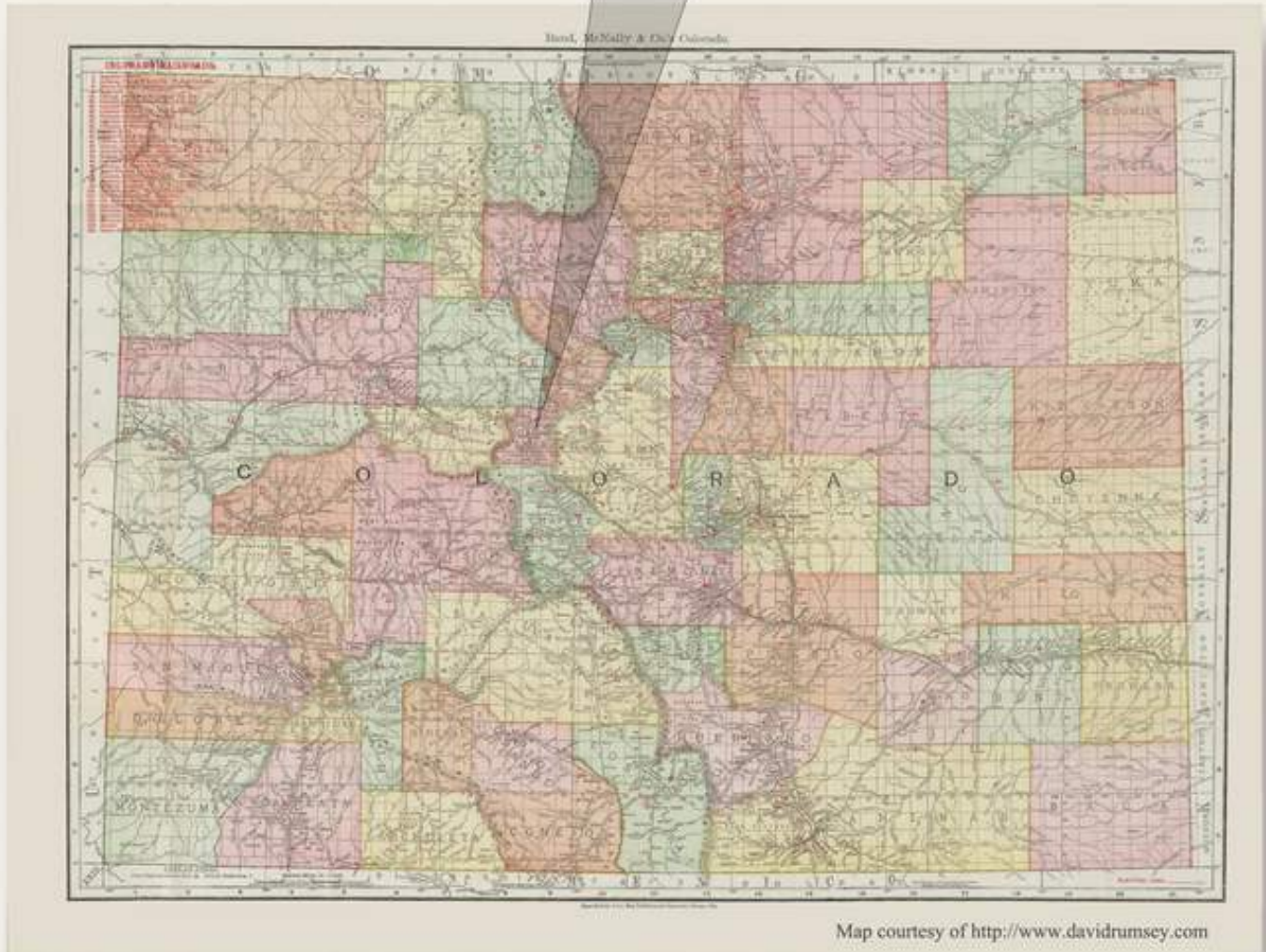


Lake County



Established: November 1, 1861

County Seat: Leadville



LAKE COUNTY

By William H. Bauer

Today, Lake County is one of the smallest counties in Colorado; however, it began as one of, if not the largest, counties. When first created by the Territorial Legislature in November 1861, Lake County extended west to the Utah border and south, well into the San Juan Mountains. In 1866 it lost a small portion to Saguache County. Next Hinsdale (1874) and San Juan (1876) claimed territory from Lake County. In 1877 the formation of Gunnison County greatly reduced the size of Lake County. In 1879, the remainder was divided in two, with the name Lake briefly applied to the southern portion and the northern portion becoming Carbonate County. That designation lasted only two days before the legislature returned the name Lake to the parent and named the child Chaffee County. The final reduction took place in 1881 when Pitkin County was created from the portion that lay west of the Continental Divide. Including subsequent subdivisions of the lost territory, the original Lake County was carved into all or portions of thirteen counties.

Present day Lake County has a north-south extent of a little more than twenty miles and an east-west width of twenty-three miles at its widest point. In terms of the ability to govern its territory, the reduction in area was actually a benefit, for the county is confined entirely to the drainage of the headwaters of the Arkansas River. To reach the seat of their county government in Leadville, residents do not have to cross the high mountain passes to the north and west.

Initially, the county seat was at Oro City, on the outskirts of modern Leadville. With the decline of that placer mining community, the county seat moved south to Dayton, a new mining area near present day Twin Lakes. When that brief rush subsided, the county seat moved again, to Granite, which is now in Chaffee County. The separation of Chaffee County and the explosion of activity and population at Leadville in the mid and late 1870's, brought the county seat back north to almost its point of origin. Ever since 1879 Leadville has had the honor of being the county seat.

Geographically, the western boundary and a portion of the northern boundary are at the Continental Divide in the Sawatch Range. The eastern boundary is the crest of the Mosquito Range. The southern boundary is an east-west line at about thirty-nine degrees, four minutes north. The bounding counties are Park on the east, Chaffee on the south, Pitkin on the west and Eagle and Summit on the north. The Arkansas River and its major tributaries - Lake Creek, Halfmoon Creek, the Lake Fork and Tennessee Creek - drain the entire county. The elevation varies from the highest point in Colorado, the summit of Mount Elbert at 14,433 feet, to a little less than 9,000 feet where the Arkansas River exits south into Chaffee County.

Travel in and out of Lake County has to a large extent depended on routes along the Arkansas River. US Highway 24 parallels the river to Leadville, then follows the tributary Tennessee Creek to cross the Continental Divide by way of 10,424-foot Tennessee Pass to the Eagle River Valley. North of Leadville Colorado Highway 91 branches from US 24 and crosses 11,318-foot Fremont Pass into the Ten Mile Valley and Summit County. Two other passes have played a significant part in the history of Lake County: 12,095-foot Independence Pass on Colorado Highway 82, the historical road to Aspen; and the county road over 13,180 foot Mosquito Pass to the South Park. Mosquito Pass is an adventurous four-wheel drive road in the best of weather and Independence Pass is not kept open during the winter.

The silver bonanzas of Leadville made that city a prime objective for railroads. The Denver and Rio Grande was the first to reach Leadville, coming up the Arkansas Valley from the south. The Denver, South Park and Pacific soon reached Leadville from the north by way of a route over Boreas Pass to Dillon and then over Fremont Pass. The third railroad to penetrate the area was the Colorado Midland, which also came up the Arkansas River. However, the Midland's prime objective was to go on west to

Aspen which it did, first by way of Hagerman Pass (11,528-feet) and then through the Busk-Ivanhoe Tunnel. The Midland ceased operations during World War I. The South Park was gone a few years later.

The Denver and Rio Grande continued to operate until very late in the twentieth century when with little local traffic and high maintenance, the Union Pacific, successor to the D&RG, terminated through rail service in Lake County. A portion of the railroad from Leadville to Climax is still operated as a sometime tourist attraction.

For much of its existence Lake County's economy has been closely tied to mining. In the early days of the Colorado Gold Rush, the prospectors quickly fanned out from the discoveries on Cherry Creek and soon found good placer deposits in California Gulch just south of Leadville. Other gold discoveries were made but none lasted for any length of time. The placer deposits in California Gulch were followed by some lode mining in the late 1860's and early 1870's, but it was the silver carbonate discoveries of the mid-1870's that created Leadville and built the legend of the Leadville Silver Kings. The Sherman Act of 1893 brought an end to the glory days of silver but some of the mines had sufficiently rich ore that they could continue to produce. Other metals, including gold, contributed to a steady, if unspectacular mining economy. During World War I, the production of molybdenum moved to the forefront and with some ups and downs of production, the mines at Climax sustained the mining economy of Lake County until near the end of the twentieth century.

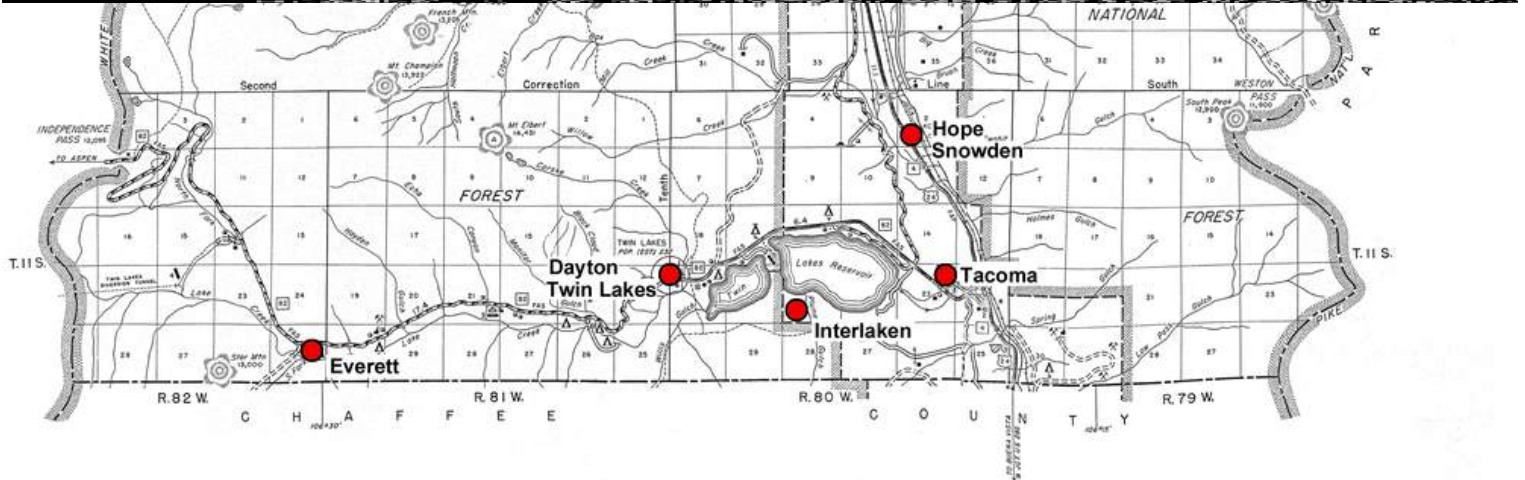
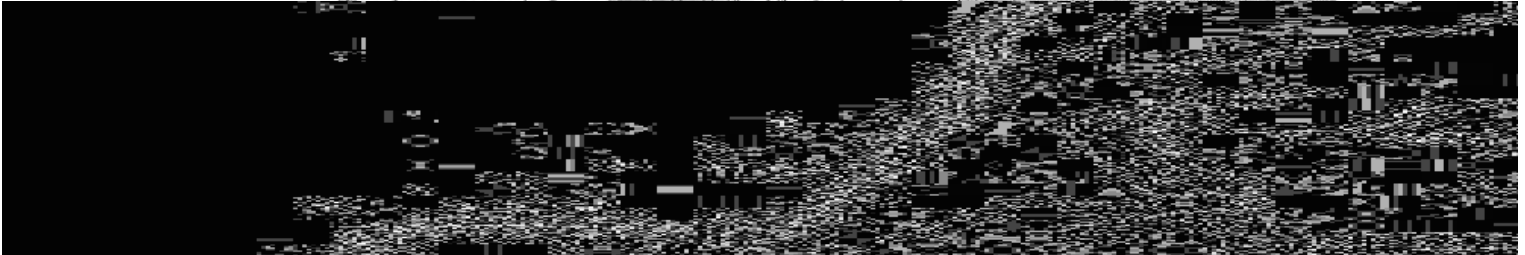
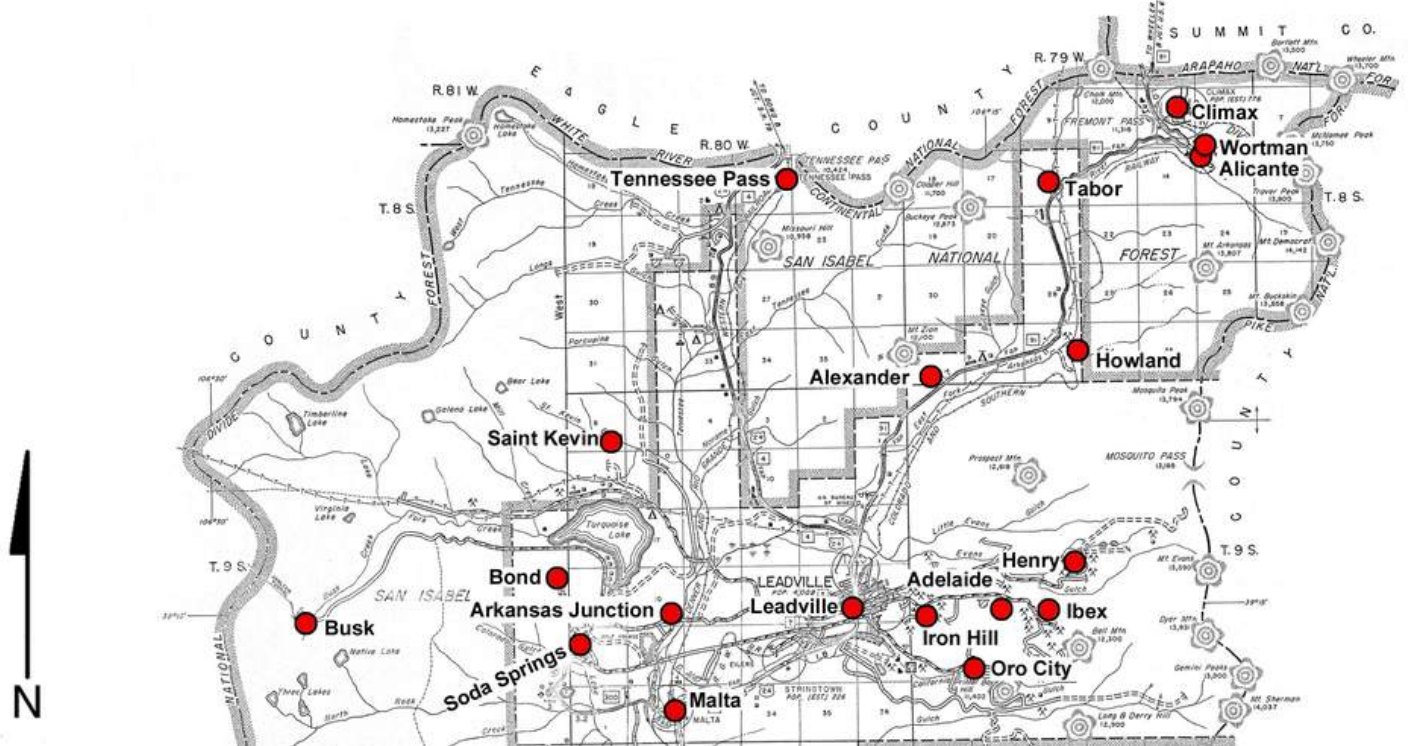
Today the economy of Lake County is a mixed one with some ranching in the lower portions of the Arkansas Valley. Mining continues but plays only a minor role. Tourism has moved to the forefront. Guest ranches offering hunting and fishing, spectacular mountain scenery for hiking, riding and skiing, summer homes and the history of the mining era still in evidence, support Lake County and Leadville as a viable community.

