

*M. Krawchak*

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THE STONE QUARRY BUSINESS  
NEAR LOVELAND

In the year 1884, Loveland became the center of quite a stone industry. This stone was quarried on the Hogbacks in the Buckhorn district. And for two years was hauled on wagon to Loveland. Wharfs were constructed along the railroad tracks and when a carload was hauled, it was loaded and shipped, some to Denver, where it was used for sidewalks, and some farther east and used for the same purpose.

This stone was called Flagging and Curving. In 1886, this business grew until a railroad was made a necessity, so a railroad was put out to the quarries and a small town sprung up as the result of this, called Arkins. About 250 men were employed in the quarries, and the business flourished until about in 1892, when cement began to freeze out the stone business, until at the present time, land which had in 1886 had a value of \$150 an acre, is used only for pasture ground.

In this little town Arkins there was a store, a post office and two saloons, several large rooming houses and a big boarding house. There was also a sort of show house called Castle Garden where



many shows were "put on". One minstrel show, put on by the De Moss people drew a crowd of about 300 people, which was a huge crowd at that time.

(Larimer Street in Denver is paved with small stone blocks which were cut out of the stone from these quarries. Large rocks were sent to Denver and were sunk deep in the ground to make foundations for some of the larger buildings.

Some of these rocks were so large that it required two flat cars to carry them to Denver. They were cut 40 feet long, 8 feet wide and 14 inches thick, and in this shape were placed 8 feet under ground to make the foundations.

From the years '86 to '92, Arkins had regular train service and each day took out from 18 to 30 cars of stone.)

Loveland, naturally, was the central trading point, as it was in Loveland that the railroad intersected on the main line.

Stone cutting was quite an art at that time, and a good cutter could earn as high as \$12 a day.

The above account of the Stone Quarry business in the early day in Loveland is correct as given to Marjorie Krouskop.

*F. A. Neville*



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*M. Krauskop 1/17-1934*

THE NEWELL FAMILY, PIONEERS OF  
CENTRAL CITY AND LITTLE THOMPSON VALLEY

Ernest Newell was born in Central City on March 10, 1873, of pioneer parents, so to speak. His mother, Carrie Bradley, had come to Colorado from Omaha in a covered wagon taking eight weeks for the trip. They arrived in Denver in 1864 just ahead of the famous Indian outbreak of that year and in that same party were the Spragues, Wolavers and Bennetts, who became prominent Big Thompson Valley settlers. Mr. Newell, the father, had first come to Colorado in 1860 when he went right to Central City and although not a miner, was interested in mining. He had a lease on the well-known "Hidden Treasure Mine" there, which yielded \$22,500.00 during a four weeks run. He was a lumberman and ran a saw mill and yard for twenty years.

Ernest, naturally, as he grew up heard many interesting things from his parents about the earlier life in that city. In 1865, the first school had been built, and was supposed to have been the first school west of the Missouri River. Also in that year the



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the Teller House was built by Senator Teller. The lumber which was used in the construction of this building was furnished by Mr. Newell. And Ernest, as a boy, attended many shows in the famous opera house.

About in the year of 1879, one of the Newells' neighbors had a most unusual experience. One William Peranteau, a French Canadian, decided he would go bear hunting, so riding his rather high spirited horse, and taking his rifle and cartridge belt, he started on his trip, out past the Newell saw mill. He had gone some way when he discovered that he had forgotten his hunting knife, so he turned back to get it, he stayed at the mill all night and started out again the next morning. He left his horse at a hay shed three miles above the mill and hiked up over the mountain through timber and brush, looking for game.

In a short time he espied a large grizzly bear with her cub. The mother bear saw him and immediately struck off through the timber, and the hunter, keeping his eyes on the cub did not notice the large bear coming up behind him until too late. He turned but she was on him before he could use his gun. During the



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ensuing struggle the bear mamed Mr. Peranteau most horribly, completely scalping him, tearing one eye out, clawing a huge hole in his nose, crushing one hand and hurting one knee badly. Finally, by almost inhuman effort, he got hold of his knife, having to reach clear around to his right side with his left hand, and stabbed the bear, He struck six times with no seeming result, the seventh time he stabbed with all his remaining strength and immediately fainted.

Upon regaining consciousness, he saw the bear lying dead beside him. He immediately began his journey down the mountain. Crawling most of the way, he at last reached the shed and his horse. He saddled her ( this fact amazes everyone who hears the story, as had been said the horse was rather a wild mare) and rode the three miles back to the saw mill. There he was taken care of by the men who went into town for a Doctor and Mr. Newell. The amazing thing about this story, is the fact that Mr. Peranteau lived inspite of the fact that the doctors said it would be impossible. He had a wife and little son for whose sake he overcame the terrible effects of this accident, but it was thru his courage and sheer will power that he even lived long enough to tell the tale. For many years he was



with the State Mining Inspection Office.

After much searching, Mr. Newell finally found the bear carcass where it had been partially buried and covered up, presumably by either its cub or the mate. This story has been told and retold until it is a part of the history of Central City. Ernest Newell, although just a boy can remember it very vividly.

(The way the individual families were served with water in the early days in also very interesting. The water was piped from a spring into a large tank, it was then pumped into small tanks which were hauled through the town distributing water. It was sold and pumped into barrels which each family owned and cost them 25¢ a barrel.)

(Mr. Newell had built a very nice eight room house for his family, which cost approximately \$3000.00. It is interesting to note that later on this house was sold for \$75.)

In 1877, Mr. Newell homesteaded some land down in the Little Thompson Valley near present Berthoud. In 1883, the family moved down there to make that their home. At that time Berthoud was just beginning to build



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up and there were not many business houses. Dobbin and Munson owned a store; "Pappy" Fenton ran a Blacksmith shop; Mrs. Shull managed a boarding house; there was also the Bowman, Day and Blackwell store. The north part of the mill elevator was built in 1884 by J. K. Mullen and then in 1888 the farmers built the rest of the mill. Mr. Newell and his son ran the mill for many years. Later on (Mr. Morey, who later on owned the Morey Mercantile Company of Denver, had a store in Berthoud. *abolished 1866*)

S. E. Newell attended the Whipple school, which was on the northeast section of their land. The first teacher there was Miss Effie Moore and the next one a Miss Waite. He also went to the Presbyterian Academy in Longmont and later a business college back east.

Very often a "literary" was held at the Mars Hill school, to which all the settlers went. There were debates, reciting of pieces and other interesting things. Another popular means of diversion was the Hose Tournaments in which the hose teams from the different fire departments held races.

Of course wheat was one of the main products of that district. In 1888 wheat brought a little over a dollar a bushel and '91 and '92 were also good "wheat" years. In '93 and '94, however, the years of the panic, it dropped to 45¢ a hundred.

The Newell family sent their veal calves, dressed



hogs, butter, eggs and turkeys to the mining camps as that was practically the only market for the produce in that day.

In 1903, the family moved to their present home 160 acres of good farming land and in 1905 S. E. Newell married Rose Zweck of Longmont. Miss Zweck also belonged to a prominent pioneer family. In the early '80s , Mr. Zweck built the "Zweck Hotel" in Longmont which is now called the Imperial Hotel. He also helped lay out the Handy Ditch.

Mr. and Mrs. S. E. Newell have lived on the same place ever since their marriage. They raise beets, alfalfa, corn, wheat, barley and oats. Mr. Newell has always been prominent in farming affairs in his community and in the irrigating ditch corporations. He is a member of the Handy Ditch Board. Director and President of the Loveland Lake and Ditch Company and Secretary of the McIntyre Lateral Ditch Company. The Newells are members of the Presbyterian church in Berthoud and are regarded very highly by the citizens of that town.

The above notes are correct as given in an interview to Miss Marjorie Krouskop on January 17, 1934.

S. E. Newell





Krouskop, M.  
Interviewer

OLD BURLINGTON  
Larimer County

This article, with some variation, was printed in the Colorado Magazine, Vol. XIV, Nos. 4 & 5. The first 8 pages of the Mss. were lost during printing operations. See Colorado Magazine, above numbers, for full text.

William Holley. This committee arrived in Denver on January 9, 1871. It is recorded that representatives of the Union Colony, of Greeley, met them there and invited them to join the Greeley enterprise, but they wanted a location of their own. Prospective locations were visited south and west of Denver, and it was not until January 23rd that the committee arrived in Burlington and became guests at the "stage house" or hotel operated by my mother, Mrs. M. A. Allen. I recall that the committee and other colony officials seldom arrived in Burlington by stage coach. They usually traveled to Erie on the Boulder Valley railroad, and were brought to Burlington in a spring wagon, usually driven by one Eben White. They were always ready for a square meal when they reached mother's hotel, and most of them would have enjoyed being back in Illinois where they could have had a better bed to sleep in. Most of the hotel sleeping rooms were occupied by regular guests so the late arrivals bunked down upon the floor. Some had straw ticks to sleep on.

It was here that Mr. Terry first expressed himself as being fairly well satisfied with a prospective location. The committee went on as far north as the Big Thompson, and was favorably impressed with that territory, except for the fact that there were already so many settlers there that it would be hard to secure enough good land upon which to locate their colony. They returned to Burlington, and on January 25th sent in a report favoring the St. Vrain location. They soon received telegraphic instructions to make the purchase of railroad and other lands involved. At this time, Seth Terry, W. N. Byers and P. J. Kelly were appointed as Trustees of the Colony. They proceeded to select about 70,000 acres of land, extending from the divide between the Thompson on the north to Clear Creek on the south, but roughly centering around the St. Vrain and Boulder creek valleys. It was at first planned that the town and colony headquarters should be located on the high land south of Burlington, but it was finally decided the high land north of the St. Vrain would be more suitable, so the present site of Longmont was chosen. Construction of the Colony building was begun on March 4, and it was christened "The Rest," as colonists were to make their headquarters there while preparing their own homes for occupancy. It was a frame structure 24x60 feet. It was later used as a livery barn, operated by Walter A. Buckingham, who later became our first banker. It now stands upon the west side of Main Street, where it is used as a storehouse for feed and grain by Ray Anderson.

