 4 O.G. Buttresses cut stone on front and rear of building and setting same.	⊙-----\$50.00	200.00
10. 12 ventilators in foundation walls and framing in joist head.	⊙-----\$5.00	60.00
11. 11 ft. extra on top of walls around the building and 18500 brick.	⊙-----\$32.00	592.00
12. 10 extra arches over windows.	⊙-----\$10.00	100.00
13. 26 Ramells (panels) on freize of cornice.	⊙-----\$1.75	45.50
14. Extra on finish of doors, finish of casing and base throughout the entire building.	⊙-----	165.00
15. One extra door complete in recorder's room.		5.00
16. Moving door at back end of hall.		25.00
17. One extra flight of stairs, at rear of hall.		30.00
18. Extra plastering in and around vault.		2.00

19. 80 yards extra plastering in courtroom in height of ceiling.		64.00
20. Extra on front stairs to Court House.		135.00
21. Tearing down partition and putting in extra bent.		1200.00
22. 3200 feet Bond timbers and putting in same.		240.00
23. 8 extra bolts for bolting roof 4 ft. long, 1 1/2 in.	⊙-----8.00	64.00
24. 444 ft. extra stucco ornaments in cornice	⊙-----	
	.35	155.40
25. 28 ft. extra stucco cornice in Courtroom.	⊙-----5.00	140.00
26. Extra on oblong center in Courtroom.	⊙-----5.00	25.00
27. Extra painting on extra woodwork.		175.00
28. 2 solid silver plated Doorknobs		24.00
29. 950 ft. extra lumber in partitions in Courtroom and setting and enlarging width door jams.		38.00

AMOUNT BROUGHT FORWARD ----- \$7146.40

} Extra delay of work on account of changes made in plans from contract.

All of this material is written on note paper and is very hard to read. The paper has become yellowed and the edges are worn so badly that it is almost impossible to read the entire page. The figures were especially dim, and in most cases unreadable.

(S.S. Smith was the first county clerk in Pueblo. He was appointed by Gov. Gilpin in 1861 as County Clerk, and was elected Clerk in 1862, in Pueblo.)

In April of 1913 Mr. Smith gave a talk before the members of the Southern Colorado Pioneers Association, entitled,

OUR NEW COURT HOUSE.

"At our last-meeting we heard a lecture in regard to the building of King Solomon's Temple and the sacrifices attending thereto. In this connection a few remarks on the history of sacrifices will be interesting. It seems that Abraham made up his mind, in the long ago, to make a sacrifice to God, and, for some reason, had erected an altar on which he was about to sacrifice his only son, Isaac, when God appeared to him and told him not to do the act for him but to look about and see if he could not find something else to offer. Abraham did so and found a sheep with his horns tangled in a mesquite bush, so that let the boy out, and, as the sheep couldn't talk or help himself, he had to substitute. I suppose that is where we got the saying "Getting his goat." Any way, Ike was a good little boy and knew mighty well how to side-step a sacrifice, and some modern Ikes seem to be on to the same job.

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A thousand years as a day, it is said, so when this thousand-year day had vanished since the Abraham-Issac stunt, we find their illustrious descendant, David, hunting for somebody's goat to sacrifice. His

son, Solomon, was a wise guy, and he and David formed a company to build a great temple-- David to furnish the ground where the Lord had appeared, and Solomon to sell stock to build the temple. Solomon tried to get David to furnish part of the capital, but David, having the land and the altar, couldn't see it that way. So Solomon had to raise the capital alone. He was a good gambler and had nerve, and grubstaked a lot of fellows to go to the land Ophir to dig gold. It was an up-hill business, as Ophir was way off across the range and Sol had to keep sending supplies, and such, until he almost played out. It took twelve years before he got the returns, but the miners were O.K. Sol had to start a kind of express company to bring in the gold and carry back the supplies. Ophir must have a Joe Handy, for, according to accounts, they took out 25 tons of pure gold, besides precious stones. In the meantime every one subscribed to the stock, and, for the first stock company that we have any record of, it looks as if they knew their business to a fare-you-well. Well, they built the temple alright, but like all others, Solomon got the credit. The Israelites didn't work on the temple, but sol got workmen from Tyre of King Hiram, at so much per. The temple was destroyed and rebuilt; again it was destroyed and rebuilt; and yet destroyed and the Mosque of Omar now stands where the **T**emple once stood.

King David and King Solomon led very merry lives;
 They had many, many, lady friends and many, many wives;
 But when old age came creeping on, with many, many qualms,
 King Solomon wrote the Proverbs and King David wrote the Psalms.

So endeth the first chapter.

In 1866-7 the people of Pueblo, Colorado, found that they needed a court house. So they held a council of the great men to formulate means of raising the capital for that purpose. Among the council was a wise man from the East, named Bradford, who had a great memory, and found a law that had been passed by the Congress in 1825 by which a county could enter 160 acres of land for county purposes. They made filings, and, in due course of time, entered said land and came into possession of same. They sold a few lots and raised \$27,000.00 and built a court house that was finished in 1872, which was a credit to Pueblo at that time. Afterward the old court house became outgrown and worn out and the people decided that they needed a new building. So they searched the records and found that the balance of the 160 acres had been absorbed, in some way, and all that was left was the block on which the court house stood. It appeared as though some one had gotten Pueblo's goat.

Another council was held and everybody seemed to have a piece of land just right for the court house site. Parties petitioned to sell the land on which the old building stood for anything they could get for it, and build a new one somewhere else, at a big price for the land it should occupy. But again a wise man from the East came to the rescue and got the commissioners to agree that the place to build was on the old site, as it was more central and of easy access, etc., A certain tax was levied each year, so that when the court house was completed it would be paid for. And so it stands today, the finest building of its kind in the State of Colorado. The efficient commissioners were A. T. Stewart, Chairman; D. C. Taylor and J. F. Williams. The tax levied in order to pay for the magnificent structure was the people's sacrifice to a beautiful monument and a hall of justice. Like Solomons temple, it is superb in design and a perpetual reminder that the voice

of the people is the voice of God, or, as carved above the court house portal, "Vox Populi, Vox Dei."

To us old timers this building stands as a perpetual monument, scarcely more to have been dreamed of, in the long ago, than were the pyramids, which once rose skyward from out the sands of the Nile, deemed possible by those old Egyptians who lived far back beyond the dawn of history. We honor the building and the builders and the sacrifices that made this stone monument possible; and may it stand as a long reminder of a grand achievement as stood the Temple of Solomon, or as yet stand the pyramids on Egypt's sandy plains."

S. S. Smith.

Jan. 31, 1913.

Article read before the Pioneers Association
by

Mrs. Hayden and delivered to Pioneers
by

Mrs. S.C. Gallup, June 28, 1918.

The Southern Colorado Pioneers' Association,

Ladies and Gentlemen:

After coming to Pueblo from Emporia, Kansas, in the fall of '63, urgent business matters necessitated my return in the Spring of '64. Leaving Pueblo March 20th., in order to catch the stage from Santa Fe to Bent's Old Fort, we resumed our journey from there April 1st. and reached the camping place, known to all travelers as Pretty Encampment, where we stopped for the night. During the night we were awakened by a high wind; sleet and snow fell without cessation for forty eight hours; everything about us was stark and stiff. We managed to kindle our fire with fuel of the plains, and ate with great zest our only rations, bread and bacon.

On our way again next day we passed train after train of wagons, mules and oxen in their tracks frozen stiff.

We reached Council Grove the 9th. of April, and the first of May, having my younger sister with me, we were ready to return. While we were waiting, news came of the depredations and slaughter from Indians beyond Fort Larned. A coach with passengers and drivers enroute for Santa Fe had been held up by the Comanches, and all hands killed, coaches burned, mail sacks cut open and the contents strewn to the winds, in consequence of which the coach following had been detained at Larned. Transportation during these two weeks seemed impossible to secure.

In company with the Cheyenne interpreter, John Smith, who, through government orders, was trying to reach the tribe to use his influence to pacify, we left Council Grove the 10th. day of May. The first day out we experienced no difficulty. The second day we began to pass trains that were concentrating and travelling four to six abreast, with scouts ahead, all well-armed. The second evening we reached Cow Creek and there found all the settlers fleeing, all their teams hitched to their wagons. Great excitement prevailed. Asking our destination, and on finding it was Fort Larned, they endeavored to have us turnback, telling us of disaster and pillaging ahead, saying all men had been murdered, and women and some eleven children carried off with them. Uncle John said he was obliged to go on, that immediately following a raid was the safest time to urge ahead. So we hired a fresh team and decided to make Larned by daybreak. However, it was midnight before we reached Big Bend. Buildings were still burning and everything was ablaze; the night seemed as bright as day. Across a threshold lay the bodies of two men, scalped; beside them a dog howling piteously.

Uncle John, well, didn't believe the stories, but they were only too true. I began to grow fearsome and each bush seemed to take the form of an Indian. I exacted a promise from John Smith, that ~~if~~ the Indians came to despoil he would end our existence then and there. He promised, but my sister said: "Oh! no, don't shoot me, I will hide under the seat." But we reached Walnut Creek--Charles Wratich's place---without molestation, worn out from lack of sleep and were much relieved to get within the shelter of the fortification.

The place was filled with thousands of buffalo robes, on some of which we slept. Charles W. Hatch furnished a fresh team, and taking a Kiowa scout with us, we arrived at Larned about noon. The agent for the Company had detained the coach immediately following the ill-fated one. A coach from Kansas City came in after a few days with orders to proceed and requisition on the commanding officer for escort, which was given us to the number of twenty-five. With four coaches filled with passengers bent on going through and six baggage wagons, we began our long trip over the dry route. The first two days, no danger seeming imminent, we were congratulating ourselves, but had counted without our host. Scouts were out ahead; a gun shot told us of the approach of Indians. The wagons were corralled and all preparations were made for battle. The soldiers were placed to the best advantage. War whoops were followed by bare-back Indians, riding all around us, and intermittent arrows pierced the mules in the corral. Finding us so well prepared they retreated, but followed us over and over again. The last day we reached the top of the hill, and once again stretched before us Pretty Encampment. The view ahead struck terror to our hearts. It was now an Indian village, tents and wigwags, replete with some three or four hundred Indians. While we were gazing in astonishment, we saw a team leave the encampment and come out to meet us. On nearer approach some one exclaimed, "Why! its Barnum himself," and with him was Dan Hayden. We found the Indians friendly; they were Left Hand's band of Arapahoes.

The balance of the day and part of the night was spent in trying to cross the Chicosa, which was rampant from heavy rains and difficult to ford. We reached Fort Lyon about midnight, Bent's Fort next day, and from there we went ahead into Pueblo.

It was not long after until all the tribes of the plains and mountains were involved, and all outlying settlements threatened. Pueblo was soon filled with refugees. The citizens built a big log block house with loopholes and a lookout on the hill where constant watch was held. We experienced no disturbances, but many were killed between Denver and Pueblo.