A word of caution concerning the county road number designations that are given in the following descriptions. Visits to the townsites in Lake County were made before I began making a detailed tape recording of the routes. Some of the numbers have been taken from maps and may be Forest Service road numbers and not county road numbers.



Interlaken, Colo. – View west across Twin Lakes Reservoir
Photograph by William H. Bauer

August 29, 2001



Post Office Location Map – Lake County

ADELAIDE

The Adelaide Mine was located in Stray Horse Gulch, where in 1876, Frank Walls and A. B. Powell made a rich silver discovery. The community of Adelaide developed around the mine and was considered a suburb of Leadville. However, Adelaide was never within the corporate limits of Leadville. Some reports claim that Park City was another name for Adelaide. The name of the community was taken from that of the mine.

The initial discovery at Adelaide was carbonate of silver and that metal provided the basis for mining until the 1890's. After the silver crash of 1893 mining at Adelaide shifted to gold but there was not a significant output.

In addition to the mine, there was a smelter, stores and the ubiquitous saloon.

The main street of Leadville (Harrison Avenue, US 24) is a north south street through the center of Leadville. From Harrison Avenue, turn east on East Fifth Street. At the edge of town bear right and along the north flanks of Carbonate Hill and Iron Hill. This should be marked as Lake County Road 1. About a mile and a half further you will be in a meadow, surrounded by mine dumps and other evidence of past mining activity. Here there is a fork in the road and this is "Adelaide Park," the site of Adelaide. No structures remain, having long succumbed to winter snows and salvage.

Latitude = 39:14:50 North Longitude = 106:15:27 West

Chronology of the Post Office

Sep 6 1878	--	Stray Horse Gulch, California Mining District Leadville 2-1/2 miles down the Gulch 6 miles east of the Arkansas River, near north bank of Stray Horse Gulch
Sep 27 1878		Established
Sep 27 1878		Scott, Edgar
Nov 4 1878		Gage, James R
May 12 1879		Discontinued

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM ADELAIDE

ALEXANDER

There has been some confusion as to the location of Alexander. There are statements that would place it some six miles northwest of Leadville on the road to Red Cliff (today's US 24). However, the Post Office Department Geographical Site Location Report is clear that it was on the north side of the Arkansas River and about halfway between Leadville and Tabor City. Tabor City was near the foot of Fremont Pass.

Other than the brief mentions of Alexander and its location, nothing has been written about it. The Alexander Post Office lasted only two months, so the lack of information should be no surprise. I surmise that it was a stop along the wagon route from Leadville, over Fremont Pass to the mines on the upper Ten Mile River. Alexander was the first name of the postmaster, Alexander M. Ross.

Relying on the description from the Site Location Report, Jim Ozment and I looked at a site about two-and one-half miles north of the junction of US 24 and Colorado Highway 91 (on Colorado 91). There are buildings on the east side of the road including a combination service station, convenience store and cafe, and some signs of human activity on the west side in the trees. Unfortunately there was nothing that could confirm the location and a resident of the site had never heard of Alexander.

ALEXANDER – Continued

Chronology of the Post Office

Jul 23 1879	---	T8S R80W It is halfway between Leadville and Tabor City, 5-1/2 miles from each office 100 feet north of the Arkansas River No railroad as yet but one surveyed to pass close by the door of the proposed office Proposed postmaster - Alexander M. Ross
Aug 1 1879		Established
Aug 1 1879		Ross, Alexander M.
Oct 2 1879		Discontinued

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM ALEXANDER

ALICANTE

Alicante was a small mining camp near the base of the steep climb to the summit of Fremont Pass and east of the horseshoe bend in the highway. Gold discoveries were made here in 1880 and the town was founded to serve the Alicante and the Walter Scott Mines. The initial discoveries were placer deposits but their low grade and a lack of water discouraged their development. Subsequent discoveries of small veins containing values in gold, silver, lead and zinc led to the development of the Alicante, Walter Scott and other mines. The town was founded to serve these mines. Alicante was a mining city in Spain and gave its name to the mine and the community. Like the placer deposits, the mines were not good producers, and by 1888 Alicante was nearly deserted.

The Denver and Rio Grande Railroad built north from Leadville, over Fremont Pass, to Kokomo. Near the present site of Climax the railroad had a station, which it called Summit. Later, there would be a station at the site of Alicante but by 1899 it was called Wortman.

From Leadville, drive north on Colorado Highway 91 along the Arkansas River. Alicante was to the east of the highway at the point where the road makes a sharp U-turn, crosses the river and begins the steepest portion of the climb to Fremont Pass. The best views of the site are from the highway above the river. The area is part of the Climax mining complex and no original structures remain.

The headwaters of the Arkansas River are in a beautiful glacial valley on the west side of the Mosquito Range. Unfortunately the mining activity at Climax mars the scenery.

Chronology of the Post Office

May 27 1881	---	No survey On south bank of Upper Arkansas River At Alicante Railroad Station An elaborate sketch map places Alicante in the large loop, south of Fremont Pass (Continental Divide) and also on the south side of the Arkansas River Proposed postmaster - Jacob Buffher
Jun 15 1881		Established
Jun 15 1881		Buffher, Jacob
Apr 22 1887		Moved to Climax

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM ALICANTE

ARKANSAS JUNCTION

Arkansas Junction was aptly named. It was a an important railroad junction on the Colorado Midland and the Denver and Rio Grande Railroads, with the Denver and Rio Grande continuing north over Tennessee Pass and the Midland going west to Hagerman Pass and later the Busk-Ivanhoe Tunnel. It was also on the Arkansas River. The community served the railroads and was where the Midland located its Leadville Station.

ARKANSAS JUNCTION – Continued

The fate of Arkansas Junction was tied to that of the Midland. When World War I shut down the Midland the basis for Arkansas Junction also ended.

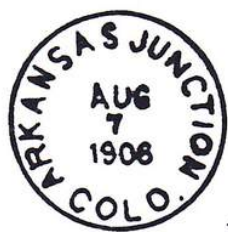
From Harrison Avenue in Leadville, turn west on West Sixth Street and go west to Turquoise Lake Road; continue west crossing the railroad and the Arkansas River. After crossing the river continue another half-mile to a three-way fork in the road. The community of Arkansas Junction was in this area.

Chronology of the Post Office

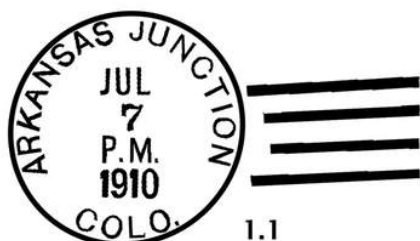
Apr 1 1890	---	SW/4 SE/4 Sec 20 T9S R80W 1/2 mile west of the Arkansas River 1-1/2 miles east of Lake Creek, on line of Colorado Midland Railroad, at station Proposed postmaster - Charles W. McReynolds
May 2 1890		Established
May 2 1890		McReynolds, Charles W.
Jan 28 1892		Tryon, Claude
Oct 4 1895		Ellsworth, William H.
Dec 11 1896		Burnside, Austin E.
Feb 10 1899		Baum, John F.
Oct 28 1899		Collier, Edmund F.
Apr 23 1903		Reubendane, Ralph W.
Jun 4 1907		Kinney, Clark H.
Sep 30 1910		Discontinued Mail to Malta
Aug 23 1912		Re-established
Aug 23 1912		Collier, Edmund F.
Oct 3 1912	---	SE/4 Sec 20 T9S R80W Re-establishment at Colorado Midland Station - Arkansas Junction
Jul 1 1915		Benner, Eliza R.
Nov 16 1916		Potts, Glen C.
Aug 10 1918		Discontinued Mail to Leadville

Confirmed types of postal markings

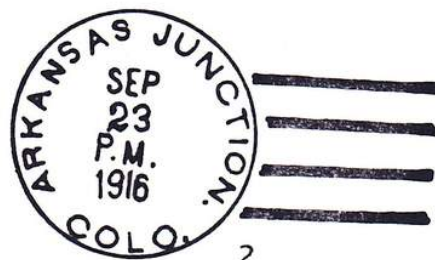
1	ARKANSAS JUNCTION / COLO. CI 10P 28.0	Hstp Cork, Smudge	Jan 19 1896 Aug 7 1906
1.1	ARKANSAS JUNCTION / COLO. CI 10P 31.0	4bars S-23x13mm	Nov 12 1907 Jul 7 1910
2	ARKANSAS JUNCTION, / COLO. CI 10P 32.0	4bars S-24x19mm	Nov 10 1909 Sep 23 1916



1



1.1



2

BOND

I have found no historical reference to Bond. The only information I have is from the Post Office Department records. Further, I have found no indication that there are public roads into the area where the Geographic Site Location Report places the Bond Post Office.

The best directions I can offer is that you follow the directions given to Arkansas Junction. Take the north fork, Turquoise Lake Road and drive onto the dam at the south end of Turquoise Lake. From the east end of the dam, you can look west to the slopes of Sugarloaf Mountain and Bald Eagle Mountain. A few large mine dumps are visible on the mountainsides among the trees.

BOND – Continued

My supposition is that the Bond Post Office was at one of these mines and its short, 15-month life may be an indication of the success of the mining ventures in this area. [SRM: The Geographic Site Location Report states, “A mining camp”]. I do note that there is a disagreement between the Federal Land Survey location and the descriptive location given in the Site Location Report. The Federal Land Survey location appears to be the more appropriate.

Chronology of the Post Office

Apr 1 1886	---	NE/4 Sec 24 T9S R81W 4 miles west of the Arkansas River 2 miles west of Lake Creek Soda Springs 4-1/2 miles southerly from Bond Proposed postmaster - G. N. Robinson
Jul 16 1886		Established
Jul 16 1886		Robinson, George N.
Oct 25 1888		Discontinued Mail to Leadville

Confirmed types of postal markings

1	BOND / COLO. CI 10P 27.0	Hstp Target	Feb 14 1887
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BUSK

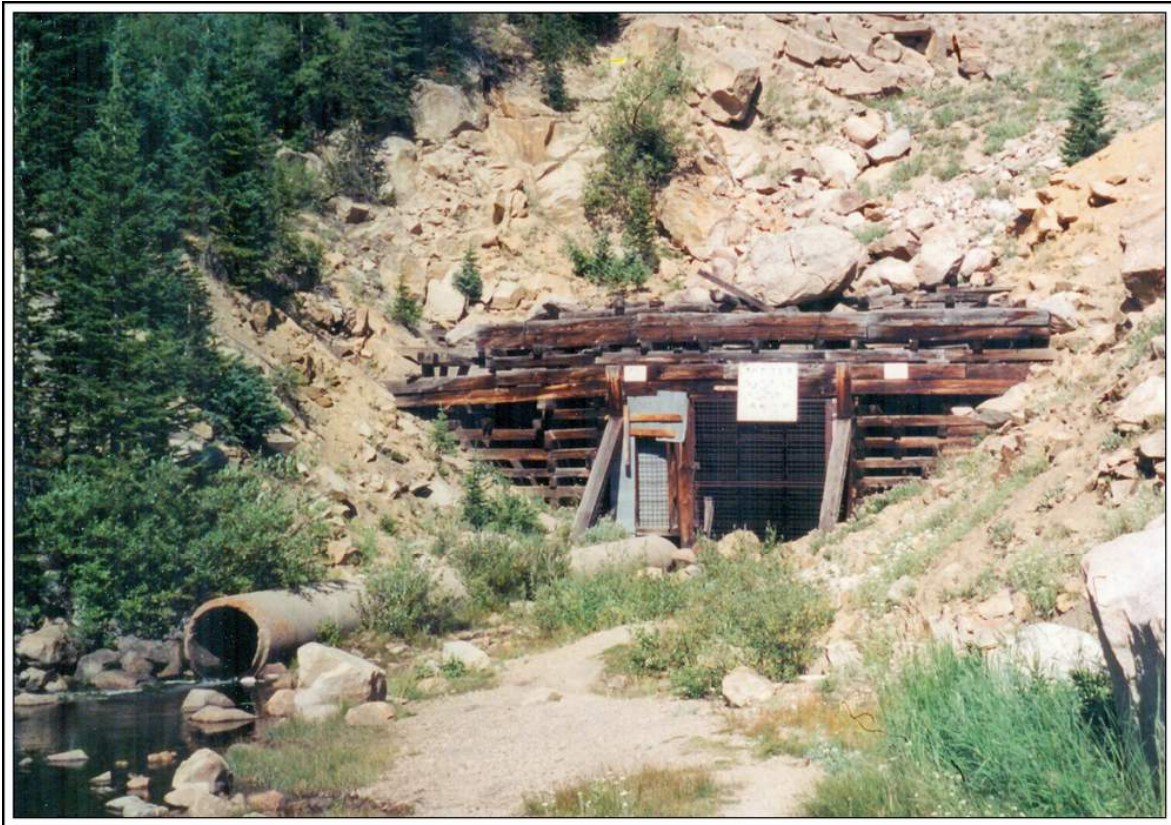
Initially, the Colorado Midland Railroad built over Hagerman Pass en route from Leadville to Aspen. In June of 1890 the Busk Tunnel Company was organized to construct a tunnel at a lower elevation, in order to avoid the steep climb over the pass and the high maintenance of that route. The Busk-Ivanhoe Tunnel was completed in 1893 and was used by the railroad until 1918 when the Midland Railroad was shut down. The tunnel was then purchased and converted to a toll road for automobiles. As a road tunnel it was renamed the Carleton Tunnel. That name appears to have been in use as early as 1890. It no longer serves that purpose but it does act as a conduit for a pipeline bringing water from Lake Ivanhoe on the western slope.

Busk was a construction camp for the Busk-Ivanhoe Tunnel. There were several buildings and a railroad depot. It continued to serve the railroad until the Midland died. There are no remaining structures at Busk and the tunnel entrance is closed to access.

Busk was named for J. R. Busk, one of the large stockholders of the Colorado Midland Railroad.

To reach Busk, follow the directions to Arkansas Junction and onto the dam at Turquoise Lake. Continue across the dam and along the south side of Turquoise Lake. I believe this road is Lake County Road 9 but it may also be marked as Road 4, Road 105, and Turquoise Lake Road. In any event, it is the only open choice beyond the dam. Four miles west of the dam a road to the left (marked Road 105), and/or Road 4) climbs away from the lake and on towards Hagerman Pass. It is another four miles to the entrance of the Busk-Ivanhoe Tunnel. There is no difficulty with the road to this point but continuing on over Hagerman Pass would best be done with a four-wheel drive vehicle.

BUSK – Continued



Entrance to the Busk-Ivanhoe (Carleton) Tunnel
 Photograph by William H. Bauer August 29, 2001

Chronology of the Post Office

- Dec 3 1890 --- SW/4 Sec 20 T9S R81W 50 feet south side of Colorado Midland Railway
 East end of Carlton Tunnel on Colorado Midland Railway
 Proposed postmaster - Samuel H. Gillard
- Dec 15 1890 Established
- Dec 15 1890 Gillard, Samuel H.
- Apr 16 1892 Carnahan, Robert A.
- Mar 2 1894 Discontinued Papers to Ivanhoe

Confirmed types of postal markings

- 1 BUSK / COLO. Oct 6 1892 Feb 23 1893
- CI 10P 27.0 Hstp Not present



CLIMAX

A man named Charles Senter has been credited with the first discovery at Climax. There was some early mining activity and when the Denver, South Park, and Pacific Railroad crossed over the pass on the way to Leadville they established a station they named Climax. That name was suggested as indicative that the railroad's effort to reach Leadville had overcome all obstacles and reached its "Climax." From here it was all downhill to Leadville. Through the years the site was alternately known as Climax or Fremont Pass. In 1887 the post office at Alicante was closed and moved up to the summit where it took the name of the station - Climax. Like many other small Colorado post offices, the Climax office moved around and at times was even considered to be in Summit County.

