

Annual Historical Guide

# **Silver Thread Scenic & Historic Byway**

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# Today's Silver Thread Scenic & Historic Byway Started wth Indian Trails, Stage Coach Lines

The present-day route of the Silver Thread Scenic & Historic Byway follows in large degree two old toll roads, the Del Norte & Antelope Park and Antelope Park & Lake City, which were instrumental in bringing settlers into the Lake Fork and Animas valleys in the 1870s.

The Utes were well acquainted with the country through which the Silver Thread luxuriously loops: these early residents crossed and re-crossed the mountains with seeming ease. While gold was apparently eschewed,

popular paths for the Utes led to the hot mineral springs on Goose Creek near Wagon Wheel Gap, which they called "Little Medicine", and across the range to present-day Pagosa Springs, which was called "Big Medicine".

Charles Fremont passed through a portion of the upper Rio Grande seeking a suitable trans-continental route for the railroad. In his tracks, and following the well-worn paths of the Utes, prospectors followed.

Del Norte businessmen were responsible for the Del Norte & Antelope Park Toll Road which was built in 1873 and 1874, a 55-mile toll road from Del Norte up the Rio Grande to Antelope Springs.

From the springs, the old road continued up and over Stony Pass, eventually dropping down Cunningham Gulch to Howardsville and on to Silverton in Baker's Park. In 1876, freight was packed from Jennison's Ranch, one of the Stony Pass stage stops, to Silverton at 1-1/2 to 2-cents per pound.

In 1875 the same Del Norte businessmen (including

Alva Adams who would later serve as Colorado Governor) instigated the Antelope Park & Lake City

1950s and, starting in the 1960s, paving was started simultaneously up Highway 149 from both Creede and Lake City. The summit of Spring Creek Pass was breached with asphalt in 1968 from the Lake City side.

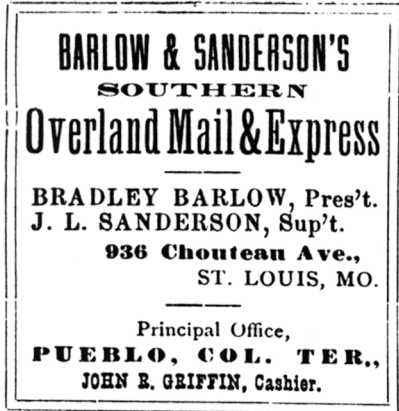
Work on the highway continued intermittently in the 1970s and culminated in the fall of 1983, when the Federal Highway Commission awarded a contract of \$1,295,883 to pave the final 7-1/2 mile section of road between Wrights' Lower Ranch and Santa Maria Reservoir on the upper Rio Grande.

Paving of the highway, inaugurating a whole new history on the old route, was finished in 1984.

The 75-mile route from South Fork through Creede to Lake City was designated a National Forest Scenic Byway on December 14, 1989, and in October, 1990, the Silver Thread was selected as one of the state's first Colorado Scenic & Historic Byways by the Colorado Dept. of Transportation's Scenic Byway Commission.

Colorado Scenic Byway Commission approved a 46-mile northern extension to the Silver Thread Scenic Byway in 2005 which now extends the byway the entire 117-mile length of Colorado State Highway 149.

The byway now continues from South Fork at U.S. Highway 160 northward on State Highway 149 through Wagon Wheel Gap and Creede, up the Rio Grande and over Spring Creek and Slumgullion Passes prior to dropping into the Lake Fork Valley above Lake City, and then continues northward down the Lake Fork, passing through the ranching community of Powderhorn in the Cebolla Valley and finally ending at Highway 149's juncture with U.S.



Toll Road, a \$5,000 undertaking which traveled up and over the Continental Divide from Antelope Springs over Spring Creek and Slumgullion Passes to the new boom town of Lake City.

Both toll roads proved lucrative investments for the road builders in the mid and late 1870s as prospectors rushed into the new mining areas then being opened around Silverton and Lake City; conversely, a large amount of ore was hauled over these routes to Del Norte prior to the arrival of the railroads in the early 1880s.

The Stony Pass route received only minimal use after the Denver & Rio Grande Railroad (D&RG) reached Silverton in 1882 and Wagon Wheel Gap in 1883, the latter extended on to Creede during the mining excitement of 1891.

The D&RG completed its line up the Lake Fork to Lake City in 1889.

The old route over Slumgullion and Spring Creek Passes began to be developed for automobile traffic after 1915 on what was to be designated State Highway 149. Further upgrading occurred in the

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## SILVER THREAD

*Scenic Byway  
a Historic Perspective*

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Lake City Silver World  
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**Cover Photo:**

*A San Juan Solstice 50 mile race runner with her pacer leading the way. They are racing across a high meadow just before reaching the last aid station set up on the upper part of Vicker's ranch. After that, the rest of the race is mostly downhill, with a final sprint at the end to reach the finish line.*

# WELCOME TO Lake City

The Alpine Outdoor Association would like to welcome ALL visitors and outdoor recreators to Hinsdale County! It is our mission to promote and incorporate safe and responsible recreation within Hinsdale County and surrounding areas. Our goal is to educate the public and be good stewards of the environment by promoting safe use, to minimize adverse environmental impact. The Alpine Outdoor Association provides educational and historical information unique to the area, for visitors and locals, alike.


June through September, volunteers of the Alpine Outdoor Association frequently travel the Alpine Loop, conducting studies and data collection. On Tuesdays, our volunteers can be found near the corner of HWY 149 and 2nd St. Stop by and say hello to our volunteers if you see them. They love to see smiling faces!




## ALPINE OUTDOOR ASSOCIATION

**“STAY THE TRAIL”**  
The Tundra is fragile and we need to protect it. It takes hundreds of years for the Tundra to repair itself, so please, stay on designated OHV and hiking trails.

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PACK IT OUT**  
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Point your camera to make a donation!



### KNOW BEFORE YOU GO IN AN OHV

Rules and regulations for Lake City and Hinsdale County

visit <https://lakecity.com/ohv-regulations/> for more info

[www.alpineoutdoorassociation.org](http://www.alpineoutdoorassociation.org)

[info@alpineoutdoorassociation.org](mailto:info@alpineoutdoorassociation.org)



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# Patrolling the Alpine Loop



*l to r - Author David Bartlett shakes hands with traveling companion and impromptu field mechanic Chris Lakin on an adventure well met.*

## by David Bartlett

Life is a journey. Within the span of a lifetime, epic journeys take many forms but they all have one thing in common. Some journeys are arduous like the Phoenician Steps while others are longer and terminate on an abandoned military dirt airstrip near Crook's Corner, Zimbabwe. Then again, there are those in between, those that are neither particularly long nor arduous. Their duration is marked with suspense conjured up from within the darkness of the unknown. This journey was simply an opportunity to turn back the hands of time for a day and do it the old way, not the simple or comfortable way, but the way of our fathers. Our journey's goal was to complete the Alpine Loop in vintage trail rigs. Rigs and road that will leave us with very few interstitial memories, but at the end of the trail it should deliver that one thing that all epic journeys have in common. They are unforgettable.

The L60 Nissan Patrol is a castoff from a military contract bid whereby the Nissan competed against Toyota's FJ 40 for Japan's equivalent to our Willy's M38A1 or sometimes known as the Military Jeep II CJ-5. Toyota won that military contract because it was cheaper per unit. The FJ 40 has become a legendary vehicle around the world for good reason. However, the Nissan L60 Patrol proved that for just a little more money you get a lot more capability. The Nissan L60 was the product of the heavy truck division of Nissan. Though never very numerous in any country it left its mark in Australia as the only vehicle to make it across the Simpson Desert while achieving cult like followings in South America and Africa. The Nissan Patrol is still an honored badge to this day with new Nissan Patrols for sale just about everywhere on the globe except the USA.

The United States received approximately 2700 Generation 2 Patrols between 1961 and 1969. The Generation 2 model is the most collectable and featured in this trip as it offers classic 1960s style and utilitarian ruggedness. After 1969 with many mechanical, but few cosmetic revisions, Nissan pulled the Patrol out of US market to focus on their Z model sports cars. Today the vintage Patrol lives on and strong thanks to a handful of enthusiasts that help each other fix and tune their Patrols while bringing ever so few more back from the hands of ole father time.

The high country requires the proper gear. For this journey we packed a few spare parts for the Patrols like tire patches, air compressor, tow straps and basic

tools. The plan was to rally together the day before to ready each rig before the ascent on the next. Covid-related challenges reduced our planned ascent to 13,000 feet to just a few patrollers for the Oct 1st loop. Chris Lakin, an accomplished engineer from Montrose joined me for "The Loop". Chris is a great field mechanic with a deep understanding of the mechanical aspects of the L60 Patrol. In preparation for this event I had both of my Patrols in good shape. The need for a pre-ascent mechanical survey was not needed, so he arrived the morning of October 1st, 2022 ready for the road up through the canyons then over the top of the Rockies.

Chris preferred to drive the blue 66 Patrol, known as Phoenix Patrol, while I was more than happy to drive my white 63. Both sport the same 4.0L P engine with a two speed transfer case and winches that receive their power from the motor, aka PTO, rather than the battery. One really unique feature that we have yet to see in use is the rear PTO option. The base transmission was offered with the potential to attach additional drive shafts to power front and rear implements. As reported both Patrols have this feature to power the front winches but a rear drive shaft could be added to power a water pump or saw for cutting lumber. We have heard distant stories of the Patrol used in both of the applications in South Africa, Australia and S. America where the Generation 2 was much more common.

The Alpine Loop gets its name from a circular high mountain trail that begins and ends in Lake City. The Alpine Loop is an interlocking group of trails that connects the relatively close cities of Lake City, Silverton and Ouray then Telluride can be tacked on further to the west through Ouray (pronounced 'Uray' after Chief Ouray of the Ute tribe). It is one of the highest trails in Colorado. Along the way we will pass many a ghost town not the least of which will be Capitol City. The "Loop" is actually the combination of high mountain county roads that meet above the once thriving mining town of Animas Forks. The two county roads added together run for fifty six miles through God's country above Lake City. This area is well known for peaks over 14,000 feet or "fourteeners". The lower forty-eight states boast 96 peaks in excess of 14,000 feet, all of which are west of the Mississippi. Of those 96 peaks 58 reside in Colorado. Of those 58 Colorado peaks five are in the immediate vicinity of Lake City. Scaling fourteeners is a common bucket list item for hikers. They are a test of stamina for sure and should be fully

respected. Sadly, a young, experienced hiker fell to his death in the area a few days after we passed through. The same fate awaits careless drivers with poorly maintained vehicles as sheer cliffs wheelside follow you from start to end like campfire smoke.

Lake City was our jumping off point and it was time to jump off. From Lake City's base elevation of 8,671 feet we chugged up the dusty gravel road leading us through Henson Creek canyon on CR 20 passing deserted mines and abandoned charcoal and lime kilns that served those with gold and silver in their veins as we followed the snowmelt-fed stream upward. We were on a mission with untold memories lying in our path so we did not take time to stop for the brief hike down to Whitmore Falls, but we should have. We climbed further, both Patrols serving us well. The fall colors amongst the aspen and sycamore trees were magical as the midday sun radiated through their translucent yellow, gold and crimson leaves. We passed several modern trail rigs and more than a few UTVs. The vintage Patrols received a "thumbs up" from young and old, men and women alike. Interestingly, we did get more big smiles from the younger of the drivers.

As we approached 11,500 feet Chris reported via our hand held radios that the Rochester carburetor was performing better as we gained altitude, which was a welcome mechanical report since our 145 HP P 40 engines were losing 3% of their herd every thousand feet from sea level they climbed. The single barrel Rochester was the only question mark as the Patrol Club leader, Leslie Brown with many miles under her Patrol axles on Big Bear Mountain outside Los Angeles warned in the weeks leading up to the ascent. She felt the Rochester might leave the motor fuel starved at the worst possible time. Well, the trail offered many opportunities for that so trepidation replaced the oxygen that once filled our lungs at the lower altitudes. My white 63 Patrol, known to some as Command and Control Vehicle 5 (CCV5) sported the venerable Hitachi VC 42 carburetor and it had already performed perfectly on a test run to Engineer's Pass last year. Phoenix Patrol will get a VC 42 within the next several months so it will be better prepared for the next traverse.

The ascent required us to shift into ever lower gears to maintain proper motor compression in our P 40 engines. After passing a milestone named Palmetto House we shifted into our lowest gear in low range

# Alpine Loop

*continued from page 4*

for the final leg up to Engineer's Pass. The final leg was generally gradual while being punctuated by what seemed like near vertical switchbacks that can scare the yellow off cheddar cheese. It was important at these times that our engines performed perfectly and they did. We reached Engineer's Pass at 12,800 feet within a couple of hours. Though the official sign is posted at 12,800 feet the loop still requires a climb of several hundred more feet to attain our first true resting spot, Odom Point. At Odom Point, a prominent precipice with a great view of distant peaks in most directions, off road car clubs gather there to salute God and their partial accomplishment. We saluted our partial victory too, with Glenmorangie 18, naturally.

After collecting our senses and further searching our souls and Patrols we agreed that mechanically we had no reason to double back into the known. We fired up the remaining one hundred horses left at 13,000 feet in our engines and set course for Animas Forks, then Cinnamon Pass. This leg of the trail included a decent down to 11,000 feet while passing through several steep descending switchbacks before starting the long slow slog up to Cinnamon Pass.

Thirty minutes into this leg we arrived at Animas Forks where I refilled my water bottle and started the slog on CR 30. The ascent will get your attention as passing spots on the climb out of Animas Forks on the mostly one lane trail littered with football-sized loose rocks offers few bulges of earth wide enough for passing. Once through that gauntlet a couple of switchbacks left our eyes looking skyward as if we were astronauts strapping in for a moon shot. This slog, once past those heart stoppers, spans many high altitude miles that taxed our engines and cooling systems as we rumbled along in low range 1st gear. The pristine cloudless October day added to our drama. Just prior to the Cinnamon Pass summit, I experienced our only mechanical event. CCV5 experienced a brief vapor lock in its VC 42 carburetor. After less than five minutes the cool mountain air re-liquefied the fuel and we were back in action. Minutes later we were at Cinnamon Pass at 12,784 feet.

We briefly stopped atop the windswept pass named after God's pastel painted mountain top to rest our machines. While discussing the fact that it was "all downhill from here" another young trekking couple from California stopped as well. As he walked up he was animated in his simultaneous questioning of what we were driving while saying he has been looking for an old FJ40 for years. We sorted out his questions then he launched into a soliloquy about his need for new Toyota rig but hated to give up the Tundra he knew so well. He and his young wife got a laugh as I said, "you must know your off road rig like you know your wife. You gotta know what she can and can't do." My words came out before I was able to take full account of her proximity. Oh well, all is well that ends well.