The following summer we danced away our cares to old Cousin's fiddling.

Today we are not the same number. The "Boys" are, Tom and Lewis, Ed Morris, Billy Cook, George Sears, George Hill, Pat Janda, Gov. Hinsdale, Kate Watson, Jack Cooper, all have joined the silent majority.

But in the midst of our summer pleasures we were kept busy building embankments against the floods, which flowed back of our kitchen doors on Santa Fe Avenue. While up was busy this, John Thatcher was hoarding up in the coffee barrel, with a shot bag for a small purse, while Sam Hayden's cash was generally found in the bean sack.



Following is an account that was with this paper delivered by Mrs. Hayden, and presented to the Association by Mrs. Gallup.

Death yesterday closed the career of a pioneer gentlewoman of Colorado when Mrs. Mary C. Hayden died in this city following an illness of long duration.

Mrs. Hayden was born in Des Moines, Iowa Nov. 22, 1841. When she was three years of age her parents removed from Iowa to Kansas, settling later in what was then Westport, Mo. (now Kansas City). Mrs. Hayden crossed the plains from Missouri to Colorado in 1865, coming to Pueblo. In the same year she was married to Daniel C. Hayden, the ceremony taking place at the Old Bent's Fort. The couple decided to make Pueblo their home, and took up their residence in a house then located on what is now the west side of Santa Fe Avenue between Third and Fourth streets.

In 1868, the year of the founding of the Chieftain, Mr. and Mrs. Hayden moved out to the Guernsey river where Mr. Hayden established a flour mill. The family home on the Guernsey was retained until 1884 when the family moved to Walsenburg. Mr. Hayden died at Walsenburg in 1903. During most of the years since her husband's death Mrs. Hayden has resided in Pueblo.

This piece was in the Pueblo Chieftain - Thurs. m., June 15, 1910.

The Life of J.J. Thomas

(Written and delivered by A.E. Stewart).
July 27, 1917.

A few incidents in the life and history of John J. Thomas, one of the earliest pioneers in this section of the country, who was born at Columbus Ohio, Feb. 27th, 1837, where he passed his early life on a farm near there, later moving with his family to near Jacksonville, Illinois and De Kalb, Illinois, was engaged on the Mississippi river as a boatman in his early days; later moving to Missouri where at an early age he got the fever to hit the grit and this was his motto, "Go west, young man, and grow up with the country" and he did that to the extent of being a true westerner and frontiersman. In May, 1857, he enlisted in the Quartermasters service of the U. S. Army and was assigned to the teamsters and drove a team of mules in that division under General Albert Sidney Johnston, who was ordered to Salt Lake as there was an uprising among the Mormons, he was out of the service at the end of 1857, and returned to Fort Leavenworth and engaged in the freighting business for the Overland Mail Co., and assisted in the building of stations along the line.

(In 1858, he entered the service of the Pony Express when it was first organized and rode the first trip east from Fox Elden station.) (In April, 1860, he and two companions left the Pony Express and started for Denver, arriving there about April 21st, 1860. In May of that year, he was engaged in prospecting in the Barryall diggings and crossed the range to the Blue River and engaged in mining nearreckenridge.)

But, to go back a ways, it was in May, 1857, he was one of a wagon load of raw recruits and had his first experience as a soldier, and was put to breaking mules and aside from having their tails shaved had never been handled and were as wild as birds. In breaking them, they were hitched up six at a time and with one mule that had been driven before, they went tearing across the prairie, over sage brush and small trees and any thing that was in their way.

On May 14, they started for the southern boundary of Kansas to survey the south line, with a party of engineers of the U. S. they had 25 six mule wagons loaded with commissary supplies for the outfit. Billy Harmon was wagon master and he was a man that brooked no interference. After using a few skimmers for a bucking bag, he had his own way as to who was boss. The 2nd Cavalry was escort and upon them depended the fresh meat of the outfit, but that task was often turned over to the skimmers and they were not very careful whose steer or cow it was that was killed for meat, often getting into trouble over the accident that befell the animal.

When they arrived at Spring River they unloaded and under command General Johnston and St. George Cook, as Lieutenant Colonel, they loaded for Salt Lake. In July of 1857, during the march, he drove wagon for the officers of Company "C", 10th. Infantry. Captain Tidball and First Lieutenant Bennett. It was during this march that they had their first brush with the Mormons at Black Fork in October, 1857, and again at Buffalo Spring. The mules of this command had been used to being fed when the bugle

was blown and when the Mormon raiders tried to get the animals away in a stampede at night, the assembly was blown and when the mules heard it they ran over the Mormons and everything else in their path getting back to camp. This, in a great measure helped to run off the raiders who were trying to steal the mules, the Mormons failing to get even a mule. The arrival of the troopers at Salt Lake ended the campaign and the men were sold off, the mules were sold and the men mustered out.

After coming back from Salt Lake, Mr. Thomas went to work for the Overland Mail of F. J. Chaday and Company at Wallon Bluffs, afterwards going to Atchinson, Kansas. He was at Atchinson when John Brown made his last raid into Kansas, John Brown coming in by way of Independence Missouri and following the river, raising Cain wherever he went.

In 1858, Mr. Thomas worked for Gold White as wagon master of a train carrying stores and supplies for the Overland Mail Express, along the Big Blue and Kaw rivers in Kansas and later went to the Central Overland, California and Texas Mail Express with headquarters at Box Elder Station, O.F. Nichlin was General Superintendent and W. Seargent was Division Superintendent. Seargent afterwards came to Denver and built and ran the Tremont House on what was then Ferry Street in Auraria and later was West Denver.

He got back to Denver on April 21st. of 1860 and prospected for gold over on Hardscrabble and on Farwell creek, down to Breckenridge in Illinois gulch, Vermillion Creek, Higger and French gulches, but finding very little pay dirt, barely getting enough to get him back to Denver again.

(In August of 1861, he enlisted in the 1st. Col. Volunteers, Company K. and was promised that they would soon see fighting in the Civil War. Lieut. Bob McDonald was recruiting officer, J.E. Maynard was Captain with headquarters opposite the Teller House.) The men were promised to see actual fighting soon, and after getting tired of waiting, got up a company of their own and started out to fight the first that came their way. The officers got wind of it and they were all thrown into the guard house, that had not been transferred to other companies. Thomas had transferred to Cap. Adams' company or troop of the 2nd. Regular Cavalry, staying with that command until the close of the war.

In the winter of 1863, they wintered at Wolf's Bend, about 50 miles below where Pueblo now stands on the Arkansas river.

He was in Denver in June of 1864 when the floods that came down Cherry Creek let the presses of the Rocky Mountain News and the City safes down into the floor and mud and they are now there buried and lost. (He was discharged from the U. S. Army December 19, 1864.

Later he was a rider on the old Santa Fe trail from Denver and east to Santa Fe, New Mexico, where the trail ended at the old Alhambra on the corner of the plaza opposite the Governor's house.)

(In the spring of 1865, he settled in Pueblo and went into the hotel business with Weldon Keeling when they ran the Empress Hotel on Santa Fe Avenue between 2nd. and 3rd. streets. Later, he went into the grocery business with Charles Henkle. It was the first grocery business that was conducted in Pueblo.) For a while

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they had John Smith as baker. Smith afterwards ran a bakery on West 5th. street and is now the baker at the Soldiers Home at Santa Vista. (I doubt if this is true, as this article was written years ago.)

(Thomas was married to Amelia L. Edwards on Jan. 2nd. 1871, by the father of the bride, who was the Rev. George Edwards, and incidentally, the first minister that was in Pueblo to take charge of the old St. Peters church that stood at the corner of 7th. and Santa Fe. It was afterwards named the Ascension.)

He was postmaster in Pueblo from 1866 to 1870 and later went into the cattle business and had a range out on what is known as the Greenhorn and east of here. He was elected to the legislature from Pueblo County in 1876 and in 1881 went to White Pine and went into the mining and general store business. He ran a store and was postmaster there from 1881 to 1883 when he went to Gunnison and was Register of the General Land Office from 1883 to 1887, when he came to Pueblo again. He started the fish ponds that were just west of where the Santa Fe round house now stands. They were washed out by a flood and that is how the Arkansas river now has so many Carp in it. He was later elected County Commissioner and the only living member of the board left is B. Sweet, who is now employed by the state at the State Hospital (Questionable).

Thomas later ran the Thomas Gardens and Green Houses on west 4th. Street and lived there until his death, March 8, 1911.

M. D. Thatcher and J. J. Thomas took up and platted that is

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known as the Thomas and Thatcher Addition in the north west part of town.

Mr. Thomas left one son who is now the Undersheriff of Pueblo County (Mr. Sam Thomas later became the Sheriff, and at present is living at 415 Park Drive in Pueblo.)

He was a man who was known by all the old timers and who was known for his trustworthiness and honor.

(There is a little more to this, but concerns Mr. Thomas's fraternal belongings only.)

Mrs. Martha Moser
Jan 344 - # 40

ELIZABETH CARR
FEB 5 - 34

Mrs. Martha Moser resides at the home of her daughter, Mrs. W. H. Allen, 20th East Fifth Street. Mrs. Moser has been actively engaged in the local U. S. I. Auxiliary for the past fifty years.

" I was born in Logansport, Indiana, June 5, 1847, so that will make me 87 years old my next birthday. I have been living in Pueblo since 1876.

My sister, Diantha Edwards, had come to Colorado in '61, and every time that we had a chance to hear from her she urged us to pack up and come to Colorado. She and her husband and two children started from Indiana in the fall of '60, but only got as far as Fort Kearney, Nebraska. At Fort Kearney they were told that the Indians were too bad for them to try to make the rest of their journey that winter. They stayed at the Fort all winter, and in the spring again started for the west. This time they got as far as Denver, Colorado. Here they pre-empted land and lived for a short time. The yoke of oxen that they had used in coming across the plains was about all of the stock they owned. During the next few months conditions became so bad that they had to sell their land. The land that they had is now the site of the Union Station in Denver, and they sold this land for a barrel of flour. After selling their land they went to Idaho Springs where they made their home. Mr. Edwards was interested in mining, and did quite a lot of work along this line while in Idaho Springs. He died years ago, but

my sister just died last year at the age of 95. She was one of Idaho Spring's best known pioneers.

In 1872 we decided to leave Indiana and come to the "west", my sister wanted us to settle in Idaho Springs, but Mr. Moser thought that Nebraska would be a better place to settle. We drove a team of mules from Indiana to Nebraska, but when we got to Nebraska my husband decided that the country was too barren to try to cultivate, so he set out for Colorado. We got to Idaho Springs late that fall, and here we stayed until 1878. In 1878 we moved down to Pueblo. We had a house on 2nd. Street, and there we lived for many years. We also had land East of Pueblo in that part known as Orchard Grove. This land we farmed. Mr. Moser was interested primarily in farming until his death several years ago. I remember very little of the early days of Pueblo; we were out in the country and missed many of the sensational things that happened in Pueblo. About my most active interest was in the G. A. R. Post, for my husband was a Civil War veteran. After I had been here a while I thought of organizing an auxiliary G. A. R. ; we had had one in the old home town in Indiana. Before I go into the history of the G. A. R. I must tell you a little of the family history.