Mining at Climax first focused on the usual gold and silver but the ores proved to be low grade and sparse. By the turn of the century, mining had nearly ceased and the Climax Post Office closed. Although the presence of an abundant metallic ore had been detected early, its composition was not really determined until 1900 when it was recognized as molybdenite. Although this was one of the world's largest deposits of the metal, it was of little utility until World War I. Molybdenum then became important as an additive for strengthening steel needed in the war effort.

The area was reoccupied and extensive mining began. The isolated location, far from other communities, resulted in the development of a company town at the summit of Fremont Pass, complete with housing, stores and a school. This community lasted until the later part of the twentieth century when because of the development of better roads, transportation, a smaller work force and a lower elevation, most of the employees chose to live in Leadville. Today none of the community remains, only buildings associated with the mine.

Molybdenum mining at Climax has had its ups and downs with the economy, the need for the metal and the discovery of other more accessible sources of the metal. The mining effort has been impressive and over the years a large portion of Bartlett Mountain has been carved away. The ore was crushed and concentrated in facilities at the summit, the result being a huge mass of tailings and waste that had to go somewhere. The choice for disposal was the headwaters of the Ten Mile River. Huge tailings ponds were developed. The first series of ponds buried the sites of the old mining towns of Ten Mile, Robinson and Carbonate. Next scheduled to go was the site of Kokomo. However, although the tailings ponds hover over the southern outskirts of Kokomo-Recen, they have not yet buried the site of that community. Mining at Climax has slowed and recently it has often been suspended. The future of the mine at Climax is still to be decided.

The site of Climax is easy to find. Simply take Colorado Highway 91 to the summit of Fremont Pass and you are at Climax. The Post Office at Climax has closed but in 1972 it was in the main office building of the mining operation, which still stands to the north of the highway but behind a locked gate.

Latitude = 39:22:41 North Longitude = 106:10:59 West

Chronology of the Post Office

- Apr 5 1887** --- **NW/4 Sec 11 T8S R79W 1-1/2 miles southeast (actually northwest) of the Arkansas River 1/2 mile southeast of Ten Mile Creek 10 feet east of Denver South Park & Pacific tracks (Climax Station)**
Proposed postmaster - George C. Wortman
- Apr 22 1887** **Moved from Alicante**
- Apr 22 1887** **Wortman, George C.**
- Apr 12 1898** **Discontinued Papers to Robinson**
- Dec 5 1917** **Re-established**
- Dec 5 1917** **King, May**

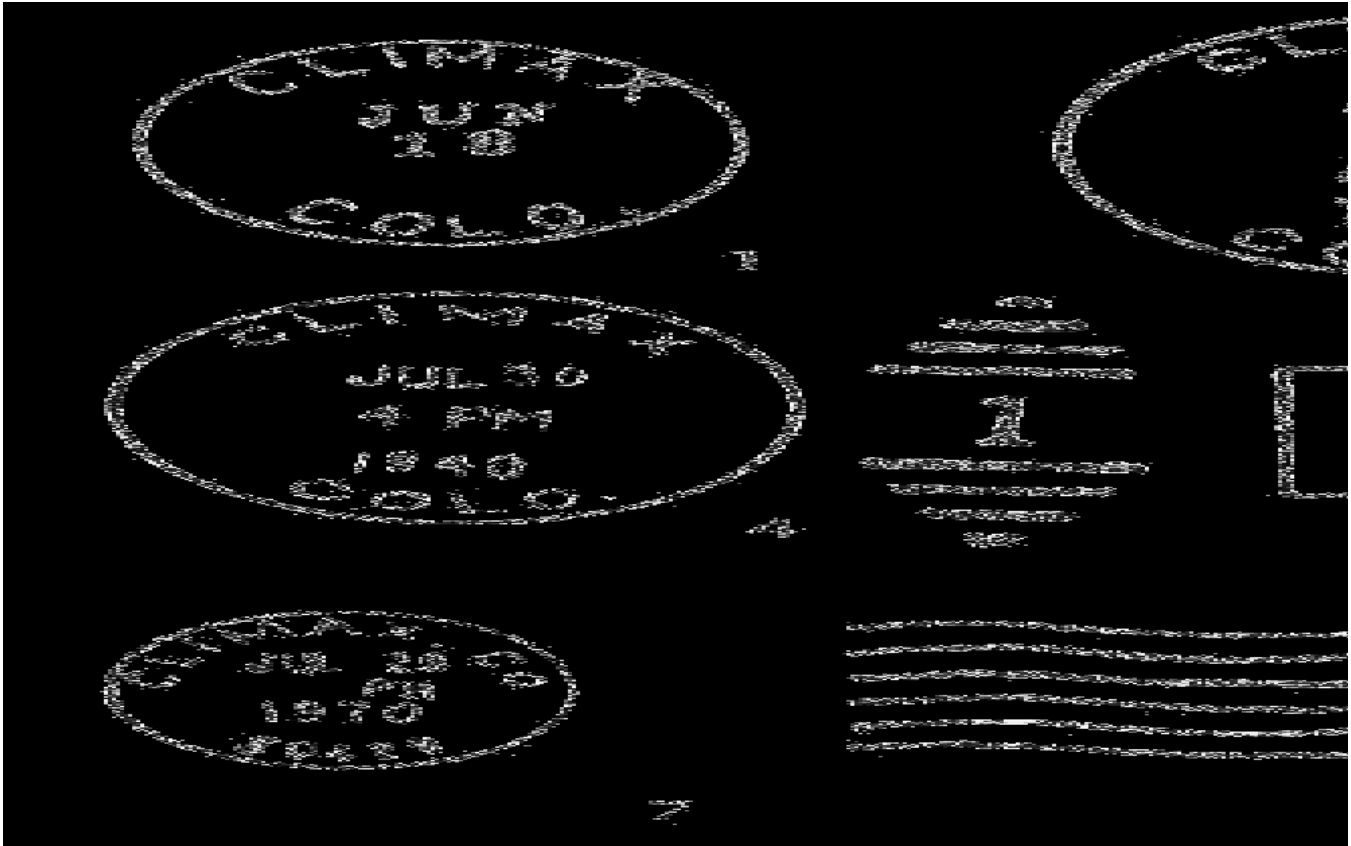
CLIMAX – Continued

Mar 31 1921	Welsh, James R.	Acting
Dec 10 1921	Welsh, James R.	Appointed
Feb 4 1922	--- NW/4 Sec 11 T8S R79W 1/2 mile north of the Arkansas River 1/5 mile west of Ten Mile Creek 200 feet west of the Colorado & Southern Railroad	
Nov 30 1925	McGay, George H.	
Jan 31 1927	Myers, Frank A.	Acting
May 17 1927	Kennedy, Mrs. Esther J.	
Jul 1 1930		Office made Presidential
Feb 4 1931	Kennedy, Mrs. Esther J.	P&S [Apptd. by President & confirmed by Senate]
Jun 14 1932	Mackey, Mrs. Alvina	Acting
Jun 30 1932	Mackey, Mrs. Alvina	Assumed charge
Aug 17 1932	Mackey, Mrs. Alvina	Confirmed
Nov 15 1932	Mackey, Mrs. Alvina	Commissioned
May 28 1936	Mackey, Mrs. Alvina	Nominated
Jun 5 1936	Mackey, Mrs. Alvina	Confirmed
Jul 1 1936	Mackey, Mrs. Alvina	Appointed Presidential
Jul 2 1936	Mackey, Mrs. Alvina	Commissioned
Mar 4 1937	Morrison, Mrs. Mary A.	Acting
Apr 1 1937	Morrison, Mrs. Mary A.	Assumed Charge
Jul 22 1937	Morrison, Mrs. Mary A.	Nominated
Jul 27 1937	Morrison, Mrs. Mary A.	Confirmed
Jul 30 1937	Morrison, Mrs. Mary A.	Appointed
Aug 24 1937	Morrison, Mrs. Mary A.	Commissioned
Aug 31 1937	Morrison, Mrs. Mary A.	Assumed charge
Dec 9 1941	Morrison, Mrs. Mary A.	Nominated
Jan 6 1942	--- None reported 50 feet from Summit County line (200 yards by road to county line) State highway 50 yards south of office	
Feb 19 1942	Morrison, Mrs. Mary A.	Confirmed
Feb 20 1942	Morrison, Mrs. Mary A.	Appointed Presidential
Mar 23 1942	Morrison, Mrs. Mary A.	Commissioned
Mar 31 1942	Morrison, Mrs. Mary A.	Assumed charge
Feb 17 1973	Hain, Archie N.	Officer in charge
Jun 8 1973	LaTorra, Richard	Officer in charge
Jan 7 1974	Converted to Branch of Leadville	

Confirmed types of postal markings

1	CLIMAX / COLO. CI 10P 26.5	Hstp Not present	Jun 18 1897
2	CLIMAX, / COLO. CI 10P 32.5	4bars S-24x19mm	Jul 25 1918 Jul 13 1926
3	CLIMAX, / COLO. CI 10P 33.0	4bars S-24x20mm	Jul 1 1935 Sep 3 1937
4	CLIMAX / COLO. CI 10P 30.0	Dplx Grid, pointed oval with 1; wide spaced "IM"	Jul 4 1938 Oct 28 1966
5	Climax / COLO. RC 10P 37.0x17.0	Hstp No killer, Parcel Post Box Style	--- -- 1940s --- -- 1950s
6	CLIMAX / COLO. CI 10P 20.0	Mach 6 wavy lines	Feb 27 1957 Jan 19 1967
7	CLIMAX, CO / 80429 CI 10P 20.0	Mach 6 wavy lines	Nov 16 1967 Aug 16 1972
8	CLIMAX CO / 80429 CI 10P 33.0	4bars S-25x20mm	Mar 12 1968

CLIMAX – Continued



DAYTON

In the early 1860's, the settlement of Dayton began where Ira King had property in a meadowland at the west end of Upper Twin Lake. A few years later with the discovery of a complex galena ore, rich in silver at Red Mountain to the west, King attempted to capitalize on the traffic passing through his property. The result was the community of Dayton. Oro City was in decline and Dayton soon became one of, if not the most, prominent towns in Lake County. In 1866 it was voted to move the county seat from Oro City to Dayton. The mining activity at Red Mountain was brief and as it faded, so did Dayton. By 1868 the county seat and post office had been moved to Granite.

In 1879 the excitement of the new mines at Aspen and the heavy traffic up Lake Creek and over Independence Pass brought new life to the old community of Dayton, however when a post office was established in 1879, it took the name of Twin Lakes. Thus Dayton is considered the predecessor of present day Twin Lakes.

The site of Dayton is along Colorado Highway 82 at the west end of Upper Twin Lake, eight miles west of US 24 and at the foot of 14,433-foot Mount Elbert, the highest point in Colorado.

Chronology of the Post Office

	No document was found in the Lake County Geographic Site Location Reports
Oct 16 1866	Established
Oct 16 1866	Brown, Abner R.
Dec 24 1866	Sprague, Leander M.
Apr 13 1868	Keyes, Thomas
Nov 30 1868	Moved to Granite

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM DAYTON

EVERETT

The original road through Dayton (Twin Lakes) and west up Lake Creek, went to the future site of Everett but then turned up the South Fork of Lake Creek to the Red Mountain Mining District. With the excitement generated by the discoveries in the Aspen District, there was an increased demand for a shorter route over the mountains to Aspen. In 1880 the Twin Lakes Toll Road was formed and a crude wagon road up the North Fork of Lake Creek and over Independence Pass was completed the following year.

In anticipation of a thriving business, Charles M. Everett laid out a town at the junction of the two creeks. A stage station and a hotel called the Everett House were constructed and the Everett Post Office opened in 1881 with Everett its namesake and first postmaster.

There had previously been a settlement here under the name of Seiden's Ranch. And as the Independence Pass Road was developed, the name Halfway House was applied to a small rest stop at the location. This latter name was appropriate, as the site was almost equidistant between Twin Lakes on the east and Independence on the west side of Independence Pass.

One report claims that by 1882 the community had 30 houses, three mills, several stores, and hotels, the most prominent being the Everett. I suspect that this is an exaggeration.

Everett survived as long as the Independence Pass Road was the main route for travel to and from Aspen. When the railroads reached Aspen, providing a safer and more reliable route to that city, the volume of traffic over Independence Pass fell rapidly and Everett declined. It continued to be a rest stop on the road but by 1887 the population no longer warranted a post office.

The Post Office Department Geographic Site Location Report indicates that the name first chosen for this site was Red Mountain. However, at the time there was a Red Mountain Post Office in Gunnison County on the road through Taylor Park to Aspen. Thus, the name Everett was substituted.

From Twin Lakes drive eight miles west on Colorado Highway 82 to where a dirt road to the left descends and crosses Lake Creek. This side road is the one that went to the Red Mountain Mining District and the mining camp of Meily (Chaffee County). Approximately a quarter-mile back, towards Twin Lakes, there is another side road to the south that makes a short loop through the woods between the highway and the creek. In August 2001 this road was open and we found the remnants of two log cabins in the woods between the roads. In September 2002 on the way to Aspen we observed that the side road was closed off with a chain and padlock.

Latitude = 39:04:04 North Longitude = 106:30:05 West

Chronology of the Post Office

Mar 19 1881	---	No survey 15 miles west of the Arkansas River, on north side of Lake Creek Twin Lakes post office is 9 miles east A map at the front of the Pitkin County file shows Everett on the north side of Lake Creek, opposite the mouth of South Fork Creek Proposed postmaster - Charles M. Everett
Mar 31 1881		Established
Mar 31 1881		Everett, Charles M.
Mar 26 1884		Cunningham, Joseph L.
Jan 11 1887		Ackley, Dewitt
Dec 15 1887		Discontinued Papers to Twin Lakes

Confirmed types of postal markings

1	EVERETT / COLO.	Jul 22 1882
	CI 11P 35.0/23.0	Hstp Target, smudged

EVERETT – Continued



Log Cabin Ruins at the site of Everett

Photograph by W. H. Bauer

August 2001

HENRY

Henry was another of the mining communities east of Leadville that briefly had its own post office. It was located in Evans Gulch on the road to Mosquito Pass and the South Park. The site is now a meadow and willow-covered bottomland. Numerous mine dumps still mark the landscape.

In the 1880's, activity in the vicinity of Henry was sufficient to support two general stores and three saloons, in addition to the post office.

Beginning in Leadville, at Harrison Avenue, drive east on East Seventh Street (the road to Mosquito Pass). It is about three miles to where Henry was located. When the road first reaches Evans Gulch, it is on the south side of the creek, it soon crosses to the north side and three-quarters of a mile further it crosses back to the south side. As best I can determine Henry was along this short stretch of Lake County Road 3.

HENRY – Continued

The application for the post office requested the name Evansville, obviously a reference to Evans Gulch. This was rejected, perhaps to avoid confusion with Evans in Weld County. The Henry Post Office lasted less than two years; thus the name was available for later post offices in Rio Grande (1884-1886), Conejos (1889-1896) and Washington Counties (1907-1917). I have no information as to the origin of the name of this Henry.

Chronology of the Post Office

Apr 26 1880 --- None reported **On the south side of Big Evans Creek**
Leadville 4 miles southwesterly Alma 10 miles easterly from site
Proposed postmaster - Reed Langdon

Jun 3 1880 Established

Jun 3 1880 Langdon, Reed

Jan 20 1882 Discontinued

Confirmed types of postal markings

1 Henry Colo
MS

Jul 17 1880

Mscp Pen cancel

**HOPE**

The only mention of Hope that I have found in the historical literature describes it as being, “a small settlement at Crystal Lake with a post office and a school but the Colorado Midland called its nearby station Snowden.”

The Post Office Department Geographic Site Location Report for Hope refers to a railroad station of Haydens. In addition, the Denver and Rio Grande has had a siding and station in the area under the name Kobe. That is the only name that appears on the current United States Geological Survey map of Lake County. The Kobe siding was about one mile north of where the Hope Post Office plots according to the Site Location Report.