We catapulted off the pass descending through many switchbacks that pointed our front bumpers to Dante's Inferno, a place we surely didn't want to stop so we coasted downward with the gears controlling our speed. While heading back to Lake City on CR 30 we passed American Basin and Handies Peak. I had hiked to the summit of Handies Peak the month before atop fresh snow with my nieces. Still lower down we dug our hillside tires into the granite walls as a sheer drop of several hundred feet haunted us from less than the length of a child's ruler from our passenger side tires. I always try to get my passengers to look down as we pass this area but they rarely do. Miles downslope from the tight walk along the granite cliffs we pass the four mile mountain trail leading up to the ghost town of Carson which sits just under the Continental Divide. Passing this exit we entered a more scenic panorama of bright yellow aspens as the Lake Fork creek opens up into the meadow country just above Lake San Cristobal, the second largest natural lake in Colorado. Now we were on the home stretch.

After several more dirt track maneuvers to avoid rocks and holes in the county road that would make Billy Moyer from my home state of Arkansas proud, we completed our journey passing Lake San Cristobal on our way to HWY 149 back to Lake City.

Chris described it as an epic adventure. I could not agree more. Next year we look forward to more Patrols and more of the unforgettable.



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# Geology on the Streets of Lake City: Locally-Quarried Sandstone Used for Commercial Buildings, Tombstones

by *Harvey DuChene*

## A Homework Assignment

In 2018, Hinsdale County Historical Society president Grant Houston gave me a “homework” assignment: he asked me to find the location of the quarry that is the source of the rock used to construct the Stone Bank Building and the Finley Building, two substantial structures built in the earliest years of Lake City and still in use. I had not been assigned “homework” since I was in college more than 50 years ago, but I remembered how to do it. First, I needed to do some research.

I began by visiting each building and reading the historical plaques, learning that the Stone Bank and Finley Buildings were constructed in 1877 by Mr. George Bauer and the contractor for the stonework was Mr. S.M. Tarkington. Construction of both buildings began in March and was completed by August of 1877. The Stone Bank Building is located on the southwest corner of 3rd and Silver and the Finley Building on the southeast corner of 2nd and Silver Streets. The Stone Bank Building currently houses the local branch of Community Banks of Colorado, and the Finley Building is the home of the Hinsdale County Museum. Both buildings are substantial structures, built to resist fire and made of local stone. An article in the August 28, 1880, edition of *SILVER WORLD* stated that stone for the buildings came from “the bluff just north of town.” The mystery was finding the location of that bluff, and if it still exists, the site of the quarry.

## Finley Block Building

The following description of the Finley Building is from an article on the Lake City Historic District website entitled “A Brief History of Lake City”.

Henry Finley, a stonemason, was one of the early owners of the Hotchkiss Mine (later Golden Fleece), a partner in Lake City’s first sawmill, and a member of town government. He convinced H. & A. Schiffer & Co. to open a store in Lake City, and in 1877 Herman Schiffer convinced Finley that he should construct a building, to be known as the “Stone Trade Palace” to house the store. In March 1877, Lake City *SILVER WORLD* reported extensive amounts of building



stone was being hauled to the corner of Second and Silver Street for a 23 1/2 x 100-foot, one story stone commercial building with basement. The height of the finished building would be 18 feet. Construction started in March 1877, and the building was completed by late July of the same year. The building features a full basement, 13’ between floor and ceiling on the main/ground floor, and upper walls 18” in thickness.

Construction required an excavation at least 30 ft wide and more than 100 ft long; once the building was completed, the excavation around the basement walls was backfilled to grade level.

The extent of Henry Finley’s involvement in constructing the Finley Building is uncertain. He was an acknowledged stonemason, and it could be assumed that he took an active role in the masonry and stone cutting which was required for the building. Conversely, as a man of increasing wealth and with extensive local business and mining interests, he may have relegated the responsibility for masonry work to others. What can be inferred, however, is that the stone walls of both the Finley Building and Stone Bank Building were built simultaneously in June 1877. The masonry firm of Bauer & Schultz was credited for its work on the Stone Bank Building. Elements of the Stone Bank Building and the Finley Building are almost identical

in terms of segmented arch windows with exaggerated keystones, together with richly detailed quoins (corner stones) incorporated into both structures. Also nearly identical is the extent of woodwork, scrolled brackets and recessed panels, which were used on the cornices, door, and window surrounds of both buildings. The front configuration of the Finley Building, features two large arched windows on either side of an identically arched, recessed double doorway.



The dimensions of the Finley Building are 23½ by 100 by 18 feet with a basement that extends beneath its full length. The basement walls are 8.5 feet tall, 30 inches thick and are made of stone rubble. The upper walls are 18 inches thick and constructed of stone rubble with ashlar (rectangular stone block) facings. The join between the basement and upper walls is seamless and presents a flat exterior surface, and the top of the basement wall inside the building is a ledge 8.5 ft above ground level which supports joists for the ground floor. Originally, the basement had a dirt floor, but sometime prior to purchase of the building by the Hinsdale County Historical Society, a 6-inch-thick concrete floor was added. An estimated 600 tons of stone were used in the construction of the building which cost \$8,225 in 1877, equivalent to \$240,000 in 2022.

## Stone Bank Block

In spring of 1877 plans were unveiled for the finest and costliest stone building in the city. The Stone Bank Building was constructed by the First National Bank in conjunction with John S. Hough. George Bauer and Carl Schultz constructed the Finley Building and the Stone Bank Building. *SILVER WORLD* newspaper described the Stone Bank Building as follows: “Stepping in the front door one’s attention is arrested by their massive appearance and ornate beauty, as well as the French plate glass panels which adorn them. The front office, which is 22’ by 27’, is finished in grained walnut and has two large windows on each the north and east sides... a pair of Diebold Safe & Lock Co.’s fire proof vault doors lead into the vault 6 x 9’ and nine feet high. The vault is of solid stone masonry with a stone floor, and contains the bank’s safe weighing 5000 pounds costing \$1,500 to put in its present location.”

The dimensions of the Stone Bank Building are 50 by 46 feet with a height of 30 feet. The stone walls are 20 inches thick on the ground floor, 17 inches thick on the second floor and constructed of stone rubble with ashlar blocks used as facing. The estimated amount of stone used in the building is 400 tons. The building cost \$22,000 in 1877, which is equivalent to \$643,000 in 2022.

The stone used for the exterior facades of the Finley and Stone Bank buildings is beige to greenish-gray tuffaceous sandstone, a sedimentary rock made of sand grains eroded from local volcanic rocks. The interior rubble walls are made of quarried but unfinished hard volcanic rock. Where did the volcanic rock and sandstone come from? To answer that, I needed to know more about the local geology.

## Geologic history and source of the sandstone

Long ago, there was a gigantic volcano where Lake City is today. This volcano may have been as much as 20,000 feet tall and perhaps 50 miles in diameter at its base; today, we call it the Uncompahgre volcano. 28.4 million years ago, this volcano catastrophically erupted, spewing

*continued page 7*



*German immigrants Carl Schultz and his son-in-law, George Bauer, were stonemasons responsible for constructing both the First National Bank Block, right and detail north wall, above, and Finley Block — today’s Hinsdale County Museum, pictured overview and detail of decorative quoins top photos.*

*Both commercial structures were built during the peak of Lake City’s mining boom in 1877 and both are constructed of locally quarried sandstone.*

*The stone crafting firm Bauer & Shultz was also responsible for stone work on the Pickle Barrel building in Silverton — nearly identical to Lake City’s Finley Block — and notable stone Porter & Middaugh Store in Del Norte, Colorado*

*Later in life, George Bauer lived at Mancos, Colorado, where he built the still-standing Bauer House — arched windows similar to the bank building in Lake City — in 1889.*



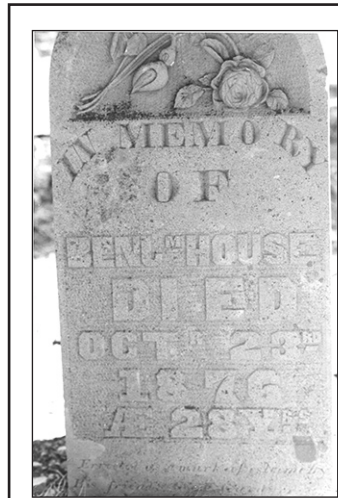
# Local Stone

continued from page 6

out 240 cubic miles of volcanic ash which solidified into a type of rock known as tuff. After the Uncompahgre eruption, the volcano collapsed, creating an elliptical depression known as a caldera that is a few thousand feet deep and covers 150 square miles. Part of the rim of this caldera is the spectacular curved ridge that includes Uncompahgre and Wetterhorn peaks on the north and borders the Lake Fork Valley from Lake San Cristobal to Sherman townsite on the south.

During the next 5 million years, the Lake City Volcano grew inside the south part of the Uncompahgre caldera. This volcano occupied about half of the Uncompahgre caldera and the rest of the depression filled with water forming a lake like Crater Lake in Oregon. The soft volcanic tuff of the caldera rim easily eroded and loose particles were transported into the lake by runoff from rainstorms and snowmelt. Once in the lake, the grains solidified into sandstone layers which can be seen today in the tall white bluff next to the IOOF Cemetery north of the town of Lake City.

The sandstone in the façades of the Bank and Finley buildings was formed in the lake. The U.S. Geological Survey map of the Lake City area shows that the San Juan Ranch and San Juan Springs subdivisions are built on lake-bed sediments that were deposited 28 to 23 million years ago between Slaughterhouse Gulch and Larson Creek north of town. These layers are described as "tuffaceous sandstone, shale and freshwater limestone with a maximum thickness greater



In addition to buildings, locally-quarried sandstone was also cut and chisled for tombstones in Lake City Cemeteries.

Stonemason George Gardner crafted the above memorial in City Cemetery for his friend, the faro gambler Benjamin House, who died in 1876.

Less well preserved but still elaborate, below, is the sandstone tombstone for Capitol City mine owner Peter McMahon, also in City Cemetery, who died in 1893.



than 650 ft."

Additional evidence includes discrete layers in the sandstone that could only have been deposited by water, and a remarkable fossil discovered by Mike Campbell, who worked at the Bank before moving to Maine a few years ago. He found the fossil in a weathered sandstone boulder that was left in the vacant area between the Stone Bank Building and the Armory. That boulder had probably been there since the late 1870s when the Bank was built. The boulder is about 3 feet in diameter and made of layered sandstone identical to the rock used in the facing of the Stone Bank Building. Campbell noticed that the boulder was starting to disintegrate, and he picked up a loose piece from the top, revealing a perfectly fossilized 5-inch fish!

About 2,500 years ago, a landslide slid into the Lake Fork valley from the west and created the ridge that lies between Pete's Lake and the probable quarry site north of town. The landslide is bounded to the north by the high, white bluff adjacent to the north side of the IOOF cemetery. There are prominent layers of sandstone exposed in the upper part of the bluff. These layers are the most likely source of the material that was used in the façades of the Stone Bank Building and Finley Building.

Noted geologist Harvey DuChene, the author of this article, provides map illustration at right detailing the location of Hinsdale County Museum and Community Banks of Colorado, both 1877 structures which were built with locally quarried sandstone.

At upper right, DuChene also delineates the white sandstone bluff which is the probable location of the quarry which provided stone for the mammoth Lake City building projects.

The area encircled in black at right marks the location of a 1,800-year-old landslide which initially blocked the Lake Fork River and formed a lake in the flat area now occupied by Town of Lake City.

The landslide started just above Hay Lake and apparently occurred during a heavily saturated rainy period which is dated to approximately 1,800 years ago through radiocarbon dating from soil material near the base of the slide.

Although exterior sides of the main walls of the Stone Bank Building are faced with carefully worked blocks of sandstone, the interior parts are composed of quarried stones of random size and irregular shape known in stonemason parlance as rubble. The rubble used for the core of the walls mostly consists of hard volcanic rock. The quarry site for the rubble is unknown, but is probably near the town, either a short distance west along Henson Creek or the in the low stone bluff that lies between Pete's Lake and State Highway 149.

## Construction

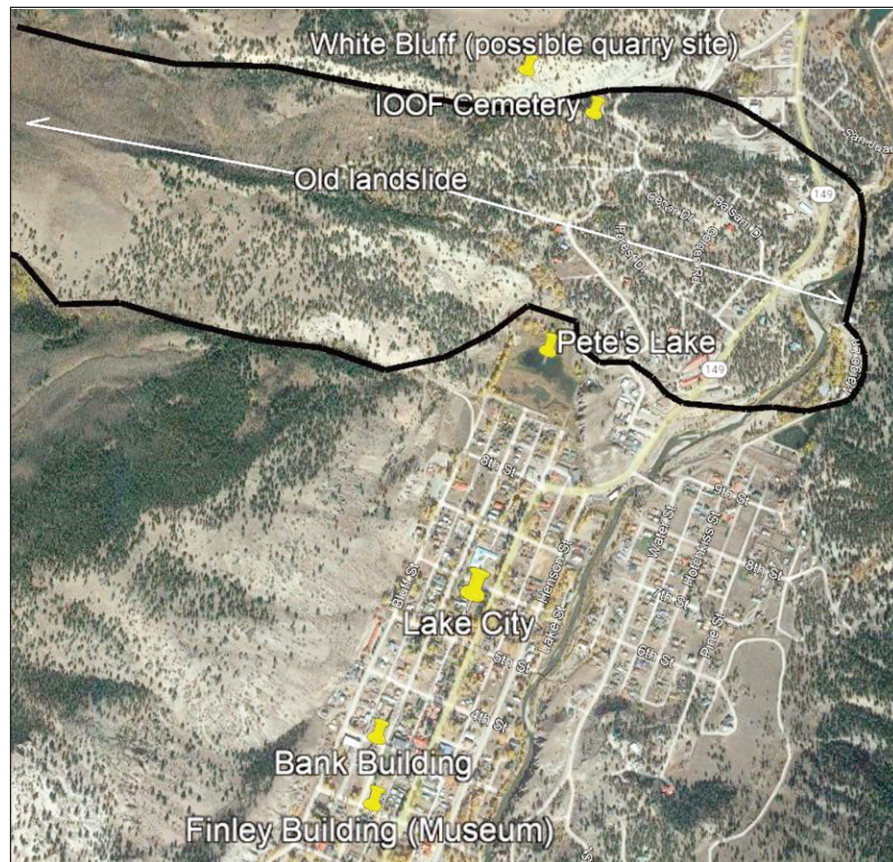
Stonework used in the construction of a building can be divided into three classes: rubble, ashlar and trimmings. All three of these types are found in the Stone Bank and Finley buildings. Rubble is quarried stone of varied sizes and shapes. Ashlar are blocks that have been roughly or finely finished so that they are shaped like blocks and can be stacked like bricks. Trimmed stones are ashlars that have been carefully trimmed and finished on the sides that are visible to the public after the wall is completed.

Rubble pieces used in the walls of the Bank and Finley buildings were selected for best fit and cemented together with mortar. Small stones called gallets were inserted in voids created where rubble stones did not fit tightly together. Details of the rubble walls are visible in the stairwells of the Stone Bank Building and in the basement of the Finley building. The exterior walls of both buildings are covered with a veneer of ashlars (finished rectangular stones) set in courses (horizontal rows) so that they have a smooth, regular, finished exterior surface.