With rough lumber selling at \$25.00 per thousand, building activities were slowed down to some extent, and numbers of small buildings were started but not finished for several months.



Structures moved from Burlington helped to make Longmont. The larger buildings were moved on spruce rollers on a plank track, with a capstain for power. The main part of mother's hotel was moved to the southeast corner of Third Avenue and Kimbark Street, and a larger addition built to it. It was then named "City Hotel." The old Independence Hall was moved to the northeast corner of Third Avenue and Main Street, and was again moved in 1880 to the southwest corner of the same intersection in order to make room for the Dickens Opera House building, which also housed the Longmont Farmers' Bank, of which Frank Stickney was cashier. In its new location, Independence Hall was used as a saloon, with Henry Faissler as proprietor. It was again moved in order to make room for the Donovan Building, and now rests in peace at the corner of Third Avenue and Emery Street. 10

The Methodist church was erected where the Model Laundry now stands. On the top of the building was a home-made steel triangle used for a bell to call us to school and services. It would ring when and if it was struck with a hammer, which was raised and lowered with a rope. When the triangle commenced to swing back and forth the hammer would hit it about one time out of ten, and anything that would stop the triangle from swinging would kill the tone, so it was taken down and used as a plaything by the town kids. One night it was pounded too hard, it was broken and buried, and now a building stands over its grave. The first town marshal, J. Hess Smith, had all kinds of trouble trying to catch the kids when they would become so noisy with the triangle as to disturb the peace of the village, but usually he was too slow.

Before alfalfa was grown or fertilizer used, the yellow clay farms would get so hard the steel plow lays would soon wear out, so the coming of the Oliver chilled cast iron plow was welcomed. These lays would soon wear down, but were sharpened by chipping or roughing the edges with a hammer. Finally, L. D. Metcalf installed a large emery stone in his feed mill, and ground cast iron lays and points by the hundreds. The citizens of Burlington were quick to see the advantage of dwelling upon ground high enough that it could not be covered by the St. Vrain River, and this was a factor which made it easy for many of them to cast their lot with the new Chicago-Colorado colony in the Longmont location. However, there was the draw-back that good drinking water was not available upon the hill, and although several wells were put down, the results were always the same, either alkali or salt water.

The first "water works" system was established by H. E. Washburn, who made daily trips to the river to haul water for the citizens in old vinegar or whiskey barrels, or anything that would serve the purpose. Even coal oil barrels were used, this being made possible by burning them out and leaving a charred inner surface. Water was furnished at 25 cents per barrel, or \$1.00 per tank. In times of high water, when the water in the river here would be too muddy for use, trips would be made clear up to the mountains in order to obtain clear water.

The first newspaper was The Burlington Free Press, launched late in April, 1871. The library has a copy of this publication which is Vol. 1, No. 2, and dated May 5, 1871. The frequency of issue is not stated and the publisher very modestly refrains from putting his name at the masthead. However, considering the contents



of the issue, it seems to me to be a fair guess that it was published by the Beckwiths, and was probably the forerunner of The Longmont Press, established by them about November 1, 1871. At any rate, a copy of The Longmont Press, dated September 9, 1875, which is Vol. 4, No. 45, is also in the library and the type used for the heading is of the same series as that used for The Burlington Free Press. Mr. Beckwith is reputed to have been the local head of the "Greenback Party." Whether or not it was the first newspaper, I doubt not that it was the first "Throw sheet," or free circulation paper in this locality if not in the state. It was indeed a "Free" Press, subscription being free, and it was apparently designed strictly as an advertising medium. It seems to me a list of its advertisers might be of interest here, and I give them, not necessarily as a complete list of Burlington business firms at the time, for it is possible that then, even as now, there may have been business firms which could not see the value of advertising. The advertising firms and individuals were: William Bryan, M. C., office at Burlington House; W. H. Rice, M.D., Physician & Surgeon, and Dentist, office at Colony House; Dr. J. N. Jones, Physician, Main Street, Burlington; F. C. Beckwith, Real Estate Agent, Burlington; John H. Wells, Attorney at Law, Burlington; Elmer F. Beckwith, Insurance Agent, Burlington; Eugene S. Law, Fire, Life, and Collection Agent, Burlington; J. B. Rhodes, Boot and Shoe Maker, Burlington; Mrs. F. C. Beckwith, Agent for Wilson Sewing Machines, Burlington; Beckwith and Co., Dry Goods, Burlington; Burlington House, James M. Smith, Prop., Burlington; City Hotel, Mrs. M. A. Allen, Proprietress, Burlington; Barber Shop, James M. Blair, Prop., Burlington; Streeter and Turrell, Drugs, Groceries and Fancy Dry Goods, Burlington; Meat Market, James M. Smith, Prop., Burlington; Edward B. Newman, Blacksmith Shop, Burlington; Photo Gallery, W. W. Foos, Prop., Burlington; Burlington-Erie Express, Daily Hack, Geo. W. Allen, Prop., Edward D. Crawford, Blacksmith, Burlington; S. M. Manners and Co.; Groceries, Dry Goods, Hardware, etc., Burlington; S. H. Smith, Harness Shop, Burlington; H. C. Woodworth, all kinds of Groceries, Burlington. Dr. Hi Lockhart conducted the first photograph gallery; and Billy Thompson also conducted a harness shop, and it is my opinion that the S. M. Manners and Co. mentioned above should be J. K. Manners and Co. Considerable progress had already been made toward putting a great deal of land under irrigation, as the first newspaper in Longmont shows the following articles: "61 acres of splendid land in Burlington, good situation, all under ditch and fence. A bargain, \$50.00 per acre, 2-3 down, balance in one year." "160 acres 5 miles from Burlington, plenty of water for irrigation, for \$3,500, terms moderate." "160 acres north side of Left Hand, lays well, can be irrigated, splendid location, \$10.00 per acre, 1/2 down." "House and lot on Main Street in Burlington. 6 rooms besides closets. Lot 125x250 feet." "160 acres near mountains, 70 under ditch, 120 can be irrigated. \$1,600, half down." "Burlington Hotel and 27 acres of land, a good stand and doing a tip-top business. Pleasantly situated, and plenty of stable room."

Among the first buildings to be moved from Burlington to Longmont in addition to the ones mentioned above were: Ed Newnam's blacksmith shop moved to the corner of Second Avenue and Main Street; the old stage barn, moved to southwest corner of Third Avenue and Coffman Street; the Ed Newnam residence was on its way, but was left on the north side of the river on a 40-acre tract, now the home of R. E. Burns; a small saloon shack



was moved south and converted into a granary; the big new school house, belfry, bell and all, was moved south to the top of the hill, and still retained the name of the Burlington School. As related in the previous article, the old building was later moved east of Longmont on the 9th Avenue road, and is now used as a cow barn. However, the old bell, which was brought in via Cheyenne at so much labor and expense, still does service in the new brick school building. Several small buildings, like the Rhodes shoe shop, Manners' store and Crawford's blacksmith shop, were wrecked. The old general store building, occupied at one time by A. K. Baker and at another time by H. C. Woodworth, was moved back from the road and made into a farm home.

I will now tell of some of the early day competition, the ruthlessness of "Big Business" and the tactics used at the time to throttle competition. Most of the Wells Fargo staging was over when the Union Pacific was completed to Ogden, Utah. In 1869. However, they continued their line between Cheyenne to Denver via Natural Fort, Fort Collins, St. Louis (Loveland) and Burlington. The fare between Cheyenne and Denver was \$10.00. Business was so good on this route before the Denver Pacific was laid to the north side of the South Platte that a new company was formed, called Mason and Gano Stage Co. This concern underbid Wells Fargo on the mail contract, and in retaliation, Wells Fargo reduced passenger fare to \$1.00 for any distance, one mile or one hundred miles. Wells Fargo then had agents in the eastern cities to mail out large quantities of old papers, magazines, and other junk, and literally tons of Mormon Bibles. This material accumulated in Cheyenne, and Mason and Gano, with their small horses and light jerkies, or stages, were unable to handle it, especially when the spring rains and deep mud made the going quite heavy. The government turned the contract back to Wells Fargo. Wells Fargo continued to haul passengers at the one dollar rate until Mason and Gano were forced out of business, when the fare was again raised to \$10.00. The tons of junk mail, addressed to Wells Fargo, was then dumped into mud holes along the stage road.

Irrigation was early brought into play as an aid to old J. Pluvius in assuring crop moisture. In fact, there is little doubt that many if not most of the colonists, were induced to come here partly by the fact that water for irrigation was promised and that it would not be necessary to depend for crops upon the uncertainties of natural rainfall. The supposed antagonism of early settlers to the idea of flying in the fact of Providence by presuming to put water in places where the Lord had not intended it to be was largely talk, but if there was any such sentiment expressed upon the part of the colonists, especially to the point of organized resistance, I do not recall it. There was, however, plenty of trouble in the early days of irrigation in this locality in regard to water rights and some of the most bitter court battles in irrigation history were fought out here. Some of the decisions in these cases established precedents which stand to this day as law in the matter, and it may be that we shall be able to incorporate into this series of articles some record of some of these trials. When a man was depending upon water from his ditch to irrigate his crops, and when he found that someone above him was



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using the water and he saw his crops burning up day by day, it was likely to make him see so red that he would be ready to go out and shoot somebody up.