I am a direct descendant of the Van Tassels who are mentioned by Washington Irving in his Nickerbocker History of New York and the Legend of Sleepy Hollow. The family came from Holland in their own ship the POLLY MARIA, the property of Abraham and Jacob Van Tassel, over a hundred and thirty years ago, and

settled in what was then New Amsterdam. In the war of the revolution the family took part on the patriot's side, and my great grandfather, who was a captain in the American army, spent several months in captivity in Canada and in a prison ship off Boston harbor. I have in my possession a feather that came from the training hat of my uncle Abraham Van Tassel, who was in the war of 1812. My father Cornelius Van Tassel was a captain in the war of 1812.

Before marrying, my name was Martha Van Tassel, and today I am the only one left in the family. My half-brother Harry B. Van Tassel died at Kingsbury, California in 1902. At the time of his death he was 92 years old. He was born in Syracuse, New York, in 1810, and at the age of 23 he went to Indiana, where he married. From Indiana he went to Wisconsin in 1848. When gold was discovered in California in 1850 he crossed the plains, walking all of the way, in search of the precious metal. After making quite a fortune he returned home in three years and bought a home near Des Moines, Iowa, and remained there until 1874. Then he returned with his family again to California, at Kingsbury, where he died. Another brother Nelson, has been dead for many years, and today I am the only one alive that can claim direct decendency from the old Van Tassel family.

In the spring of 1883 I presented the idea of organizing a G. A. R. Auxiliary chapter in Pueblo to some of my friends. In October, 1883, we organized the auxiliary. We met at the home of Mrs. Jake Garner on west 10th. Street. I was elected chairman of the occasion, and at this meeting we obtained the names of about twenty women who were designated as charter members. The required amount for the obtaining of a charter and ritual was sent in to headquarters.

Almost all of the women were wives or widows of Civil war veterans. There were twenty-one names on the charter that was known as the organized auxiliary to the Upton post No. 8, G. A. R. Our auxiliary was called the Emery Upton Corps No. 2. Today I am the only known living member of the original auxiliary. My husband, Samuel Loser, was a member of the post during his lifetime; he died several years ago.

I was resident during the first few months, but I went to Idaho Springs for a short time, and Mrs. Coy was installed as President during this time. Mrs. Mary Smith was Secretary. When I returned from Idaho Springs I was elected as Chaplain. chairman.

June 26, 1884 was the date of the first department convention which was held in Denver, Colorado. Mrs. Coy and I went to Denver as the auxiliary delegates. At this time Mrs. Coy was elected Vice President of the Department of Colorado Organization. I was elected as department guard and was made chairman of a committee on permanent organization and constitution.

During that year the following officers were installed:

- Mrs. Coy-----President.
- Mrs. Mary Smith-----Secretary.
- Mrs. Keller-----Treasurer.
- Mrs. D. S. Stillwell----Vice President.
- Mrs. Herinton-----Second Vice President.
- Mrs. Roser-----Chaplain.

Mrs. Coy left Pueblo shortly after the installation of the officers, and Mrs. Stillwell was made President.

In 1905 I was elected President of the local corps. Later the post changed its name to Pueblo Post No. 2, and the auxiliary changed its name to conform."

This is about all of the material that Mrs. Roser could give in regard to the organization of the first G. A. R. auxiliary in Pueblo. She has kept a scrapbook of all of the early happenings in Pueblo in regard to the post, and I found this material most interesting. She has kept a good many things that are of interest; Butterick Fashion Plates as published in 1885 and in 1895, clippings about the history of the old Van Tassel Inn in New York, clippings about the founding of the Christain Science Church here in Pueblo (She and a Mrs. Lloyd donated the ground for the present site of the church.), and other items that are of great interest.

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ELIZABETH TITIAN
FEB 2 1934
Hardscrabble Pioneer

I spent last Friday afternoon calling on this gentleman, and tried to question him as to the early days in Pueblo. He felt that his reminiscences of old Pueblo were hardly eligible for anything that was to be of historic value. He requested that I leave his name unknown when I reported the interview to you.

"I was born in Indiana, Nov. 2, 1859. When I was but a small boy my parents decided to make their way to the "west". About the only thing I remember of this trip is our stopping at Springfield, Missouri. The town was having a big celebration, General Grant had just been elected president of the United States. This was in the year of '69. We took up residence in Iowa and stayed there for many years. In the early '80s I was advised by the family physician to go to the mountains for my health. I was married that year, so my wife and I started for Colorado.

Our first intentions were of spending just that one winter in Colorado, but we stayed at the same place for over twenty years. We drove a span of horses from our home in Iowa to a place that is about 30 miles west of Pueblo. We came through Pueblo, but there was very little here. We stopped at the post-office, then a crude one-room shack, and got our mail; heading west we started looking for a new home. We found a suitable place up in what is known as Hardscrabble canyon. Here we pre-empted land, and did extensive ranching.

We saw the region of the Hardscrabble grow to a rich farming community, and were personally acquainted with many of the notables of that part of the country. The Liveseys were friends of ours. Mace, I believe I am right, was a Civil war renegade, and not a Spaniard. Tradition has it that he was a scoundrel who managed to escape military duty, and upon coming to the Beulah region started his career as a bandit and cattle-rustler.

After 20 years on the ranch we moved into Pueblo so that our girls could attend High School. For a good many years I was a Baptist minister here in Pueblo, but for a period of ten years I was transferred to Oklahoma. In 1929 I served a two-year term as Justice of Peace here in Pueblo. "

This man is at the present time the minister of a Baptist church in Pueblo.

ELIZABETH
1036-954

Doc 244 Mrs. Maud Casey 236
William W. McAllister
Interviewed - Feb. 6, 1964.
Pen 344-#42

Mr. William McAllister, 216 W. Grant Ave., lives with his daughter Mrs. Maud Casey. Mr. McAllister is a member of the local G.A. R. Post, and is one of the remaining six members of the organization. He is also a member of the Southern Colorado Pioneers Association of Pueblo. His wife, Esther McAllister, who has been dead for several years, was also a member of the pioneer association. Shortly before her death, Mr. and Mrs. McAllister were presented with a clock by the Pioneer Association, they were the oldest married members of the order.

"I was born July 27, 1838, and lived in Scheen County, Arkansas until I had reached the age of 21 before I started for the "west". My father was always interested in the frontier settlements. In the gold rush of '49 and '50 my father decided to make his way to the scene of the strikes. He left the farm in Arkansas and went to California in search of gold. During the time he was traveling he kept close watch for favorable land. He returned to Arkansas after the gold excitement in California had died down. However he always had the desire to go out on a prospecting trip, and always listened with the greatest of attention to the tales of those who were miners. A friend of ours, Hickory Rogers, came to Colorado in search of gold, and settled near Central City, Colorado. Whenever we got any word from

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Hickory it was always to the effect that we should come to Central City and prospect for ourselves the great mining country. Colorado, at that time was just beginning to open up, and the finds that were being made were really worth a great deal. The more father heard about this country and the more he thought about it the better he liked the idea of pioneering the country.

— Buck Rogers, a brother of Hickory's, decided that he should bring a fresh load of supplies to Colorado for Hickory, so got together a wagon train composed of about 14 people and started for Central City. Father was greatly excited over the idea and decided that we should join the train to Colorado. My mother, my father, five brothers, and three sisters and myself all joined with Buck Rogers and started our trip to Colorado. Buck was the head of the wagon train, and we traveled under his guidance.

It was the first part of June or the last part of May that we arrived in the vicinity of Pueblo. We had come up the old Santa Fe trail, and had been somewhat hindered having to wait frequently until freighting wagons and teams passed us by. Great herds of mules often hindered us on our trip; they were being taken to different forts along the trail. All along the river, and as we came up the trail from Fort Lyons were numerous forts, and crude log fortifications built as protection against the Indians. Colonel Boone had already built his cabin down on the trail, this place is known as Boone, Colorado today. He is said to have erected the cabin during the year of '58, just a year before I got into Pueblo.

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Pueblo in '59 was just a mere settlement, used primarily as a stopping place and fur-trading center. There was an old adobe structure on the east side of the river, and on what is known today as Catalpa Street. This building is, as far as I know, still standing. The old fort Pueblo was in operation just about where the Ferris Hotel was built in later years. The Arkansas River had an entirely different course than it has today or had even fifty years ago. The river when I first came here flowed through the present asylum grounds, and down past what is known as 1st. Street, on until it joined the Fountain, or the Fontaine Qui Bouille River. The American Fur trading post, located on the site of the State Hospital today, was still standing and in operation. Between the Post and a opposite bluff was located the river bed. It was from this section of the river that O. E. P. Baxter later built his mill ditch. The old American Fur Trading Post was taken up as a claim by Colonel Francisco, and when the building was torn down some of the old adobe bricks were used in the construction of the Thomas residence on 11th. Street. This house is still standing today, but few people know that the adobe bricks came from the old Post. Also near the post was located a Mexican settlement. Up on the Greenhorn were several settlers among them was the H. Eckland family whom we all knew. On the Huerfano just above the place know as Gardner was a Mexican settlement too, and up Hardscrabble anyone was an old man known as "Mexican Joe" who had been living in the

canyon for many years.

We only stopped at Pueblo for a short time, and then made our way on to the northern part of the state. We were bound for the vicinity of Central City and Blackhawke, for it was there that the great finds were being made. The Gregory diggings had caused a lot of excitement, and we were anxious to get to the "gold" country. We went through what is now Denver, but was then a rude shack on the west side of Cherry Creek. On the other side was a claim house that went by the name of Auraria. The old negro, Beckworth, lived above the place known as "California Crossing". One of my brothers got a job that fall in Denver, helping harvest the first potato crop that belonged to a Mr. Clark. It was the first crop that he had raised on his claim.

The mining regions of Clear Creek, Central City, Blackhawke, and Fairplay interested us until '61. My father and I did quite a bit of prospecting around Fairplay, and unearthed some fine ore. Upon giving up the mining game we decided to go into the farming business. We packed up and came down as far as the border line between Fremont and Pueblo counties. Here we went down on the river bank and took up five claims. Our place later became known as the Carlile Springs Ranch. We built up a fair sized ranch and raised fine crops. We had many narrow escapes from the Indians while on the ranch, but I think that the Mexicans were just about as troublesome. A great deal of my time was spent in hunting, and I went far back into the mountains hunting game. I am well acquainted with the country around Beulah, and the Wet Mountain Valley.

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In 1862 I joined the Colorado Volunteers, and was in the war for the next three years. Many of my friends thought it strange that I joined the Northern forces when I was a Southerner by birth. I felt that the principles of the North were in accordance with my own thoughts, so that is why I joined with the North.