On the interior sides of the Stone Bank Building, there are rubble wall courses of irregularly shaped stones. These courses helped keep the wall level and consistently vertical during construction. Numerous pieces of rough cut 2" X 10" boards and 4" diameter logs were mortared into the walls and probably used to support planks where the stonemasons stood during construction. These wooden supports were sawn off after the wall was completed. There are chisel marks on inward-facing rubble pieces suggesting that irregularities were trimmed to remove projections from the irregular pieces of rubble.

The south and west exterior walls of the Stone Bank Building are smooth and vertical. The south wall is composed of rough-cut ashlars ranging from nearly rectangular to irregular and set in courses. The exposed sides of the stones on the exterior surface are uniform because that at least one side of each block has a flat surface so that the finished wall is smooth and regular. The west wall is covered with stucco and most of the details of its construction are hidden, although there are indications that its construction is like the south wall. Part of the west wall collapsed in 1954 and was repaired.

The north wall of the Stone Bank Building is faced with courses of ashlars which are anchored and mortared to the interior rubble wall. The ashlars are 11 inches wide and range from 20 to 32 inches long with right angle corners and flat sides. The back sides of these blocks are not visible, so details of how they are anchored to the rubble core are unknown. Facing stones are installed for appearance and do not add to the structural integrity of the wall.



The ashlars on the east-facing exterior wall of the Stone Bank Building and the west-facing wall of the Finley Building have the most intricate trim work. These walls are the public faces of the buildings and are designed to present a pleasing appearance to passersby. Facing stones attached to interior rubble walls are normally at least 6 inches thick and fastened with metal anchors and mortar. These façades contain wooden window and door frames and other artistic embellishments and are the most elegant part of the exterior of the building.

Each window opening in the Bank building is vertically oriented with an elongate rectangular lower part and arched upper part. There is a sill (elongated ashlar) at the bottom of each window, and the arcuate upper part is composed of two specially carved curved stones separated at the top with a keystone, which is trapezoid-shaped stone with a border and a recessed center. Each stone window border has a pair of matching outward projecting embellishments with flat, horizontal tops and concave outward lower parts. These are built into the wall where the border of the window changes from vertical to curved.

The various stone blocks used in the façades are remarkably uniform in shape, style, and finish, so much so that it is difficult to understand how they could have been shaped with hammer and chisel. The blocks are so well made that it seems that they must have been cut with a saw to achieve the perfectly flat surfaces and right-angle corners, but quarrying saws did not appear until mechanical engines were invented in the nineteenth century.

Early quarry saws were powered by steam engines which were supplanted by internal combustion engines. Prior to the development of these tools, quarrying and stone finishing was done with hand tools, and the quality of the stonework attests to the skill of the stonemasons. According to the Saturday, August 28, 1880, edition of *SILVER WORLD*, the rock for the Bank and Finley buildings consists of "... sedimentary [rock] ... full of hard, flinty spots which make it difficult to cut. One of the stonemasons broke a rock just a few days ago in which he found embedded a section of bone, the joint perfectly preserved and the whole converted into a flint-like substance."

It is likely that the precisely finished ashlar stones in the façades of the Bank and Finley buildings were carved with chisels and hammers.

The Stone Bank Building and Finley Building are testaments to the industriousness and creativity of the early settlers of Lake City. They made use of local materials to build two of the most durable buildings in the town. The source of the sandstone used on the exterior of these buildings was never lost. It is located about a mile north of Lake City on a prominent bluff, hiding in plain sight.

## Selected references.

Anonymous, 1899, A Treatise on Architecture and Building Construction Vol. 2: Masonry. Carpentry. Joinery, With Practical Questions & Examples: Finish of Stonework: <https://chestofbooks.com/architecture/Building-Construction-V2/Finish-Of-Stonework.html>

Lipman, P.W, 1976, Geologic map of the Lake City caldera area, northwestern San Juan Mountains,

# Topographers, continued from page 8

explorers traversed that south-western portion of Colorado territory, which may be known to many as the San Juan region. While the general impression was that they would find a moderately high country, with but few mountains of importance, it soon became apparent that this idea was certainly not borne out by facts. It was derived from unreliable sources, and partly from the circumstance that unusually dark and dense clouds spreading over the district in question obscured any view from a distance.

Rugged mountains, separated from each other by equally rugged and precipitous canyons were met with, from the very first. The inclemency of the weather by no means added to the comfort of the travelers, and they were obliged to contend not only with those obstacles that nature's bold hand placed in their way, but also with the dreaded enemy in camp, rheumatism. Thanks to the violent exercise, they were scarcely affected by the daily drenching that was inflicted upon them, and thus preserved health and good spirits, while the others, less exposed perhaps, sharply felt the effects of such a life.

In August when the relatives and friends of those engaged in the pursuit of adding to the store of geographical and geological knowledge of our continent were rendered uncomfortable by the heat, scarcely a day passed, during which they could dispense with their heavy overcoats. Cool as the days might be, the nights were cooler, and rolled up in heavy California blankets, the pleasures of outdoor life could be fully realized.

Returning from a hard day's work, late in the evening, the meal termed "dinner" was effectually disposed of, a number of logs served to keep up a cheerful fire, and while smoking a cigarette, the geologist or topographer took time to plan his trip for the day following. Then and there it is, provided no falling of rain or snow disturbs the equanimity of spirits, that the good humor of these men is revived, and early on the new day they start, supplied with fresh energy, and the firmer intention to carry out their work in spite of all the difficulties.

In my notebook for 1874, I find the following



Hayden Survey topographers Allen D. Wilson, with transit, and Franklin Rhode, seated with field notebook, were memorialized in an 1874 photo by W.H. Jackson on the summit of Sultan Mountain in 1874; the photo was in turn used as the basis for a steel engraving for publishing purposes.  
— U.S. Geological Survey

memorandum: "Aug. 15. Rode 12 miles; station 14; camp 28; steep ride downhill; snow, rain, hail, electricity. Disgusted with that sort of thing." Such were the impressions after a day's work.

A number of days previous to the quoted entry, we had singled out a prominent peak among a group of heavy mountains, as one of our future stations. From every point occupied during that time, the chances of making an ascent were carefully weighed, and a certain direction decided upon.

On Aug. 14th, a "saddle" near the station of the following day was reached, after a climb of 2,700 feet, and from there the best and the deciding view was obtained. Although the climbing of a peak, that reached an elevation of more than 14,000 feet, belonged no means to the extraordinary events of the season, it was customary, in a case of that kind, to prepare for an early start, in order to be in camp again before darkness set in. Early on the 15th, therefore, two tents were pulled up, the mules saddled, and after a heavy, but cool breakfast, our party of three started out. A ride of about four miles, through a pleasant little valley along the upper portion of Lake Fork creek, brought us to the mouth of a canyon that led up to the base of the station in prospect.

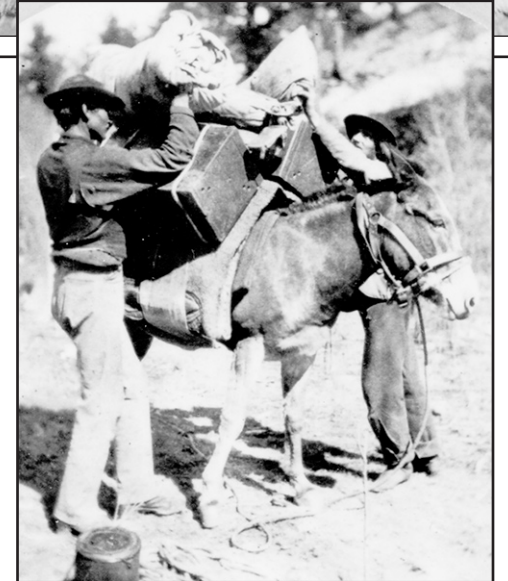
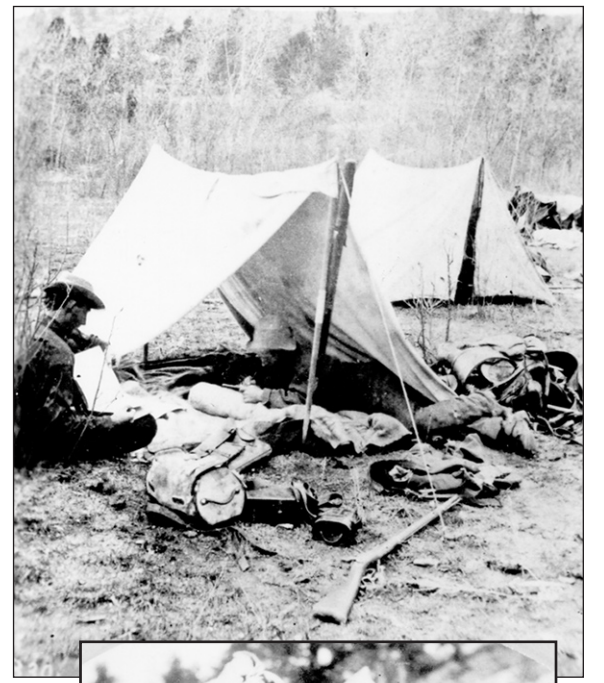
Dense fir timber retarded our progress somewhat, and more than once the mule caught itself, or more correctly speaking, its rider between two trees standing close together. A mild admonition to the animal, merely to convince it of the authority of its rider, and a graceful retreat was beaten, only to find oneself in precisely the same position a few minutes later. At last a ray of light penetrated the dark forest, and a clearing appeared. Sad deception! That clearing was a swamp. Owing to the orographical character of the locality, however, it became necessary to cross that swamp, and it was crossed. On either side vertical walls of rock bordered the narrow passage and entered a decided veto against any circumvention.

Willow-brush, eight or ten feet high, wet with the heavy dew of the previous night, gently but moistly extended its greeting to the intruder. Worse than the willows however was the treacherous soil underfoot.

William Henry Jackson, as official photographer for the Hayden Survey, documented day-to-day camp activities in 1874, requisites of the survey team including packing mess boxes and bedding onto an obliging donkey below right, and at right, a more tranquil scene in camp as a team member momentarily poses to write letters.

The camp scene at right is interesting as documentation of the light canvas pup tents which were used in the field in both 1874 and 1875, as well as the assortment of camp gear and rifle which were carefully posed.

— U.S. Geological Survey



Colorado: US Geological Survey Map I-962.

More than once the astonished mule found itself two or three feet deep in the mire, and only after several futile attempts succeeded in regaining terra firmer.

For a short distance further on we passed through a beautiful copse of timber with firm ground to ride over, and the trees a comfortable distance apart. Immediately upon leaving it, a singularly beautiful amphitheater spread before the eyes of the rider, who had now arrived almost at timber line (11,600 feet above sea level).

From the summit of the prospective station 14, the sides sloped down steeply to the northeast, nearly forming a precipice. A little further down the sterile rocks were covered with soil and fresh green grass,

continued page 10



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# Topographers, continued from page 9

set off to advantage by isolated patches of snow and small, deep blue lakes. Above this zone of life and quiet, beauty rose on all sides in forbidding aspect, the dark purple volcanic rocks, that constituted the mountain we proposed to ascend. Near its top a seemingly narrow band of white rock, although in reality 200 feet thick, stretched across horizontally and relieved the monotony of the somber colors. To the north extended a long, narrow ridge, broken by many small precipices.

After a tedious zigzag ride that brought us nearer to our destination, both in a horizontal and vertical line, a point was finally reached above which nothing but the rocky fragments of decomposing strata occurred. It was impossible to take the riding animals any further, and a halt was made; the saddles taken off, and each mule secured to a huge boulder.

Slowly a hazy mist began to approach and we knew that no delay was advisable. Starting from that point 2000 feet below the summit, armed with instruments, and I with my rifle, we began the ascent. Before long, however, it appeared useless to carry seven and a half pounds of iron and wood in addition to the necessary baggage, as the mountain sheep I had counted upon, would not appear. My rifle was therefore placed under some projecting rocks, sheltered from the probable rain, and the ascent continued.

More than once it became necessary to employ all four extremities, to pass over places that were nearly perpendicular. The climb was not what might be called a difficult one, because there was no direct danger of being confronted with eternity by a single false step, as in other instances.

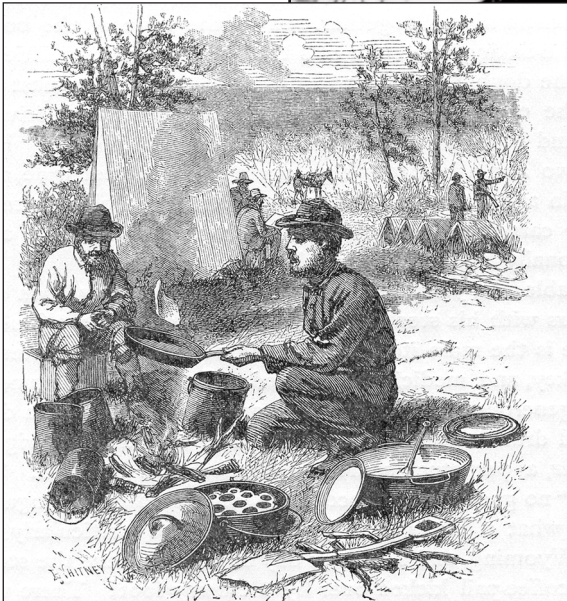
One little "saddle" after the other was passed and the summit reached after two hours' hard climbing. Small fragments of rock, weathered in slabs, greatly impeded our progress, and increased the fatigue of the climb. To use a characteristic expression, it was necessary to pull the mountain down to you in order to reach the top.

Every step forward was followed by a corresponding backward movement of more or less uncertainty, so far as its extent was concerned. Guided by the trails that had been trodden by mountain sheep, we were spared the trouble of selecting the best route, and true to their instinctive knowledge, these animals had certainly selected the best places that could afford the surest footing. We soon reached the highest point, 14,050 feet above sea level.

It was evident from a hasty observation, that no

time dare be lost, as a storm was approaching that would most likely be accompanied by a display of electrical phenomena, besides a dense fog; consequently the grand mountain view, that otherwise must have been a portion of our reward, was partially lost.

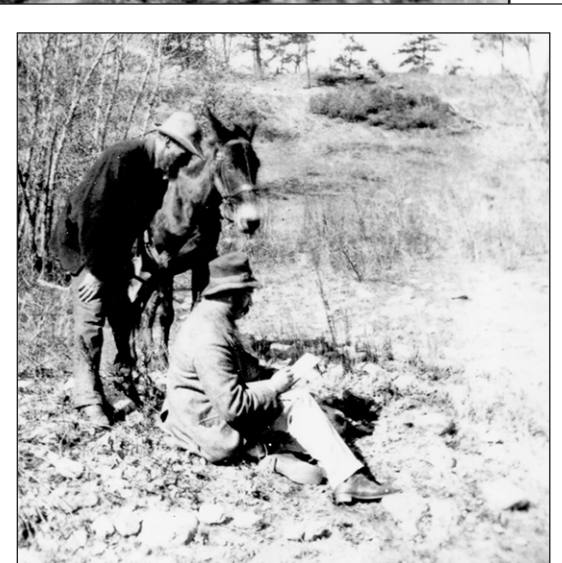
Peaks in close proximity showed to their best advantage, in the half subdued light, standing in bold relief against the stormy sky. Particularly one group, that we were accustomed to designate as "Old Red," presented a picture that was admirable in its effect. Bright colors, changing from orange to red,



brown, and then passing into dark shades again, characterized that nobly molded ridge. Several intensely colored lakes, green and blue, were within a short distance, as if present to neutralize the dark colors the rocks show.