In 1989 the siding was still in place seemingly used for shipping livestock. By 1994 the siding had been removed but its site on the east side of US 24 could still be determined. On the west side of the highway is a large ranch complex with a mix of buildings; some in good condition and others deteriorating. This gives the appearance of having been either a guest ranch or tourist facility in the past. The reference to Crystal Lake is a mystery, as that name does not appear on the current maps and there are only a few small ponds near the Kobe Siding.

This area is on US Highway 24 about seven miles south of the junction of US 24 with Colorado Highway 300 at Malta, west of Leadville. It is also about four miles north of the junction of US 24 with Colorado 82, the road to Twin Lakes and Independence Pass. The ranch complex is a prominent marker.

Chronology of the Post Office

Mar 27 1885 --- SW/4 Sec 2 T11S R80W 40 rods east of the Arkansas River 80 rods opposite
the mouth of Box Creek 30 feet southwest of D&RG tracks Station Name Haydens
Proposed postmaster - Warren E. Brokaw

Nov 3 1885 Established

Nov 3 1885 Brokaw, Warren E.

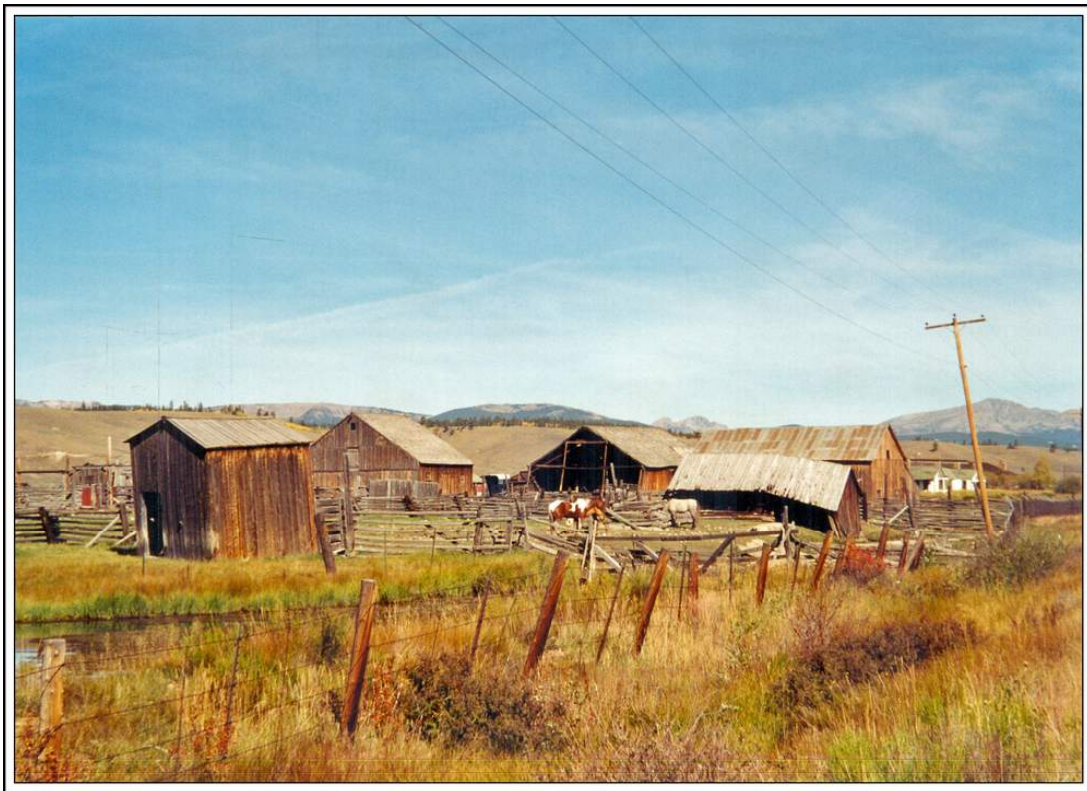
Jan 11 1887 Henry, George W.

HOPE – Continued

Aug 28 1888	Copp, Charles
Jul 3 1889	Hillicker, Edwin
Nov 24 1890	Name changed to Snowden

Confirmed types of postal markings

- | | | |
|---|---------------------------------------|---|
| 1 | HOPE, LAKE CO. / COLO.
CI 10P 21.0 | Nov 5 1886
Hstp Cork, Geometric |
| 2 | HOPE / COLO.
CI 10P 28.0 | Dec 10 1889 Feb -- 1890
Hstp Not present |



Ranch buildings on the west side of US 24 at site of Hope (Snowden) near Kobe Siding
Photograph by William H. Bauer
September 13, 2000

HOWLAND

Howland was another of the small camps on the Arkansas River north of Leadville. Gold production began in 1879 with the best mine being the Little Dotty. Even the best did not last long and by 1882 the community could no longer support a post office.

HOWLAND – Continued

Before becoming a mining camp, the Birdseye Lumber Company had a sawmill at the site. The mill, managed by Colonel Henry Howland, employed fifty men and the population of the town may have reached 100. The community was named for Henry Howland who was also its first postmaster.

Howland was on Colorado 91 about five miles north of the junction of US 24 and Colorado 91 opposite Birdseye Gulch, which joins the Arkansas River from the southeast. None of the original buildings remain but in 1993 there were a couple small buildings present along the river.

Chronology of the Post Office

Aug 8 1879	Established
Aug 8 1879	Howland, Henry
Sep 25 1879	--- Not sectioned Local name - Birdseye Gulch 10 rods south of the Arkansas River 5 rods east of Birdseye Creek A sketch map, if accurate, spots the settlement on the east bank of the Arkansas and the north bank of Birdseye Creek
	Postmaster - Henry Howland
Jan 9 1880	Pierson, Charles A.
Feb 9 1880	Stubbs, William G.
May 10 1880	Whitley, James
Sep 19 1882	Discontinued Papers to Leadville



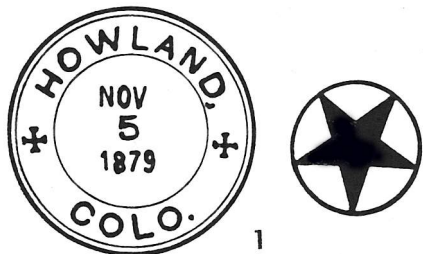
HOWLAND, / COLO. November 5, 1879 With star in circle killer

Confirmed types of postal markings

1 HOWLAND, / COLO.
CI 21P 32.0/30.0/20.0

Mar 3 1878 Dec 2 1879

Hstp Fancy Positive star in circle, small Maltese Cross at each side of CDS



IBEX

Historic photographs show that Ibex was not a town in the usual sense of an organized community. There were many mine structures, a boarding house, stores, a school and a Denver and Rio Grande Railroad spur from Leadville. However, the buildings were scattered among the mines in no particular order.

The most famous of the mines at Ibex was the Little Johnny first operated by J. J. "Leadville Johnny" Brown, of "Unsinkable Molly Brown" fame. For the most part it was above timberline and at an elevation of 11,500 feet and more. The mines in the immediate area were operated by the Ibex Mining Company. The Little Johnny was Ibex Shaft Number 1. Although at first silver was a prime product, the mines also produced gold in a sufficient quantity to sustain mining operations after the silver crash of 1893.

To reach the site of Ibex, from Harrison Avenue in Leadville, turn east on East Fifth Street and drive east up Stray Horse Gulch on Lake County Road 1. At the site of Adelaide, where there is a fork in the road, keep to the left for another mile and a half around the north slope of Breece Hill. This will bring you to a small open area in among numerous large mine dumps. As late as 1993 there were still some mining structures present in the area.

Latitude = 39:14:45 North Longitude = 106:13:58 West

Chronology of the Post Office

Mar 7 1896	Established
Mar 7 1896	Harrington, Isaac B.
Aug 31 1896	Order rescinded
Aug 31 1896	Discontinued
Feb 5 1898	--- SW/4 Sec 21 T9S R79W 1 mile south of Evans Creek Proposed postmaster - Mrs. Ella Adora Farrar
Mar 8 1898	Re-established
Mar 8 1898	Farrar, Ella, A.
Jun 20 1898	Myers, Anna
Jun 27 1899	Parker, Catherine P. M.
Jul 6 1904	Vose, David T.
Mar 24 1905	Ordered closed
Apr 15 1905	Discontinued Mail to Leadville

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM IBEX

INTERLAKEN

In 1880 a hotel was built on the southwest edge of Lower Twin Lake. It was soon renamed the Interlaken, German for, "Between the Lakes." The new name was most suitable for its location near the point of land that separates Upper and Lower Twin Lake. The hotel is described as, "ostensibly a rustic log hotel" and as a "huge lavish hotel." Whatever the truth, it was a very popular resort from the 1880's into the early twentieth century.

There is still a large two-story building at the site, which may or may not be the original hotel. Unfortunately, it is on private property with no public access and at high water levels in the lakes, the private road to the site can be subject to flooding. It is possible to see the building from the campgrounds and boat ramps on the north side of the lake. With a boat you could easily get to the south shore of the lake for a closer look.

From US Highway 24, drive west on Colorado Highway 82 (the road to Independence Pass) to the campground area on the north side of Twin Lakes, about two miles east of the community of Twin Lakes.

INTERLAKEN – Continued
Chronology of the Post Office

Mar 31 1887 --- SW/4 Sec 21 T11S R80W 4 miles west of the Arkansas River, 2-1/2 miles south of Lake Creek summer resort
Proposed postmaster - A. Hensey Dexter

Apr 29 1887 Established
Dexter, Abel H.

Apr 29 1887
Jul 10 1890 Discontinued Mail to Twin Lakes

Jan 20 1891 --- T11S R80W On south side of lake
Proposed postmaster - Charles H. Anderson

Mar 20 1891 Re-established
Anderson, Charles H.

Mar 20 1891
Jul 12 1892 Parwin, Roland H.

Sep 21 1894 Discontinued Mail to Twin Lakes



Lodge at Interlaken, Colorado
Photograph by Kenneth Jessen September 5, 2020

Confirmed types of postal markings

1 INTERLAKEN / COLO. Aug 10 1894
CI 10P 28.0 Hstp Target



IRONHILL

Iron Hill, the physical feature, was one of the more important locations for the silver carbonate mines to the east of Leadville. The existence of a community of Ironhill has not been documented in any of the literature that I have read. This is not surprising since its post office lasted for only six months; almost identical to its later neighbor, Adelaide.

From Harrison Avenue in Leadville, drive east on East Fifth Avenue. About a mile beyond the city limits you will be on the north side of Carbonate Hill and approaching a shallow valley to the south, between Carbonate Hill and Iron Hill. According to the Post Office Department Geographic Site Location Reports, the Ironhill Post Office was in this area. Another mile further east was the site of Adelaide. Numerous mine dumps and a few abandoned buildings cover the landscape.

Chronology of the Post Office

May 31 1883	---	SW/4 Sec 19 T9S R79W 2 miles south of the Big Evans falling into the Arkansas River
		Proposed postmaster - Michael McMahon
Jun 18 1883		Established
Jun 18 1883		McMahon, Michael
Oct 30 1883		Discontinued Papers to Leadville

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM IRONHILL

LEADVILLE

Leadville is undoubtedly one of the most famous towns in Colorado. Its birth was uncertain, its growth explosive and with the silver crash of 1893 it suffered an almost as precipitous decline. However, Leadville has refused to fade into history and in spite of its elevation of more than 10,000-feet, it continues to exist as a substantial community on the headwaters of the Arkansas River.

Very early in the history of Colorado, placer gold was discovered in California Gulch and the mining community of Oro City came into being. Like all placer gold deposits the easy pickings are soon exhausted and if lode deposits are not found most of the miners will move on to newer strikes. A few hardy miners remain to work and rework the alluvial gravels. Such was the history of Oro City. The heavy black sand that clogged their sluices and gold pans constantly confounded the miners at Oro City. In 1876 William H. Stevens and A. B. Wood came to the area to engage in hydraulic mining for gold. They became curious about the black sand, had it analyzed and found that it was lead carbonate and rich in silver. On Iron Hill they discovered the deposits of lead carbonate and in 1876-1877 they located 9 claims on the apex of the lode. The Camp Bird was located by the Gallagher brothers and the La Plata, Adelaide, Pine, Charleston and other claims were staked out.

Charles Mater came from Granite to open a store and H. A. W. Tabor moved his enterprise from Oro City to the new community. Meyer opened a sampling works and Edwin E. Harrison erected a smelter. By June of 1878 the town claimed a population of 1,500 and shipments totaling \$3,152,925. Most of the mines on Carbonate Hill and Iron Hill were located in 1877. In April 1878 the new discovery of the Little Pittsburg was located and soon many other rich strikes were made on Fryer Hill. By 1879 the population of Leadville numbered in the thousands. By 1880 there were eleven smelters in operation at Leadville and nearby Malta to process ore from the surrounding mines.

LEADVILLE – Continued

Many fortunes were made at Leadville. The most famous were H. A. W. Tabor and J. J. “Leadville Johnny” Brown. Tabor had been a storekeeper at Buckskin Joe in Park County and at Oro City before one of his grubstakes paid off with a bonanza and his eventual ownership of the Matchless Mine. J. J. Brown was the owner of the Little Johnny but it was his wife, Molly Brown, who gained lasting fame for her exploits during the sinking of the Titanic.

After 1893 and the end of the silver boom, Leadville declined as did all mining towns that had depended on the government’s support of the price of silver. In the early 1900’s Leadville revived somewhat based on production of lead, zinc, copper and bismuth. Later, the massive production of molybdenum at Climax would give another boost to Leadville’s economy.

One study of mining at Leadville reported that 19,499 claims had been filed in the Leadville District. Of those, 166 produced some quantity of ore but only eighty-five were said to have made any real profit. Leadville is still an active community but it now relies heavily on tourism and outdoor recreational activities. It is also home to a branch of the Colorado Mountain College. The emphasis on tourism has encouraged most residents to maintain their homes and business buildings in good repair.

The town of Leadville was formally established in 1878 and incorporated that same year. The choice of a name was a subject of contention. Several names were suggested: Agassiz (for the geologist Louis Agassiz), Boughtown, Carbonate, Cerrusite (for the lead carbonate), Cloud City, Harrison (for smelter operator Edwin E. Harrison), Kelly’s Diggings, Meyer, Silver King of Colorado (the Post Office Department would have loved that one!) and Slabtown. Finally, and some say at the encouragement of Tabor, the obvious choice of Leadville was accepted.

Leadville is located in the north-central portion of Lake County, on US Highway 24.



LEADVILLE, COLO. / REGISTERED. August 15, 1882

LEADVILLE – Continued

TRIALS AND TRIBULATIONS AT THE LEADVILLE POST OFFICE

The following two articles were re-printed in *The Colorado Prospector* a tabloid size paper that reprinted historical material from Colorado newspapers of the past.

From the *Colorado Prospector*, (1969) Volume 1, Number 1, Page 4

**CARRIER JAILED FOR MAIL ROBBERY
U. S. MAIL ROBBERY**

On the 21st of June the mail coming to Denver from the South Park country, was robbed of a package of letters and a registered envelope supposed to contain about a thousand dollars in dust. Oro City is the commencement of the route, and on the arrival of the mail at Granite, which is the first office out from Oro, the postmaster discovered the sack open and the loss as above stated. He had suspicions of no one in particular, but at once notified the messenger, Hank P. Farnum, of the loss, and also the postmaster at Oro. Farnum sent a man by the name of Hill, back over the route, who found within a few feet of the trail, the package of letters, and nothing more. The postmaster at Oro and others there having sworn out a warrant, proceeded to Fairplay, arrested Farnum, took him back to Oro, and had him on trial several days ending with holding him to bail in the sum of \$2,000. Deputy Marshal H. B. Haskell in Denver, received word the last of the week and left Saturday evening. He arrived at Fairplay on Monday afternoon and went to work to clear up the case. He searched Farnum's premises at Fairplay, having made up his mind that there was a good place to commence. With Cy Hall they looked over the stable, and in a corner found a grain box, which they moved and commenced digging beneath with a fork. Almost immediately they discovered a gunnysack, and one which by the way, has never been missed. On digging down about ten inches further they came to a tin can, the top of which was stopped up with a piece of woolen blanket, and inside the can were two sacks of gold dust, weighing between forty and fifty ounces. It was five o'clock at night then, and both Haskell and Hall started for Oro, which they reached at midnight. They found Farnum in a room in the hotel asleep, with a revolver and knife in his pockets. Haskell arrested him and as soon as he could obtain a third horse, started back with his prisoner across the range, arriving here last evening. His examination will probably occur about next Wednesday, before U.S. Commissioner Bostwick. We may state in conclusion that Farnum claims that he is innocent, and that it is a put-up job to injure him, and also what we neglected before, that the route he took on the trip from Oro to Granite at the time of the robbery, was one he had seldom, if ever used before. We have given no account of this robbery before, but the necessity for secrecy no longer exists and there is no longer danger of doing injustice to the man under suspicion. -- The (Denver) Colorado Tribune. 7/2/1869

From the *Colorado Prospector*, (1969) Volume 1, Number 17, Page 3

ORPH HATTEN NABBED IN P. O. THEFT

From the *Leadville Eclipse*:

For the past month there have been rumors floating about the city of a defalcation in the Leadville post office and it has been stated in the Reveille that there was a deficiency of \$28,000, and that the culprit, after giving up the stolen money has been suffered to go free.