Many times I had seen Indians fight, and on one occasion I went up to what is now Canon City, and there I saw the Utes and the Cheyennes fight for three days- only one man was killed in the three days. This was in 1860, and as I remember it, the Utes and the Cheyennes were always at war. I cared very little for the Cheyennes as they were a warring, trouble-making tribe, but the Utes were always fairly quiet and peaceful when left alone. I was especially fond of Ouray, the well-known Ute chief, and upon many different hunting trips we had Ouray along.

During the war we had plenty of experience fighting the Indians. Shortly after enlisting I was sent up on West Cherry Creek to the encampment there. While at the camp we heard many rumors about the things the Indians were doing in the southern part of the state. I had been told that the Indians would have limited their fighting to themselves had it not been for the numerous rebels that went to the Indian camps to help them plan their terrible deeds. Many white people were killed unmercifully by the Indians. While on West Cherry Creek we saw a sight that made every one of us vow to "get" the first Indian that we saw. An old man by the name of Hingate lived farther up on the Creek, and one night he and his family were

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attacked. The following day the corpses of the old man Hingate, his wife, and two daughters, were brought into camp. There they lay, the most terrible sight that I have ever seen. The marks of the tomahawks, that had crushed their skulls, could clearly be seen. Shortly after we saw those bodies we were told that we were to be sent to the southern part of the state to fight the Indians. We encamped a little below the site of the Pueblo Fort, and there we stayed until Colonel Chivington was ready to have us leave for the battle grounds.

There were five tribes engaged in this battle- those I remember are : Kiowas, Utes, Cheyennes, Arapahoes. The Indians outnumbered the white soldiers by about three to one. The rebel wit was behind the Indian fighting, for there were many white men planning the atrocities of the fight. Many times we heard of murders in the surrounding country. After about three months of fighting we finally managed to take the Indian camp, and there we found many "green " scalps. Parts of the camp were sights that I never care to see again. Bloody clothes, wisps of matted hair, and scalps that the blood had hardly dried on were to be found there in the Indian camp. This battle is known as the battle of Sand Creek, and was the worst war-time experience that I had.

(After the close of the war I went to Canon City, and on June 4, 1865 I married Esther Anne Boyd. Her father was one of the early residents of Canon City; and was the first mayor Canon City had. Mr. Sam Boyd also operated the first hotel there. I stayed around Canon City for a time, and I helped build the first log house in Canon City. Uncle Billy Young was the man I helped do this.

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In the fall of '65 the ranch was sold to a Mr. Richie, and we packed up and started for Arkansas and Missouri. Later the ranch was again sold to Carlile and became known as the Carlile Springs Ranch. Father had made arrangements to take over a ranch in Missouri, but when we got there the place had been resold, and we were out. We stayed in Missouri until spring and then went to Arkansas. My folks all stayed in Arkansas, but I disliked the country and the climate, so my wife and I came back this time to Pueblo. Upon reaching Pueblo we stayed at the old Fort. Here we had one room, and in the fall of '69 we went to Canon City to harvest a crop that a man had left. Before leaving his home for the mountains the owner of the crop had sold it to out to the landlord at the Fort, whose name was Johnny Carn.

~~We farmed on the Hardscrabble for seven or eight years,~~ also down on the river at Canon City. I have worked at a great many different jobs. I was on the first jury held in Pueblo County. The trial was under Judge Bradford and was in '65. Many times, as a boy, my brother and I rode from fort to fort with any news that might be of value to those at the fort. Under Walpole's administration I served for eight years as a mail carrier here in Pueblo. I, for a period of two years, worked as a boiler maker at the Steel works. Then for a while I worked for the city. All of the trees that border the left-hand side of Peulah Avenue, I planted for the city."

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During this past winter Mr. McAllister has been very ill, and I was surprised that he was able to remember as much as he did. He has been unable to have visitors until just recently. He will be 96 years old July 27, and is, I believe, the oldest resident of Pueblo.

He is able to answer questions that one asks him, if they do not involve names. Names seem to have left his memory. He is rather hard to carry on a conversation with as he is almost blind and is very deaf. He talks of the old trappers just as if they were alive today, and mentioned the many times these old men told him tales of Pike and his trip through this country. He remembers seeing Mace, many times on their hunting trips they would run across this man. He said that he became personally acquainted with "Uncle Dick" Wooten in Denver in 1859.

V. J. Prevost

Interviewed Jan. 31, 34

Pam 344- # 43

ELIZABETH CAIRNS
JAN 31-1934

1102 W Abriendo Ave
Doc. 344
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Mr. Prevost, who resides at 1102 W. Abriendo Ave., is an old time Pueblo dairy-man. He gave up the business of dairying in 1930, but had been active along this line of business until that time.

"I was born and spent my early days in the state of Pennsylvania. While a young man I was primarily interested in becoming a successful school-teacher. For several terms, consist- of three months each, I was employed as a teacher in Pennsylvania. However, after a time, I became enthusiastic about the "West", so decided to do a little pioneering. In the spring of '79 I started for the west and this time went as far as Reno, Nevada. In '79 the Union Pacific railroad was built as far as Ogden, Utah, and from Ogden on the line was known as the Central Pacific. There was also another line known as the V. & T. or the Virginia and Truckee Railroad. This road went to the mining camps of Virginia City and Carson City. It is said that during the war a billion dollars worth of gold and silver was taken from these camps.

In Reno I hunted for a job and finally found one- with a dairy. This dairy was operated by a Mr. A.T. Rice, and it was on this job that I first took up the dairying business. I work- ed for Mr. Rice for three years, and then quit the job. From Reno I took a trip that I had wanted to make. I went to California and from there back to my old home town in Pennsylvania.

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In 1882 I again started for the west. I had thought a great deal about where I would settle this time, and taking everything into consideration I decided upon Colorado. Colorado, I thought, was located geographically better than Nevada. The chances of a bright future seemed more certain in Colorado.

In the spring of '83, E. B. Haver and myself started in the dairying business. Our first dairy was located out on the Arkansas River bank, just where the ~~South Side~~ Water Works now stands. Our place was a little north of those buildings that are there today. We used to let our cattle roam out on the prairie, and the only living thing for miles around the place that was of any size, was a tree that stood out in the midst of the greasewood. This tree is still standing, and is today on what is known as Prairie Avenue.

Business was fairly good, our trade was increasing, and we had a fine herd of cows. Then came the blow- a cattleman came to Pueblo with a large herd of Texas cattle, and these cattle were allowed to graze out on the range near our place. During that summer and fall, of 1886, a great many of our cattle contracted Texas fever and died. This almost halted our dairying business, but in time we built up trade, and increased the number of cows in our herd. Our dairy at this time was known as the Riverside Dairy.

Mr. Haver and I stayed in the business together until 1900. Then in this year Haver and I dissolved partnership. I still carried on with the business until 1909, then I sold out. I was out of the dairy business for two years, and during this time I

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went into politics. I ran for city commissioner, and got the position. I held the office of commissioner for the next two years. This was about the time that the commission form of government was started in Pueblo.

In 1914 I again went into the dairy business, this time I built the milk plant known as the Model Dairy. This building is on Main Street- 205 S. Main. Today the dairy goes under the name of Meadow Gold Dairies Inc.

With the erection of a new and modern plant all of our old methods were changed. We bought the raw milk that was brought in and pasturized it before putting it on the market. Our milk was among the first to be pasturized in the city. During the time I was out of the business the 8 hour day law went into effect, and this altered the methods of operating a dairy. In the old days it was the custom to hire a man to do the work that could get up about 4 in the morning and work straight through until 6 in the evening. With the change in working hours, more men had to be hired.

This time I stayed in the dairy business until 1930. When I quit the business in 1930 I was the oldest active dairyman in the state of Colorado.

The town of Pueblo, when I came here was but a very small place. Almost all of the business houses were on Santa Fe Avenue.

WILL DITCH had its source at the river, on the north side. This ditch was used by O.P.H. Baxter who had a mill back of where the postoffice now stands. The ditch came through the west part of the city, down by the north side of Fryor's Furniture House, past a beer garden located where the Central Block is now, and on east past the

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✓ Pueblo Smelter, and finally back into the Arkansas River below Santa Fe Avenue.

HORSE CARS- The man who was supposed to hitch the extra horse to the car saved himself many steps. He would hitch the horse to the car, and ride to the top of the hill- there he would get off the car unhitch the horse, and calmly wait for the car to come back so that he could get a ride back down the hill. The horse always went back to the foot of the hill of his own accord.

C. F. N. I. HOSPITAL- On East Abriendo Ave., and under the direction of Dr. Corwin. This building is now known as the Casa Verde apartment house.

NORTH SIDE OF TOWN- Three or four residences were located just below where the County Jail is now. The R. D. Thatcher, and the Frank Wells homes were built at this time.

EAST SIDE- No houses north of 8th. St. The P. K. Dotson home was on 4th. St.

GROVE DISTRICT- This was the residential part of town, many more people lived there than do today. This district was on the south side of the river and below the round-house. Wildeboor and Tom Baker practically owned the entire section. Wildeboor's home was on Spring and B St. Clark's Mineral Well was started down in this part of town.

DEPOT- The old depot was to the left of the present Main St. viaduct. There was no Main St. viaduct.

STEELWORKS DISTRICT- Most of those employed by the steel works lived on the bluff, in the east end of what was known

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as the "Blocks". The steelworkers also lived in Bessemer, which took in the streets of Abriendo, Evans, Cedar, Spruce, Cypress, Orman. The west end of the blocks was sparsely settled. The Jim Carlile place, Charles More home, and Livingston place, were about all of the homes in this part of town.

The railroad men lived along in the "Blocks" as they had to live within calling distance from the railroad. Callers were payed to go after the men to work, and the callers would not go beyond certain limits of the town.

STATE FAIR GROUNDS-first located north of the place now known as the Woodcroft Hospital, toward and N. Abriendo.

Mr. Prevost exhibited cattle at the fairs for 12 or 15 years. He had one of the finest herds of Holstein cattle in the state. He was Superintendent of the Stock Dept. at the fair for a number of years.

UNION AVENUE VIADUCT-The first traffic over the bridge was on the 1st. of May, 1834. The funeral procession of Billy More was the first traffic over the bridge. Mr. More had had an active interest in the Street Horse Car Company, having owned a great deal of the stock.

JUDGE ALLEN A. BRADFORD-One of Pueblo's first judges. He and his brother Mark Bradford were prominent residents of Pueblo. Judge Allen Bradford lived on east 1st. St., his brother on 4th. St. and Bradford.

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I pre-empted land west of Pueblo in 1888. Later I took out timber claims on the land, and then finally homesteaded the place. Following are the places that were settled when I pre-empted in '88.