Off to the south, not very far distant, a herd of nine mountain sheep was leisurely feeding upon the scant supply of grass. Strange as it may seem, no one was found willing to descend the requisite distance to procure a rifle, and even my sportsman's blood became cooler at the thought of a second ascent. For a long time we could watch them, and although, as usual, they had a guard placed to leeward, they seemed to take no notice of us, and slowly travelled downhill, feeding all the way.

As always, the regular work was soon commenced; the geological and topographical notes completed as



Owing to the extended amount of time required for taking a glassplate photo, photographer W.H. Jackson used slight of hand — actually a white smear on the negative — to represent a flapjack in mid-air in the hands of camp cook "Potato John," top photo.

The flapjack scene was transformed into a steel engraving for Ernest Ingersoll's 1883 book, "Knocking Round the Rockies", left.

Walter Paris sketches in camp in 1874, Dr. Hayden watching over his shoulder, above.

— U.S. Geological Survey

soon as possible in view of the impending storm. Barely had the work been carried on so far, that it might be considered finished, before it really set in, beginning with snow, then hail, and the accompanying electric phenomena.

Hastily snatching up the instruments, a retreat was beaten, more rapidly perhaps than the ascent had been made, and we crouched beneath the first ledge on our downward course. Even there the electricity was very strong, and a few minutes later the point just abandoned was struck by lightning. As the wind had gradually subsided, there was no hope of the clouds dispersing, and we commenced the descent.

Save the fact that we were thoroughly drenched, for the snow turned into rain lower down, no incident occurred worthy of mention. We found our mules where we had left them, looking melancholy and very wet. Silently the ride campward was begun; almost as silently finished. A pouring rain was our faithful companion during the whole time.

We rode down the steep hillsides in zigzag line, either trailing the one foot in the wet grass, or lifting it high out of the stirrup. Of all the steep rides during the season this was certainly the steepest, and considering that, for more than one thousand feet vertical distance there was nothing but this unbroken grassy slope, a false step of the mule might have occasioned an elaborate downfall of man and beast.

Finally we reached the almost obliterated trail that the pack train had made early in the morning, and followed it to camp. Here a blazing fire had been made by our "boys," and we vainly attempted to dry our buckskins.

After dinner, which was late that day, the incidents of the day's work were duly related and discussed. I named our station (the most prominent and easily recognizable mountain of that group, which contains the headwaters of the Lake Fork),

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Longtime Lake City resident and mountaineer Jerry Gray, Director of the annual San Juan Solstice 50-mile Run which starts and ends in Lake City, was asked to plot the approximate route of the Hayden Survey topographers as they climbed what is today Sunshine Peak on the upper Lake Fork.

The trajectory estimated by Gray is illustrated on a Google map below, the uppermost black line indicating Wilson, Rhoda, and Endlich's initial upward climb, the lower black line representing the group's abrupt downhill exit off the mountain.

Where the upward and downward routes

converge is a ridge on the slopes of Sunshine Peak where the topographer's mules were safely stabled and where the party encountered a large herd of mountain sheep, one of which was shot by Wilson.

Strapping the sheep onto one of the pack mules proved a challenge on the downward trek, the animal's carcass slipping forward on the descent and, conversely, "in going through brush it would be pulled back."

As a contemporary note, Silver Thread readers may recall destructive snowslides which occurred on the upper Lake Fork during the winter of 2019. One of those slides originated high on the slopes of Sunshine Peak, steadily gaining volume and

velocity as it was funneled steadily downward through the steep gulch which the topographers crossed.

The Sunshine Peak snowslide of 2019 ended up at the base of the peak, in the process utterly demolishing the Justin Casey house and narrowly averting tragedy as two Casey daughters were buried in the debris but miraculously rescued.



## An Electrifying Incident on 14,001' Sunshine Peak

Topographers with the Hayden Survey, including A.D. Wilson and Franklin Rhoda, and the geologist Dr. F.M. Endlich, successfully summited Station 14 which they duly christened Handies Peak.

Immediately prior to Station 14, however, the topographers' gaze was drawn to red-colored, iron outcroppings on a series of unnamed high mountain peaks on the upper Lake Fork which are now respectively known as 14,001' Sunshine Peak and — slightly higher and accessed from Sunshine by a mountain ridge or saddle, Redcloud Peak, 14,034' elevation.

It is interesting to note that rather than the 14,001' elevation which has now been called into question on Sunshine Peak which may be fact be a few feet less than 14,000', the Hayden surveyors in 1874 assigned the peak an elevation of 13,967'.

The men and their mules, which accompanied them partway, successfully climbed Sunshine Peak which they christened Station 12, but were deterred from ascending slightly higher Redcloud Peak owing to inclement weather which dramatically included what Frank Rhoda memorably described as literally hair-raising "electrical phenomena."

In retrospect, Rhoda noted that their ascent up Station 12 — today's Sunshine Peak — constituted "one of the most curiously interesting and strangely dangerous trips of the season."

August, 1874, found Endlich, Rhoda, and Wilson comfortably camped a short distance above Lake San Cristobal. From the lake outpost and intent on establishing Station 12 on the highest accessible point among the red-tinged group of mountains, the men had a late start of their ascent after they and their mules traveled up the Lake Fork to near Snare Creek and then began the slow climb of the peak through loose rock and fallen timber.

After a steep upward climb with their mules, the men then necessarily made a steep descent through a 300' to 400'-deep gorge, followed by a precipitous upward climb 1,000' to a grassy ridge just below timberline. It was there that the topographers wisely left their mules and then continued their ascent on foot, climbing another 1,000' to the summit of Station

12 on the summit of what we now know as Sunshine Peak. Tantalizingly close and an estimated 1-1/2-miles distant was an even higher point, Redcloud Peak, which would have been an even more advantageous surveyor's station.

By this point, however — and graphically described as follows — 'the men were socked in by a rainstorm with lightning, and they wisely concluded to proceed no further, instead retreating back down the mountain, collecting their mules in process, and

returning to the safety of their Lake Fork Valley camp.'

Rhoda writes the following account after he and Wilson reached the summit of Station 12 in the midst of threatening storm clouds: "...We had scarcely got started to work when we both began to feel a peculiar tickling sensation along the roots of our hair, just at the edge of our hats, caused by the electricity in the air."

"As the force of the electricity increased, and the rate of increase became greater and greater, the instrument on the tripod began to click like a telegraph machine when it is made to work rapidly; at the same time we noticed that the pencils in our fingers made a similar but finer sound."

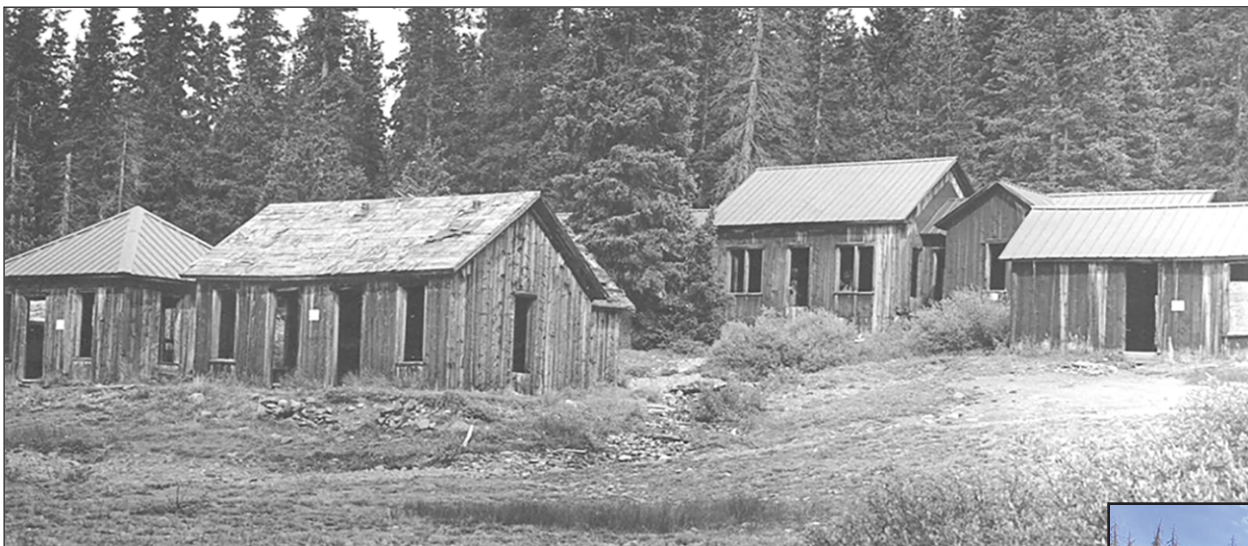
"By this time the work was getting exciting. We were electrified, and our notes were taken and recorded with lightning speed, in keeping with the terrible tension of the storm cloud's electricity... when we raised our hats, our hair stood on end, the sharp points of the hundreds of stones about us each emitted a continuous sound, while the instrument outsang everything else."

"The points of the angular stones being of different degrees of sharpness, each produced a sound peculiar to itself, the lightning-strikes were now coming thicker and faster, being separated by not more than two or three minutes of time, and we knew that our peak would soon be struck. As I took the barometer out of its leather case, and held it vertically, a terrible humming commenced from the brass ring at the end, and increased in loudness so rapidly that I considered it best to crawl hastily down the side of the peak to a point a few feet below the top, where, by laying low between the rocks, I could return the instrument to its case with comparative safety. At the same time, Wilson was driven from his instrument, and we both crouched down among the rocks to await the relief to be given by the next strike, which, for ought we knew, might strike the instrument which now stood alone on the summit."

"The instant he felt the relief, Wilson made a dash for the instrument, on his hands and knees, seized the legs of the tripod, and flinging the instrument over his shoulder, dashed back...We started as fast as we could walk over the loose rock, down the southeast side, but had scarcely got more than 30 feet from the top when it was struck. We had only just missed it, and felt thankful for our narrow escape."

"If I could end the history of the adventures of this remarkable day by describing how we were pleasantly housed in dry, comfortable quarters, and how we contentedly 'wrapped the drapery of our coach about us and lay down to pleasant dreams,' I would. But, alas! how the romance would be taken out of the story if I should tell how we crawled into our low, short, and narrow little tents, with the water running under the edges, and leaking through at the top, and how we had to lay as still as possible lest we disturb the pools of water gradually collecting on our blankets, and precipitate them into the inner recesses of our bed-clothes."





*Bachelor Cabins, better known as New Carson in the shadow of the Continental Divide, was developed by mine owner Channing Frank Meek to house workers at his nearby Bachelor Mine.*

*The cluster of mine buildings, shown both above and at right, included a state-of-the-art boarding house built with workers' safety and comfort in mind.*



*Marble, August 12, 1912, which resulted in the death of the owner of the Colorado-Yule Marble Company, Col. Channing F. Meek.*

*In the accident, the portly Meek suffered serious injuries as he jumped from the runaway tram car, succumbing*

## Lake City Hospital, Bachelor Cabins at Carson Preceded C.F. Meek's Vision for World-Class Marble Quarry

Links to Lake City's mining past, with connections to current residents, the legacy of Lake City's most prominent citizen at the turn of the 19th Century, and a new highly acclaimed historical novel was inspired by events related to these connections.



*Former Lake City resident Homer Harrington was supervisor at the Colorado-Yule Marble Quarry at the time of a fatal tram accident in 1912.*

*"Homer Harrington, one of the officials of the mill, was standing near the intersection of the trolley and steam road tracks when the train broke loose. 'I thought the whole train would go into the river,' said Mr. Harrington. 'As it came over the bridge I saw Healy leave his cab and swing wide as though he intended to jump. He leaned inward again to miss the posts and then I think he changed his mind about jumping and determined to stay with the car.'"*

So reported The Marble BOOSTER newspaper on September 14, 1912 about a fatal accident where the rail

trolley that brought blocks of marble from the mine down to the millsite in the town of Marble Colorado. The trolley's brakes had failed and it

smashed into cliffs just before the end of its line at the mill.

This newspaper article further reports:

*"Rush Lytle, a son of the brakeman who was killed, saw his father meet his death. He was working on the bank of the river when the cars smashed into the cliff across from him and he ran across the bridge in time to hold his father in his arms as the elder Lytle breathed his last. Rush said his father spoke to him and gave him word to carry to Mrs. Lytle before the end came."....*

*"There was a huge block of marble just back of the trolley cab and Healy put up one hand to steady himself on this block just as the car turned over. The block caught him and fell squarely on him. A young man employed at the mill by the name of McCann was only a few feet away when the smash came and he ran to the spot. He saw one of Healy's hands sticking out from beneath the block of marble and in the excitement of the moment took hold of it. He said the hand grasped firmly and then relaxed. He then saw the blood trickling out from under the rock and he knew it was all up for poor Healy."*



*Homer Harrington supervised construction of the mammoth Black Wonder Mill at Sherman on the upper Lake Fork in 1895 and was further connected to Lake City through his marriage to Maud Wolf, a member of the pioneer Hunt family, in 1893. After leaving Lake City, Harrington supervised the marble processing mill for the Colorado-Yule Marble Company in Marble Colorado, and is shown with finished products from the mill, including a marble column in process, above.*

— photos courtesy Roger

The motorman Healy, the brakeman Lytle and two others died in this marble electric rail trolley accident at Marble. Homer Harrington, a well-known longtime resident of Lake City and past Postmaster at the upper Lake Fork Valley community of Sherman had left Lake City by this time and was working as a mill supervisor at Colorado-Yule Marble Company's enormous finishing mill for the Colorado-Yule Marble Company at Marble.

As a mill supervisor, Harrington helped organize the recovery of the bodies from the tram accident, while an assistant to the mine president notified the coroner in Gunnison to arrange an inquest.

As an apt illustration of the inherent dangers associated with mining activities in the early 1900s, the September 14, 1912, rail accident occurred exactly one month following another fatal trolley accident at

to his injured several days after the accident.

Perhaps to learn from past mistakes, those who were fatally injured in the September, 1912, tram accident perhaps remembered Meek and the apparent folly of attempting to jump from the plummeting car as it rocketed down the supporting cable. Unlike Meek, those killed in the trolley accident a month later concluded to remain with the car, although the result of the crash was sadly much the same.