For some time previous to this publication the Eclipse had been in possession of the facts but, out of regard for the feelings of Dr. Smith and the accused parties, we refrained from publishing them. Now, however, the veil of secrecy is removed by the arrest of the criminal, and the prospect of his early trial and conviction, and the Eclipse hastens to satisfy the public anxiety for the details.

HURLY-BURLY POST OFFICE

Everyone who has been in Leadville in the past three months knows in what a hurly-burly state our postoffice has been. The unprecedentedly rapid and continuous increase in its business together with the sickness among the employees, necessitating the daily employment of green hands have been an impediment of the greatest magnitude to the satisfactory and efficient conduct of affairs.

LEADVILLE – Continued

Now for the facts. On the tenth of March it was discovered by the assistant postmaster that there was a considerable shortage in the funds of the office. The press of business and the insufficiency of the force for the demands upon it prevented a careful investigation, and although every effort was made to discover the source of the trouble, nearly or quite a month elapsed before the full extent was known.

When this was figured out, however, the shortage was found to have increased more than ten fold over that at first discovered, and the special agents of the department were summoned to investigate the matter and ferret out the culprit or culprits. John B. Furay and General Charles Adams, special agents, came here and in a very short time discovered that a young man, who had just been made assistant postmaster by Dr. Smith, was the guilty man.

CONFESSION, RESTITUTION

Before leaving, Mr. Furay obtained from the party a paper amounting to a written confession of his misdeeds, and an offer from him to refund twenty-five hundred dollars of the stolen funds. As the refunding part of the arrangement was a matter in which Furay had no jurisdiction, the party was turned over to Dr. Smith, who accepted the money voluntarily tendered and of course removed him from the office, leaving criminal proceedings in the case to the special agent of the department.

Thereafter the culprit free as air walked the streets and openly charged the deficiency upon his predecessor even going so far as to threaten the latter's life. For some unknown purpose, but evidently no good one, he sent to Denver for a complete disguise, wig, beard, etc. His actions and movements were shadowed skillfully and thoroughly, and on Saturday last deeming the day and the hour at hand, General Adams returned to Leadville and placed him under arrest.

To-morrow morning's coach will bear him away, en route to Denver and a prison, and soon the courts will declare upon the guilt or innocence of the dark crime with which he is charged.

A COMPLETE 'GIVE-AWAY'

Now that the matter is in the hands of the law, it is not out of place to mention the first strong link in the chain of evidence against the culprit. In a statement to the special agents he said that never, until shown the same by Dr. Smith, did he know the combination of the safe and money drawer of the office. This was a complete "dead give-away," as at that time Dr. Smith had never known the combination of either safe or money drawer.

It is only necessary to add that "Orph" Hatten, well known in Denver, is the party referred to. His predecessor referred to was W. R. Phelps, also formerly of Denver. Hatten was expected to arrive in Denver last night, but did not get in. -- *The Denver Daily Tribune*, 5/28/1879 from 1878 to 1880.

No copies are known to be in existence. The headline on this story said that Orph Hatten was arrested in Leadville for stealing \$2,800. The *Reveille* story claimed the take was \$28,000.

(*Prospector's Note*: The *Lake County Reveille* and the *Leadville Eclipse* were both daily papers published in [SRM: line missing])

Latitude = 39:15:03 North Longitude = 106:17:31 West

Chronology of the Post Office

Jul 2 1877	---	Unsurveyed 3-1/2 miles east of the Arkansas River 1/4 mile north of California Gulch	
Jul 16 1877		Established	
Jul 16 1877		Henderson, George L.	
Feb 19 1878		Tabor, Horace A. W.	
Dec 13 1878		Smith, Azor A.	
Apr 10 1879		Smith, Azor A.	P&S
Jan 15 1883		Davis, C. C.	P&S
Apr 14 1885	---	SE/4 Sec 23 & SW/4 Sec 24 T9S R80W	2/3 mile south of the D&RG Leadville Station
Apr 15 1886		Goodell, Roswell E.	P&S
Apr 11 1890		Old, William W.	P&S
Apr 11 1894		Stotesbury, John H.	P&S
Jun 7 1897		Alfred, John	P&S

LEADVILLE – Continued

Jan 20 1902	Alfred, John	P&S
Feb 5 1906	Alfred, John	P&S
Jun 25 1909	Bohn, Ahiman V.	P&S
Sep 3 1913	Brennan, M. J.	P&S
Apr 23 1914	--- SE/4 Sec 23 T9S R80W	
Jan 24 1918	Brennan, M. J.	P&S
Jan 18 1922	Thomason, A. G.	P&S
Jan 26 1926	Thomason, Alexander G.	P&S
Apr 16 1930	Orr, William J.	P&S
Aug 14 1934	McMahon, John W.	Acting
Aug 17 1934	McMahon, John W.	Assumed charge
Jan 10 1935	McMahon, John W.	Nominated
Jan 21 1935	McMahon, John W.	Confirmed
Mar 7 1935	McMahon, John W.	Commissioned
Aug 17 1939	Brennan, John W.	Acting
Aug 23 1939	Brennan, John W.	Assumed charge
Jul 9 1940	Fitzsimmons, Charles A.	Nominated
Oct 3 1940	Fitzsimmons, Charles A.	Confirmed
Oct 8 1940	Fitzsimmons, Charles A.	Appointed Presidential
Nov 12 1940	Fitzsimmons, Charles A.	Commissioned
Nov 27 1940	Fitzsimmons, Charles A.	Assumed charge
Oct 25 1941	--- 800 Harrison Ave.	
Jun 22 1959	Anderson, John H.	Assumed charge
Jun 24 1959	Anderson, John H.	Acting
Dec 16 1960	Zack, Albert L.	Acting
Apr 28 1961	Montano, Lawrence	Assumed charge & Acting
Jun 19 1963	Montano, Lawrence	Confirmed & Commissioned
Jul 5 1963	Montano, Lawrence	Assumed charge
Jun 21 1972	Morrison, Mrs. Mary A.	Officer in charge
Feb 17 1973	Blanco, Frank M.	Appointed
Apr 29 1974	Gordon, Wilbur D.	Officer in charge
Sep 17 1974	Hain, Archie N.	Appointed
Dec 30 1977	Graham, Charles B.	Officer in charge
Apr 22 1978	Kreuger, Mrs. F. Elaine	Officer in charge
Dec 30 1977	Graham, Charles B.	Officer in charge
May 5 1978	Gribble, Mrs. Clydia	Officer in charge
Oct 18 1978	Helming, Terroll W.	Officer in charge
Dec 2 1878	McEachern, James A.	Appointed

Confirmed types of postal markings

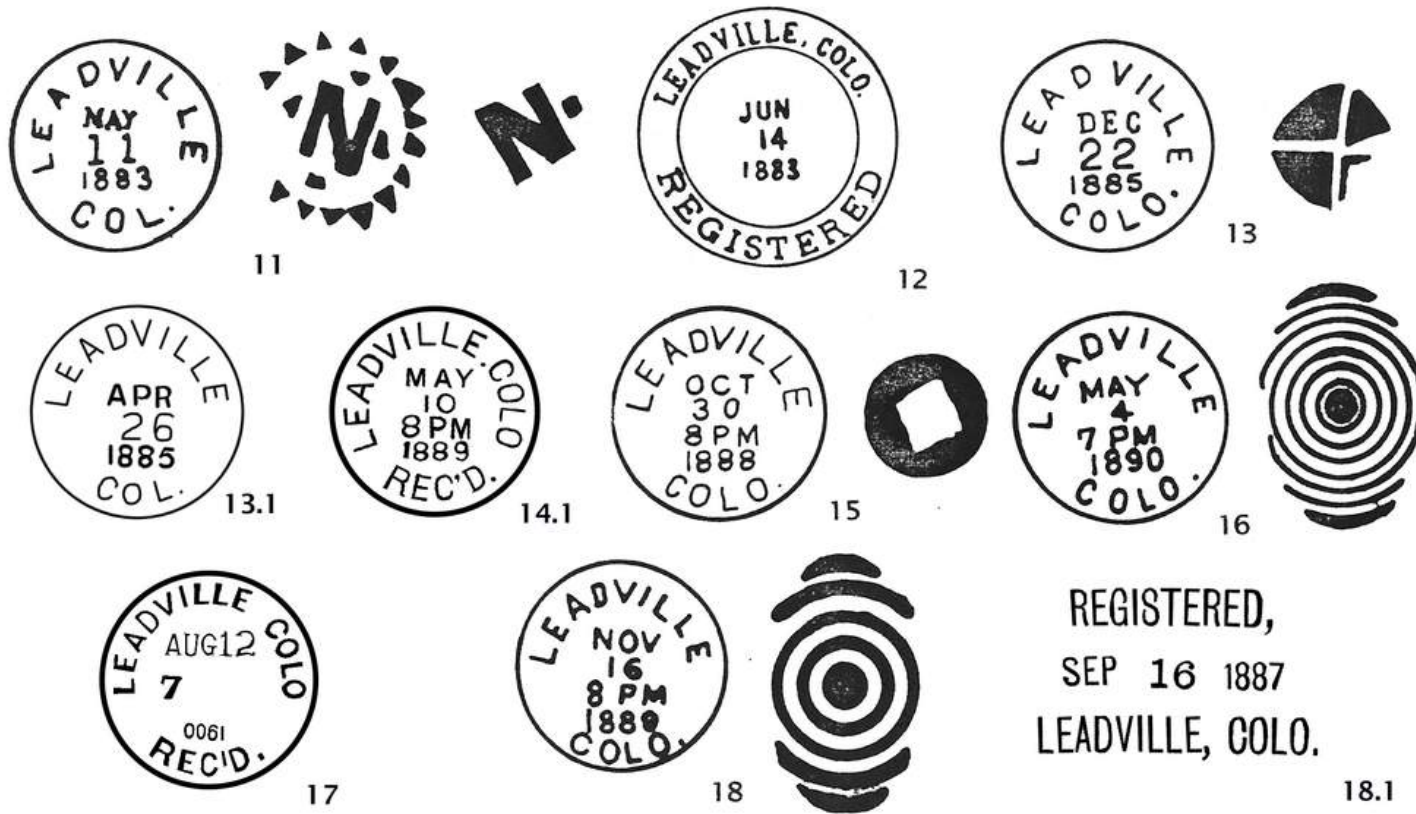
[SRM: Identifying pre-1900 Leadville cancels can be difficult due to their similar appearance. I suggest carefully comparing letter spacing, distance of lettering from the enclosing circle and the spacing between the city and the town.]

1	Leadville Colo. MS	Mscp No killer	Nov 12 1877
2	LEADVILLE / COLO. CI 10P 27.0	Hstp Not recorded	May 21 187- Jun 22 187-
3	LEADVILLE / COLO. CI 10P 26.0	Hstp Not recorded	Jul 6 1878 Nov 18 1878
4	LEADVILLE / COLO. CI 10P 26.0	Hstp Cork, Smudge	Feb 12 1879 Feb 5 1880
5	LEADVILLE / COLO. CI 10P 27.0	Hstp Cork, 8 piece pie; Negative X-roads	Sep 13 1879 Oct 4 1881
5.1	LEADVILLE / COLO. CI 10P 28.0	Hstp Quartered cork	Year date not present Apr 14 18--
6	LEADVILLE, COLORADO CI 10P 31.0	Hstp Not recorded, Maltese cross left and right of CDS	Jul 24 1880

LEADVILLE – Continued

7	LEADVILLE, COLO. // ADVERTISED OV 10P 39.5/25.0	Hstp No killer	Jun 18 1879 Oct 10 1880
8	LEADVILLE / COLORADO CI 10P 28.5	Hstp Not recorded, Maltese cross left and right of CDS	Mar 11 1880
9	LEADVILLE (REGISTERED) / COLO. CI 10P 31.0	Hstp Pen cancel	May 7 1880
10	LEADVILLE / COLO. CI 10P 27.0	Hstp Fancy, Positive "*R*" in 27mm circle; Cork, Smudge; Circle of wedges	Mar 22 1880 May 30 1882
10.1	LEADVILLE / COLO. OC 10P 25.0x25.0	Hstp No killer, [date is not clear]	Sep 20 1880
11	LEADVILLE / COL. CI 10P 28.5	Hstp Fancy, Positive "*N*" in circle of small triangles	Feb 3 1883 Jan 26 1885
12	LEADVILLE, COLO. / REGISTERED CI 11P 33.0/23.5	Hstp No killer	Aug 15 1882 Jun 14 1883
13	LEADVILLE / COLO. CI 10P 27.0	Hstp Cork, Smudge, Negative X-roads	Jul 23 1883 Aug 25 1886
13.1	LEADVILLE / COL. CI 10P 28.0	Hstp Large "M"	Mar 26 1885 Dec 9 1885
14	LEADVILE, COLO. // REGISTERED REC'D. RC 20P 47x26/44x23	Hstp No killer [NOT AVAILABLE FOR ILLUSTRATION]	Jun 23 1885
14.1	LEADVILE, COLO. / REC'D. CI 10P 27.5	Hstp No killer	Sep 7 1886 May 10 1889
15	LEADVILLE / COLO. CI 10P 28.0	Hstp Fancy, Cork, "millwheel" (circle with square hole); Cork, Smudge; Circle of wedges; Negative X-roads	Jul 7 1886 Oct 26 1889
16	LEADVILLE / COLO. CI 10P 27.0	Dplx Target, 8-ring oval	Jun 14 1888 Sep 22 1890
17	LEADVILLE, COLO. / REC'D. CI 10P 28.0	Hstp No killer	Feb 27 1889 Aug 12 1900
18	LEADVILLE / COLO. CI 10P 27.0	Dplx Target, 5-ring oval	Nov 16 1889 May 12 1891
18.1	LEADVILLE, / COLO. // REGISTERED, SL 00R 37.0x22.0	Hstp No killer	Sep 16 1887 Feb 27 1890
19	LEADVILLE / COLO. CI 10P 29.0	Dplx Grid, oval with 2 and circle	Oct 1 1891 Aug 23 1892
20	LEADVILLE / COLO. CI 10P 27.0	Dplx Grid, oval with 1 and circle	May 17 1893 Oct 28 1894
21	LEADVILLE / COLO. CI 10P 28.0	Dplx Grid, oval with 2 and circle	Aug 23 1892 Mar 11 1894
22	[NO LISTING]		
23	LEADVILLE / COLO. CI 10P 28.0	Hstp Target with "X"	Sep 17 1894