GOODNIGHT PLACE- Four miles beyond the city limits. This ranch was the former residence of Colonel Goodnight of Texas. The place was sold to Allen after Goodnight returned to Texas. Later people by the name of Bell owned the place. (The road leading to the Goodnight place is named Goodnight Avenue.) Two miles above the ranch was a bridge across Rock Creek. This canyon has now been made the site of a huge concrete dam to protect Pueblo from high water.

LIVESLEY RANCH- Two brothers settled here, James and Thomas Livesey. Their ranch is located just at the mouth of Rock Creek, and these two men were successful cattleraisers. Most of their time was spent raising cattle and sheep. At the time I came to Pueblo the Livesey brothers had fenced up 40,000 acres of government land. However, during Cleveland's administration, in '85 they had to take down a great many of their fences, and let the land go back to the government.

SCHMIDT FARM- At the headgate of the old Lessemer Ditch company. The ditch was started in 1887, and completed early in '88. The ditch was 40 miles long, and reclaimed about 20,000 acres of fine land. Few people had lived in the valley of the Arkansas or at the mouth of the St. Charles River before this time.

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BROOKS RANCH- North of Turkey Creek.

RICHIE BROTHER'S RANCH- At the mouth of Bush Creek.

These three brothers were among the first to live at the place now called Swallows, Colorado.

CARLILE SPRINGS RANCH, Beyond Swallows, and had a fine mineral spring located on the upper portion of their land

SEE LISTING

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Mr. John G. Knebel, 251
Interviewed- Jan. 14, 28,
29, 1934.

John G. Knebel

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Pam 344-44

Mr. John G. Knebel, 225 Nelson Ave., was born in Galena, Illinois July 4, 1856. I had several interviews with Mr. Knebel before the material was ready to write up in a readable form. Below is the story as he told it to me:

"William Henry Andres, my grandfather on my mother's side of the family, was born in the Alsace Lorraine district of Germany in 1806. In 1838 he joined a colony of tradespeople who were coming to America. He was a well skilled mechanical engineer, and had followed that line of work while living in Germany. The colony, composed of about 80 people, first landed at the Delaware Breakwater. From this place they went to Cleveland, but found the place unsuitable so they again moved- this time to St. Louis, Missouri. In St. Louis the colony thrived, the colonists all took up different occupations, and being expert tradespeople managed to make their various business interests profitable.

When grandfather arrived in St. Louis, in '38, the Baltimore and Ohio R.R. was just building its line. In '39 the railroad needed engineers, as skilled workmen were very rare along the frontier towns. Grandfather, of course, was an able mechanical engineer, and upon applying got a job as engineer with the B. & O. R.R. He was with the railroad for the next ten years. In '49, the year of the gold rush, an epidemic of cholera struck St. Louis, and many people died. Out of the original colony of 80 only 70 were left after the epidemic, and grandfather was one of those who died.

In '51 the colony decided to make another change, so they took the steamboat and went up the Mississippi River 420 miles. This time they settled on the Galena River at the place known as Galena, Illinois. Galena is located in the north west corner of the state of Illinois.

In St. Louis grandfather Andre had become acquainted with Mr. Jesse Grant, Ulysses S. Grant's father. In the early '50s the Grant family moved to Galena. At Galena Grant started a tannery, having been engaged in that work in St. Louis. For a time Ulysses handled the clerking and soliciting part of the tannery business.

On the other side of the family, grandfather Knebel came from Prussia to this country in '42. The group with which he was traveling landed at New Orleans, but stayed there only a short time. After a while they also came to St. Louis, and while in St. Louis became acquainted with the Grant family. In '53 the Knebel family came up the river and joined the colony at Galena. While at Galena, Leo Knebel married one of the Andre girls, and after marrying went into the packing and ice business. While in this business my father naturally became better acquainted with the Grant family. Father was interested in buying cattle for packing, and Grant was interested in buying them for their hides. Often my father and young Grant went on buying trips up into Wisconsin. These trips were made, for the most part, during the years '53 and '54.

When those first people came to Galena they found many nationalities represented. The town had been in the possession of several countries, so one found English, French, German, Spanish and many Indian tribes represented here. Along in '61, a call for men was put out. Sherman's march to the sea required 80,000 men, so many men in the town of Galena joined the march. Among the volunteers G. Jung, my mother's cousin. This man joined the 12th. Illinois Infantry, and with him were some friends, Peter Schaeffer, Frederick Seiger. These men were discharged from the army in '64, and instead of going to Galena again they decided to go to Colorado. Early in the spring of '65 they went to St. Joseph, Missouri. Here they were joined by a man, Lyman H. Cole. These men got together a band of wagons, about 40 in all. The wagons were loaded with things that they planned on setting up business with when they reached Denver. They left Missouri in April and got to Denver sometime in September. After settling in Denver, Jung started a packing house, and carried on with this business for many years.

All of this time Galena was progressing rapidly, and although I was just a small boy at the time I can remember many things about the old town. Perhaps the one thing I remember more plainly than anything else was the time Grant (Ulysses) was presented with a magnificent home by his fellow politicians. Grant had just returned from his trip around the world, and a reception was given him. All of the children

were dismissed from school for the day. A huge parade was arranged, and all of the school-children paraded from the depot to the new home. That night a torchlight parade was held, and later a reception. I can remember marching in that parade, and then that night seeing the General shake hands with those who came to greet him. Later, after Grant became president, I remember meeting Grant's daughter Nellie. Nellie was married at the home of one of Galena's prominent business men, L. S. Felt. Miss Grant married Al Journin Sartoris, an Englishman.

Fred Grant, after his father became President, was commander of the Army; his younger brother U. S. Grant Jr. became private secretary for President Grant. Grant, when President, appointed Moses Hallet Federal Judge for Colorado. E. B. Washburn was made Minister to France.

I left Galena, and came to Denver Feb. 27, 1874. I was 17 years old at the time, and would be 18, July 4th. I stayed with mother's cousin, Mr. Jung.

In 1877 I fired for Engineer Charles A. Whitehouse, on engine No. 76. Whitehouse, who was born in Great Falls, New Hampshire, in 1841, was the first engineer to bring into Denver the construction train from Cheyenne. He brought this construction train for the Denver Pacific Rail Road in from Cheyenne, and on June 24, 1870, brought in the first passenger train to Denver. Up until this time the D. P. R. R. had been using engines that the U.P. had loaned them. Then in 1870, when they got their own engines, they returned the four

borrowed trains. Those first trains that the D. P. had were numbered - 123, 124, 125, 126.

123- Called GOVERNOR JOHN EVANS - nameplate was made out of German silver at a cost of \$1800. Construction made of pure Russian iron, 8 wheels, and had a five-foot wheel. (Gilpin was the first appointed governor of the state, but Evans was the first one elected. When we were working on Kenosha Pass, Gov. Evans often came to see us, and I can remember him- high silk hat on his head, and a gold headed cane in his hand. He was a very distinguished looking gentleman, with his silvery-white beard. I shall never forget consideration and geniality that he showed toward the working man.)

124- Called- WALTER S CHEESEMAN.

125- Called- JOHN EDGERTON (One time official on the road.)

126-Called- D. H. NOFRATZ.

In 1877 I got a chance to fire the engine No. 126, with Ed Bradford as engineer. I was called out as an "extra" man to relieve the fireman. This run was between Denver and Cheyenne. Bradford was a brother-in-law of "Buffalo Bill ". Bradford greatly disliked Bill Cody, and never liked his name linked with Cody's in any way whatever. Bradford is said to have called Cody a "Post loafer and gambler".

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{ 1878 found me working on a work train, No. 46, at Deertrail, Colorado. Our run was from Deertrail to Cedar Point, some 21 miles away. On the 8th. of April, 1878, a freight train left Denver at 10:30 that night, never to be seen again. John Bacon was engineer, Frank Sutton was fireman, George Ryatt was the cook, and Crates and Hutchins were braking. Out of all of them I am the only one alive today that can tell what became of that train. (Just before the train reached a section house known as Kiowa Creek, a terrible flood came down the creek and washed out the foundations beneath the trestle.) Those at the section house found out about the flood too late to cross the creek and warn the on coming freight. The train started across the trestle, and about midway crashed down into the swirling flood waters below. The caboose on the rear end of the train broke loose from the engine and was washed on down stream, but the engine sank into the river bed. All wires were down, and the work train I was on was notified of the missing train that next morning, after a message had been sent to Kansas City and back to Deertrail. Lines between Cheyenne and Denver were all washed down. We were told to "Flag west" and look for No. 3. We took the engine and one flatcar and started to look for the missing train about a $\frac{1}{2}$ mile from Kiowa we flagged through a cut and I saw the trestle down, and the rest of the train in the river, but no engine. Down the stream, lodged in the trees, was the caboose and with it were two bums who told us about the accident. The engine of No. 3 had fallen into a bed of quicksand that was 53 feet deep, and was so completely covered up so no trace

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was ever found of it. The body of the engineer was recovered after five days, but those of the other men apparently disappeared with the engine.

During the first part of August 1879 the Denver Pacific R. R. cared for the Kansas Pacific R. R., then in the hands of the receiver. Superintendent Cyrus W. Fisher, and Master Mechanic James H. Kirk, both of the Kansas Pacific, were put in charge of the shops of the South Park R. R. which was at that time building through the Platte Canyon. It was during February, or to be exact, the 6th. of February, that I was promoted to the position of engineer. This made me 22 years of age, and an engineer.

The winters of 1878 and 79 were unusually mild, and work on the road through Platte canyon over Kenosha Pass was going along well. The track was laid from Webster to Hall's Gulch- this being a grade 225 feet to a mile. I was engineer, and we had to push the tracks ahead of the engine- all the way up over the pass. However, on the 28th, of May, 1879 the difficulties were surmounted- we had succeeded in laying a track over Kenosha Pass. The pass is a mile higher than Denver in altitude, the altitude being 10,150 feet above sea level. This was the first time that an engine had been up over a 10,000 feet in the western hemisphere. From the top of the pass we laid tracks to Como and then to Buena Vista, finishing this task in November, 1879.

The Denver and Rio Grande R. R. was hindered in their plan to get into Denver, by a pending lawsuit over the rights to the

Royal Gorge. Eight consolidated trains were running to the front, hauling material for the completion of the road. In August, 1880 the trains got through. This first group of trains went under the numbers 50-57. I delivered these engines to Mr. Samples of the Rio Grande, and as I had delivered the last one Samples called me aside and asked me to come on the Denver and Rio Grande Route. After talking with Mr. Kirk, I left the South Park R. R. and went to work for the Denver and Rio Grande R. R. - this was in 1881. This was also the year I came to Pueblo to work.

Six crews were put to work out of Canon City and up through the Royal Gorge, today I am the sole survivor of all those, firemen and engineers, who were issued timecards at Canon City. My name was the seventh one on the time card, and today I am the only one left. I was from twelve to fourteen years younger than any of the other men on the road.