Reporting on Channing F. Meek's untimely death, an article in the Lake City Times (August 22, 1912) reported:

*"THE DEATH OF COL. C. F. MEEK — With all of Colorado, Lake City mourns the death of Col. Channing F. Meek, which occurred at Marble, Gunnison County, a week ago yesterday, the result of an accident at his world famous marble mines, when a runaway car on the new trolley line impelled Col. Meek and several companions to jump in the hope of saving their lives.*

*For four years -- from 1898 to 1902 -- Col. Meek was*

*continued page 13*



*Built as a luxurious residence for mine engineer T. Waln-Morgan Draper in Lake City in 1880, the Ball Flats mansion was vacant in 1901 when it was acquired by mine capitalist Col. Channing Meek and turned into the Lake City Hospital with a staff of fine physicians and nursing staff headed by the formidable Janet MacConachie.*

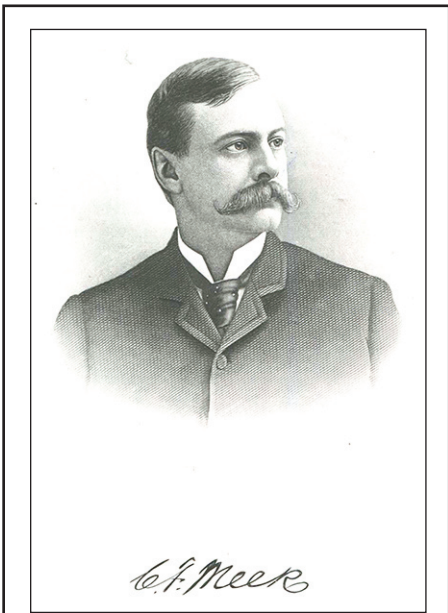
*At its opening in 1901 the Lake City Hospital — or Meek Hospital as it was generally known — consisted of Wards One and Two equipped respectively with five and three cots. The hospital was also equipped with a kitchen and dining room, and operating room "containing all up to date appliances and furnishings for every kind of emergency."*

*Despite high hopes for its success at opening, the Lake City Hospital proved unprofitable and was declared insolvent within a few years. At an auction of the building's contents in 1908, sale items included a surgeon's operating table and fixtures, three slop jars, six wood rockers, a 12-volume set of Shakespeare, two wash stands, and seven single iron beds.*

# Accident,

continued from page 12

Lake City's most active and prominent citizen. During that time he invested capital in the mines of Hinsdale and spent hundreds of thousands of dollars in their development. At Carson, in Burrows Park and on upper Henson Creek he maintained large crews of men searching for the hidden wealth of the hills. Unfortunately, and to the regret of everyone in this county, his investments were not profitable."



Capitalist and mine owner Channing Frank Meek was a Lake City resident in the late 1890s and first years of 20th Century working to develop the Bachelor Mine at Carson and instigating the Lake City Hospital. He later owned Colorado-Yule Marble Quarry at Marble, Colorado, where he died in a tram accident in 1912.

Channing Frank Meek owned a variety of silver mines up Henson Creek on today's Alpine Loop Scenic Byway, as well as the celebrated gold and silver-producing Bachelor, Superior, and George III mines located at the upper end of Wager Gulch, just at treeline below the Continental Divide.

Meek's buildings — including a model boarding house and associated other frame buildings used to house mine workers were known as the "Bachelor Cabins" in reference to their close proximity to the Bachelor Mine.

These high altitude structures constitute one of Colorado best preserved ghost towns and, today, are colloquially known as the ghost town of Carson. After years of being abandoned — and a popular summer ghost town attraction via the rough Wager Gulch Road — Carson, or more properly, the Bachelor Cabins, and 305 acres of adjacent mining claims are now in process of sale through Sotheby's International Realty to an as yet undisclosed buyer.

Purchase of property for the ghost community so closely tied to the tragic Channing Meek is reportedly \$925,000.

In the late 1890s and into the early advent of the 20th Century, Meek made large investments in these upper Wager Gulch mining properties, including a 400' borehole at the Bachelor Mine. Separate from his upper Lake Fork investments, in Lake City Meek acquired the vacant T.W.M. Draper mansion, built on the Ball Flats east of Lake City in 1880, and proceeded to establish an innovate public hospital with staff of nurses and physicians.

As an informal insurance policy against future need, miners in and around Lake City were requested to pay \$1 per week. Admission to the hospital when the need arose was then free of charge, although patients remained responsible for the cost of physicians and medicine.

The largest surviving structure in the complex of ghost buildings at Carson is a series of roomy, interconnected gabled buildings now shorn of a substantial front deck with a commanding view both up toward Cooney Peak and the Continental Divide and down valley toward the distant Lake Fork Valley. This was Col. Meek's Bachelor Mine boarding house which was equally innovative to his Lake City hospital.

*LUXURY AT CARSON - Colonel Meek, the guiding spirit of the Bachelor Mining Company, operating the Bachelor Mine at Carson, is introducing something new in the annals of mining in this section.*

*The Colonel likes to see the men comfortable, partly from a humane and partly from a business point of view.*

*He has had the new bunk house fitted up with a set of springs, wool mattress and pillows for every bunk.*

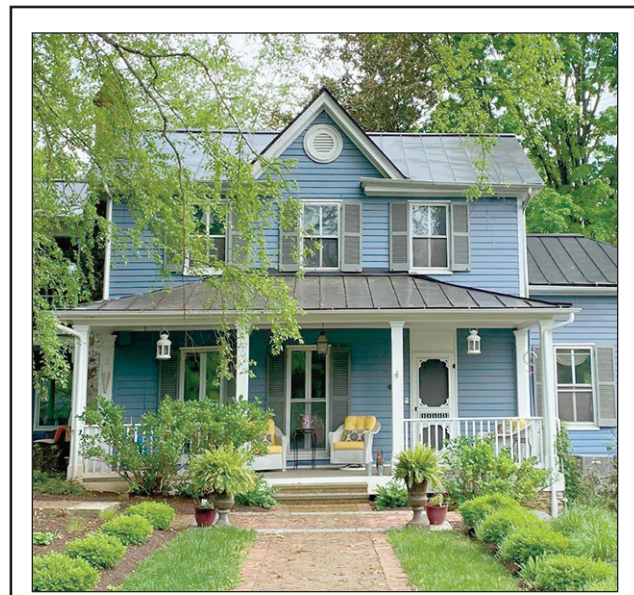
*He is of the opinion that a man cannot rest on boards, and consequently is not so well fitted for work. This is a new and commendable feature. Too often men are not even*

*provided with boards to lie on, but must spread their blankets under any kind of shelter they can find.*  
— Lake City TIMES, June 21, 1900

Meek was a man of big ideas, and money to back them up, but his investments around Lake City did not produce financial rewards, and by 1904-05 he had quit the Lake Fork Valley and purchased the marble mining claims owned by Redstone, Colorado, coal barron John C. Osgood to establish the Colorado-Yule Marble Company.

Meek was able to raise over \$3-million from J. D. Rockefeller and other investors on the east coast to develop the marble mines up the Crystal River Valley and built a massive marble processing mill which was located on the outskirts of the town of Marble.

In 1906 he hired James Forrest Manning, who had owned and operated marble mines in Vermont, to help run the entire mining operation in Marble. About a year following Meek's tragic death in 1912, J.



A world away from his Colorado mining and marble quarry interests, Channing Meek's suburban Washington, D.C., estate was christened "Chanbourne".

Forrest Manning was appointed President of the Colorado-Yule Marble Co. and took over management of the entire mining operation. One of Manning's first actions on assuming leadership was to obtain the government contract to provide marble for construction of the Lincoln Memorial in Washington, D.C., some suggesting that his connections back east in obtaining this contract constituted a major reason why he was appointed as president of the marble quarry.


J. Forrest Manning and Channing F. Meek knew each other from mutual connections in Virginia and the Washington, D.C., area. In fact, in 1898, the same year Meek came to Lake City, he purchased a house and property in Paeonian Springs, Virginia, that had originally belonged to J. F. Manning's parents. Manning's brother Robert Manning, brother of James Forrest Manning, was a real estate promoter who planned Paeonian Springs on the old Manning property in pursuit of the creation of a summer home vacation community for residents of the Washington, D.C.

Meek's property there, a house which he christened "Chanbourne" — combining his first name and his wife Fanny's maiden name Milbourne — included the Paeonian spring which was bottled and famed in its day for its supposed medicinal properties.

J. Forrest Manning built a large mansion just a few miles from Chanbourne and created a game preserve on his "Eudora Farm" property. At their deaths and subsequent burial in cemeteries near Washington, D.C., both Meek and Manning were memorialized with gleaming white marble from — where else — the Colorado-Yule Marble Company at Marble, Colorado.

Manning and Meek appear to have disagreed over management of the marble mine, especially with regard to miner pay and acceptance of labor unions, and the history of the town of Marble and its mine produced a saga of major proportions in this regard. Thus, while Meek was located in Marble, Manning was often assigned posts promoting the marble operation elsewhere. However, when Meek died in the trolley accident, Manning was soon put in charge due to his experience in running such an operation, and just over a year after his appointment the Colorado -Yule Marble Co. had its million dollar

continued page 14



# LAKE CITY SKIES


Lake City's exceptional night skies are an incredible feature of our beautiful mountain community.

Lake City Skies provides information on "what's up in the sky" regarding astronomy, weather, birdwatching, and more.

During the summer season and at different times of the year, Lake City Skies will hold stargazing sessions for the public. These sessions last approximately 1 1/2 to 2 hours. Local amateur astronomer and long-time Lake City resident Phillip Virden will show visitors what is up in the night sky as well as providing telescopic views of the Moon, planets, and other wonders of the universe.

For more information on stargazing events, weather, other sky phenomenon, and how to protect the night sky, check out our website

# LAKECITYSKIES.COM



# Accident,

continued from page 13

marble contract for the Lincoln Memorial.

Nevertheless, within a short time following the completion of the mine's provision of marble for the Lincoln Memorial (1914-1916), because of the company's huge debt repayment demands, the entire operation went bankrupt in 1917, and Manning was assigned to manage the receivership of the company.



Amazingly, this is all connected to events today, as J. F. Manning's great-granddaughter, Kate Manning, an acclaimed historical novelist, has recently published an historical novel based on the larger-than-life events associated with those early 1900s endeavors that Channing Meek and J. F. Manning were involved with in Marble.

Kate's new book "Gilded Mountain" has been chosen as a New York Times Book Review editor's choice and has received many glowing reviews. The story is set in the fictional towns of Ruby and Moonstone in the book, easily recognizable as the real towns of Redstone and Marble, Colorado.

Kate Manning has taken inspiration from the out-sized personalities and events of her great-grandfather's time in Marble to weave a thought-provoking tale of a young woman's coming of age in those turbulent times. The exploits of Sylvia, the book's heroine, illuminate the tense interaction between the exploited mine workers and mine management. Sylvia's father works for the marble mine, and she is employed by the mine owner's extremely wealthy family and later the local newspaper.

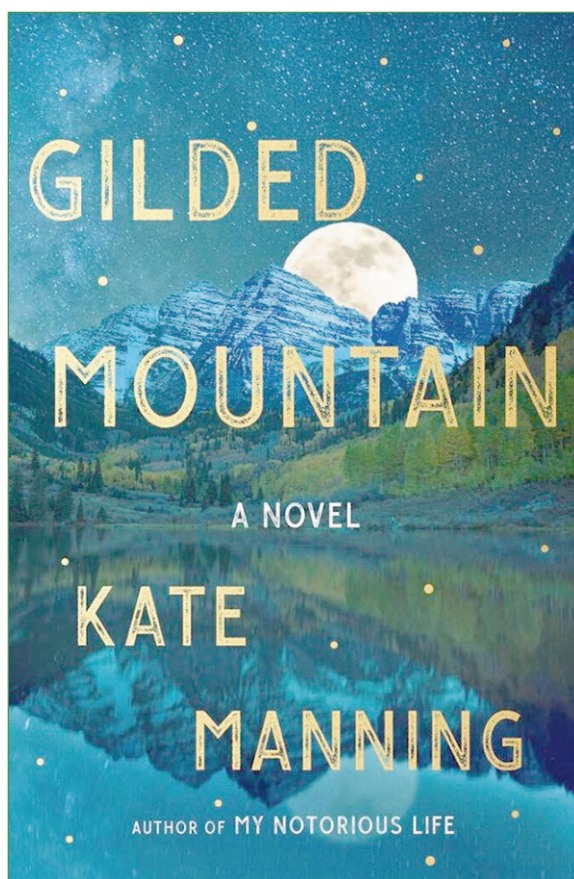
Rather than the actual mine owner, C. F. Meek, the mine owner in the book's rendition is based on the coal baron John C. Osgood, whose home in the area is what is known today as the Redstone Castle. Nevertheless the storyline detailed in the novel is based on many actual events surrounding Meek and Manning's time and activities in Marble.

So, returning to the marble tram accident that Homer Harrington witnessed at the beginning of this story, and the rail brakeman Lytle and motorman Healy who died in the crash - in Chapter Sixteen of 'Gilded Mountain', Sylvia writes a newspaper article about a marble trolley crash at the marble mill site:

"Rush Lytle, sixteen-year-old son of the brakeman who was killed, was working on the riverbank when the cars hit the cliff, and he ran in time to hold his father in his arms. The boy said his father spoke and



Tombstones for Marble quarry owners James Forrest Manning, oval top photo and his soaring column tombstone in Union Cemetery, Leesburg, Virginia, and Channing F. Meek, above, at Rock Creek Cemetery in suburban Washington, DC, are predictably crafted from white marble quarried at the Colorado-Yule Quarry at Marble, Colorado.



Author Kate Manning has crafted a readable tome inspired by turbulent times in Marble, Colorado, at the start of the 20th Century.

gave him word to carry to Mrs. Lytle before the end came.

Pat McCann, a young man employed on the track, saw one of Healy's hands sticking out from beneath a block of marble and took hold of it. He said the hand grasped his firmly but then relaxed, and McCann knew it was over for poor Healy."

Kate Manning has thus commemorated this real-life disaster and its actual victims in her novel about the injustices of mining, consequent union organizing and company strike-breaking, and the momentous events that transpired back in Colorado's early 1900s.

The book is a good read and, as you can see, connects with our lives along the Silver Thread Byway today.

Homer Harrington's great-granddaughter Alli Y Sahagun currently works as Member Relations Supervisor for the Gunnison County Electric Association, based in Gunnison, Colorado.

J. Forrest Manning's grandmother and thus Kate Manning's great-great-grandmother (owner of the property in Paeonian Springs, Va.), is also the great-great-great-great-grandmother of Joe Fox, owner of Lake City's Slumgullion Gift Gallery.

"Gilded Mountain" is available for sale at both Lake City's Hinsdale County Museum and the Slumgullion Gift Gallery.