Meadows and lowlands came under irrigation first, of course, as it was a comparatively simple matter to throw a little obstruction into the stream and divert water to adjoining land requiring little or no ditching. The first projects requiring extensive ditches are listed as follows: Beckwith, Niwot, South Flat, Clover Basin and Swede, all on the south side of the St. Vrain; Denio Mill, Longmont Supply, Oligarchy, Highland, Rough and Ready, and the Big Supply, (sometimes called the Upper Supply), on the north side, all being taken from the St. Vrain at or below Lyons. The first irrigation water was brought into Longmont, from the Oligarchy or through the Nicks lateral, and was used mostly to irrigate the small cottonwood slips that had been pulled from sand bars in Boulder Creek or the South Platte. Most of these trees were cut down 20 to 30 years ago, many measuring three to five feet in diameter at that time. There is now one standing cottonwood tree on the property of C. P. Tallman, 946 Starbird Street, that measures five feet two inches in diameter, and a stump in the middle of the block between Alta Street and Tenth Avenue that measures five feet ten inches in diameter. In 1871, there was not a shrub higher than a sage bush or soap week on the prairie between St. Vrain and Little Thompson, and only scrub cottonwood or box elder trees on either stream.

The story of the railroads is as follows: The Colorado Central railroad, now called the C. S., came to Longmont in May, 1872, via Golden and Ralston Creek. The line crossed the Rocky Flats and intercepted Boulder Valley railroad at the old fair grounds (called Boulder Junction), two miles east of Boulder. A stage, or cab line, operated between Boulder and the Junction. It then came on to Longmont, using pretty much the present right of way. This road's first railroad shops were located at Golden, with Mr. Scott as master mechanic, and Charles Quist as foreman. Longmont was the end of the line for two or three years, although the grade had been completed down the north side of the South Platte River to Julesburg, connecting there with the main line of the Union Pacific. Ties and rails were laid three miles east of Longmont into Weld county in order to hold the right of way, as the company was under bond to build into Weld County by a certain date. This short piece of road was kept up to accommodate farmers in loading grain and baled hay, which saved them a three-mile haul. Baled hay was loaded on flat cars and tied down with heavy canvas. The canvas was wet down at every water tank in order to eliminate as much as possible the chances of fire starting from sparks from the smoke stack of the locomotive. In making up the train the hay cars would be coupled up near the engine, as there was less danger since the sparks would be blown high and back toward the rear end of the train. Later the Colorado Central grade was used by the Julesburg Shortline between Evans and Julesburg.

While Longmont was at the end of the line, we traveled to Denver (after buying a \$2.50 one-way ticket) on a mixed freight and passenger train called the "stub" or "accommodation." The caboose was a long car with side seats, with fancy panels and



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stained glass windows and transoms. It was called "The Lincoln Car," because it was said it had been Abe Lincoln's private car. The first train crew making the run to Denver and return - all in the same day! - was J. K. Painter, conductor; O. M. Godfrey, engineer; Jim Thompson, fireman; Mr. Houser, baggage smasher; C. Covert, brakeman; and Pat Burns, who was chambermaid in the round house. The round house, by the way, was a long building with room for one engine. The Y was at the south end of Collyer Street between First and Second Avenues. The first depot was made of lumber, and was located between First and Second Avenues east of Kimbark Street. Later it was moved west one-half block, which changed most of the traffic to Main Street, and worked a hardship upon the business establishments located on Kimbark Street.

The first railroad excursion out of Longmont was on the Colorado Central, to Golden and return. The large number of people anxious to take the ride would be a surprise to present-day railroad managers, and by the time the train was ready to start it was loaded almost to capacity. The train was made up of two dilapidated coaches and several flat or coal cars. Pine benches were placed upon these cars, leaving a center aisle in each car. Whenever the engine backed up to take up slack, the passengers would pitch forward, and when the slack was taken they would pitch backward. Somewhere between Louisville and the Rocky Flats there was a large and upgrade curve. At this point, the passengers were asked to unload and walk across the prairie to the top and wait until the engine could get up steam and climb the grade. This piece of road was noted for the fierceness of the wind which swept across it, and it was not unusual for cars to be blown from the track. Mr. Garrett, of Longmont, was killed in one of these accidents. In fact, the wind was something to be reckoned with in those days before trees and buildings became so numerous as to break its sweep down out of the mountain canyons.

In 1874, the rails of the Colorado Central were laid on to St. Louis (now Loveland), Fort Collins and Wellington to Cheyenne. Later it was built from Fort Collins to Greeley to connect with the Denver Pacific. A broad gauge road, the Denver Western Pacific, was laid from Denver to Longmont in about 1874. Its track crossed the ridge one-half mile west of the new Burlington School, and the depot was located at the foot of Pratt Street south of Third Avenue, and between the Colorado Central and D. U. P. tracks. Within six months the road was abandoned and the depot was sold. A creamery, operated by Mr. Cox, occupied the building. The Fred Beckwith narrow gauge road was graded from the west and southwest into Left Hand Canyon, and one or two bridges were built, but it was never used. The Denver, Utah and Pacific, a narrow gauge road, came from Denver to Longmont via Erie, crossing the divide between Boulder Creek and the St. Vrain near the Weld County line. It ended in the swamp land south of the Empson canning factory. The section house still stands near Third Avenue west of the factory. About a year later, the road was extended to Lyons, and still later, the B. & M. got control, and made the road broad gauge.



For about the first year of Longmont's existence, the sole governing body seems to have been the Colony officials, heretofore listed. While I find no official record to confirm the report, there seems reason to believe that the organization had its ups and downs, although possibly its experience was not as troublesome as that of the Greeley, or Union, Colony. There is a belief that one of the early officials got away with some of the colony funds, but I find no official record to this effect.

At any rate, it took only about a year for the colonists to decide that they would incorporate the town in the regular manner, as is shown by an Order of the County Commissioners of Boulder County, dated January 7, 1873.

Possibly it would be hard for many people to realize it now, but it seems that the St. Vrain used to be a river in fact as well as in name. As you gaze upon the small trickle of water which ordinarily makes its way down the course south of Longmont, you would scarcely believe that at one time a ferry boat was kept in readiness for use at such times as the raging St. Vrain should choose to inundate or wash out the bridges. This was, of course, in the days before man had made provision for utilizing just about all the water given to the stream by the mountain snows and rains. Before the numerous ditches and reservoirs were constructed to divert and take care of the flood waters as well as the normal flow, the annual spring melting of snow really taxed the capacity of the stream bed and all adjoining low lands, and I have seen the St. Vrain so wide that its waters practically covered the low land just south of Longmont, which was the site of Burlington, and extended on south almost to Left Hand creek. This was one circumstance which made it seem advisable to move to higher ground as soon as someone thought of building upon the present site of Longmont. At that time, the river divided at a point a short distance west of the present bridge, it was thus necessary to have two bridges, either one or both of which might be expected to wash out once or twice a year. These bridges were constructed largely of poles and heavy timber, and anchored by means of log cribs filled with stone. The two forks of the river came together some distance east of the road, forming quite an island, which was the scene of much of the lumbering activity of the time. A high water finally filled up the south branch and covered the bridge, but I believe I could find some of the old bridge timbers today with a little digging. The lumbering (or logging) activity mentioned was conducted by Capt. Geo. W. Brown, and really came to be quite an industry. During the winter months, large quantities of timber would be cut in the mountains, especially on the North Fork, and when the spring freshets made it possible, this would be floated down the river and caught in a boom on the south of the island. The timber would then be piled upon the island and worked up into ties and fence posts. A by-product of this industry was the burning of charcoal, for which purpose short lengths and off pieces of timber were utilized, and converted into charcoal upon the island. This charcoal was sold mostly to blacksmiths, and it was about the only satisfactory fuel to be obtained until some blacksmith coal was shipped in from Trinidad, and sold here at \$20.00 per ton.



There were a couple of saw mills in Left Hand and V. Canyons, owned by Greer and Tiffin.

The first soft coal mine in this locality was a slope in the hill east of Erie, and was opened in 1871. Coal sold at the mine for \$3.00 per ton. I think Hank Briggs was manager, if not the owner. The coal was hauled to the surface in a mule drawn car. When the car was unloaded it was given a kick and sent back down the slope, the mule following, sometimes, also with a kick. If you were lucky enough to be one of the first at the mine, you could get loaded and home before bed time.

It might be well to tell something of how the early-day roads were surveyed, or laid out. There were no section lines, of course, and most roads were "staked out" with stakes placed several hundred yards apart, bearing little pieces of white rags at the top. At first most teamsters had their own ideas as to the best route to a given point, and for a time there were just about as many different trails as there were teamsters. Some cooperation was needed, however, on account of the fact that it was hard to cross gulches or streams with steep banks, so generally a common crossing place was decided upon, and the banks graded down to make "fording" as easy as possible. There was a ferry boat across Clear Creek, but only a "ford" across the South Platte at Denver until the bridge was built at the foot of F street, afterwards called Fifteenth Street. The laying out of the "Gunbarrel" road will serve to show how important thoroughfares sometimes came into existence. While my father and Mr. Lowe were prospecting in South Boulder canyon they cut a set of green house logs and moved them down to White Rock east of Valmont. But before they commenced building they took a trip north to the St. Vrain and decided upon a location near a large cottonwood tree that stood upon the south side of the stream, which became the location of Burlington. They reloaded the logs and pulled up on the divide where they could see the tree. Father, acting as bull whacker, drove as straight toward the tree as possible. The heavily loaded wagon cut a deep rut, which was followed by other teamsters, so that a well defined road was the result. It was called "Gunbarrel" road on account of its straightness.