Railroading in the old days was much more hazardous than now, there were no block signals, nor were there any of the highly complicated sets of brakes and machinery that there are today. "

Mr. Knebel has been with the railroad for a period of about fifty years, however, this time was not all at one stretch. At times Mr. Knebel, feeling that real estate was his line would quit the railroad for a time and go into some land office. When he became dissatisfied with this work he would go back to railroading. He has at present a 50 year service button, and has a superannuated pass. He is the only

living member of the original 16^{charter} members of the Grand Canyon Locomotive Engineers, Lodge No. 29. Mr. Knebel is also a member of the Southern Colorado Pioneers Association in Pueblo.

At the dedication of the Royal Gorge suspension bridge, which was held Dec. 8, 1929., Mr. Knebel was asked to speak in honor of the occasion. Following is a portion of the article that appeared in the Chieftain:

" John G. Knebel, of Pueblo, who was an engineer on the Denver and Rio Grande trains in 1879 and 1880, just after the gorge was opened, talked briefly, recalling the pioneer days, and presented three flags to be placed on the bridge, one a United States flag, the gift of the Rio Grande railroad, and two Colorado flags, given by the ^{Southern} Colorado Pioneers association.

He was also an honored guest at the unveiling of the bas-relief statue of General W. J. Palmer at the Salt Lake City, Utah, Union depot. This took place May 28, 1929.

Mr. Knebel was retired from active service in 1927. He had, for about four of five years before his retirement, worked as switch tender in the yards. Now he is living alone, and is in rather poor condition both physically and financially. He is an old age pensioner.

Hanging in George Knebel's Sporting Goods store, here in Pueblo, are two pictures that Mr. John Knebel prizes greatly. The pictures are both 24" by 32", and have expensive frames. One of the pictures shows the train at the hanging bridge in the Royal Gorge at the time of the General Palmer Special Excursion (John Knebel was engineer), the other shows the train as it is going over the pass. Both pictures, taken in 1885, were taken by W. H. Jackson, a well-known Denver

photographer. Mr. Jackson had developed a new film and method of printing the pictures, and had this process patented in '84. Knebel's pictures were entered in the St. Louis Exposition and won awards, both for the largest known film and for unusual photography. Mr. Knebel, in need of funds, at this time, is trying to find a buyer for his pictures- the only ones of their kind in the state.

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The following material was taken in part from the magazine, BALDWIN LOCOMOTIVES. The article entitled, "Motive Power Development on the Denver and Rio Grande Western Railroad." was written by Paul T. Warner. This article appeared in the January and April issues of the magazine. The January issue was a complimentary copy, and only so many were published. In this copy a biography of Mr. Nathaniel W. Sample, former General Superintendent of the D. S. R. G. R. R., is given. Mr. Knebel was a personal friend of Sample's, so that is the reason he was sent a copy of the issue. These magazines are quite in demand here in Pueblo, as none of the other railroad men have anything like them.

I have just taken interesting parts from the write up, as to copy the whole thing would be a loss of time.

Handwritten signature

"The Denver & Rio Grande Western is a system operating 2562 miles of line in the States of Colorado, Utah, and New Mexico. Its main line extends from Denver, Colorado, to Salt Lake City, Utah, a distance of 745.1 miles, and Ogden, Utah, 782 miles. Through its connections at Denver and Pueblo on the eastern end of the System, and Salt Lake City on the western end, it forms a link in one of the great trans-continental railway systems. Originally built as a narrow gauge line under the name of the Denver and Rio Grande Railroad, the greater part of the mileage has been converted to standard gauge, although a total of 819.5 miles of narrow gauge lines are still operated.

The Denver and Rio Grande Railroad was originally projected by General William J. Palmer as a line between 500 and 600 miles in length, extending from Denver through Arkansas Canon and the San Luis and Rio Grande Valleys to El Paso, Texas. General Palmer was enthusiastic over the commercial advancement of Denver, and the development of the country lying to the south and west of that city. His ambitions received a great stimulus in the year 1870, when, on June 23, the first train entered Denver from Cheyenne, Wyoming, over the newly completed tracks of the Denver Pacific Railroad; and shortly thereafter he organized the Denver and Rio Grande Railroad, which was granted a charter on October 27 of that year.

The question as to what gauge was to be used on the new railroad was one over which there were sharp differences of opinion. General Palmer was fascinated with the narrow gauge idea, especially after investigating such a railroad which had been built in Wales; and he decided on a gauge of three feet for the Rio Grande, which was thus the first narrow gauge road of considerable length to be built in the United States. It was felt that because of the mountainous character of the country traversed, and the many steep grades and sharp curves involved, a gauge of three feet would be more economical in construction and operation than standard gauge, and would be ample for the probable traffic. The fallacy of using such a gauge, however, was subsequently demonstrated, not only in the case of the Denver & Rio Grande, but also of other narrow gauge lines which followed it.

The actual construction of the Denver & Rio Grande was started in 1871. In April of that year a sufficient quantity of iron rails to lay 30 miles of track was shipped from Liverpool, England. Grading from Denver southward was well under way, and there were 60,000 ties on hand. The rails weighed 30 pounds per yard, and the ties were cut, on an average, about six miles from the right of way. The first spike was driven at Denver on July 28. By the end of September, 43 miles were completed, and the line was opened to Colorado Springs, 76 miles from Denver, on October 27.

At the time the road was opened the passenger schedule allowed five hours for the run between Denver and Colorado Springs, this being the equivalent of a fraction more than fifteen miles an hour.

The rolling equipment of the road in 1873 consisted of the following.

- 12 locomotives
- 7 passenger cars
- 4 baggage, mail and express cars
- 4 open excursions cars
- 253 freight cars
- 22 dump cars
- 21 hand and push cars
- 2 snow plows

The road, in the meantime, was building important extensions, which were financed largely by European capital. A line running south from Colorado Springs to Pueblo, a distance of 44 miles, was completed in June, 1872; and during the same year, a branch was projected westward from Pueblo to Canon City on the Arkansas River, for the purpose of reaching extensive coal fields. The next venture was the extension of the line southward from Pueblo in the hope of eventually reaching Mexico City. Early in 1876, this extension was completed to Cucharas, Colorado, 50 miles south of Pueblo.

As the System was thus enlarged, additional motive power was purchased and the new types of locomotives were introduced. These locomotives proved satisfactory, as was evinced by

a report of W. W. Borst, General Superintendent of the Denver & Rio Grande, written under the date of Feb. 13, 1877. This report stated that the locomotives hauled passenger trains consisting of one baggage car and two coaches, at the speed of 20 miles per hour "on all grades". It was further stated that on August 29, 1876, engine 13 had hauled a train composed of one baggage car, five coaches and one excursion car, from Denver to Colorado Springs in four hours, including stops. The actual running time was about 3½ hours, equivalent to a speed of 21.7 miles per hour; and the speed on the heaviest grades was 20 miles per hour. Mr. Borst was satisfied that the locomotive could haul seven coaches and one baggage car at a speed of 18 to 20 miles per hour on a grade of 75 feet per mile. He also stated that while these locomotives were not hard on the track, they were probably as heavy as should be run on a 50-pound rail. They weighed, in working order, 36,000 pounds, with 24,000 pounds on drivers.

In 1876 work was begun on a branch line from Cucharas, Colorado, running southwest through La Veta Pass to Fort Garland, and thence westward to Del Norte. This line crossed the Rocky Mountains at a maximum elevation of 9330 feet, and had grades of four per cent and curves of thirty degrees, thus presenting an exceedingly difficult operating problem. The line was opened to Garland City in the summer of 1877, and was subsequently extended westward, reaching Alamosa, Colorado, 247 miles from Denver, in June, 1878.

During this period the Denver & Rio Grande Railroad was undergoing considerable expansion. Reference has already been made to the Garland extension, which was destined to play an important part in the development of the system. In the same year (1878) that this extension was completed to Alamosa, the Company formed an organization in New Mexico for the purpose of building an extension southward through that territory. In April, 1878, the Denver & Rio Grande sent a force to Raton Pass, New Mexico, in order to build a line through the pass, which had been surveyed, and thus gain access to the Raton coal fields. The Atchison, Topeka & Santa Fe, however, was first in the field, and obtained ^{an injunction} from the courts, prohibiting the Denver & Rio Grande from building through the pass. Blocked at this point, the latter company then projected an extension south from Alamosa toward Santa Fe, New Mexico, a distance of 140 miles; and in June, 1878, closed a contract for grading. This line was completed as far as Espanola in 1880. The line from Espanola to Santa Fe was constructed by the Rio Grande & Santa Fe Railroad during the years 1882-1886, and purchased by the Denver & Rio Grande in 1896.

Another serious controversy between the Atchison, Topeka & Santa Fe, and the Denver & Rio Grande, occurred in connection with the attempt to build westward from Pueblo and Canon City through the canon of the Arkansas River, known as the Royal Gorge. The Santa Fe had already reached Pueblo, and the aim of both roads was to reach the mining section in which Leadville is situated. The Royal Gorge was so narrow that it was impossible for both roads to build through it without serious interference. After many disputes and much litigation, the courts decided in

favor of the Denver & Rio Grande, and the Santa Fe withdrew.

On December 1, 1878, the Denver & Rio Grande was leased to the Atchinson, Topeka & Santa Fe for a period of 30 years. Due, however, to the fact that the former Company was failing to meet the interest on its bonds, it was delivered to a receiver, appointed by the United States Circuit Court, on August 15, 1879; and the Santa Fe lease was abrogated early in the following year. In connection with this, various questions in dispute covering the building of new lines, the division of traffic, etc., were settled. The receivership was of short duration, as the road was returned to the Company on April 6, 1880.

In spite of financial and other difficulties, the extension of the Denver & Rio Grande made steady progress. In the fall of 1880 extensions in seven directions, aggregating a total of 446 miles, were under way. On some of these the work was exceedingly difficult, notably on the line to Gunnison, Colo., which crosses Marshall Pass in the Rockies on grades of 211 feet per mile. Steel rails were being laid on these new lines, and the iron rails on the old lines were being replaced with steel as rapidly as possible. The new lines were substantially built, and considering the difficulties encountered in the operation of the road, the property was well maintained and efficiently operated.

The disadvantages attending the use of the narrow gauge were now becoming apparent, especially at the eastern end of the system. The Denver & Rio Grande connected with standard gauge railroads at both Denver and Pueblo, and interchange of traffic at those points was expensive and inconvenient. Accordingly, in 1881, work was started on laying a third rail from Denver to Pueblo, so that both narrow and standard gauge rolling stock could be handled; and on Jan. 20, 1882, the standard gauge line was opened.

While these motive power developments were taking place, the main line of the Denver & Rio Grande was steadily being extended westward. By the end of 1882 the road was built as far as the Utah State Line; and within the State of Utah, the Denver & Rio Grande ^{Western} Railroad, which was leased to the Denver & Rio Grande, was under construction from Salt Lake City eastward.