LEADVILLE – Continued



- | | | |
|------|---|--|
| 24 | Leadville, Colo. // REGISTERED
SL 00R 33.0x17.0 | --- 29 1894 |
| 24.1 | LEADVILLE, COLO. / M.O.B.
CI 11P 29.0x19.0 | Hstp Pen cancel, registered cover
Dec 20 1895 |
| 25 | LEADVILLE / COLO.
CI 10P 27.5 | Hstp No killer
Jan 23 1896 Apr 24 1896 |
| 25.1 | LEADVILLE / COLO. // REGISTERED
SL 00R 43.0x24.0 | Dplx Target, 4-ring oval
Dec 13 1897 Dec 21 1897 |
| 26.1 | LEADVILLE / COLO.
CI 10P 25.0 | Hstp Pen cancel
Dec 2 1895 Apr 21 1899 |
| | | Dplx Grid, oval with 1 and circle, abbreviated year date |

LEADVILLE – Continued

26.2	LEADVILLE / COLO. CI 10P 25.0	Feb 25 1898 Apr 27 1899 Dplx Grid, oval with 2 and circle, abbreviated year date
27.1	LEADVILLE / COLO. CI 10P 26.0	Apr 22 1900 Dec 11 1908 Dplx Grid, oval with 1 and circle
27.2	LEADVILLE / COLO. CI 10P 26.0	Oct 6 1900 Dplx Grid, oval with 2 and circle
27.3	LEADVILLE, COLO :: RECEIVED CI 10P 23.0 Mach	Jun 13 190- RECEIVED between 4 horizontal bars with 6(?)vertical bars
27.4	LEADVILLE / COLO. CI 10P 21.5	Jun 2- 1902 Mach 5 horizontal dashed lines
28	LEADVILLE, COLO. CI 10P 23.5	Dec 2 1902 May 28 1907 Mach 16 vertical bars
28.1	Leadville, / Colo. // REGISTERED SL 00R 38.0x16.0	Jun 22 1903 Hstp Quartered cork
28.2	LEADVILLE, COLO. / REGISTERED. CI 11P 31.0/21.0	Sep 21 1909 Hstp, Fancy, with positive L in circle
29.1	LEADVILLE / COLO. CI 10P 26.0	May 23 1910 Aug 11 1937 Dplx Grid, oval with 1 and circle
29.2	LEADVILLE / COLO. CI 10P 26.0	Aug 10 1910 May 19 1938 Dplx Grid, oval with 2 and circle
30	LEADVILLE, COLO SL 00R 28.0x16.0	Mar 22 1911 Apr 23 1914 Mach 3 pairs of straight line, small letters
31	LEADVILLE, COLO SL 00R 28.0x16.0	Aug 20 1914 Sep 30 1917 Mach 3 pairs of straight line, large letters
32	LEADVILLE, / COLO. RC 10P 36.0x18.0	--- -- 191- Hstp Parcel Post box style
32.1	LEADVILLE, COLO. / M.O.B. CI 11P 28.5x19.0	Aug 23 1916 Dec 23 1916 Hstp No killer
33	LEADVILLE, COLO. / REGISTERED CI 11P 29.0/19.0	Jul 9 1919 Hstp No killer
34	LEADVILLE / COLO. CI 10P ?	--- -- 1920 Mach Slogan: BE CAREFUL WITH FIRE IN THE MOUNTAINS [NOT AVAILABLE FOR ILLUSTRATION]
34.1	LEADVILLE / COLO. CI 10P 21.0	Aug 5 1921 Mach 6 wavy lines
35	LEADVILLE COLO. / REGISTERED CI 11P 28.0/18.0	Aug 8 1933 Hstp No killer
36	LEADVILLE / COLO. CI 10P 21.0	Mar 4 1929 Oct 27 1961 Mach 6 wavy lines
37	LEADVILLE, COLO. / PARCEL POST CI 11P 28.0/18.0	Jul 20 1938 Hstp No killer
38	LEADVILLE / COLO. CI 10P 30.0	Nov 10 1938 Feb 18 1953 Dplx Grid, diamond with 1
38.1	LEADVILLE, COLO. CI 11P 30.5/22.5	Aug 1 196- Rolr 7 slanted wavy lines
39	LEADVILLE / COLO. CI 10P 21.0	Jul 6 1963 Jan 9 1966 Mach Slogan in box with bars - PRAY/FOR/PEACE
39.1	LEADVILLE / COLO. CI 10P 34.0	Apr 7 1966 Apr 12 1966 4bars S-24x20mm
39.2	LEADVILLE, CO / 80461 CI 10P 20.0	Jun 25 1966 Mach Slogan in box with bars - PRAY / FOR / PEACE
40	LEADVILLE, CO / 80461 CI 10P 33.0	Jun 17 1966 Jul 14 1976 4bars S-24x20mm
41	LEADVILLE, CO / 80461 CI 10P 21.0	Jan 3 1968 May 29 1991 Mach 7 wavy lines

LEADVILLE – Continued

42 LEADVILLE, CO / 80461
CI 10P 33.0

Feb 20 1987 May 4 1993

4bars S-24x19mm

43 LEADVILLE / COLO.
CI 11P 29.0/20.0

Apr 20 1993

Hstp No killer



19

20

21

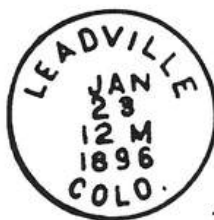
23

REGISTERED
29 1894
Leadville, Colo.

24



24.1



25



REGISTERED
DEC 13 1897
LEADVILLE, COLO.

25.1



26.1



26.2



27.1



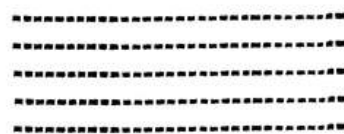
27.2



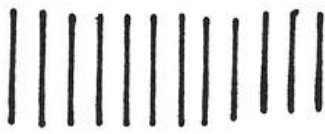
27.3



27.4



28



REGISTERED
JUN 22 1903
Leadville, Colo.

28.1



28.2

LEADVILLE – Continued



ST 7—PM COLO.



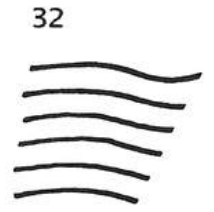
32.1



33



34.1



32



35



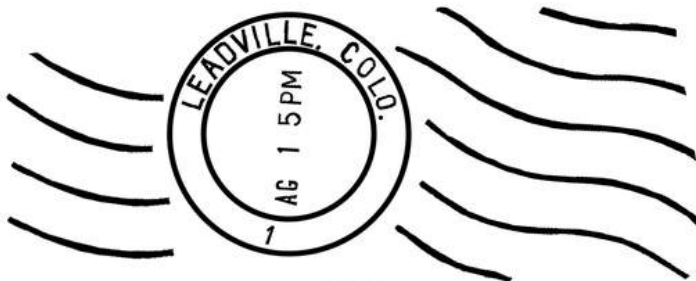
36



37



38



38.1



39



39.1



39.2

LEADVILLE – Continued



RETURN TO / WRITER (Leadville, November 4, 1884)
An unusual auxiliary marking with a pattern to block out the original address.

LEADVILLE STATIONS

CLIMAX BRANCH

Chronology of the Post Office

Jan 7 1974	Established as a Branch of Leadville
Apr 24 1976	Designated a Community Post Office
-----	Discontinued

Confirmed types of postal markings

- | | | | |
|---|---------------------------------------|-----------------|-------------|
| 1 | CLIMAX, CO / USPO
CI 11P 27.0/17.5 | Hstp No killer | Dec 13 1975 |
| 2 | CLIMAX, CO / 80429
CI 10P 31.0 | 4bars S-23x19mm | Feb 25 1993 |



LEADVILLE STATION

Chronology of the Post Office

Aug 22 1987	Operated as a Special Commemorative Station
Jul 8 1989	Operated as a Special Commemorative Station
Jun 30 1990	Operated as a Special Commemorative Station

LEADVILLE STATIONS – Continued**LEADVILLE STATION – Continued****Confirmed types of postal markings**

- | | | |
|---|---|---|
| 1 | Leadville, Colorado 80461 / Station
SL 00R 46.0x11.0 | Aug 22 1987
Pict Scene - Mountain profile with Text -
Leadville Trail 100, above the CDS |
| 2 | LEADVILLE, Co. / 80461 / Station
IR 00R 77.0x38.0 | Jul 8 1989
Pict Scene - Trout; Text - LEADVILLE / National
Fish Hatchery :: 100 Years of / Fish Culture |
| 3 | LEADVILLE, CO STA 80461
IR 00R 52.0x40.0 | Jun 30 1990
Pict Scene - Miner panning gold; Text - REBIRTH
of a MINER'S CAMP / ORO / CITY |

**LEADVILLE BOOM DAYS****Chronology of the Post Office**

- | | |
|------------|---|
| Aug 4 2001 | Operated as a Special Commemorative Station |
| Aug 4 2002 | Operated as a Special Commemorative Station |

Confirmed types of postal markings

- | | | |
|---|---|--|
| 1 | LEADVILLE / CO 80461 // LEADVILLE BOOM DAYS / STATION
IR 00R 71.0x32.0 | Aug 4 2001
Pict Scene - Military skier with mountains in
background; Text - 10TH MTN. DIVISION 1942
in ribbon; large 2001 |
| 2 | LEADVILLE CO 80461 // BOOM DAYS 2002 / STATION
IR 00R 43.0x23.0 | Aug 4 2002
Pict scene - school buildings in mountain scene;
Text - MALTA SCHOOL DISTRICT 11 - EST. 1902 |

**LEADVILLE STATIONS – Continued
LEADVILLE BOOM DAYS STATION – Continued**



PATHFINDER CAMPOREE

Chronology of the Post Office

Jul 31 1985 Operated as a Special Commemorative Station

Confirmed types of postal markings

1	Camp Hale, Colorado 80461 // PATHFINDER CAMPOREE / STA	Jul 31 1985
	IR 00R 78.0/30.0	Pict Scene - Woodland scene in hexagon with text and station - 1985 / NORTH AMERICAN; Text-NAD / PATHFINDERING / Adventures in Service
		NOTE: Uses Leadville Zip code but Leadville is not mentioned



MALTA

A small community developed near where California Gulch joins the Arkansas River, several hundred feet lower and about two miles southwest of Leadville by road or five miles by railroad. By 1875 it was called Malta but locally it was known as “Swilltown”, a misnomer for Schwilltown after Ferdinand A. Schwill, the town’s first postmaster. The name Malta was taken from the Malta Smelting Works, one of the first smelters in the Leadville area. In some manner, the name likely traces back to the island of Malta in the Mediterranean.

Malta was to a large extent an industrial community with several smelters and charcoal burners to process the ore from the mines at Leadville. It was also the junction point for the Denver and Rio Grande Railroad’s branch line into Leadville with the main line over Tennessee Pass to the Eagle River Valley. The area where Malta was located provides a more level terrain that would have been suited to construction of the smelters and charcoal ovens. Malta was also the site of a racetrack.

MALTA – Continued

With the decline and eventual end of mining at Leadville, the smelters at Malta closed and were demolished. For many years the area did continue to be used as a railroad yard servicing trains bringing ore from the Climax Molybdenum Mine and trains on the main line. With the cessation of traffic on this branch of the former Denver and Rio Grande Railroad there is no regular activity.

Along the road west down California Gulch from Leadville (US 24) to the sharp bend south at the Arkansas River there are scattered residences and small businesses but none that can be positively dated back to the time when Malta was a thriving community. The old school house at Malta was still standing in 2002.

Latitude = 39:13:46 North Longitude = 106:21:01 West

Chronology of the Post Office

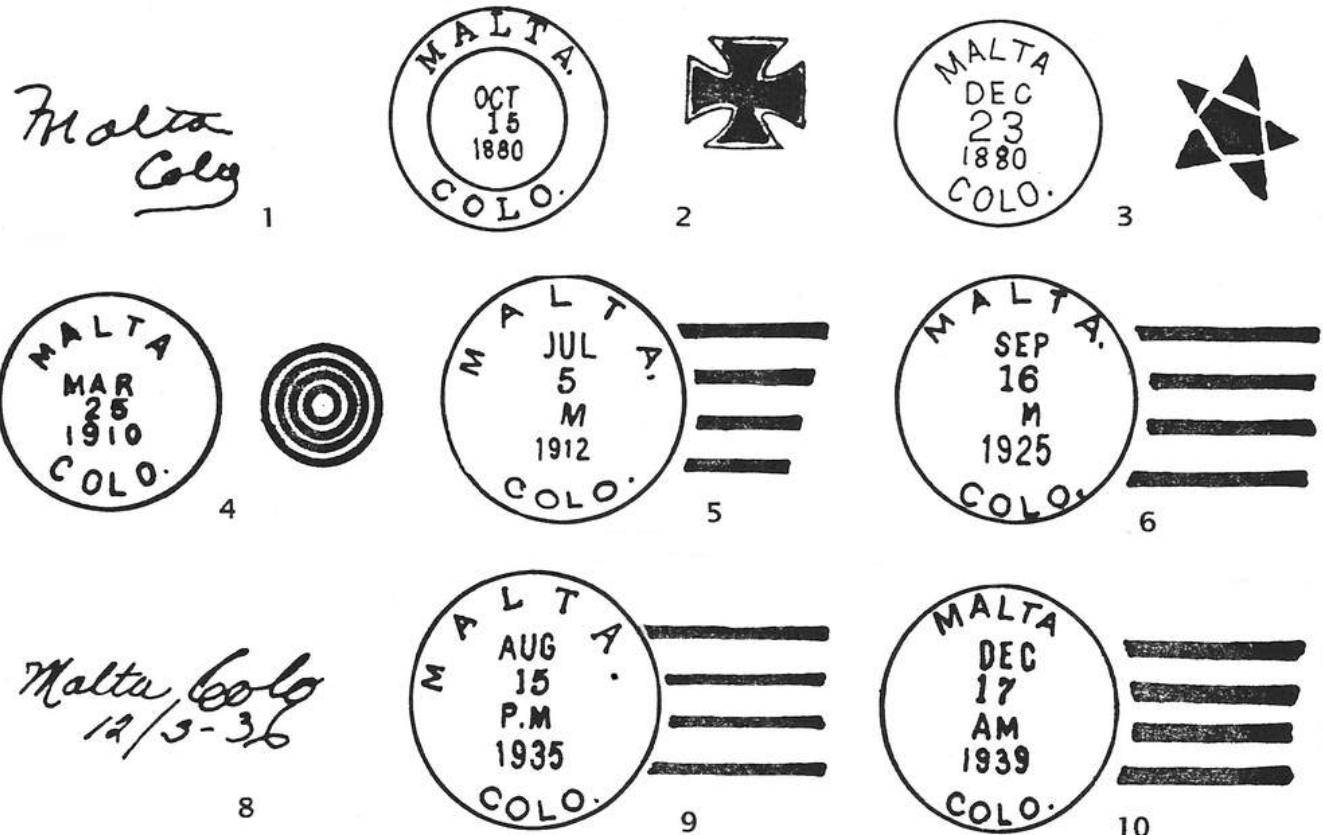
Oct 9 1875	--	The lands are unsurveyed 1 mile East of the Arkansas River 1/8 mile north of California Gulch
Oct 26 1875		Established
Oct 26 1875		Schwill, Ferdinand A.
Oct 20 1876		Gay, Frank
Jan 9 1877		Bing, Jonathan E.
Mar 4 1878		Hipler, Max
Feb 11 1879		Lindner, Frederic
Aug 4 1879	--	Not reported 1/4 mile east of the Arkansas River 2-3/4 miles east of Lake Creek
Sep 14 1880		Clark, George H.
Apr 6 1885	--	NE/4 NE/4 Sec 32 T9S R80W 1/2 mile east of the Arkansas River, on north side of California Gulch Creek 650 yards east of the D&RG Malta Station
Nov 30 1885		Cunningham, C.
Mar 18 1886		McKinney, Jacob
Sep 13 1887		Discontinued Mail to Leadville
May 2 1890		Re-established
May 2 1890		Howard, Anthony L.
Oct 6 1892		Drogmund, Fritz
Oct 29 1892		Drogmund, Fritz
Jan 15 1899		Johnston, David
May 2 1914	--	NE/4 Sec 32 T9S R80W 1320 feet east of the Arkansas River 400 feet north of California Gulch 100 feet west of the D&RG tracks
Nov 9 1937		Johnston, Mrs. Ella Confirmed
Nov 19 1937		Johnston, Mrs. Ella Assumed charge
Oct 31 1941	--	SE/4 NE/4 Sec 32 T9S R80W 1/4 mile west of the Arkansas River
Aug 15 1945		Jones, Carl C. Assumed charge
Jan 18 1946		Jones, Carl C. Confirmed
Jun 5 1946		Jones, Carl C. Commissioned
Jul 31 1955		Discontinued