One of the important industries of most early-day communities was the grist mill. As father was a jack of all trades, especially a good carpenter, he was pressed into service in building the White Rock grist mill, the Left Hand saw mill, and the Pella grist mill. This latter mill, largely patronized by people of this community, was located upon the south side of the St. Vrain, one and one-half miles west of the Matt McCaslin farm, or southwest of Hygiene. The mill was owned by Joe Davis, who did custom grinding, taking toll from the grain brought by his patrons to be ground. The power for the mill was furnished by a big over-shot water wheel. One of the stones or burrs and some of the ax-hewn timbers are still on the old mill site, the large square timbers had been framed with mortise and tenon joints, and held together with wooden pegs. Hard wood and bolts were scarce at that time, so wild cherry was used for pegs. The old mill rotted down and was forgotten before the so-called "first" or Fox mill was in operation. You can see the old mill site, but you can't see the old mill by a dam site.



It is to be remembered that Longmont did not spring into being over night, and that Burlington, its predecessor, did not just suddenly cease to exist. On the contrary, Burlington seems to have been on the map for a year or two after the Longmont townsite was laid out, and I have a letter written upon printed stationery of the Chicago colony, dated at Longmont, May 28, 1871, but bearing very plainly the Burlington postmark. For a time, it was necessary to write of Burlington and Longmont concurrently, some of the history pertaining rightly to one town and some to the other.

On Monday, November 21, 1870, the following notice, bearing a 24-point black headline, appeared in a Chicago paper: "COLORADO COLONY. All persons interested in the establishment of a Colony based on the plan of the successful Union Colony at Greeley, Colorado, are requested to attend a meeting to be held at Lower Farwell Hall, on Tuesday evening, November 22, for the purpose of organization. All who desire to secure comfortable homes for their families on reasonable terms; all who wish to reap, at once, the advantages arising from a settled society, and all favorable to the development of the inexhaustible agricultural and mineral resources of Colorado, are invited to attend. Gov. Bross, N. C. Meeker, President, and Gen. Cameron, Vice President of the Union Colony, and other distinguished gentlemen will be present and address the meeting. Entrance to the Hall on Clark Street, through the Arcade Building. Apparently the meeting was a decisive one, for receipts for membership in the Colony, now on file with copies of the lodger in the archives of the Longmont library, state that the Colony was organized November 23, 1870, next day after this meeting. The very first organization seems to have been as follows: Gov. William Bross, President; Geo. S. Bowen, Treasurer; C. N. Pratt, Secretary; who with Messrs. Barnes and Gay formed the board of directors. However, a reorganization seems soon to have been effected, and my first memory of the organization is to the effect that it was as follows: Judge Seth Terry, President; B. S. Barnes, Vice President; John Townley, Treasurer; F. C. Garbutt, Secretary; Richard Faucett, Engineer; with the following as Executive Council: Seth Terry, Renzi Streeter, B. S. Barnes, J. Lincoln, E. C. Barbutt, Hon. Wm. Bross, E. J. Coffman, G. S. Bowen, J. M. Mumford, S. G. Fowler. (It sounds almost like a list of Longmont streets!)

The organization at Chicago lost no time in getting into action, and a locating committee was appointed composed of Seth Terry, H. D. Emery, and ---

1. In a previous article, appearing in our last issue, Mr. Allen of Longmont gave recollections of old Burlington, predecessor of Longmont.

2. A scholarly treatment of the organization of the Chicago-Colorado Colony and of the founding of Longmont may be found in Willard and Goodykoontz, Experiments in Colorado Colonization, 1869-1872, published by the University of Colorado in 1926.



*History of M. Krausap*

*Doc 353*  
*4*

THE LOVELAND PUBLIC LIBRARY

The first library in Loveland of any sort was known as the "Circulating Library". Through this medium, books and papers were shipped into Loveland where they were taken care of by some public spirited woman, who donated her time and services for this purpose, and given out to the persons who cared to read them. After everyone who wished to had read them they were sent on to another town and a new shipment sent here. This was started in about 1885.

The Woman's Professional Club, after their organization, took the responsibility of providing a reading room and literature for the purpose of giving the citizens of this town high class reading matter and until 1990, took care of this matter very well. At the time of the disbanding of the club, there were still a few members to whom the idea of giving up the library seemed more than they could bear, so they kept the idea alive, but only through undying effort. The credit of keeping the matter before the public is due to Mrs. Eliza Johnson, one of the oldest living pioneer women in this community, and Mrs. Anna V. Duffield, present librarian.

The aforesaid "reading room" was maintained until 1903, although there were many difficulties to overcome, chiefly lack of money. In 1903, the Loveland



Public Library was organized as a subscription library and was housed in a small frame building on Cleveland Avenue, since torn down.

Application was then made to Andrew Carnegie in 1907 for a building fund of \$10,000 which was granted. Three thousand, three-hundred dollars was raised thru donations by the citizens for the site. The present building was erected and opened to the public on February 22, 1908.

At the time of the opening the library had 1,000 volumes, a few donated magazines and papers, and loaned an average of 200 books a month.

The city council accepted the library and appointed the following to serve as a library board: Howard Kelly, Mayor, president ex-officio; B. R. Bonnell, Chairman; A. V. Benson, secretary; O. H. Egge; J. M. Cunningham; and Anna V. Duffield, Librarian.

Since that time there has been a steady increase both in the number of books and in point of service. The library is well organized and the books and periodicals well selected and carefully chosen to give the greatest value to the patron.

The library now has 13,000 volumes of live interest, several newspapers and ninety periodicals regularly



received. The circulation for the year of 1933 totaled 59,467 volumes, and 27,619 persons used the reading room.

The present library board is comprised of the following members: E. M. Ivers, Mayor, president ex-officio; Hugh Scilley, vice-president; Mrs. W. C. Vorrieter, secretary; U. B. Melia; James Sykes; Mrs. Maud Borland; Mrs. Anna V. Duffield, Librarian.

Mrs. Duffield had been librarian for the thirty years that the library has been organized, and for many years previous to that time was active in bringing the best literature into this town. To her and her unfailing effort must go the credit for the library itself, its growth and the high point of service it has always given to the citizens of Loveland.

( This material was obtained through interviews with Mrs. Eliza Johnson and Mrs. Anna. V. Duffield)



M. Krauskop

12/23/1933

FRIEND A. NEVILLE

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Friend A. Neville was born on October 17, 1872, in Wayne County, Pennsylvania. In 1878 Mr. Neville's parents and family started out West. They crossed the Mississippi River on a ferry and came the rest of the way to Colorado in box cars, sitting on benches. This last part of the trip alone took seven days to complete.

Although Mr. Neville was quite a small boy when first coming to Loveland, he can remember the business houses which had been established. Besides the Krouskop and The Herzinger and Harter Stores, there were the E. S. Allen Harness Shop, the Barnhart and Mills Barber Shop, and a bookstore operated by John Seaman.

(The first water works system in Loveland was a very, very crude and unsanitary system. It consisted of an old cistern with a chain pump, to which everyone went for water. It was located in the old Herzinger and Harter building, and the roof sloped to the center and the rain water ran down this slope into a pipe which led down into the cistern.)

J. H. Nelson was the first engineer to be employed in constructing the Big Dam for the new water works system in 1882. The Big Thompson Canyon at that time was 75 feet deep and only about four feet wide at the



bottom. Logs which had been floated down the river by a lumberman, Mr. Parrish, from up above, had water logged across the river just at the point where the dam was to be built. Using these logs as a beginning, the engineer got down in there and dug two shelves, one on either side of the canyon, and started the dam of stones, building it straight across. When this part of the dam had been completed there were five stacks of straw hauled up and 20 men pushed all of it off into the river, for the purpose of packing down tight and damming up the hole. This dam, however, went out in 1900 and had to be reconstructed at that time.

Friend Neville's father became a rancher on the Big Thompson and Friend was "brought up in a saddle" so to speak, and was learning all about cattle most of this time. He worked for Mr. Bartholf on his cattle ranch as a cowboy for many years. He received \$25 a month, furnished his own horse and was often in the saddle from four A.M. until ten P.M., and he gives a very interesting description of the methods of conducting a roundup.

The roundup was made necessary because there were no fences, and no feeding done during the winter, thus the cattle drifted for miles in search of shelter and food. There were two roundups each year: The Spring Roundup was for the purpose of gathering all the calves.



together to be branded with the same brand as the mother; the Fall Roundup was to gather beef cattle to be sold and shipped away.

Each rancher or company furnished their quota of cowboys, according to the number of their cattle on the range. A foreman was selected - usually an old, experienced cowman - and everything had to be done according to his instructions, such as selecting the sites in which to hold the roundup (this piece of ground was usually flat and had to be large enough to hold from 1000 to 3000 cattle), settling disputes over ownership of cattle, etc.

Each cowboy was furnished three horses, one broken, and two unbroken colts. The unbroken horses were never used when cutting cattle out of the herd, because of not having much control over them. The older horses were so well trained that when once their rider had spotted a ~~cutter~~ <sup>cow</sup> to be taken out, would take it out with very little attention from its rider.

The cowboys were given a certain territory each day from which to gather cattle to be brought back to the appointed place for that day. These roundup places were from six to ten miles farther on than that of the previous day. Once the cattle had been brought together, from a days work, they were held in one large bunch, circled by cowboys. About six to ten men were selected and told to change horses. This usually took about an hours time, and during that time the cattle would have



partially settled down and quiet. The cows with their calves ( if it happened to be a spring roundup) were cut out, and either branded or thrown into the "cavey" to be taken along with the roundup gang. Usually they were branded and allowed to go back to their accustomed range.