The completion of the line to Salt Lake City was effected in April, 1883, and in the following month the road was completed to Ogden, Utah, 771 miles from Denver. A through passenger train was operated daily in each direction, running the distance in 41½ hours westbound and 39 hours eastbound. This represented an average speed, on the shorter schedule, of approximately 20 miles per hour.

The Denver & Rio Grande was now facing a most discouraging period in its career. It was located in a sparsely settled

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country and was carrying a heavy bonded indebtedness; and although rates were high, net earnings were extremely low. In 1883 the average passenger load was only 20½ persons, and the average freight load 58 tons. The road was further handicapped by reason of its narrow gauge, and being located in a mountainous country, with steep grades and sharp curves, was difficult and expensive to operate, and was subject to heavy snows, freshets and washouts, which were particularly severe during the years 1883 and 1884. In the latter year the road was unable to meet the interest on its bonds, and it was placed in the hands of the receiver.

On July 10, 1885, after a thorough investigation of the property, a report prepared by T.H.A. Tromp was presented to the bondholders. This report stated that there were in service 239 locomotives, 183 passenger train cars, and 5600 freight train cars; also three officers' cars and 51 road and service cars. Many of the locomotives were light for main-line work, but could still be used on branch lines. The passenger cars were generally in good condition, but the freight cars were in bad order. It was recommended that the 30- and 35-pound rails in use be replaced by rails weighing 40 and 45 pounds per yard, and that in many cases, iron bridges be substituted for wood. The Utah Line, especially, was reported in poor physical condition.

On July 12, 1886, the road was sold, under foreclosure, for \$15,000,000; and the purchasing bondholders took possession and organized under the name of the Denver & Rio Grande Railroad Company. Earnings were increasing at this time and many extensions and improvements were planned. The Denver & Rio Grande Western was also reorganized and rehabilitated, and its relations with the Denver & Rio Grande, which had been somewhat strained, were greatly improved.

In June, 1887, plans were completed for making a total of 523 miles of standard gauge. New and heavier rails, locomotives, and cars were ordered; and in March of the following year the third rail was down between Pueblo and Trinidad. Shortly thereafter work was started on laying a third rail westward through the Royal Gorge to Leadville, and several short stretches of double track were laid between Pueblo and Denver. On July 10, 1890, the first standard gauge freight train was run from Pueblo to Salida, a distance of 96 miles; and in the autumn of the same year the standard gauge was completed through to Ogden, Utah, the route being via Leadville.

The years 1893 to 1895 were marked by a severe business depression, and Colorado industries suffered heavily. The Denver & Rio Grande, however, weathered the storm successfully; and the report of the Committee for the year ending June 30, 1896, showed increasing earnings and a brighter outlook. A large amount of heavier rail, weighing 85 pounds per yard, was being placed in the track between Pueblo and Denver; and the lightest rails in the standard gauge main line between Denver and Grand Junction, at this time, weighed 65 pounds per yard. Traffic conditions on the Rio Grande Western were also showing improvements, and that road was spending considerable amounts for betterments.

An important event took place on August 1, 1908, when the Denver & Rio Grande Railroad and the Rio Grande Railway were consolidated as one system. The new organization was known as the Denver & Rio Grande Railroad Company. Its main line, extended from Denver to Ogden, and its position as an important link in one of the country's transcontinental lines was materially strengthened by the consolidation.

In 1920 the Denver & Rio Grande Western Railroad Company was incorporated, and on November 20 of that year it took over the property of the Denver & Rio Grande Railroad."

(This much was taken from the January issue, 1923 Baldwin Locomotives.)

The characteristic features of the Pueblo division are:

Pueblo Division.- This division extends from Pueblo to Salida, 95.7 miles, the general direction being east and west. The line follows the Arkansas River all the way, and there is a steady ascent westbound, the total rise being 2378 feet and the maximum grade 1.42 per cent. The line is double tracked for 15 miles west of Pueblo, and also between Florence and Canon City, a distance of eight miles. West of Canon City the line enters the canon of the Arkansas River, which is 10 miles long, and includes the Royal Gorge, a chasm 2,000 feet deep and wide enough to accommodate only the river and the railroad. The scenic effects here are very wonderful. West of the Royal Gorge, where the canon widens out, a large amount of betterment work has been done, and in some cases the course of the river has been changed in order to reduce the curvature. The sharpest curves on the division are 12 degrees 30 minutes, but when betterment work now under way is completed, this will be reduced to 7 degrees.

Some of the other lines on the road are:

One of the important standard gauge lines of the Denver & Rio Grande Western is that extending from Creede and Alamosa to Pueblo via Walsenburg. This line, which was originally narrow gauge, crosses the Sangre de Cristo Range at La Veta Pass, where the elevation is 9294 feet. The Pass, it may be noted, was, under the instructions of the War Department, surveyed as early as 1853 by Captain J. W. Gunnison, with a view of determining the most practicable route for a railroad thru that section. It was originally known as Sangre de Cristo Pass, and subsequent to its occupation by the Denver & Rio Grande in 1877 as Veta Pass. The Pass is approached from the west by a grade of 2.50 per cent, and from the east by a grade of 3.00 per cent.

The original narrow gauge main line of the Denver & Rio Grande, between Salida and Grand Junction, ran via Gunnison and Montrose, crossing the Continental Divide at Marshall Pass. This line is actually about 25 miles shorter than the present standard gauge main line via Tennessee Pass. The old main line is still narrow gauge between Salida and Montrose, a distance

of 72.6 miles, it has been rebuilt to standard gauge. The trip over the narrow gauge section is, from all points of view, one of the most interesting on the System. Between Salida and Marshall Pass, a distance of 25.6 miles, the total ascent is 3806 feet, with maximum grades of four per cent and frequent curves, the sharpest being of 24 degrees. The elevation at the summit of the Pass is 10,856 feet. The line then descends to Sargent, 13.5 miles from the summit, in which distance there is a drop in elevation of 2370 feet. The maximum grade is 4.00 per cent, and the sharpest curves are 25 1/2 degrees. From Sargent to Gunnison, 31.4 miles, the country is hilly in character and the grade is descending, the maximum being 1.28 per cent. Some distance west of Gunnison the line enters the Black Canon of the Gunnison River, which is about 18 miles in length, and is justly regarded as a rival of the Royal Gorge in scenic beauty. The grade is descending westbound, the maximum being one per cent, while the sharpest curves are 20 degrees. The prevailing rock tones in the Canon are brown and gray, and the walls rise to a height of about 2000 feet. The current in the river is very swift, and the line crosses the stream at several points.

At Cimarron the line emerges from the Canon and climbs Squaw Hill to Cerro Summit, where the elevation is 7863 feet. This climb is six miles long, and the maximum grade is four per cent. After passing the summit the line descends on a similar grade to Montrose, 136.4 miles from Salida, where the elevation is 5311 feet.

Southwestern Colorado is a rich metal mining district, and is served by the narrow gauge lines of the Denver & Rio Grande Western. From Alamosa, a line built with a third rail, so that it can be operated with either standard or narrow gauge equipment, runs south to Antonito, a distance of 28.6 miles. Beyond this point the line is narrow gauge only. It extends in a westerly direction to Durango, a distance of 171 miles, crossing the San Juan Mountains with a maximum elevation of 10,015 feet at Cumbres. This summit is approached from the east over maximum grades of 1.42 per cent, and from the west over grades varying between 1.42 and 4.00 per cent.

Leaving Durango, the line extends in a western and northern direction to Montrose, where it joins the old main line. Between Durango and Ridgeway, a distance of 132.6 miles, the line is operated by the Rio Grande Southern Railroad Company. The important mining centers of Silverton and Telluride are located in this territory, and are reached by branch lines.

Extending southward from Antonito is a narrow gauge line terminating at Santa Fe, which is the most southern point on the Denver & Rio Grande Western System. This line is 125.6 miles long, and its general direction is due north and south. For 65 miles south of Antonito it traverses a high rolling tableland, which is very sparsely settled. The maximum grades here are 1.04 per cent. The line then descends on six miles of four percent grade into the valley of the Rio Grande. This piece of track is a constant succession of curves, the sharpest being 22 degrees. The line follows the river, which flows through a wide, picturesque valley for a distance of about 30 miles, and then leaving it, climbs up among the mountains, over a maximum grade of two per cent, to the quaint old town of Santa Fe. In the river valley

where there are several villages, inhabited chiefly by Pueblo Indians, the country is fairly well cultivated; but among the mountains it is wild and barren.

Certain sections of the narrow gauge lines present peculiar operating problems, due not only to the character of the country traversed, but also to the extremely scattered population in many districts and the consequent low traffic density. On the line between Salida and Alamosa, for example, traffic has fallen off to such an extent that normally only one freight train per week is operated in each direction, and passenger traffic is handled by auto-buses. (This is also true of the route between Alta and Leadville, Colorado.) This line traverses the San Luis Valley, which was formerly far more thickly populated than it is now. In fact, as on a number of other lines, the volume of business increases materially during the crop-moving season.

At the present time the separation of the narrow and standard gauge lines is very definite, and there are few points on the system where a "third rail" is to be found. During the years of extension of the standard gauge, however, this was not the case. In 1890, for example, with the completion of the standard gauge main line between Denver and Ogden, through narrow gauge passenger trains, with Pullman cars were run between Denver and Durango. Between Denver and Salida the track gauge was mixed and the trains were hauled in both directions by standard gauge locomotives. It was the general practice to operate standard and narrow gauge rolling stock on the same track, with engines of corresponding or different gauges; and as late as 1902, through narrow gauge passenger trains, with cars of all classes, arrived at and left the Union Station in Denver.

(The rules covering brake inspection, and the handling of trains down steep grades, are rigidly enforced; and it is due to this fact that runaways and resulting accidents are of rare occurrence. It is interesting to note in this connection, that the original tests of Westinghouse air brake retainers on rolling stock were made about 40 years ago, on the four per cent grades of the Marshall Pass line between Salida and Sargent. *)

* Air brake equipment was sold to the Denver & Rio Grande by the Westinghouse Air Brake Company as early as 1872.

The Westinghouse brake was first tried, in passenger train service, in 1869. The brakes purchased by the Denver & Rio Grande in 1872 were applied to freight equipment, so that this road was undoubtedly the first to use the device in freight service.

The principal shops of the Denver & Rio Grande Western are located at Burnham, immediately adjacent to Denver, and at Salt Lake City. These two plants are similar in design and capacity. Normally the Burnham shops care for the power used east of Grand Junction, and the Salt Lake Shops for power used on the western lines; but there is no fixed rule about this. Lighter repairs to motive power and rolling stock can also be made at Salida and Grand Junction; and the narrow gauge equipment is cared for in shops located at Alamosa.