Henry E. Woods  
President



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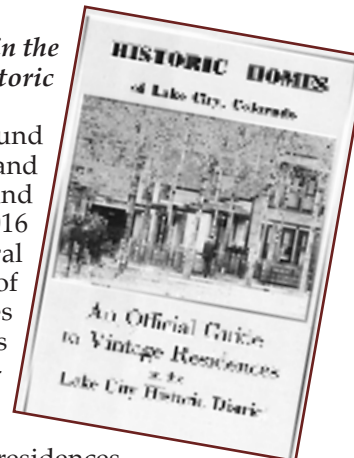
## Hinsdale County Museum

### 'Take a Bite' of Lake City History...

In addition to the Hinsdale County Museum in Lake City, Hinsdale County Historical Society offers a multi-faceted glimpse of Lake City area history through a variety of historical publications.

"HISTORIC HOMES - An Official Guide to Vintage Residences in the Lake City Historic District"

91-page, soft-bound walking guide and reference revised and reprinted in 2016 details architectural styles and histories of 72 Lake City homes and related buildings dating from mid-1870s to 1940s, together with a section on notable residences which no longer exist - \$10 plus \$2 p&h.



### Hinsdale County Museum

Hinsdale County Museum in the 1877 Finley Block. Also on the museum grounds is the Transportation Building featuring 19th Century fire fighting equipment 1870s-1890s, sleighs, buggies and cutters, 1890s blacksmith shop, locally crafted c. 1900 boiler wagon.  
Open 10 a.m. to 5 p.m. daily during the summer season;  
admission \$5, adults, \$2 children over age 5.

### lakecitymuseum.com

#### Special Events:

Lecture Series - geologist and spelunker Harvey DuChene leads self-drive auto tours of Lake City volcanos, Sats., June 3, July 1, August 5, September 2, leaves 8:45 a.m. from museum, \$40 per person; Geologist DuChene also leads the informative Rocks & Minerals 101 at the museum from 9 a.m. to noon on Sat., July 22, for youth and adults age 10 and up, \$25 adults; \$10 Dave Primus' lecture "What Lies Beneath Blue Mesa Reservoir," \$10, 6 p.m. Tues., June 13; Greg Hoffman discusses 19th Century Advertising in a 6 p.m. lecture at the museum Thurs., July 27.

6 p.m. Thursday, August 3, Joe Fox lecture on "Lake City, Marble, Colo., and the Lincoln Memorial: Connections Past & Present". Talented violin musicians are feted at the museum starting 11:30 a.m. Fri., August 4, as part of the annual String Academy.

'Scarlet Belles' - 1-hour dramatic presentation featuring insights into the lives of five late 19th Century Lake City prostitutes and their proteges as seen through the eyes of parlor pianist Bill Goodwin, cast directed by Alice Attaway; bawdy house musician Leo Jo Lowry opens the show, cash bar.

Doors open at museum 5:30 p.m., music begins 7 p.m. Tuesdays July 11, 18, 25, August 1 and 15. Mature theme and limited seating - reservations suggested, Adults \$25.

An inaugural hit with packed attendance last summer, Vickers Ranch hosts a Chuck Wagon Dinner benefit, with guest lecturer appearance, starting 4 p.m. Thurs., August 10, \$50 per person, proceeds benefiting narrow gauge Car 211 restoration.

"Pub Crawl" benefiting restoration of museum's vintage narrow gauge D&RGW Car 211 scheduled 3 p.m. Wednesday, July 19, \$50 per person walking to three local watering holes for sample refreshment and guest lecturers.

Hinsdale County Museum also sponsors history-based walking tours: "Lost Lake City" highlighting vanished landmarks, led by Dr. Mette Flynt, 5 p.m. Wednesdays starting 10 a.m. from the museum, June 28, July 26, August 9 \$10; Mike Harrington's in-depth lecture on Cannibal Alferd Packer, including tours of Hinsdale County Courthouse Courtroom 2 p.m. Wednesdays June 7, July 12, August 2, September 6, \$25 per person; Ghost Tours with Jesse Kendall 7:30 p.m. Fridays June 2, 9, 16, 23, 30, July 7, 14, 21, 28, August 4, 11, 18, 25, September 1, 8, 15, 22, 29 \$15 adults, \$5 children under 5; walking tours of the Lake City Historic District with Grant Houston, 2 p.m. June 23, July 15, and August 5, Sat., July 23, \$10 per person; Houston also leads walking tours of Lake City's City and IOOF Cemeteries, 2 p.m. June 17, July 1, July 28, \$10 per person.

Purchase tickets at the door or in advance  
[www.lakecitymuseum.com/upcoming-events](http://www.lakecitymuseum.com/upcoming-events)  
Featured museum exhibits in 2023: Hinsdale Museum recalls the wild optimism which reigned in Lake City in 1876 coinciding with Colorado becoming a state; a potpourri of first-time artifacts on display including Pro. Heath's cigar lighter, rare Lake City Bottling Works seltzer bottle, and brass urn from the old lower Lake Fork Spanish Trail; dazzling black-light-lit Stone Collection fluorescent minerals exhibit in rare 1930s Civilian Conservation Corps outhouse; summer's feature displays include display of ores and minerals from 19th Century mines at Lake City, Creede, Ouray and Silverton electronically upgraded with interactive mural map and tablet; Alferd Packer: Colorado Cannibal.

Stroll through Ewart vintage flower garden on museum grounds; 1900 narrow gauge caboose; 1890s jail cells for lunatics and women; 1920s child's playhouse.

## Lake City Star Fest Kicks Off June 8 With Downtown Celestial Celebration

The stars will align in Lake City June 7-11 to celebrate the night sky. The Lake City Star Fest will showcase the extraordinary darkness of Hinsdale County through a variety of events that will intrigue both experienced astronomers and first-time stargazers.

The Lake City Star Fest will feature the Dark-Sky Summit, a two-day event which will be held June 7-8. It is a conference-style gathering open to anyone interested in the night sky who wants to learn, network, and collaborate on Dark Sky issues.

Keynote speakers for the Summit are Dark Sky Colorado Board Chair and President Aaron Watson and IDA Advocacy Intern Michael Rymer.

The Summit will also feature guest speakers from the astronomy and dark sky communities. Also, attendees from other dark sky organizations or agencies can give updates from their groups. The Summit has a ticketed option that includes meals and a free option that allows people to attend speaker sessions without meals. Visit [www.lakecitystarfest.com](http://www.lakecitystarfest.com) for ticket information.

The Lake City Star Fest kicks into gear on Thursday, June 8, with the Celestial Celebration held downtown at Lake City Arts.

Attendees may enjoy robust hors d'oeuvres and a



cash bar to celebrate and support dark sky efforts of the Lake City community.

The evening will feature art inspired by the night sky and astrophotography from local photographer Michael Underwood, a short film from the IDA, and a keynote presentation from Rymer. This event is free and open to the public, but space is limited. Register in advance to secure a spot.

Family fun starts Friday, June 9, with a weekend full of astronomy and space-themed activities.

Safely view the sun through a solar telescope, take a tour of the galaxy inside a planetarium, watch a classic space/sci-fi film at the Mountaineer Movie Theatre, take in the night sky at a star party, and more!

"Star Fest will not only be celebrating Lake City's beautiful starry night skies but also our historical, cultural connection with the universe," said local amateur astronomer Phillip Virden.

Tickets for the Dark-Sky Summit and Celestial Celebration are on sale now. Information about the Lake City Star Fest can be found at

[www.lakecitystarfest.com](http://www.lakecitystarfest.com).

The Lake Fork Valley Conservancy is a nonprofit organization with a mission to facilitate land conservation, ecosystem health, and community resiliency in the Lake Fork of the Gunnison River Watershed through education and resource stewardship.

Lake City Skies is a community organization focused on promoting dark sky initiatives born from the passion of Virden, its founder. Lake City Skies provides in-person learning opportunities and information on the weather, science, and nature of the scenic skies of Lake City.

The Lake City/Hinsdale County Chamber of Commerce and Visitor Center promotes tourism and economic development by assisting member businesses, serving as an information center, and producing events that draw visitors to Lake City and Hinsdale County.



*Stargazers looking up in awe and wonder at a magnificently woven tapestry of stars under a dark sky, sharing their discoveries with each other using laser lights. (photos by Michael Underwood)*

# Creede

Midway along the Silver Thread Scenic Byway is the unassuming mining town of Creede, invisible until a turn in the road presents this quaint community in all its majestic and rugged beauty.

Creede is steeped in rich history, and has a vibrant arts and culture scene. Celebrating its 58th Season, the nationally acclaimed Creede Repertory Theatre (CRT) features gripping productions, exciting new works and eclectic events almost daily during the summer. From concerts and art exhibits to educational programming for aspiring artists of every age, visit [www.creederep.org](http://www.creederep.org) for the full schedule or to reserve your tickets online

May 27 thru 29 - 35th Taste of Creede Arts Festival  
 May 29 - Memorial Day Ceremony  
 May 30 - Spin Class, Yoga, Chair Yoga  
 June 1 - Spin Class, Yoga, Teen Night  
 June 6 - spin Class, Yoga, Chair Yoga  
 June 8 - Spin Class, Yoga, Teen Night  
 June 10 - Donkey Dash Pack Burro Race  
 June 13 - Spin Class, Yoga, Chair Yoga  
 June 15 - Spin Class, Yoga, Teen Night  
 June 16 thru 18 - CMAC First Festival Weekend  
 June 20 - Spin Class, Yoga, Chair Yoga  
 June 21 - Creede ChuteOut Rodeo  
 June 22 - Spin Class, Yoga, Teen Night  
 June 27 - Spin Class, Yoga, Chair Yoga  
 June 28 - Creede ChuteOut Rodeo  
 June 29 - Spin Class, Yoga, Teen Night  
 July 2 thru 4 - Independence Day Celebration  
 July 4 - Spin Class, Yoga, Chair Yoga  
 July 4 - Creede ChuteOut Rodeo  
 July 6 - Spin Class, Yoga, Teen Night

July 8 thru 14 - Creede Woodcarvers Rendezvous  
 Colorado  
 July 11 - Spin Class, Yoga, Chair Yoga  
 July 12 - Creede ChuteOut Rodeo  
 July 13 - CMAC & CRT Rodgers and Hammerstein  
 July 13 - Spin Class, Yoga, Teen Night  
 July 18 - Spin Class, Yoga, Chair Yoga  
 July 19 - Creede ChuteOut Rodeo  
 July 20 - Spin Class, Yoga, Teen Night  
 July 21 thru 23 - CMAC Second Festival Weekend  
 July 22 - Mt Views Craft Show  
 July 23 - Creede Gravity Derby  
 July 25 - Spin Class, Yoga, Chair Yoga  
 July 26 - Creede ChuteOut Rodeo  
 July 27 - Spin Class, Yoga, Teen Night  
 August 1 - Spin Class, Yoga, Chair Yoga  
 August 3 - Spin Class, Yoga, Teen Night  
 August 4 - CMAC Fundraising Soiree  
 August 4 thru 6 - Annual Rock & Mineral Show  
 August 8 - Spin Class, Yoga, Chair Yoga

August 10 - Spin Class, Yoga, Teen Night  
 August 15 - Spin Class, Yoga, Chair Yoga  
 August 17 - Spin Class, Yoga, Teen Night  
 Farmer's Market  
 August 19 - Mt Views Craft Show  
 August 22 - Spin Class, Yoga, Chair Yoga  
 August 24 - Spin Class, Yoga, Teen Night  
 August - 26 & 27 - Headwaters Music Festival  
 August 29 - Spin Class, Yoga, Chair Yoga  
 August 31 - Spin Class, Yoga, Teen Night  
 September 1 thru 4 - Labor Day Weekend Celebration  
 September 1 thru 3 - CMAC Third Festival Weekend  
 September 5 - Spin Class, Yoga, Chair Yoga  
 September 7 - Spin Class, Yoga, Teen Night  
 September 12 - Spin Class, Yoga, Chair Yoga  
 September 14 - Spin Class, Yoga, Teen Night  
 September 15 thru 16 - Cruisin' the Canyon Car Show  
 September 19 - Spin Class, Yoga, Chair Yoga  
 September 21 - Spin Class, Yoga, Teen Night  
 September 26 - Spin Class, Yoga, Chair Yoga  
 September 28 - Spin Class, Yoga, Teen Night

## Lake City Events,



*continued from page 16*

Cannibal Alferd Packer, including tours of Hinsdale County Courthouse Courtroom 2 p.m. Wednesdays June 7, July 12, August 2, September 6, \$25 per person; Ghost Tours with Jesse Kendall 7:30 p.m. Fridays June 2, 9, 16, 23, 30, July 7, 14, 21, 28, August 4, 11, 18, 25, September 1, 8, 15, 22, 29 \$15 adults, \$5 children under 5; walking tours of the Lake City Historic District with Grant Houston, 2 p.m. June 23, July 15, and August 5, Sat., July 23, \$10 per person; Houston also leads walking tours of Lake City's City and IOOF Cemeteries, 2 p.m. June 17, July 1, July 28, \$10 per person.

May 27 - Lake City Arts 30th Anniversary Gala, 6-8 p.m.  
 June 3 - geologist Harvey DuChene leads self-guided auto excursion highlighting Lake City area's explosive volcanic history, leaves from Hinsdale County Museum 8:45 a.m.; DuChene volcano tours benefiting museum and Lake Fork Valley Conservancy also July 1, August 5 and Sept. 2.  
 June 4- Caleb Hesse classical pianist, 7:30-9:15 at Moseley Arts Center.  
 June 13 - Gunnison author Dave Primus' lecture "What Lies Beneath Blue Mesa," 6 p.m. Hinsdale County Museum.  
 June 14 - book signing Dave Dayvault's new "Trailheads of Hinsdale County" book, 7-8:30 p.m.  
 June 16 - Natalie Reeve Memorial Art Show, Moseley Arts Center, 6-8 p.m.  
 June 26 - Chamber Music Concert - Fedkemheuer on violin, Nelson viola, Reacher cell, Palmer piano Lake City Arts 7:30-9:15  
 June 27 - Crested Butte Music Festival Brass (in Lake City)  
 June 30 - Lake City Arts Gala starts 5:30 p.m. with Happy Hour in the courtyard at Moseley Arts Center, then progresses to presentation and hourdouvees at 6:30 and fundraising auction and silent auction at 7:15 p.m.  
 July 4 - Town Parade, Park Games, Basketball tournament  
 July 6 - Music from the 1960s and 70s, "Feeling Groovy," Moseley Arts Center, 7:25-8:25 p.m. Also performing July 20.  
 July 7 - opening of Cabin Fever Players' "Farce of Nature" directed by Jodi Linsey; play dates in Mary Stigall Theater are July 7, July 14, matinee July 16 at 1 p.m., July 21 and locals' night August 11.  
 July 10 - Chamber Music Concert No. 2 featuring Steogerwalt and Muller, 7:30-9:15 p.m.  
 July 11 - Alice Attaway directs Hinsdale County Museum's historic prostitute play, "Scarlet Belles." recalling the lives of Lake City red light madade and associates from the late 19th and early 20th Century; play dates with parental discretion are July 11, 18, 25, August 1 and 15; Doors open 5:30 p.m., parlor music 7 p.m.  
 July 18 - 47th Annual Lake City Arts & Crafts Festival, town park starting 9 a.m. to rain showers 4 p.m.  
 July 19 - Hinsdale County Museum annual Pub Crawl benefiting restoration of the museum narrow gauge railroad Car 211/ Knowledgeable speakers at three Lake City