If it were a fall roundup the beef cattle were always held in the "cavey" and when the "cavey" became too large, the foreman selected three men to take the cattle back to the Home Ranch, or sometimes they were driven right to a railroad station, shipped and sold according to the brands, - the right owner being given credit accordingly. A "cavey" was the herd picked up as the roundup proceeded, and was driven along with the saddle horses and chuck wagon. Sometimes a critter in the cavey belonged a hundred miles or so away and was ultimately turned over to another outfit or gotten as close as possible to its own range.

The chuck wagon carried flour, coffee, salt side, and some times dried fruits. On the fall roundup there was always plenty of beef to eat. It was usually an unbranded critter called a maverick, which was killed for eating purposes. If there were more mavericks than were needed for meat they were pro-rated to the cattle owners. A cowboys outfit consisted of saddle, rope, a slicker and a four by six tarpaulin. The night herders



were selected by the boss to serve alternately, and incidentally the boss took his turn with the rest of the men. It might be brought to notice right here, that the cowboys did not sing for their own entertainment, but for the purpose of quieting a restless herd, and persuading it to bed down for the night. The effect that the soothing voices of the punchers had on the cattle was remarkable and almost unbelievable to those who have never witnessed it. Most of the roundup gangs consisted of from thirty to thirty-five men, these, reinforced by small local owners, made about fifty men each day.

(Another interesting phase of the cattle business in the early day was the Trail Herds which trailed cattle across country. The ones which went through our part of the country were usually on their way to Wyoming or Montana. The bosses of these trail herds had a sort of map made of antelope skin, with the important landmarks of each vicinity burned on them. Some of the landmarks shown on their maps for this section were the Devil's Backbone, Horsetooth Mountain, Red Butte, and of course the Big Thompson and Cache la Poudre rivers. There were notations also as to whether the rivers were large enough for watering places or not. The trail herds had a representative in each territory to pick up any stray cattle, and dispose of them.)



A strict book account was always kept by the foreman of all calves branded and at the end of a roundup, this account was signed by the foreman himself and turned over to the owner of the brand. All sales or transfers of cattle at this time <sup>were</sup> ~~was~~ made according to the book account.

This entire system of roundups was carried on very agreeably among the early settlers and there was very little dishonesty. Serious disputes were settled quickly by the ranchers themselves with no expense whatever to the public.

(There was no alfalfa hay grown in this vicinity until after 1884, as the settlers believed that soil used for this purpose was spoiled entirely, that alfalfa somehow poisoned the soil and nothing could ever be grown there again. A Mr. Chambers, who had a ranch up on the Buck-horne west of Loveland, did not believe this was true, so he planted a small patch of alfalfa. The farmers were so very upset at this that they appointed a vigilance committee to wait upon him and insist that he not be allowed to continue with growing this crop. He persuaded them to let him try it, however, and was so successful with it that it soon overcame the foolish belief and became an important crop in this section.) It was this same alfalfa hay that brought from fifty to one-hundred dollars later when sold in the mining camps.



Mr. Neville helped to operate the first twine binder that was used in this country. It seems that the old wire binders were not successful as the wire which was used to bind the produce caused the death of very many cows and horses. This was while he was working on the W. H. McCormick ranch near Loveland.

\* (There was a gold strike near Loveland in 1882. This was on Crystal Mountain, which is about twelve miles from Loveland in the Buckhorne region. There was a small town which sprung into existence called Bismuth, but it lasted just about as long as the mining boom itself, which was about six months.) \*

Mr. Neville himself has been a rancher for many years on the Big Thompson. His beautiful home, "Sylvandale" near the Little Dam in the first canyon, where for many years he operated a Dude Ranch, has recently been purchased by the Cottner College of Lincoln, Nebraska, for their summer school.

Mr. Neville, however, built another home up on the hill quite close to the former one, and there he lives at this time.

The above account of early life in this community is correct as given in an interview to Marjorie Krouskop on December 23, 1933, at Loveland, Colorado.

D. A. Neville



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Krouskop, M.  
Interviewer.

Reference:

Brandt, Lucas  
725 E. 7th St.,  
Loveland, Colo.

LUCAS BRANDT,  
PIONEER OF LOVELAND, COLORADO.

Lucas Brandt was born on June 27, 1845, in Fairfield County, Ohio. His father moved to Indiana when he was a small child, and there he lived until grown. He joined the Union Army in March, 1864, in which he served with the heavy artillery under General Banks. After being discharged from the Army, Mr. Brandt felt the urge to find out something about the then "new west", and so, on March 11, 1867, he began his journey to Colorado.

He arrived in North Platte, Nebraska, via the Union Pacific Railroad, after having been held up at Central City, Nebraska, by a terrific snowstorm which caused a delay of nine days in his journey. At North Platte, he took the Wells Fargo stage coach and reached Denver on April 5th. At that time, the City of Denver was quite small and business was dull. Blake and Fifteenth Streets were then the main part of town.

Mr. Brandt's first job after coming to Denver was with Joseph Rist, a rancher, on Bear Creek a little South of Denver. After two months on this ranch, he went to the mines in Gilpin County, where he worked through the month of July. Then he came to the Rist place on the Big Thompson, which was about three miles west of present Loveland. At that time there were about twenty-five ranches along the Big Thompson River.

The Indians in this vicinity were all supposed to be very peaceable, but Mr. Brandt tells an interesting story about them on the night of his arrival at the Rist Place. A band of Sioux on their horses came whooping down from the foothills, and made a raid on the farms, taking cattle and horses, burning a cabin or two, but not injuring any of the settlers. From that time on, however, there were fewer raids, particularly as the valley became more thickly settled.



The chief products of the farms along the Big Thompson were hay, potatoes and grains. Hay was perhaps the most important product at the Rist ranch, where Mr. Brandt was employed. Mr. Rist contracted to supply the stage stations with hay in the fall of 1867. Wild hay, which grew in the bottom lands of the Big Thompson and Cache la Poudre Rivers, was cut, cured and hauled to the stations and mining camps. Under the contract with Wells Fargo, hay was to be delivered to the Little Thompson, Namaqua, Spring Canyon, and La Porte stage stations. The hay was hauled on racks which were made of logs, and the hay was tied down by means of a pole over the top of the load, fastened down with chains front and back. Two and a half to three tons made a load and was drawn by two yoke of oxen.

On the stage line between Denver and Salt Lake City, there were usually four horses used for each coach, but on some of the larger ones, six were needed. The hostler at each station had to take care of the horses and be ready for a quick change of teams when a coach came in. Hiram J. Tadder was in charge of the station on the Big Thompson, which was on the north side of the river.

After delivering hay to the stage stations, and in the late fall of 1867, Mr. Brandt helped haul the lumber for building the stage barn at Namaqua, where there was also a postoffice installed the next year. Mr. Brandt states that in hauling this lumber, which was sawed on Left Hand Creek, he used two yoke of oxen for his work and a companion worker using a four-horse team made a little better time but could haul no more lumber than he did. He then helped Mr. Rist build a flume across Turkey Creek for the purpose of carrying water from Bear Creek. That winter, Mr. Brandt helped Mr. Rist in his saw mill above present Evergreen. As there was no road down Bear Creek to Evergreen, the lumber had to be hauled up to Bergen Park, then down Mount Vernon Canyon road.



For the two years, 1868 and 1869, C. D. Graham and Mr. Brandt batched on the Rist place, farming it themselves, their principal crop being potatoes. The first season they planted twelve acres of potatoes, paying six cents a pound for seed. These twelve acres yielded 2400 bushels of potatoes, which were sold in Cheyenne for two and three-fourths cents a pound. The barley and oats that they raised were sold in Central City and were hauled up there by way of Golden Gate to the North of Clear Creek and Golden. The produce such as eggs and butter had to be taken to Longmont where they were picked up by the freight "trains". The freighters were drawn by several teams of mules or horses.

One of the biggest jobs for the pioneer farmers and ranchers was the building of fences. Mr. Brandt built many miles of fence. They were made of pine poles and, as he described them, were four poles high with an upright pole every eight feet.

The pioneers depended on church meetings, parties and dances for their recreation. In 1869, the first log school house was built in that vicinity and there the "traveling parsons" preached as often as they could get there. Parties and dances were held first at one farm house and then another. Mr. Brandt states that the spirit of hospitality and helpfulness that existed at that period did more to help the pioneers bear their burdens than anything else.

In 1872, Mr. Brandt went to Denver and he describes the Elephant Corral which was leased to George Hopkins and John H. Simpson. The Elephant Corral did an excellent business because of the extensive freighting from Denver to the mines at Central City,



Fairplay, Breckenridge, etc. The corral covered half a block; wagons came into town on Wazee Street and left by way of Blake Street. There were sheds for the horses and mules on the outside and the wagons were placed toward the center. The outfits were generally four-mule teams.

In 1875, he helped George Rist to complete the Rist Ditch, and was then made superintendent of it. He bought land under the ditch and remained in that vicinity until 1882, when he moved to the new town of Loveland.

The Colorado Central Railroad Company were planning on putting the railroad through this part of the country at St. Louis, which was a town just a mile or two southeast of present Loveland. David Barnes, who owned the land of the present townsite, proposed to donate each alternate block of land to the railroad company for their use. The company accepted his proposition and immediately the town of Loveland began to build up and the town of St. Louis to die out.

David Barnes platted the town of Loveland and is often called the "Father of Loveland." George W. Krouskop moved his store from old St. Louis and became a pioneer merchant. Herzinger and Harter were also pioneer merchants in the general merchandising business. The Barnes Ditch brought the first water into town. Cisterns were used at first for domestic purposes, and later on the first waterworks system was put in. Mr. Brandt was then Mayor of the City.