Confirmed types of postal markings

1	Malta / Colo. MS	Mscp	--- -- 187- Aug 20 1883
2	MALTA, / COLO. CI 11P 29.0/19.0	Hstp Fancy, Maltese Cross	Aug 29 1880 Oct 15 1880
3	MALTA / COLO. CI 10P 27.5	Hstp No killer	Nov 28 1880 Dec 23 1880
4	MALTA / COLO. CI 10P 28.0	Hstp Target, 5-ring	Jul 27 1905 Mar 25 1910
5	MALTA, / COLO. CI 10P 31.0	4bars S-24x18mm	Nov 2 1910 Mar 23 1920

MALTA – Continued

6	MALTA, / COLO. CI 10P 31.5	4bars S-25x19mm	Sep 7 1922 Jul 31 1926
7	MALTA/ COLO. M.O.B. CI 11P 29.0/19.0	Hstp No killer [NOT AVAILABLE FOR ILLUSTRATION]	Oct 1 1925 Dec 3 1936
8	Malta Colo. MS	Msep Pen cancel	
9	MALTA, / COLO. CI 10P 33.0	4bars S-24x19mm	Dec 22 1934 Dec 18 1938
10	MALTA/ COLO. CI 10P 32.0	4bars S-23x18mm; large "COLO."	May 23 1932 May 3 1941
11	MALTA/ COLO. CI 10P 32.0	4bars S-24x19mm	Oct 30 1946
12	MALTA/ COLO. CI 10P 32.0	4bars S-23x18mm	Mar 28 1951 Jul 31 1955



ORO CITY

The legend tells, that on April 26, 1860 Abe Lee panned out a good quantity of gold flakes and exclaimed "Boys, I've got all California here in my pan!" Thus California Gulch was born. The placer deposits proved to be good ones and the site of a minor gold rush. Like all placer deposits, this one too soon played out and by 1867 the site was nearly deserted. However, the discovery of the Printer Boy Lode, two and a half miles up the gulch from the placer deposits brought a resurgence of activity.

Initially the new camp was referred to as Boughtown and by other names as well: Sacramento, Sacramento Flats, Sacramento City, Slabtown and California Gulch. As it grew it settled on the name Oro City choosing the Spanish word for its product - gold.

The initial settlement was on the lower reaches of California Gulch in what is now the south edge of Leadville. In 1868, as a new community developed around the Printer Boy Mine, Oro City moved up the gulch, so it is appropriate to refer to Old or Lower Oro City and New or Upper Oro City.

A prominent resident of Oro City was Horace A. W. Tabor and his wife Augusta. They ran a store and the post office, which they often moved in order to stay with the shifting population of the area. Eventually they would move from Oro City to Leadville. Tabor seemed to attract the job of postmaster. He first served as postmaster at Buckskin (later Laurette), then at Oro City, next Leadville and finally, after losing his silver fortune he became postmaster at Denver for a short period before his death.

To reach the site of Oro City, from Harrison Avenue in Leadville turn east on East Third Street to South Toledo Avenue (Lake County Road 2). Turn right and drive around the south side of Carbonate and Iron Hills. Continue up California Gulch to where the road crosses the stream that forms the gulch. The Printer Boy Mine was east of this point and the community of Upper Oro City was downstream from the crossing. Lower Oro City was back down the gulch near the present day Leadville city limits.

There is a limited amount to see, as nearly all of the buildings and mine structures are gone and much of the area is undergoing environmental reclamation.

Chronology of the Post Office

Feb 16 1861	Established
Feb 16 1861	McMath, William L.
May 8 1861	Lewis, J. Leroy
Sep 25 1862	Londoner, Julius
Nov 25 1863	Franklin, Benjamin
Aug 1 1864	Fouts, Silas H.
Jun 22 1866	Berry, Robert
Nov 30 1868	Tabor, Horace A. W.
Feb 26 1871 ---	SW/4 Sec 29 T9S R79W (This was added later, originally "unsurveyed") 6 miles east of the Arkansas River, on east side of California Gulch Creek
Mar 4 1878	Kneeland, Henry T.
Jun 5 1878	Potter, Lucien J.
Oct 4 1878	Carte, Benjamin F.
Jan 10 1881	Pearce, William
Jun 9 1881	Warren, Thomas
Jun 30 1881	McFee, John
May 24 1882	Jones, William S.
Apr 11 1884	Pritchard, John E.
Apr 16 1886	Langley, F. M.
Apr 30 1886	Langley, Theodore M.
Oct 27 1887	Morrison, George
Sep 27 1892	Caulfield, William J.
Sep 19 1895	Discontinued Papers to Leadville

ORO CITY – Continued

Confirmed types of postal markings

0	ORO CITY / Cal Gulch MS	Mscp Stampless, "Paid 20c", on cover with Hinckley And Co. handstamp [NOT ILLUSTRATED] Nov 6 186- Nov -- 1869
1	ORO CITY / C.T. CI 10P 30.0	Hstp No killer
2	ORO CITY / COLO. CI 10P 24.0	Apr 25 187- Aug 17 1872
3	ORO CITY / COLO. CI 10P 26.0	Apr 25 18-- Jul 10 188-
4	ORO CITY / COLO. CI 10P 29.0	Dec 2 18-- Oct 17 1891 Hstp Not recorded



SAINT KEVIN

The site of St. Kevin and the St. Kevin Mine was originally in Sowbelly Gulch. Later the name was changed to the more acceptable St. Kevin Gulch. Other mines in the vicinity were the Griffin, Amity and the Belle. Thomas Walsh, the developer of the famous Camp Bird Mine near Ouray, was involved with the St. Kevin Mine. The Amity was a larger producer of copper, silver, lead and gold. None of the mines were exceptional in their production but activity did continue as late as 1907.

The small community that grew up around the mines in the 1880's and early 1890's took the name of St. Kevin and was large enough to have a school and a stamp mill.

The site of St. Kevin is northwest of Leadville and north of Turquoise Lake. To reach the site, follow the directions to Arkansas Junction that have been previously described. However, before crossing the railroad, turn right or north, on Lake County Road 9 for a distance of a little over a mile to where another road crosses the tracks. There should be signs directing you to the Molly Brown and Baby Doe campgrounds. Immediately after crossing the tracks a dirt road to right follows along the west side of Tennessee Creek. This road runs along the foot of the low ridge that separates Turquoise Lake from the broad flat known as Tennessee Park. Continue north and then west on the road about three miles. At that distance you should be at St. Kevin Gulch, having turned almost due north for about a half mile. There is an open area here and nearby are a modest size mine dump and remnants of mine buildings.

Latitude = 39:17:32 North Longitude = 106:23:31 West

Chronology of the Post Office

Dec 23 1885	---	SE/4 Sec 6 T9S R80W 2-1/2 miles west of the Tennessee Fork of the Arkansas River and the D&RG tracks Proposed postmaster - Nelson McCoy
Jan 15 1886		Established
Jan 15 1886		McCoy, Nelson
Dec 24 1890		Discontinued Papers to Leadville

SAINT KEVIN – Continued

Confirmed types of postal markings

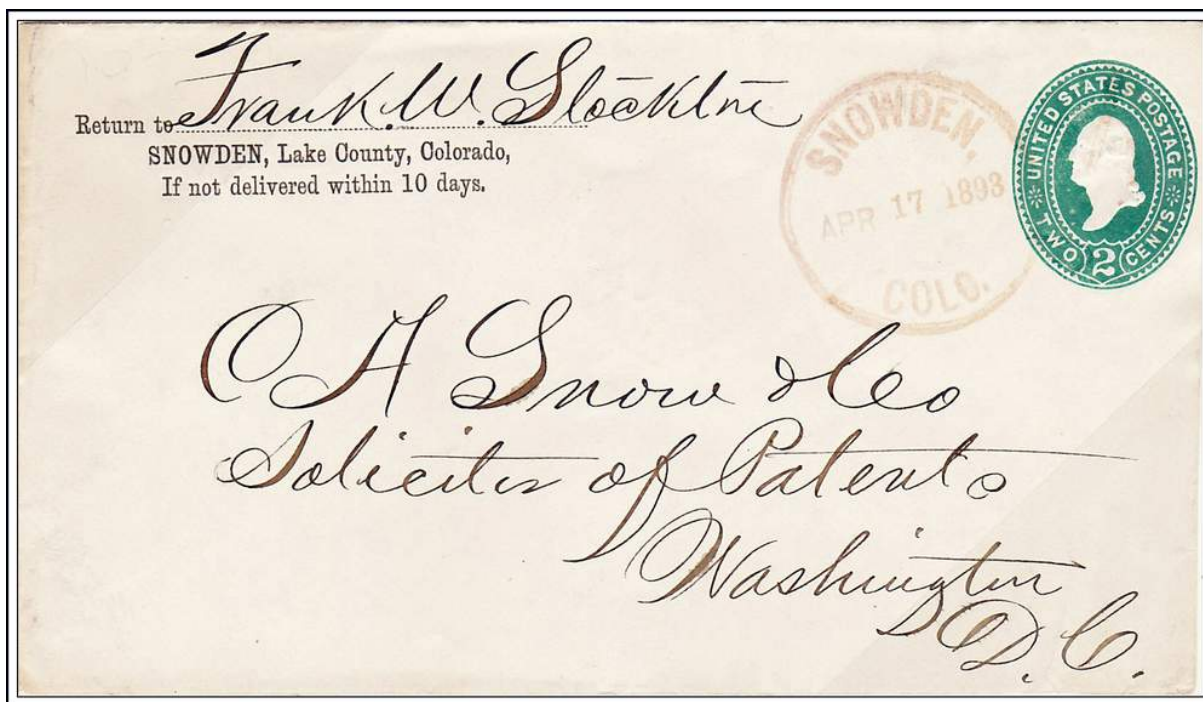
- | | | |
|---|---|---|
| 1 | SAINT KEVIN, / COLO.
CI 21P 33.0/31.5/21.0 | Apr 7 1886 Apr 2 1887
Hstp Fancy, US Mail monogram |
| 2 | SAINT KEVIN / COLO.
CI 10P 27.0 | Aug 18 1888 Apr 9 1890
Hstp Target, 4-ring 16mm |



SNOWDEN

In 1890, the post office of Hope was renamed Snowden. Originally the settlement and railroad siding were known as Crystal Lake, then as Hope and finally took the name of Snowden, which was the name the Colorado Midland Railroad gave to its depot, section house, bunkhouse and water tank at that location. The settlement was large enough to have a school and a post office, both of which served surrounding ranches. In later years under the Denver and Rio Grande, the siding became known as Kobe.

For additional information and directions to this site, refer back to the discussion of the Hope Post Office.



SNOWDEN, / COLO.

April 17, 1893

SNOWDEN – Continued



Ranch buildings on the west side of US 24 at site of Hope (Snowden) near Kobe Siding
Photograph by William H. Bauer September 13, 2000

Chronology of the Post Office

- | | | |
|-------------|-----|---|
| Mar 27 1885 | --- | SW/4 Sec 2 T11S R80W (As Hope) 40 rods east of the Arkansas River
80 rods opposite the mouth of Box Creek 30 feet southwest of D&RG tracks
Station Name Haydens |
| Nov 24 1890 | | Name changed from Hope |
| Nov 24 1890 | | Hillicker, Edwin |
| Dec 24 1890 | | Zahmiser, William K. |
| Aug 31 1893 | | Discontinued Papers to Granite |

Confirmed types of postal markings

- | | | | | |
|---|--------------------------------------|-----------|-------------|-------------|
| 1 | SNOWDEN, / COLO.
CI 20P 34.5/31.0 | Hstp cork | Feb 25 1893 | May 24 1893 |
|---|--------------------------------------|-----------|-------------|-------------|



SODA SPRINGS

Soda Springs was the most popular resort of the early Leadville boom days. It was located about five miles west of Leadville at the foot of the Sawatch Range and on the west side of the Lake Fork of the Arkansas River - the stream that drains from present day Turquoise Lake. There were several springs but only one was actually a soda spring, the water from the others contained sulfur and iron.

The community was centered around the Mount Massive Hotel and reached its peak as a resort in 1881 when Judge H. S. Kimball and Nat Nathan assumed control. By 1883 Soda Springs was reported to have a year-around population of about 75 persons. Baths were provided and many patrons came from Leadville, took the baths and returned to Leadville by night. It was also a popular area for picnics. A second hotel, less pretentious, was the Soda Springs House.

The site of the springs is north of the Leadville National Fish Hatchery. Historic descriptions of the location and the location given by the Post Office Department Geographic Site Location Report are a bit at odds. The Site Location Report would place the post office north of the road near the Lake Fork, and before the road turns south towards the fish hatchery. Historical descriptions which refer to the springs, one of which is supposedly still active, place the resort about a half mile further south, after the road has made its turn to the south.

To reach the site, follow the directions previously given to Arkansas Junction. At Arkansas Junction, coming from Leadville, keep to the left towards the Mt. Massive Golf Course to Lake County Road 5A; turn right along the south side of the golf course. Take that road west to where it crosses the Lake Fork and turns south as Lake County Road 300. The site of Soda Springs was somewhere in this area. In 1994 Jim Ozment and I spent some time wandering around the area. We found nothing we could positively identify as a site but did find evidence (disturbed ground) of activity that may have been related to Soda Springs. The remaining accessible spring is at a turnout from the road, where water trickles from a pipe.

Chronology of the Post Office

Aug 25 1879	Established
Oct 2 1879	DeMary, George L.
Oct 14 1879	--- NW/4 Sec 30 T9S R80W 1/8 mile west of the Lake Park Branch of the Arkansas River 2 miles north of Rock Creek
Aug 25 1879	McGowan, Jonathan J. [SRM: ?? Not in list of postmaster appts. or on site report]
Oct 21 1902	Ordered closed
Oct 31 1902	Discontinued Papers to Leadville

Confirmed types of postal markings

1	SODA SPRINGS, LAKE COUNTY, COLO. CI 20T 35.0/31.0	Nov 20 1880 Hstp Pen cancel, ornamentation at bottom of CDS
2	SODA SPRINGS / COLO. CI 10P 26.0	Mar 17 1884 Nov 23 1891 Dplx Grid, oval with star and circle
3	SODA SPRINGS / COLO. CI 10P 28.0	Nov 10 1897 Hstp Not present



1



2



3

TABOR

Tabor was another of the small, short-lived communities along the headwaters of the Arkansas River north of Leadville and on the road to Fremont Pass. Before acquiring the name Tabor and a post office of that name, it was known as Chalk Ranch, Chalk Creek Ranch, Taylor City and Halfway House.

The records do show that a Colonel Taylor acquired a site on the Chalk Creek Ranch and laid out a "city." He wanted it to be called Taylor City but the miners chose to call it Tabor, for Horace A. W. Tabor, the Leadville silver baron. Tabor may have had some interest in the development. In 1879 there was a single log cabin and a small placer deposit that was soon exhausted. By 1881 the post office had been moved northeast to Alicante and site was probably abandoned.

Nearby there was a rest and supply station for travelers going over Fremont Pass. This lasted for some time after the community of Tabor disappeared and likely it faded when the railroads were completed over the pass.

Tabor was located near the mouth of Chalk Creek. This is about two miles west and south of the horseshoe bend of Colorado Highway 91, near the site of Alicante. It is where the road curves from a westerly trend to an almost south direction [SRM: i.e. coming down from the pass, heading toward Leadville] and is about three miles north of the site of Howland. Nothing remains at the site and highway construction has obliterated any remaining evidence of Tabor. Chalk Creek exits from the large ravine to the north of the highway.