*continued page 19*

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# South Fork

- May 26 - Zumba Toning
- May 26 - Fashion Show at Rio Grande Club
- May 29 - Zumba Toning
- May 29 - Silverthreaders Group Hike
- May 30 - Line Dancing South Fork
- May 31 - Silverthreaders Group Hike
- June 2 - Zumba Toning
- June 5 - Zumba Toning
- June 5 - Silverthreaders Group Hike
- June 6 - Line Dancing South Fork
- June 7 - Silverthreaders Group Hike
- June 9 - Zumba Toning
- June 9 thru 11 - SF Clean Up/Yard Sale Days
- June 12 - Zumba Toning
- June 12 - Silverthreaders Group Hike
- June 13 - Line Dancing South Fork
- June 14 - Silverthreaders Group Hike
- June 16 - Zumba Toning
- June 17 - Kid's Fishing Clinic at Saddlebrook Lake
- June 19 - Zumba Toning
- June 20 - Line Dancing South Fork
- June 21 - Silverthreaders Group Hike
- June 23 - Zumba Toning
- June 26 - Zumba Toning
- June 26 - Silverthreaders Group Hike
- June 27 - Line Dancing South Fork
- June 28 - Silverthreaders Group Hike
- June 30 - Zumba Toning
- July 3 - Zumba Toning
- July 3 - Silverthreaders Group Hike
- July 4 - Line Dancing South Fork
- July 5 - Silverthreaders Group Hike
- July 7 - Zumba Toning
- July 10 - Zumba Toning
- July 10 - Silverthreaders Group Hike
- July 11 - Line Dancing South Fork
- July 12 - Silverthreaders Group Hike
- July 14 - Zumba Toning
- July 14 thru 16 - 28th Annual Logger Days Festival
- July 17 - Zumba Toning
- July 17 - Silverthreaders Group Hike
- July 18 - Line Dancing South Fork
- July 19 - Silverthreaders Group Hike
- July 21 - Zumba Toning
- July 24 - Zumba Toning
- July 24 - Silverthreaders Group Hike
- July 25 - Line Dancing South Fork
- July 26 - Line Dancing South Fork
- July 28 - Zumba Toning
- July 31 - Zumba Toning
- July 31 - Silverthreaders Group Hike
- July 21 - South Fork Bingo - Community Center 7pm
- August 1 - Line Dancing South Fork
- August 2 - Silverthreaders Group Hike
- August 4 - Zumba Toning
- August 7 - Zumba Toning
- August 7 - Silverthreaders Group Hike
- August 8 - Line Dancing South Fork
- August 9 - Silverthreaders Group Hike
- August 11 - Zumba Toning
- August 14 - Zumba Toning
- August 14 - Silverthreaders Group Hike
- August 15 - Line Dancing South Fork
- August 16 - Silverthreaders Group Hike
- August 18 - Zumba Toning
- August 21 - Zumba Toning
- August 21 - Silverthreaders Group Hike
- August 22 - Line Dancing South Fork
- August 23 - Silverthreaders Group Hike
- August 25 - Zumba Toning
- August 28 - Zumba Toning
- August 28 - Silverthreaders Group Hike
- August 29 - Line Dancing South Fork
- August 30 - Silverthreaders Group Hike
- September 1 - Zumba Toning
- September 4 - Zumba Toning
- September 4 - Silverthreaders Group Hike
- September 5 - Line Dancing South Fork
- September 6 - Silverthreaders Group Hike
- September 8 - Zumba Toning
- September 10 thru 15 - Colorado 600 Ride
- September 11 - Zumba Toning
- September 11 - Silverthreaders Group Hike
- September 12 - Line Dancing South Fork
- September 13 - Silverthreaders Group Hike
- September 15 thru 17 - Silver Thread Guild Quilt

The south end of the Silver Thread Scenic Byway is home to the newest town along the route, South Fork, whose historical roots also run deep.

Once a lumber mecca that a century ago supplied Creede and other southwestern towns with building materials for mines and the railroad, South Fork now boasts some of the best outdoor recreation in the area, and it is building up a summer full of events and activities.

This community offers many shops, restaurants and galleries, along with an award-winning golf course, gold-medal fishing, and miles and miles of backcountry for jeeping, ATVing, hiking, hunting and exploring. Winter enthusiasts shouldn't miss the "most snow in Colorado" at Wolf Creek Ski Area just down the road.

For information on activities in the South Fork area, call the Silver Thread Interpretive Center, 800-571-0881, or visit [www.southfork.org](http://www.southfork.org). Regular activities are held throughout the summer at the Community Silverthreaders Club Hike South Fork Visitor Center.


Explore new mountain trails every week. For all ages.

From mid-April through the end of September we hike each Monday and Wednesday. Meet at the Silver Thread Visitor Center parking lot before 8:00 a.m.

Bring lots of water, a lunch, rain gear and appropriate foot wear. Trips usually last 4 to 6 hours and are 3 to 5 miles in length. Please leave pets at home. Contact Visitor Center @719-873-5512 or South Fork Chamber of Commerce @719-873-5556 for more information on calendar events.

- Show
- September 15 - Zumba Toning
- September 18 - Zumba Toning
- September 18 - Silverthreaders Group Hike
- September 19 - Line Dancing South Fork
- September 20 - Silverthreaders Group Hike

- September 22 - Zumba Toning
- September 25 - Zumba Toning
- September 25 - Silverthreaders Group Hike
- September 26 - Line Dancing South Fork
- September 29 - Zumba Toning



**The General Store**


*Souvenirs*  
We have a wide section of T-shirts, Hoodies, Socks, Postcards, Magnets, Stickers, Cups, Mugs, Blankets, and more.

*Housewares*  
We carry lots of household items, including Pots, Pans, Bakeware, Glasses, Cookware, Cutlery, and Kitchen Towels.

*Personal Hygiene*  
We have hygiene items, including Deodorant, Shampoo, Tooth Paste, First Aid, and Over the Counter Medicine.

*Hardware and Other Items*  
We also have Hardware, Plumbing, Vintage Coca-Cola Items, and some Antique items as well.

*Snacks and Grocery*  
We have a line of Coffee in several flavors as well as Food Items and Snacks.



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<b>*Jeep Rentals</b>	Explore high mountain passes or visit unspoiled mountain lakes. Take a trip over to Silverton or Ouray. Late model Jeep Wranglers. Four-door hard tops.
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**Jeff & Michelle Guthmiller**



# Lake City Events,

*continued from page 17*

watring holes, walking stroll begins 3 p.m. from Hinsdale County Museum.

July 22 - DuChene's "Rocks & Minerals 101" class for adults and children age 10 and up, 9 a.m. to noon, Hinsdale County Museum

July 22 - Hunny B's Rhapsody featuring memorable Cimdy Bea and Chelsea Dee 1940s to present vocals, 7:30-9:15 p.m.

July 27 - Greg Hoffman lecture on fascinating advertising ephemera from the late 19th Century, 6 p.m. Hinsdale County Museum.

July 31 - Chamber Music Concert 7:30-9:15 p.m. with violinist Annie Chalex Boyle, Osiris Molina on clarinet, Natalya Sukhina piano.

August 3 - 6 p.m., Joe Fox illustrated lecture at Hinsdale County Museum on Channing Meek and his association with Carson and Lake City's Meek Hospital, the Yule

Marble Quarry and Lincoln Memorial  
 August 5 - Old West Shooters bring back Lake City's celebrated Stickhorse Show with lots of hoops and hollers, fun for entire family, Lake City Park  
 August 5 - Mort & Ceil Weir Gala Concert, 6-8 p.m. The concert is held in conjunction with Lake City Arts' annual String Academy featuring top notch violin students from

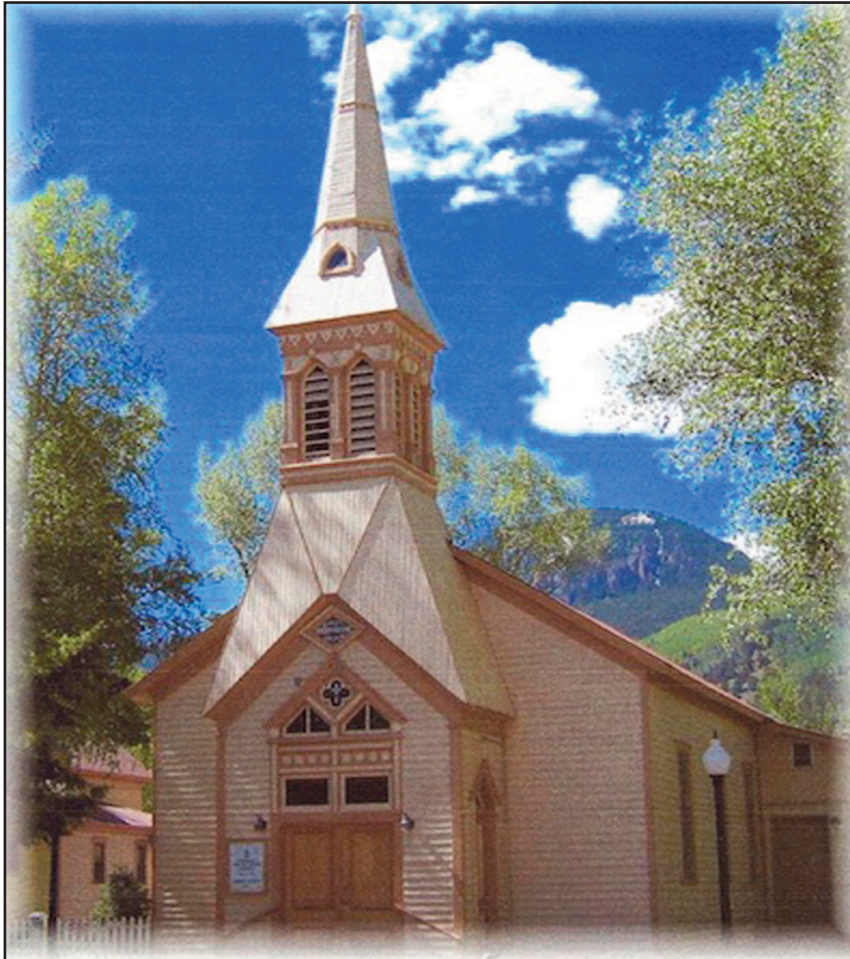
throughout the world.  
 August 8 - Lake City Arts' Paint the Town plein air art competition, 9-10 a.m.  
 August 10 - Chuck Wagon Dinner benefit for Hinsdale County Museum at Vickers Ranch, dinner/lecture at historic ranch rec hall — Perk's Place — starts 4 p.m.



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Summer Sunday Worship  
 June through September  
 10:00 am (side lawn)  
 Weekly Bible Studies  
 Wednesdays - 5:30 pm  
 Sunday Worship available on Zoom (Check website)

*Call for Summer Events*

Winter Schedule  
 10:00 am (sanctuary)  
 Weekly Bible Study  
 Wednesdays - 5:00 pm

[www.lakecitypresbyterian.org](http://www.lakecitypresbyterian.org)  
[lakecityjason@gmail.com](mailto:lakecityjason@gmail.com)  
 970-944-2655  
 5th at 429 Gunnison Ave

**Community Presbyterian Church**  
**Lake City, Colorado**  
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# DON'T FEED THE BEARS

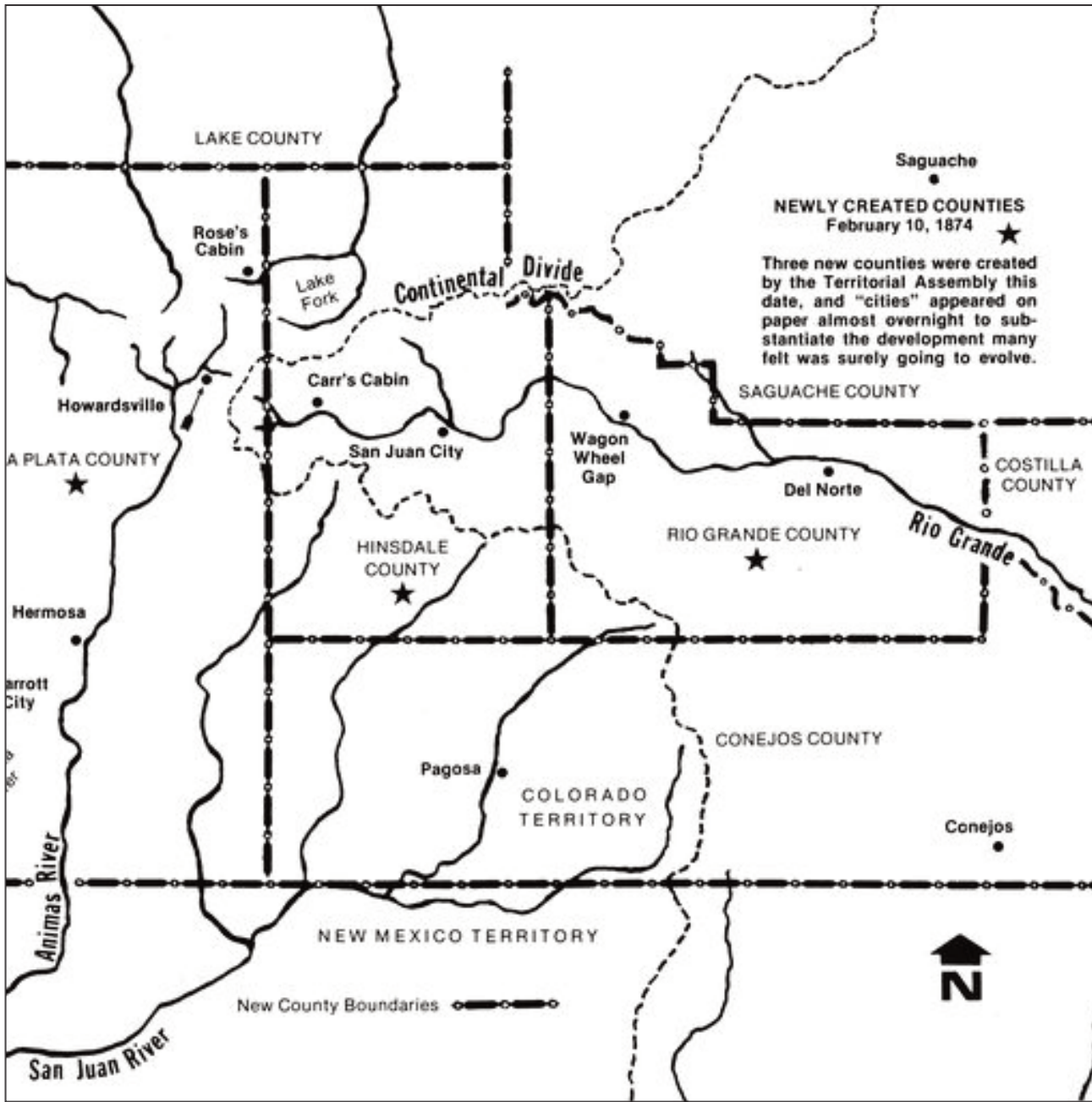
**Mistaken Kindness Will Kill our Wildlife, & Endanger People & Pets.**

- Never feed bears
- Use bear proof trash cans
- Keep vehicles clean inside
- Feed pets inside
- Lock doors and windows
- Feed birds only in winter
- Clean outdoor grills
- Keep a safe distance



Learn more at: [LakeCityFriendsoftheBears.org](http://LakeCityFriendsoftheBears.org) 

# TERRITORIAL WOMEN OF THE UPPER RIO GRANDE



attending medical school for some time. Dissatisfied with opportunities back east, Harriet decided their future was out in the frontier west, and together with their three children, the Wilcox family moved out to the Territory of Colorado to start their ranching adventure.