Loveland grew rapidly and consistently from the time of its incorporation. Wheat was the important crop in this part of the country until the sugar beet industry became so prominent. The Great Western Sugar Factory was built in Loveland in 1901, and was the first established factory in northern Colorado.

Mr. Brandt took a prominent part in public life in this community. He acted as City Councilman and Mayor for the City of Loveland, County Assessor of Larimer County, was a member of the school board, and a Representative to the Second General Assembly in 1876.

There were, of course, some very interesting characters with whom Mr. Brandt was familiar. Mr. Tom Johnson was one of the first settlers of old St. Louis and was also a Representative to the Legislature. A. S. Benson was president of one of Loveland's first banks. Hiram J. Tadder gave the name "Namaqua" to that place and was appointed its first postmaster. Andrew Doughty started the first flour mill in Loveland. W. B. Osborne, Nels Hollowell, Judge J. E. Washburn, Jud Warner, Jeff Kilburn and C. C. Hays are a few of the pioneer settlers whose names were linked with early life in the Big Thompson Valley. Perhaps the most colorful character at that time was a Mexican, Mariano Modena, the very first settler on the Big Thompson. He was often heard to remark, "Me first white man on the creek." He married a Flathead squaw, Marie, whom he bought from Papa, a French trapper from the Wyoming region. Marie's little boy, Louis Papa, continued living with his mother and Modena. Louis Papa, an old man now, lives in and near Loveland. Modena had known



Kit Carson in New Mexico, and the next year, when Carson stopped over night at the stage station at Namaqua, Modena was very proud to be known by him and wanted all the settlers to meet him. Mr. Brandt said Kit Carson was a very good looking man and well dressed, having a black suit and white shirt.

Mr. Brandt has watched this country grow from a mere valley dotted with a few scattered farms into a thriving community with factories, many business houses, schools, and churches and one of the country's greatest fruit and farming centers-- all this has happened in the sixty-five years of his life in the west. At the age of eight-eight and a half years, Mr. Brandt is still alert and interesting and is one of the most beloved characters in Northern Colorado.

The above account of my early life in this community is correct as given in an interview to Marjorie Krouskop on December 6, 1933.

(Signed) Lucas Brandt

725 E. 7th St.,  
Loveland, Colo.



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Krouskop, M.  
Interviewer

Reference:

Smith, Sarah A.  
Masonville, Colo.      MRS. SARAH MILNER SMITH.  
Dec. 8, 1933.

Sarah Milner was born in Kingston, Canada, on March 10, 1843. When but a small child, her parents moved with their family to Rockford, Illinois, where Miss Milner spent her childhood and attended school. Because of financial difficulties, the Milner family decided to go west.

Accordingly in the year 1863, in one lone wagon drawn by a yoke of oxen, the Milner family set out for Colorado. They fared very well until reaching a town in Nebraska, (Mrs. Smith cannot remember the name of the town). There the officials met them with the news that they could proceed no further alone, because of the danger from Indians who were on the warpath in that vicinity. The men motioned to a hill above the town where there were outlined against the sky about fifty wagons such as theirs waiting for at least that many more before they could start on that dangerous last lap of their journey.

It was on a Sunday morning then that the Milner family took their place in the wagon camp to await the arrival of more travelers. Close to the camp there was a trading post managed by a white man. Mr. Milner and a companion from the camp went to see what he knew about the Indians. This trader told them that within a mile or two of the post were 600 Indians in war paint, but that they would probably not attack



the camp because of the number of men. The trader was invited to stay in the camp while the Indians were so close, but he refused, stating that he was not afraid even though he was alone in his store. A few of the red men, lingering near the store, followed the men back into camp and stole tobacco and groceries but were unmolested, the white men thinking it best not to antagonize them, although the men did immediately begin to clean guns and sharpen knives.

Upon visiting the trading post at about four o'clock that afternoon the men found that the trader had been killed and scalped by the Indians.

The night passed very peacefully for the families in camp and by the next morning, more than fifty more wagons had arrived, and so they continued their march to Colorado without encountering any further tragedies.

Miss Milner with her family came first to Nevadaville, which was about two miles above Central City, and there her father was employed in the mines in the capacity of loading ore on the cars, for which he received \$10 a day. They had brought enough provisions and clothes for a whole year, and not having to make many purchases, this wage seemed quite a huge amount to receive. However, when they had to start buying supplies, it did not go very far; flour cost never less than \$10 a sack, butter, \$2 a pound and eggs 15 cents apiece. Miss Milner paid \$1 a yard for calico and one dress called for ten or twelve yards of material.

When the young men took their lady friends into Central City for church on Sundays, instead of buying flowers or candy for them, they bought turnips for them to eat. It seems that turnips were very rare and considered quite a delicacy at that time in the west.



Miss Milner's father then bought a farm near Burlington in the St. Vrain Valley. She taught in the Burlington School for one year and then obtained a position as teacher in the Big Thompson Valley, where she taught for four years. This school was the first one in Larimer County, and Miss Milner the first teacher. The original school building, which was made of stone, has only been destroyed in the past two or three years. It was on land adjoining the farm which then belonged to Nels Nollowell, a prominent pioneer farmer.

It was while Miss Milner was teaching here, in 1868, that she received word of the fact that Generals Grant, Sherman, Sheridan and Dent were to stop at Namaqua while going through this part of the country. The teacher and her twenty-five pupils journeyed on horses to Namaqua on that day, for it was a great honor to meet and visit with the distinguished war heroes. The Generals were all very pleasant and pleased that they had come to see them. General Grant drew a bucket of water, took a tin dipper and, with his own hand, gave each of them a drink. The Generals seemed surprised that the pupils were of the ages from fifteen and up, instead of small children. They did not realize that they were the pioneer children who had been brought by their parents from family homes in the east, and that up to this time, had had no opportunity for continuing their educations.

In 1871, Miss Milner married Mr. Smith and moved to the Purgatoire River Valley in Southern Colorado, where she lived until 1875, when her husband died.

After the death of her husband, Mrs. Smith came back to northern Colorado and to Loveland, which had sprung into existence in the meantime. She managed a boarding house, known as the Big Thompson Hotel, until the school board offered her a position as



teacher in the original Washington School, where she taught receiving \$60 a month for her services. When she first went into this school, Mrs. Smith was amazed to find an arm-chair and a dictionary, which had originally belonged to her family and which had probably been purchased by the school board for use in the school. These two articles were no doubt burned up when the school was destroyed by fire several years later.

In order to obtain some of the supplies which were desperately needed in this school, such as maps, blackboards, etc., the school gave entertainments, thus raising enough money to buy them. The entertainments were always held in the school buildings and usually took the form of spelling bees, debates and musicals. Garnet Klaufen was the first music teacher in Loveland and is said to have been an excellent one. He trained the pupils to sing and of course there was no musical instrument except his tuning fork.

Some of Mrs. Smith's first pupils were born here, others were brought here with their parents. Some of them continued living in this vicinity until their death. Frank Goodwin was a prominent figure in the Loveland community until his death a few weeks ago. Mrs. Winona Taylor, (Winona Washburne), was a pupil in her school and now lives in Fort Collins, Colorado. Milo Osborn and sister, (who was later Mrs. F. N. B. Scott of Fort Collins), were also her pupils.

Mrs. Smith homesteaded 40 acres of land on the Buckhorne, about 10 miles west of Loveland, and in about 1880, moved up there to make that her home.



She could not quite give up the thought of teaching, and so she taught in the Masonville school for four years.

Mrs. Smith's sons, Eugene and Ed, are prominent ranchers in the Masonville vicinity and she has one daughter, Alice, (Mrs. J. H. Spence).

Mrs. Smith devoted many years of her life to teaching and in general, to the higher things of life, and now, although nearly ninety-one years of age, she takes an active part in the little church at Masonville, where she teaches a Sunday School class, still continuing her influence for good.

The above account of my early life in and near Loveland, Colorado, is correct as given in an interview to Marjorie Krouskop on December 8, 1933.

(Signed) Sarah A. Smith  
Masonville, Colorado



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Krouskop, M.  
Interviewer

Reference:

Johnson, Eliza M.  
Dec. 20, 1933

MRS. ELIZA ROGERS JOHNSON.

Eliza M. Rogers was born in Dixon, Illinois, on June 27, 1848. She grew up and was educated in this town and lived there until her marriage to T. H. Johnson in 1869. Miss Rogers and Mr. Johnson had been childhood friends, then he had gone out west in 1860, where he had become a successful rancher (he was one of the first settlers on the Big Thompson River). He then returned to Illinois to marry Miss Rogers and take her back to his home in Colorado.

Mrs. Johnson came out to Cheyenne via the Union Pacific, where she took a stage to her new home, which was a ranch near St. Louis. Quoting from Mrs. Johnson's memoirs, "I had little idea what this country looked like and how vastly different it was from other parts I had seen. There were no write-ups describing any particular country. After all, it was a beautiful country, with its luxuriant grasses and pure streams of water, trees dotted here and there and the wild game. It took a number of years to overcome homesickness, having left a home full of young folks and all of my associates 'back in the States', as we always spoke of the East."

Mr. Johnson was a very prominent rancher in this vicinity and was the first one to begin to raise potatoes in this valley. He was so successful with it that it soon became one of the leading products. Wheat and hay were perhaps the most important crops, and of course the produce such as butter, eggs and milk were among the most valued commodities. Mrs. Johnson can remember of receiving \$1.50 a dozen for eggs, and butter also brought a large amount, particularly when sold and shipped into the mining camps.