To any one not familiar with conditions as they exist in the mountain sections of the West, a trip over the Denver & Rio Grand Western Railroad is a most interesting experience..... The Denver & Rio Grande Western is located in sparsely settled country, where one may travel for miles without seeing a human habitation, much less a town of any size. Trains run at comparatively infrequent intervals, and long hauls are the order of the day. The use of multiple, or even double tracks, is not required and is, indeed, prohibitive, except in certain localities, as on mountain grades, where the traffic density may locally be increased due to the movement of helper engines running light. As long as all trains are on time, operation is a comparatively simple matter; but should a train be delayed for any reason, the dispatcher must change meeting places and passing points; and as this involves other trains, his best judgement is needed to keep traffic moving with a minimum amount of detention. An engine failure in desert country, or in an isolated canon, may mean a delay of hours before relief can be obtained, and this, on a single track line, might easily disrupt the traffic over an entire division. The excellent safety record that is being maintained, in face of most difficult conditions of operation, is proof of the alertness and efficiency of the railroad forces handling traffic and meeting emergencies."

There is more material given in the article, but this, for the most part, is of value concerning the beginnings and developments of the Denver & Rio Grande Western Railroad. Mr. Nebel has in his possession a set of magazines, THE DENVER & RIO GRANDE MAGAZINE, from the months-arch to September 1926. In these issues a detailed account is given of the early history of the Denver & Rio Grande Railroad. The articles are entitled, "Taming a Wilderness", but knowing that this material is available to any one wanting it I shall not take any of my work from the articles. The publications of the Baldwin people, I felt, were less likely to be had.

REPRODUCED FROM THE ORIGINAL

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Elizabeth Dillon
Jan 20

Mrs Anna Dillon
207 Midway Ave

Mrs. Anna Dillon, 207 Midway Ave., has lived in Pueblo for a period of over fifty years. She has been in the state for fifty-two years. When Mrs. Dillon was twenty-one years old her family, according to custom, picked out an eligible young man for her and asked that she marry him. Rather than marry this man Mrs. Dillon packed up all of her belongings and leaving her native home, Bavaria, Germany, came to America. She was acquainted with a family in New York, also had a brother in Blackhawk, Colorado, but other than these two she knew no one. She was unable to speak any English, and upon reaching this country found herself a total stranger, not only to the country but also to the language. With her she had brought a younger sister, so it was for her to look out for both herself and her sister. Upon their arrival in New York both sisters decided to stay there and try to find something to do to earn a living. In a short time their plans were blasted- a message from Blackhawk informed them that their brother had suffered an eye injury in the mines, and they had better come and help him. Packing up again Mrs. Dillon and her sister left for the "West", for Colorado. This was in 1881 the year when they came to Colorado.

For the next year Mrs. Dillon lived at Blackhawk and at Central, City. When the brother had to go to Denver for medical aid, Mrs. Dillon went with him. In Denver she met Mr. and Mrs. Joe Goodrich, of Pueblo. So the 13th. of April saw her in Pueblo- she had been offered a job in a hotel that

belonged to Mr. Goodrich. At this time the smelters of Pueblo were running at top speed, and the hotels in the vicinity made small fortunes caring for the men who worked. The hotel Mrs. Dillon went to was called the "Smelter Hotel", and at this place were over 140 men who boarded. Some of the rooms that the men used were cottages off to the side of the main hotel, but many of the men had rooms in the hotel.

" A Mr. Lyle and Mr. Goodrich first had the hotel, but Lyle sold out to Goodrich. Then there were few houses near the smelter of any size, the cottages rented by the hotel, another rooming house, and a saloon was about all that the one could find other than the smelter itself. The smelter was running all of the time, the men knew nothing of short hour regulations and worked whenever they could get a chance.

In the hotel there were three other girls, and about six cooks hired to care for the men who boarded at the place. I thought that I was making a grand salary- considering my little knowledge of English. I made \$20.00 a month, and had my room and board furnished. My work consisted, for the most part, in waiting on tables, and going for beer for the thirsty boarders.

On Sept. 6, 1883 I married Pat Dillon, and left the hotel moving over to what was known as East Pueblo. Our home was across the river, and the Fourth St. bridge, as it is known today, was located up at Fifth Street. In the spring of '84 the Fountain river flooded, and took with it the Fifth Street bridge. At this time the Fifth Street bridge was the only one across the river and when the flood took the bridge traffic

was tied up. A makeshift bridge was hurriedly constructed, and for months this rude arrangement served those desiring to cross to the other side of the river. Mr. Dillon, with the police force, had a hard time getting home nights as the bridge was none too safe, so in '85 we again moved this time to 4th. Street. We were in the 200 block, and our home was a one story adobe house. Right up from our house was located the city jail, and many things happened in this building. Mr. Dillon was with the police force and knew all that went on in the jail. He had several narrow escapes while working at the jail. On more than one occasion he risked his life to capture a prisoner that was trying to make his get-away. This jail was an adobe building.

The night, that the towns of South Pueblo, Central Pueblo, Bessemer were consolidated, was one of the wildest nights that I have ever seen. Bonfires were started and fairly lined the streets. Some of the fires were large others small, but the town was literally a mass of flames. These fires were kept going for the better part of the night, and the sky was a bright red glare. Everyone turned out for the affair, and with them they brought every sort of noise-maker that they could find. Speeches were in order, one could find an ardent speech-maker on almost every corner that night.

With the consolidation of the towns, and the incorporation of the city of Pueblo, the jail was moved from the adobe structure on Fourth Street to a better building on C. Street. When the jail was moved the old building that was left was converted into

the city dog pound. Living near to the dog pound had its disadvantages. Mr. Dillon sometimes helped to put the dogs into the pound, and more than once succeeded in catching a dog to put into the pound. In those days there was a bounty paid on all dogs turned in to the pound, there was no licenced dog-catcher, so everyone in Pueblo assumed the role of dog-catcher. When one brought a dog to the pound he was paid the bounty, and Mr. Dillon made quite a little bit of money catching dogs. However, as I said, living near the pound was not so pleasant. Often at night the dogs that had been caught during the day would serenade us all night long, but we soon put a stop to this procedure. Mrs. Pinkney had charge of the pound, and her house was right next to ours. In the course of time both the Pinkney's and Mr. Dillon learned how to open the door to the pound. At night when the animals raised too much noise, either Mrs. Pinkney or Mr. Dillon would unfasten the door and let the dogs loose. The next morning would find the pound empty, and the dogs roaming at their own will. Of course, that made the dog-catching business better, as one could catch the dogs again, and claim bounty.

My husband served in the police force for a period of twenty-seven years at one time. He had been with the force longer than this, but twenty-seven years represent continuous service. In the early days the firemen and the policemen were both under political party control, and not under Civil Service as they are today. As a result of this system, Mr. Dillon was out for the time covering the term of office held by a Dr. King, a Democrat

When B.B. Brown came to office two years later, Mr. Dillon was again put on the force. When Mr. Dillon first served there were not more than a dozen men on the force, but today that number has greatly increased. During the time that Dillon was on the force he held many positions, for a long time he was Night Captain, and at the time of his death, held the position of Turnkey at the County Jail.

Pueblo was rather notorious in the early days for its sensational hangings, murders, gambling dens, variety show, and saloons. Mr. Dillon was often called out on a murder case, and many terrible things happened that he could tell about. One day Mr. Dillon and I were out walking, and as we neared the place where the Santa Fe depot is now we heard a woman scream. We looked up just in time to see her jump from the window of the rooming house. She fell almost at our feet, and there she lay bleeding, for her throat had been cut. Mr. Dillon rushed up the stairs, and there found the man who had cut the woman's throat. The police were called in on the case, but the man had also cut his own throat, and died before he could be taken to the hospital.

I shall never forget a sight that to this day is most vivid in my mind. I went to spend the night with a friend who lived near Lannon's Foundry on Santa Fe Avenue. I got up early the next morning, and started for home, but I had barely opened the front door when my eyes fell upon a body of a man who was swinging from the limbs of the cottonwood tree that stood in front of the house. I was very much frightened, and went out another door. It was so early in the morning that I was afraid, I

took all of the back streets home. Later in the day I heard that two other men that night had also been hung on the "Big Tree". All of the men hung were cattle rustlers. The bark on the limbs of the "Big Tree" was almost always skinned off- due to the fact so many hangings took place here.

Some of the more notorious places that Mr. Dillon often spoke of were :

TANNERY HALL- located near Colles Hardware Company. Here were held "variety shows."

Green LIGHT, THE TURF- In addition to being saloons, these places had gambling dens upstairs. Here many brawls took place, and it took the police to quiet the place. The flood of 1931 took the building that had housed the GREEN LIGHT, and the only thing left in its place was a single green sprout from a cottonwood tree.

BUCKET OF BLOOD- Many prominent Pueblo men were mixed up in this place. It has a terrible history, and many unsolved murders took place here.

In the early days about the only place one could go and find amusement was a place called the Santa Fe Park. This park, torn up when the Missouri Pacific Rail Road put in their tracks, was located down in the "Grove" district and near the river. Here one found a few scattered cottonwood trees, and a wooden platform. On certain days a man with a dancing bear held his show on the platform. There were no other parks in the town, such as there are today.

+ The Opera house in the Triangle block (across from the Vail Hotel today) was the scene of many "airs", held for the benefit of the St Mary's Hospital. A great deal of money was raised for the hospital from these affairs. Sometimes the amount would be as high as \$7,000 and \$8,000. The men working at the

contributed large amounts, for they were working steady. Often times prizes were offered as an added inducement. Upon one occasion two girls ran for a ring, the prize was to be given to the one bringing in the most donations. People either backed one or the other side, and in the end the girl who won had more than \$1600 ahead of her opponents score. Excitement ran high at these contests. In this particular race the boys working at the Steel Works borrowed an immense amount of money from a saloon-keeper so that their girl could win. Many of them were months paying back the amount they had borrowed. Wages at the Steel Works were good, but Mr. Dillon never made more than \$30 a month.

Before leaving Germany I had had a course in nurses training, and whenever Mr. Dillon was unable to work, or politics kept him from working I did work for the doctors in town.

I have been closely connected with the growth of the Sacred Heart Orphanage here in Pueblo. Colonel Lambert, when he died, willed an immense amount of money to the Sisters to found a home for orphan children. He also gave 10 acres of land. The home was built under the direction of Dan Mahoney, the Contractor. Lambert also gave his family home to the Sisters, the rest of the estate went to members of the family and Loretta Academy. The first Ladies Aid of the Orphanage met at the home of Mrs. Frankenburg, and Mrs. T. G. McCarthy was elected President. The Aid met monthly and sewed for the orphans. At first grocers, merchants, and business men were solicited for help, and the Sister in charge, Sister Martini, used to go out with a horse and wagon, collecting whatever she could in the line of food. Later money was donated for the upkeep of the home, and assessments were

made amounting to \$3.00 a year for the members of the Aid.

Every St. Patrick's Day the orphanage used to hold a campaign and sell green bows. This method of raising money was forbid when the system of allotting the donations through the Community Chest was installed.