The Hinsdale County seat was moved from San Juan City to Lake City in February 1875, forcing county officials to either move or relinquish their positions. The Wilcox family remained at the Franklin Ranch, and Henry lost his county position. Henry tried to make a go of things, serving as the ranch manager and local school superintendent, but was miserable and soon started drinking. During the summer of 1875, Harriet was thinking that maybe the growing mining town of Silverton might be more to her liking. So, the Wilcox family hired freighter Martin van Buren Wason to take them over Stony Pass into the Silverton area. Henry Wilcox could take no more and eventually left the area late in 1875. He traveled to California, regained his equilibrium, became an Episcopal minister, and ended up in Texas, never to see his family again. Harriet applied for and received a final divorce, citing abandonment, in 1876.

Martin van Buren Wason and Harriet were soul mates and a match destined to be. They were married in November 1877; Martin adopted the three children shortly thereafter. They lived on the Wason Ranch near Creede. He was highly successful in his business dealings, and she was able to write and print three books of poetry relating her vision of life along the Upper Rio Grande in the San Juan area of Colorado, writing as H.L. Wason. Martin died in December of 1903, and Harriet in August of 1904.

Who leaves a world behind him  
To seek a restful land  
Will find a poet's haven  
Beside the Rio Grande  
His heart will throb exultant  
All carking care repressed  
When he can hear the river  
Chanting a hymn of rest.

by Sandra Wagner

The Territory of Colorado existed as an organized incorporated territory of the United States from February 28, 1861, until August 1, 1876, when it was admitted to the Union as a state. On February 19, 1874, Hinsdale County was created out of parts of Lake, Costilla, and Conejos Counties. The provisional county seat was San Juan City (modern-day Freemons) in central Hinsdale County near the Rio Grande Valley. Founder Captain Green's larger cabin was used as the courthouse.

The 1874 route along the upper reaches of the Rio Grande went through three southwestern Colorado counties: Rio Grande, Hinsdale, and La Plata (Mineral County was not established until 1893). During these tempestuous times, men and women came to the Territory seeking a new life, riches, and adventure. The life of a frontier woman was grueling: cooking on a wood stove and hand-washing laundry, while enduring numerous dangerous pregnancies, frequent infant mortality, and early widowhood.

This hard life allowed women to realize their inner strength, and many found unhappy marriages intolerable, making divorce far more common on the frontier than in the cities back east. As quoted in *Marrying without Love*, published in the *Willamette Farmer*, Salem, Oregon, July 23, 1875, "If you do not love, then do not marry. Singleness is blessedness compared to a marriage without affection." Many frontier women were possessed of the same sentiment and divorced their husbands. Stories of some of these intrepid women of Territorial Colorado follow.

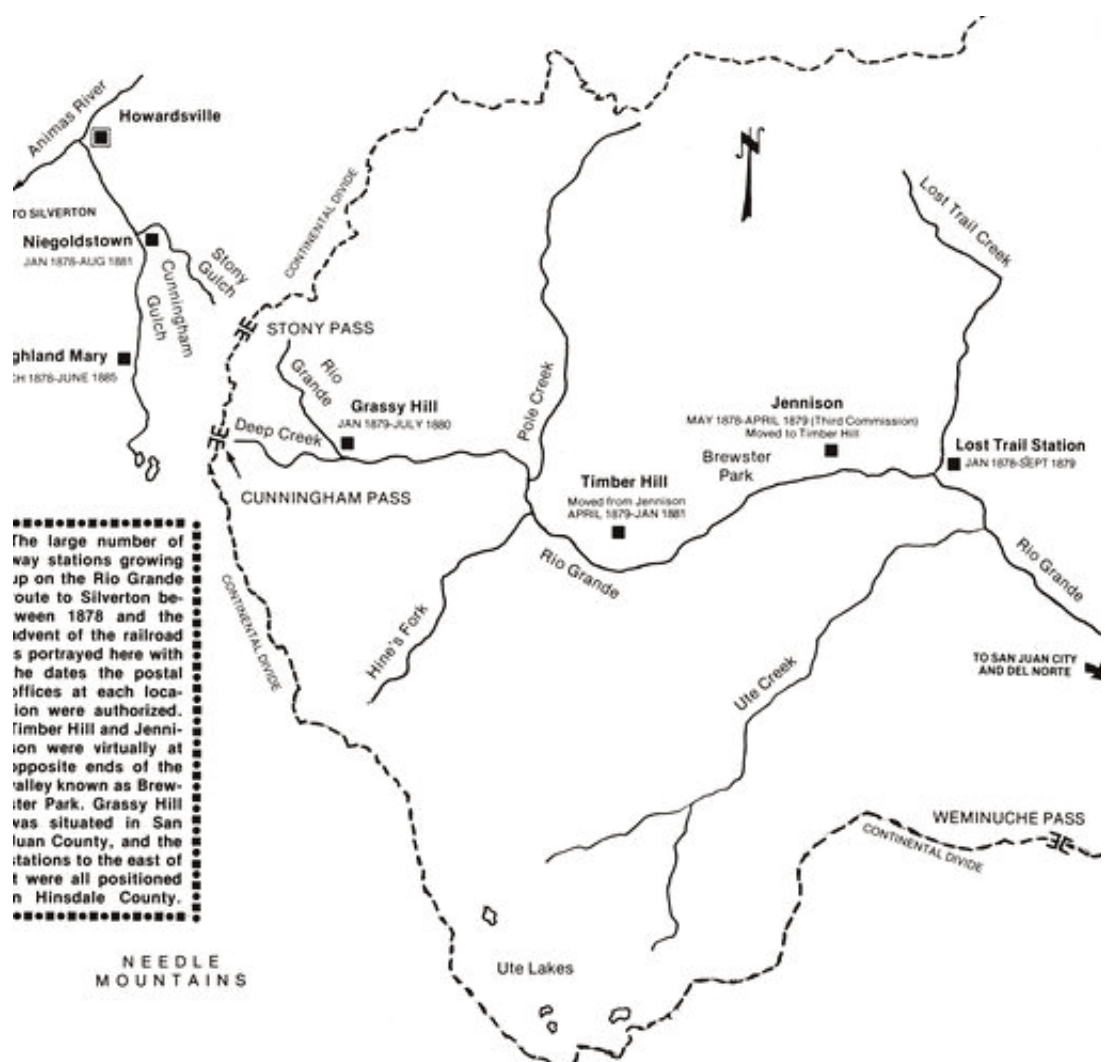
## Harriet Louise van Buren Wason-Wilcox-Castle

Harry Franklin, a 25-year-old Englishman, moved to Antelope Park along the Upper Rio Grande and established what came to be known as the Franklin Ranch (modern-day San Juan Ranch) in 1871. Franklin remained with his ranching business for several years and served as Hinsdale County Assessor and County Commissioner when the

county seat was next door to his ranch at San Juan City. (*Colorado Daily Chieftain*, June 5, 1874)

Hinsdale County Deputy Clerk and Recorder Henry Hume Wilcox was a tenant on the Franklin Ranch in 1874-1875, and the husband of Harriet Wilcox. Harriet was born in Kent, England, in 1839, then moved with her family to Pennsylvania in 1852, where she received a sophisticated education and was a scholar in language and the arts. On a return visit to England in 1867, the well-educated and headstrong Harriet met and married Henry Wilcox. A devout and gentle man, Henry wished to pursue a scholarly life as a minister in the church of England, but Harriet convinced him otherwise. The couple moved to Pennsylvania to be with her family. While there, Harriet explored a variety of occupations, even

continued page 21



# Pioneer Women, continued from page 21

young son with her, and ended up in Nampa, Idaho, where she remained a single woman for the remainder of her days, passing away on December 9, 1913.

## Ada (Dollie) Brooks-Wing

Ada was born in Sweden in 1859, and immigrated to the United States with her family shortly thereafter. During the year of 1875, newly married Clarence W. and Ada (Dollie) Brooks moved to San Juan City, Colorado, where they built a "substantial stone building" that was used as a post office and hotel/restaurant, which still stands today. Brooks assumed the role of postmaster on June 22, 1875, after Anna Taft's departure. He also purchased her San Juan City property, which he shortly sold to Ada. Brooks was to become the primary entrepreneur of the essentially defunct San Juan City, providing the "comforts and conveniences of well-established, older stations."

Sometime between 1876 and 1880, Clarence and Ada had a baby, Hermione, who died as an infant and is buried on a knoll south of the San Juan City site. Clarence and Ada had no more children of record. Merchant Brooks continued to operate both hotel and store at San Juan City until the early 1880s, when he and Ada divorced and he left the area. He



Graves of Hermione Brooks, Baby boy Wing

was 32 and she was 22, having married at a very young age.

Ada retained their holdings at San Juan City, including the "substantial stone building," and bought all of Clarence's horses and livestock, allowing her to operate a successful ranching operation. She married flamboyant cowboy James Wing on January 18, 1885. James was 34 and Ada was 26. James and Ada had a child together, a boy that died shortly after birth on March 26, 1887, who is buried on the same knoll as Ada's other child.

## Susan McLeod-Archer-Jackson-Tice

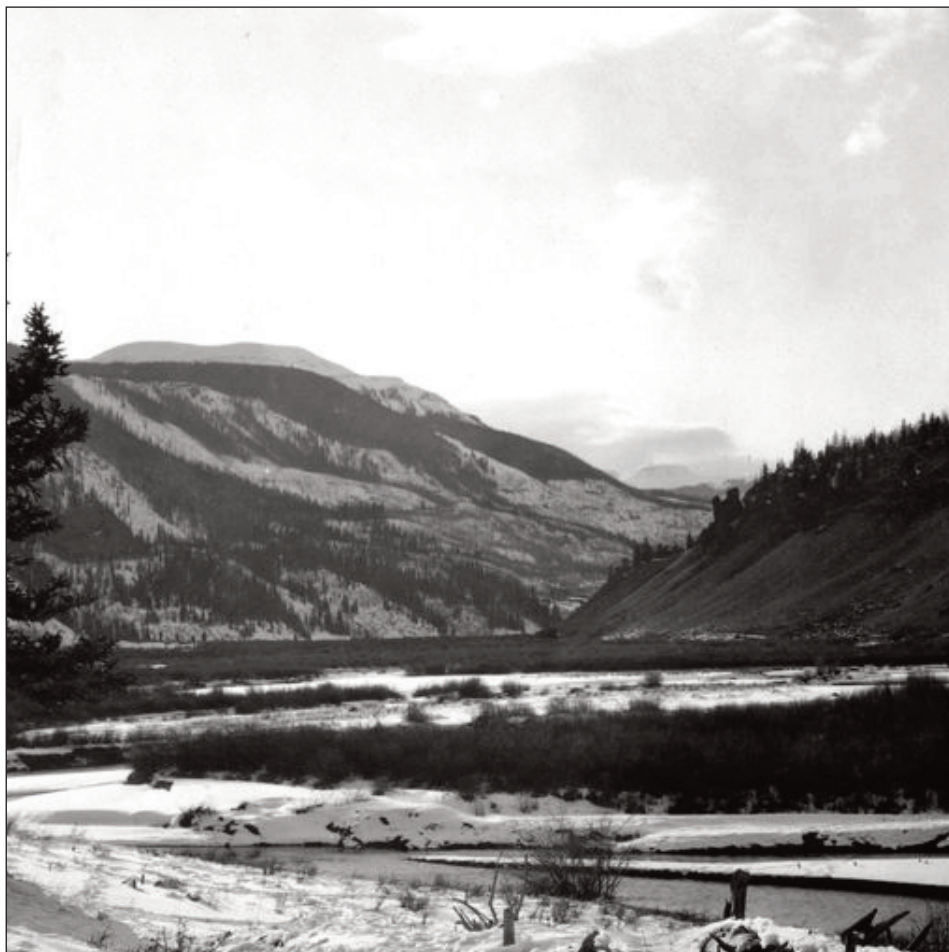
Susan Ingle McLeod was born January 1837 in Delaware, Ohio. She married Josiah Archer in June of 1858, with whom she had two children. Tragically Josiah died in May 1861. She married Daniel Jackson in November of 1863, with whom she had five more children. Jackson also met an untimely death in August of 1881.

In 1891, Susan Ingle McLeod Archer Jackson came to Creede as a widow with seven children to be with her brother, Ira R. McLeod. He was a successful businessman in Creede who offered to build Susan a hotel to run. She married a third time to a local miner name Tice, but quickly divorced him and resumed using the name Jackson. By the early 1900s, Susan, widow and entrepreneur, had several hotels in mining camps near Creede: Beartown, Bachelor, and Spar City, as well as a patented hay ranch on the upper Rio Grande.

After the turn of the century, the construction of the Rio Grande Reservoir dam was being planned,

and local residents were aware their time along the river was limited. Susan's homestead ranch was very near the dam site. She sold it to Absalom V. Tabor (unrelated to Horace), who then sold the property to the Farmer's Union Irrigation Company. The sale of her homesteaded land made her eligible to homestead again, which she did further up (northwest) along the river. She had both of her boys, Ed and George Jackson, file claims nearby her new ranch, and also wrote to another son, Otis Archer, to come out from Missouri and file a claim. All of these sites were also to be impacted by the eventual flooding of the lake above the dam. The family was thus subject to further relocation.

As documented in the Creede Candle, May 8, 1909, "D. Miles, Frank Sylvester, and S. J. Schoonover went to the site of the big reservoir above Creede the other day on behalf of the Farmer's Union Irrigation Company, and settled with the squatters at that place for \$4,094. This was a very fair and equitable settlement and was made necessary in order that this land and stone may be utilized in building the dam." This payment settled the unpatented claims for Ed and George Jackson, and Otis Archer, but not for Susan. When the second homestead was required to be moved, she traded her land there for the old stage stop further up the river at Lost Trail Station. At Susan's death in 1912, her son George Jackson inherited her property and completed the homesteading process, then received a patent from the U.S. President's office in 1918 for the Lost Trail Station site, making it one of the few private properties on the upper Rio Grande. She died February 1914 and is buried in Del Norte, Colorado.




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