There were a great many hardships that the pioneer women had to endure and to make the best of. Mail took about ten days to come from the east and there were no telegraphs or telephones; beds had no springs or mattresses, but were simply mats filled with straw; there was no means of illumination except candles which had to be made with candle molds. The "luxuries", such as



lamps, springs and mattresses could not be had until years after the railroad was first put through this part of the country.

In 1875, the Johnsons moved into St. Louis, as their oldest son had to attend school there. He went to the school which was taught by Herman J. Smith. They lived there until 1885, when they moved into the town of Loveland.

Loveland was at that time very new and there were only a few places of business. G. W. Krouskop had a general merchandise store as did Herzinger and Harter, and there was a harness shop owned by E. S. Allen. There were, too, quite a few saloons. The merchants did a "credit" business entirely, trusting everybody for their bills, and their confidence was nearly always justified for just as soon as the stock or crops were "turned", the bills were paid.

Previous to the completion of the railroad in Northern Colorado, it was impossible to purchase any ready-to-wear garments anywhere - thus the millinery and dress shops furnished employment to a number of women who could sew. Also men's good suits had to be made by tailors.

Mrs. Johnson was an ardent member of the national organization of the W. C. T. U., which had a chapter in Loveland. Their first move here was to make the saloon keepers put screens on their doors and to prohibit their allowing young boys to go into the saloons.

Through the W. C. T. U., the first library in Loveland was established, and was known as the circulating library. By arrangement with the railroad company, which handled the books free of charge, a wide assortment of literature and books was shipped into this town where they were kept until everyone who wished to, had read them, then they were sent on to another town and a new set sent here. This method of lending books was kept up principally so that the young people of the community might have some means of high type reading matter. It eventually became the Loveland Public Library.



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Society in that day was in a primitive state and while the social gatherings, dances and parties lacked some of the refinement in dress and manner of those of the present day, they were enjoyed to the utmost. It was a pleasure to meet with their neighbors and to exchange greetings and jokes. The public gatherings were usually held in the nearest school buildings, took the form of entertainments with the speaking of pieces, playing of charades and singing. They nearly always ended in a dance, the square dance being the most popular one. The orchestra consisted generally of a "fiddle" with sometimes the addition of a bass viol.

Mr. and Mrs. Johnson were both very active in public life in the early life of the community. Mr. Johnson was a member of the State Legislature and was known as the "Cowboy Statesman", was Warden of the State Penitentiary and a Game Warden. Mrs. Johnson was a member of the school board for three terms. She states that the salaries of school teachers varied, town teachers receiving usually between \$50 and \$75 a month, the country teachers never more than \$25 a month. Washington school was the first school in Loveland, but Mrs. Johnson cannot recall the name of the first teacher.

It seems to be the rule that these peoples who spent so much of their time and effort in helping to build up a fine community must continue their good works all of their lives. Mrs. Johnson has taught a Sunday School Class for over forty years and still does so. She is also an active member of the Daughters of the American Revolution in Loveland and is always ready to do her part for any purpose which has a high motive.

Mrs. Johnson is still living in the home that she and Mr. Johnson bought so many years ago at 734 Washington Avenue. She has two living children and seven great grandchildren of whom she is very proud.



The above account of my early life in Loveland and vicinity is correct as given to Marjorie Krouskop in an interview on December 20, 1933.

(Signed) Eliza M. Johnson



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MRS. LENA BARNES GIFFORD, DAUGHTER  
OF DAVID BARNES "FATHER OF LOVELAND"

Jun 29/1934

Lena Barnes was born in Rock Island, Illinois on April 22, 1857, one of six children of David and Sarah (Coleman) Barnes. Her father had been in the lumber business in that town for several years. When, in 1859, he had a touch of the gold fever, he shipped machinery and horses to Omaha, and from there brought them to Denver. He went to Russell Gulch in Gilpin County, where he built a saw mill and sawed lumber for the first frame house built in that gulch.

The next fall Mr. Barnes returned to Illinois and in the spring of 1860 came back to Russell Gulch, bringing his wife and family, coming out with five covered wagons and some goods and taking two weeks for the trip. They went to Denver first, and camped at the Elephant Corral, resting there for about a week before going on to their home in Russell Gulch. They lived here until in 1863, when they bought 80 acres of land on Bear Creek about three miles east of Morrison.

They were living here at the time of the famous Indian outbreak of 1864. Mrs. Gifford remembers very vividly that night after night, she and the other



children were gotten out of bed in the middle of the night to be dressed, because of the fear of an Indian attack. The children were terrified, of course each time this happened, although their father would never have let the Indians touch them. Their home was the most securely built one in that part of the country having a solid stone foundation, so that all the settlers gathered there when word came that the Indians were close.

In 1866, Mrs. Gifford's father, at the suggestion of prominent men in Golden moved his mill to that town. This mill is still standing there on the corner of Clear Creek and Ford Streets. He also built a twelve-room, two-story brick house, which still stand in Golden. The flour which was ground at his mill was freighted by teams to the mining town of Central City, Idaho Springs, etc., and sold for from \$25 to \$50 a sack.

Mrs. Gifford and her brothers and sisters all went to school in a little two room brick school house in Golden.

The Ute Indians roamed about the community of Golden a great deal, and were supposed to be friendly, but were often very mean. One day when Mr. and Mrs.



Barnes were gone from their home a Ute squaw came to the door and demanded to be let in the house, apparently wanting food or some article. The children remonstrated, of course, so, without a word, she simply slapped the face of the oldest Barnes Child, got what she wanted and left. It was about this time, then, that the Indians were put on a reservation with soldiers to look after them.

In 1871 her father bought land in the Big Thompson Valley and decided to try farming. He bought 320 acres of ground where Loveland now stands. The west boundary of their land is now Garfield Avenue; the east, Monroe Avenue; south, First Street; north, 14th Street. He then built a house in the northwest corner of his land and that house still stands there and is on North Garfield Avenue. They fenced this land, plowed and planted crops and thrived very well. They planted oats, wheat, and one season 40 (acres of buckwheat. In the year '76, Mr. Barnes got 8000 bushels of wheat from his crop, and received a price of \$1 a bushel for it. This wheat was hauled into Longmont to be sold. Also in that year he bought two McCormick Self-Binders for harvesting his crop. It was so very unusual, that nearly one-



hundred people gathered to watch it work for the first time. There was only one other family on the bluffs besides the Barnes, the Chubbucks the very first ones to attempt to live away from the river bottom. In the bottom there were the Hershmans, Osborns, Washburnes, Parishes. |

Mr. Barnes built the Barnes Ditch and also bought the Chubbuck Ditch, enlarged and sold it, and continued to farm on this land until in the fall of 1877, when the Colorado and Central Railroad was built through from Longmont to Fort Collins.

(Mr. Barnes gave alternate blocks of land to the railroad and the city of Loveland was laid out in the spring of 1878. The people of this new town wished to call the town Barnesville, but Mr. and Mrs. Barnes modestly declined that honor, and named the town for W. H. Loveland, their personal friend and President of the Colorado Central Railway Co.)

In 1877 Lena Barnes married Thee Chubbuck, one of the sons of that other family which had lived on the bluffs. Mr. Chubbuck often told his wife about the Sand Creek Massacre in which he had played a part. He and Frank Bartholf joined the ranks of the soldiers just for a short time during the trouble with Indians.



They surprised the Indians in their tepees, and a very bloody battle followed. The Indians were well fortified and had made trenches all round their camp. There were 650 Indians killed during that particular battle and Mr. Chubbuck said it was impossible to distinguish between the braves, squaws and children, as they were all fighting. Mr. Chubbuck died and later on Mrs. Chubbuck became Mrs. A. H. Gifford.

The families in the early day fared much better than a great many people believe. There was always wild fruit to be used for canning and for making pies, such as plums, choke cherries, currants and gooseberries, meats were cured and vegetables grown, and plenty of milk and butter. Mrs. Gifford states that Judge Slaughter grew the first cherries in this part of the country and that they were perfectly delicious fruit. His home was on the present Estes Park Road about four miles out on what is now the Winkhoff place.

Mrs. Gifford has seen this country grow up from almost nothing into a thriving industrious community. As a child she was taken to Denver to see the first train come into that city. When the railroad was



run up into the mountains, Idaho Springs, Georgetown, and other mining towns, she was right there, as her brother-in-law, Billie Ogden, drove that first train over that dangerous loop.

(Some of the first businesses in Loveland were as follows: Mrs. Flynn's Boarding House; a saloon called the "444"; "Red" Ned's Blacksmith Shop; the G.W. Krouskop Store; the Taylor Drug Store; Mrs. Smith's Boarding House; and the Herzinger and Harter Store.)

(Mrs. Gifford has in her possession a pound container of sugar which came from the first sack of sugar turned out by the new Great Western Sugar Company. This sugar cost \$50 a pound and was milled in October 1901, and the container has the names of the following officers printed on it: A. V. Officer, Manager; B. F. Arndt, Superintendent; N. Feldt, Sugar Foreman.)

Mrs. Gifford's father was known as the "Father of Loveland" and was always loved and honored because of his kindness and good qualities, and she seems to have inherited those fine points. She has been a member of the Methodist church of Loveland since its organization, has sung in the choir for thirty years



and was President of the Ladies Aid Society for many years. She can be counted on to give her time and effort unflinchingly in a good cause.

One daughter, Mrs. Evelyn Chubbuck Goss, lives in Los Angeles, California and has two children Jack, and Daphne. Mrs. Gifford's other two children, Mildred and Harrison Chubbuck have died.

She now resides at 718 E 7th Street, in Loveland, Colorado.

The above account of the early life in this vicinity is correct as given in an interview to Marjorie Krouskop on January 29, 1934.

Mrs. Lena Gifford



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*W. Krauslap 1/30/1934*

THE STORY OF THE LIFE OF C. C. SKINNER  
AND OF EARLY LIFE IN RATTLESNAKE PARK

Charles C. Skinner was born in Dunton, Illinois, (This town is now called Arlington Heights) on January 16, 1859. His father died when he was a child of five years, and the mother took her family into Wisconsin where they lived for a year. He later on lived with his grandfather in Illinois and still later with an uncle until he was of age.

At that time there was much excitement about the West, and things were just beginning to open up. So in 1880 our friend came west with the intention of just stopping in Colorado for a visit with his brothers, then going on to Oregon. He came first to the Little Thompson Valley, and then went up into the mountains where he ranched and farmed for thirty-five years.

In that first year that he lived in Colorado Mr. Skinner was the Ditch Rider for the Handy Ditch Company, and ran the very first water through that ditch. He lived in a little shack just below the Little Dam on the Thompson. This work was very difficult, as any time a large amount of water came down the river, the flume would break out, and he was



continually shutting down water to make repairs.

For this work, he received \$45 a month, and of course had to buy his own provisions out of this amount.

Mr. Skinner finally settled in the Ball Mountain region, between Rattlesnake Park and the Forks Hotel, where he homesteaded 75 acres of land, plowed and planted crops which he used mostly for the family food supply and for cattle feed. He raised potatoes, and vegetables of every kind and there also many different kinds of fruit grown in that vicinity. Apples, raspberries, currants, gooseberries, strawberries, etc. In fact the land up there was very fertile and many things could be grown. There were few settlers in that country then, but they soon began coming up there. It seems that timber posts and poles were much in demand and the gathering and selling of these made a good living for many men, for only a few years, however. Many men came with their families, settled in a draw, worked for a year or two, perhaps and then moved away. At that time, too, range was becoming scarce, so the big rancher bought out the adjoining smaller ranchers to make more range for his cattle, until again there were only a few families.



The first school was built in 1879, a log building, which still stands in fairly good condition. A Mr. Nowell and son Milt, Frank Tower and Amos Pennoyer put this building up, and Mrs. Wilbur Thornton was the first teacher. In the '80's there were thirty-five pupils registered, but in later years only three or four attended school. This old building served as a school until in 1904, when a special meeting was called for the purpose of voting on a proposition for the erection of a new building. This carried in favor of a new school, which was to be located about a quarter of a mile west of the old one. By donation of work and \$700, the new school was finished, an 18x32 building, clapboarded, shingled, plastered, painted and furnished with modern seats. The old school house was donated to Joseph Heukafer, upon whose land it stood. Mr. Skinner was the secretary of the school board in that district for about twenty-six years.

There was no road into Estes Park through this part of the country and the settlers had to go to the Forks Hotel via a game trail for their mail, until later on, when a postoffice called Pinewood was established in the Ball Mountain district. The Pinewood



postoffice was shifted a out from home to home, depending entirely upon who was acting as postmaster at the time.

Mr. Skinner's father-in-law, Amos Pennoyer first went to Rattlesnake Park in 1872 and there was only one other person in the park then. One Frank Prager, a squatter, lived there and he moved away soon after that and disposed of his rights to Mr. Pennoyer for \$200. So then the Pennoyer family were the only ones living there and there was no one between them and Estes Park.

In 1875 Charlie Wyman came in and took a squatter's right where in later years Clark Neff built a home. Two years later, Harrison and Ferguson put in a saw mill at the outlet of the park and built a house which they sold to Frank Tower, a cattleman. Harrison was at one time manager of the Loveland Flour Mill. Tom Quillan settled north of the Neff Home, and a Mr. Koontz about a mile west of where the new school house stood. Koontz later sold his squatter's to Mr. Morrell, who built a fair sized log house, which now stands on a homestead twenty-five miles northeast of Colorado Springs. Two years ago each log was marked, taken down,



and trucked to the present site, again assembled as formerly, and shows that the former builder was a master hand with an ax.

(Rattlesnake Park was, and still is, a beautiful little park, in spite of its name, which was given it of course because of the large numbers of Rattlesnakes which were found there in earlier days.)

Most of the settlers in the park went to Loveland for their supplies, after Loveland had been started. There were only a few business houses in the town, when first Mr. Skinner went there, and the water system was very crude. Right in the middle of the street in front of G.W. Krouskop's store there was a well with boards around it about three feet high and 2x4's extending up and over it, to which attached a pulley with two buckets, one down in the well, and the other up. so that the individual wanting water just pulled up the bucket full of water, letting the other one down. The next means of getting water was by hauling it from the river in barrels and distributing it around the town. At the corner of 4th and Cleveland, there was later, a cistern put in which was 10 or 12 feet across and kept full of water in case of a fire, when the bucket brigade was called upon for help.



As has been stated previously, there was no road through to Estes Park for some years. In about 1890 a John Reynolds, who had a home at the place now called Montrose Inn, on the Thompson, conceived the idea of putting a road through to the Park and making it a toll road. So, he started doing this himself, using his own money. This was not very successful, however, as he did not have enough capital. The County helped him for a while, then later bought him out and spent about \$30,000 in fixing up this road. They had to abandon the "toll road" business, though, as it did not pay.

Mr. Skinner was vitally interested in every thing pertaining to the early life in this country and especially in individuals, in whom he was keenly interested, particularly if they were just a bit mysterious or odd. He has remembered well some of the most outstanding persons he met, and describes them in a way that is most unusual.

First of all, his Father-in-law, Amos Pennoyer, was a man whom he admired greatly and he says about him: "Amos Pennoyer was of sturdy pioneer stock and no man ever excelled him in the forest felling trees with



an axe, as each and every stroke led to its final downfall. His life was the product of his own judgment and reason, based on the primal responses of his being. He loved the mountains with their green meadows and running brooks. He possessed a king jovial spirit, and always looked on the humorous side of life, and dispensed hospitality to strangers and friends alike. "

"One evening as I was engaged in stirring the dough for making sour dough bread, I was surprised to see a character similar to that of "Buffalo Bill" standing at the door, and greeting me with, " How de", then asking if he and a friend could get grub and shelter for the night. As I had plenty of room and an assortment of "Grub", I was pleased to have company. "Buffalo Bill" stated that his friend was an old acquaintance and was now staying at Longmont. His object in coming into the mountains was to look the country over again after it had been settled by the whites. His story was this: He had lived among the Indians for a good many years and had accompanied them on one of their big hunts at a place six miles west of my ranch. This locality is surrounded by low mountains forming a basin, since known as Deer Lodge and Grasshopper Park divided by a dry gulch and lying south of the Thompson. This old man stated that at a



given signal, the Indians, eight-hundred in number, in single file encircled this basin and then proceeded towards the center until they came in reach of the game therein. After killing many deer they encountered two full grown bear, which they undertook to kill by sending the young braves into the circle equipped with knives only, this was done to show their quality of bravery and to win honors. The outcome of this was that two good Indians were killed, necessitating a three day delay for a pow-wow or ceremonial for the two dead braves.

This wanderer was above medium height with prominent cheek bones, a complexion showing that the blasts of many winters had left their indelible imprint upon him. His long mustache and goatee were similar to those worn by the real Buffalo Bill. His suit of beaded buckskin must have been in constant use for a long period of time as the fringes were considerably worn. . He said he had become attached to the Indians and their wild nomadic life and was going back to spend the rest of his life with them. My deduction was that he had come to extricate the trinkets from the graves of the Indians killed by the bear. I had the assurance from the party with him that he had been with the Indians most of his life, and know that



two peaceable Indians had been buried in that locality before mentioned. He seemed normal and in the possession of all his faculties with the exception of a weakness for a care free wandering life." (This man had told Mr. Skinner his name, but he could not recall it at the time he wrote this description)

"On the homestead I acquired was a stone and dirt hut where lived a Frank Marvin who harbored a grudge against a man by the name of Madison (Charles and Gus Madison's father). He thought Mr. Madison had cheated him in a mule trade, and he harbored this grudge and thought about it until it terminated in the shooting of Madison in his doorway opposite the old Wolf place on the Buckhorne.

On occasions he became taciturn to the extent of ignoring every one. He had a weakness for tobacco and his reserve would weaken when asked to have a "Chaw of Tobaccer", but would converse on minor topics only, never disclosing his earlier life. After the murder of Mr. Madison he disappeared across the mountains".

"Another character of which little is known lived far from civilization with contentment. To the south west of the Forks Hotel on the Thomson river is a



mountain called Crosier named for this man, who lived in a little park on top of the mountain. He built a log house, with a fire place (the ruins of which can be seen to day). This was before a trail or road was constructed up the Thompson, only a game trail led out of this vantage point of observation. History does not record, and there is no sesame by which man can open the door to this man's intentions or object in isolating himself from all associations with his fellow beings. The animals of the forest were his only associates and they also must have furnished what food he had. This man later disappeared like so many men of that type".

The above descriptions will show how keenly interested Mr. Skinner was in his fellow men.

Mr. Skinner's home has been in Loveland since he left his homestead in Rattlesnake Park with the exception of a few years spent out on the dry land. He and Mrs. Skinner have raised four children, Curtis, Rollins, Ruth and Clara, who have all married and live in this state.

Mr. and Mrs. Skinner now live at 230 Adams Avenue in Loveland.

The above accounts of early life in Rattlesnake Park and of my life are correct as given in an interview to Marjorie Krouskop on January 30, 1934.

Charles C. Skinner