Chronology of the Post Office

Mar 18 1879	---	Not reported (Unsurveyed land) 300 feet northwest side of Arkansas River 100 feet west of Chalk Creek Proposed postmaster – J. C. Ruffner
Apr 14 1879		Established
Apr 14 1879		Ruffner, Jonathan C.
May 3 1880		Cherot, Charles A.
Jan 21 1881		Discontinued

Confirmed types of postal markings

1	TABOR, / COLO.	Sep 21 1879 Apr 17 1880
	CI 21P 31.0/30.0/17.0	Hstp Target, 4-ring 17mm



TACOMA

I have found no reference to this community in the historical literature. Fortunately, the Post Office Department Geographic Site Location Report does provide sufficient information to identify its location.

It was located on the north side of Colorado Highway 92, the road to Twin Lakes and Independence Pass and about three-quarters of a mile west of the junction with US 24. There is a side road to the north from Highway 92. This road crosses to the north side of Lake Creek towards a good-sized transformer station, what looks to have at one time been a tourist court and a few other unimpressive buildings. The side road continues west and reconnects with Highway 92 in less than a mile.

TACOMA – Continued

I can only speculate as to what purpose this community would have served in the 1880's. It may have been a stopping place on the Independence Pass road or a campsite for fishermen visiting the Twin Lakes. The mention in the Geographic Site Location Report of the "Twin Lakes Gold Mining Syndicate" may be an indication that there was some mining activity nearby, most likely placer mining along Lake Creek. [SRM: T. F. Van Wagenen was active in the Twin Lakes Gold Mining Syndicate doing placering on Cache Creek, south across the county line in Chaffee County].

Chronology of the Post Office

Sep 4 1883	---	NE/4 Sec 23 T11S R80W 1 mile west of the Arkansas River 300 feet north of Lake Creek One mile west of Twin Lakes Station on the D&RG Proposed postmaster - Theodore F. Van Wagenen (Twin Lakes Gold Mining Syndicate)
Sep 20 1883		Established
Sep 20 1883		Van Wagenen, T. F.
Oct 30 1883		Discontinued Papers to Granite
Nov 3 1885		Re-established
Nov 3 1885		Records, W. P.
Mar 12 1886		Discontinued Papers to Twin Lakes

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM TACOMA

TENNESSEE PASS

There have been two locations for the Tennessee Pass Post Office. The early location was in Eagle County on the north side of the pass near the Ski Cooper ski area. The later site was in Lake County on the south side of the pass and at the entrance to the Denver and Rio Grande Railroad Tunnel under Tennessee Pass.

The naming of the pass has been attributed to early day miners who came from Tennessee. The original site did, for a brief time, support a small amount of mining and even had two stamp mills for ore processing.

Tennessee Pass on the Lake County side, was principally related to the railroad. It serviced helper engines and other railroad equipment used on the route from the Arkansas River Valley to the Eagle River Valley. The railroad's choice of this location seems have been based on the more open area available for sidings and the more gradual grade from the south. North of the pass the grade is much steeper and more confined for most of the run down to Minturn.

The depot at Tennessee Pass became a stop for passenger trains and with the post office located in the depot, there was an opportunity for tourists to mail letters and an abundance of post cards. Special handstamp cachets were applied to the mail promoting the location as "The Top of The World Tennessee Pass, Colo. Elevation 10,242 feet."

From Leadville drive north on US 24. As you approach the Lake-Eagle County line from the south, the road climbs up the west side of the valley away from Tennessee Creek. About a half mile south of the county line, a dirt road to the right drops down into the valley and to the railroad. The depot and post office was located on the east side of the railroad a couple hundred yards from the entrance to the tunnel. Jim Ozment and I visited the site in 1993 and there was no problem with access. Since then the railroad has ceased operation on this line and it is possible that the access road has been closed off. No buildings remain, only portions of the foundations.

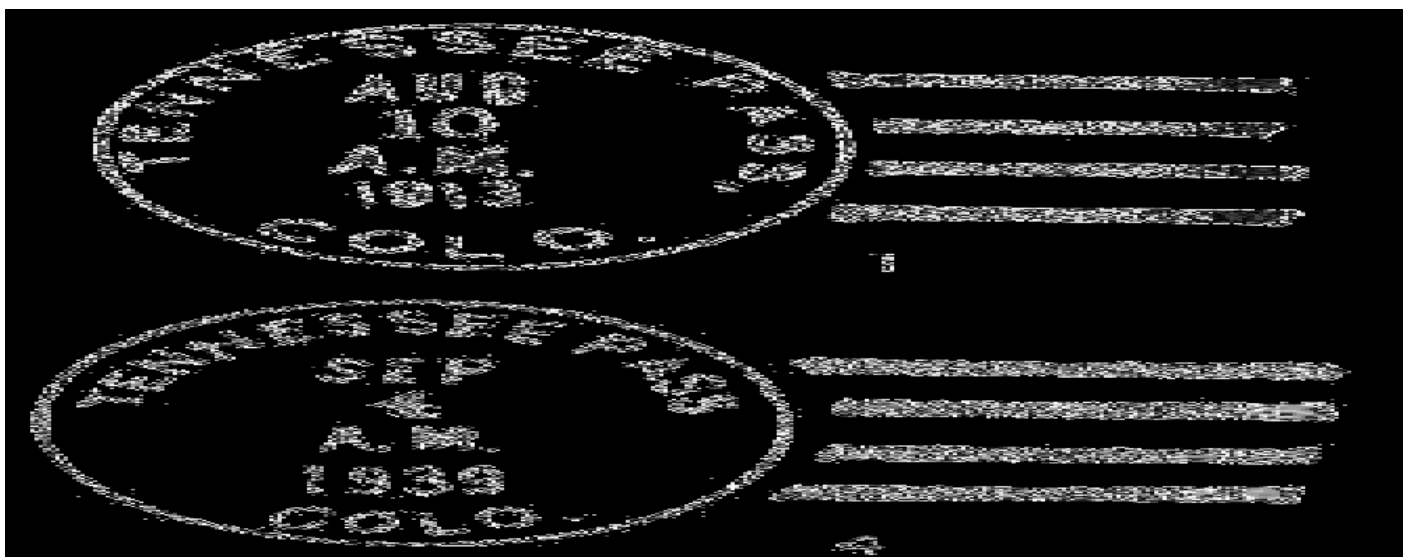
Latitude = 39:21:17 North Longitude = 106:18:48 West

**TENNESSEE PASS – Continued
Chronology of the Post Office**

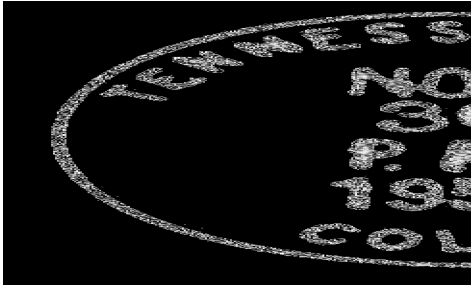
Aug 3 1912	---	NE/4 Sec 15 T8S R80W	At Denver & Rio Grande Depot
Jul 14 1912		Established	
Jul 14 1912		Maupin, Levi E.	
Apr 23 1914	---	NE/4 Sec 15 T8S R80W	1/3 mile north of Tennessee Fork of the Arkansas River
Jan 8 1938		Rehklau, Fred G.	Assumed charge
Jan 14 1938		Rehklau, Fred G.	Acting
May 26 1938		Rehklau, Mrs. Nable M.	Confirmed
Jun 8 1938		Rehklau, Mrs. Nable M.	Commissioned
Jun 12 1938		Rehklau, Mrs. Nable M.	Assumed charge
Oct 31 1941	---	NE/4 Sec 15 T8S R80W	
Jan 31 1953		Taylor, James R.	Assumed charge
Feb 19 1953		Taylor, James R.	Acting
Mar 22 1955		Taylor, James R.	Confirmed
May 16 1955		Taylor, James R.	Commissioned
Jul 24 1958		Goetsch, Ervin Waldo	Assumed charge
Jul 28 1958		Goetsch, Ervin Waldo	Acting
Oct 17 1958		Goetsch, Ervin Waldo	Appointed
Nov 4 1959		Ordered closed	
Nov 30 1959		Discontinued	

Confirmed types of postal markings

1	TENNESSEE PASS, / COLO. CI 10P 32.0	4bars S-25x19mm	Jan 15 1913 Oct 10 1921
2	TENNESSEE PASS / COLO. CI 10P 32.0	4bars S-25x20mm	Jul 13 1922 Sep 20 1936 [SRM: seen with and without comma]
3	TENNESSEE PASS / COLO. CI 10P 32.0	4bars S-25x19mm, wide space	Jul 21 1925 Mar 30 1927 "EE" TO "PASS"
4	TENNESSEE PASS / COLO. CI 10P 32.0	4bars S-24x18mm	Jun 7 1937 Dec 23 1944
5	TENNESSEE PASS / COLO. CI 10P 32.0	4bars S-23x18mm, medium size letters	Jun 8 1945 Aug 18 1948
6	TENNESSEE PASS / COLO. CI 10P 34.0	4bars S-25x19mm, large letters	Jul 18 1949 Dec 17 1955
7	TENNESSEE PASS / COLO. CI 10P 32.5	4bars S-24x19mm, small letters	Nov 30 1959 Nov 30 1959 [multiple examples this date, Last day of the post office]



TENNESSEE PASS – Continued



TWIN LAKES

Twin Lakes was the successor to Dayton and the early history has been included with the discussion of Dayton.

The community now known as Twin Lakes was established in late 1879 on or near the former site of Dayton. It is situated at the foot of Mount Elbert (14,433 feet), the highest point in Colorado. The town took its name from the two lakes that lie east of the village. The construction of a dam across Lake Creek, at the east end of the lakes, has raised their level and size making the Twin Lakes Reservoir a choice recreational area for this portion of Colorado. There are those that claim that the dam destroyed much of the natural beauty of the setting and drove away many prominent, early vacationers to the area. Times change and fishing and boating on the lakes once again bring many vacationers to the Twin Lakes.

The economy of Twin Lakes was first based on some limited mining in the area and its location at the entrance into the Sawatch Range on the road over Independence Pass to Aspen. Now, Twin Lakes has become a resort community with a small number of year round residents, a number of summer cabins and services for tourists and summer vacationers.

Twin Lakes is located on Colorado Highway 82, eight miles west of US 24. The post office, now a Community Post Office under the administration of the Salida Post Office, is in the store and service station on the north side of the highway.

Latitude = 39:04:58 North Longitude = 106:22:53 West

Chronology of the Post Office

Feb 28 1884	Harlow, Mrs. Emma W.	
Feb 27 1886	Booco, Isaac S.	
Oct 24 1888	Clark, A. E.	
Jan 14 1891	Quaintance, William P.	
Jun 8 1896	Ryan, William H.	
May 3 1897	Willard, William W.	
May 17 1898	Harlan, Elwood B.	
Jan 3 1902	McDonald, Mary	
Jul 22 1914	---	NW/4 Sec 19 T11S R80W 1/2 mile north of Lake Creek
Oct 10 1914	Morgan, Annie B.	
Oct 31 1918	Discontinued Mail to Granite	
---	Order rescinded	
Feb 6 1920	Montgomery, Frank M.	
Jan 26 1921	Delker, Sara E.	
Jan 26 1921	Sill, Sara E.	Name changed by marriage
Sep 28 1929	Harlan, Alice A.	Acting
Oct 19 1929	Harlan, Mrs. Alice A.	Appointed
Nov 27 1933	Hoefnagels, Mrs. Georgiana	Assumed charge
Dec 6 1933	Hoefnagels, Mrs. Georgiana	Acting

TWIN LAKES – Continued

Mar 27 1934	Hoefnagels, Mrs. Georgiana	Confirmed
Apr 11 1934	Hoefnagels, Mrs. Georgiana	Commissioned
Oct 21 1941 ---	NW/4 Sec 19 T11S R80W Lake Creek 1 mile south from post office	
Oct 14 1955	Hoefnagels, Wesley V.	Appointed
Nov 14 1955	Hoefnagels, Wesley V.	Commissioned
Dec 20 1955	Hoefnagels, Wesley V.	Possession
Apr 26 1960	James, Mrs. Helen A.	Possession
Jul 18 1960	Greenwald, Daniel C.	Possession, Acting
Dec 15 1960	Greenwald, Daniel C.	Commissioned
Jun 1 1961	Greenwald, Daniel C.	Possession
Aug 29 1963	Meyer, Mrs. Marilyn A.	Acting, Possession
Mar 3 1964	Meyer, Mrs. Marilyn A.	Commissioned
Mar 13 1964	Meyer, Mrs. Marilyn A.	Possession
Dec 31 1974	Connors, Joellen	Officer in charge
Apr 25 1975	Converted To a Community Post Office of Salida	



**The combination store, service station and post office at Twin Lakes, Colorado
Photograph by W. H. Bauer August 29, 2001**

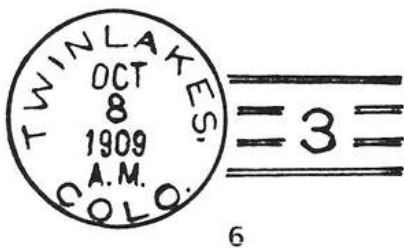
Confirmed types of postal markings

POSTMARKS FROM TWIN LAKES SUBSEQUENT TO THE CONVERSION ARE INCLUDED BELOW

1	TWIN LAKES / COL. CI 10P 25.0	Dec 9 1884 Hstp Target, 4-ring 18mm, abbreviated year date
2	TWIN LAKES, / COLORADO CI 21P 31.0/29.0/21.0	Jan 13 1885 Hstp Target, 5-ring
3	TWIN LAKES / COLO. CI 10P 28.0	Oct 12 1888 Hstp Target, 4-ring 17mm

TWIN LAKES – Continued

4	TWIN LAKES / COLO. CI 10P 28.0	Oct 19 1891 Jun 28 1898 Hstp Target, 4-ring
5	TWIN LAKES, / COLO. CI 10P 27.0	Jul 28 1897 Apr 21 1899 Hstp Target, 4-ring 17mm
	5.1 TWIN LAKES. COLO. / M.O.B. CI 11P 29.0/19.0	Jul 15 1899 Hstp No killer
6	TWIN LAKES, / COLO. CI 10P 28.0	[NOT AVAILABLE FOR ILLUSTRATION] Jun 30 1905 Feb 6 1913
6.1	TWIN LAKES / COLO CI 10P 31.0	Doane 4 double bars with 3, S-23x13mm Dec 20 1913 Aug 16 1917
7	TWIN LAKE, / COLO CI 10P 32.0	4bars S-??x??mm May 2 1914
8	TWIN LAKE, / COLO. CI 10P 34.0	4bars S-??x20mm [Note spelling] Aug 21 1934 Jul 28 1936
9	TWIN LAKES, / COLO. CI 10P 33.0	4bars S-24x20mm [Note spelling] Dec 22 1936 Dec 19 1938
10	TWIN LAKES, / COLO. CI 10P 34.0	4bars S-24x19mm Mar 15 1941 Sep 9 1944
11	TWIN LAKES / COLO. CI 10P 32.0	4bars S-24x20mm Jul 29 1948 May 23 1960
12	TWIN LAKES / COLO. CI 10P 33.0	4bars S-23x18mm Feb 2 1962 Jul 24 1963
13	TWIN LAKES, CO / 81251 CI 10P 32.0	4bars S-25x20mm Nov 1 1965 Sep 1 1976
14	TWIN LAKES, CO 81251 / CPO CI 10P 34.0	4bars S-24x19mm Jun 7 1985 Apr 12 1992
14.1	SALIDA, CO TWIN LAKES, CPO / USPO CI 11P 29.0/19.0	4bars S-24x20mm Nov 4 1988
15	TWIN LAKES CO / 81251 CI 10P 34.0	Hstp No killer Aug 29 2001
16	TWIN LAKES CO 80251 / USPS CI 11P 29.0/19.0	4bars S-20x16mm Aug 29 2001
		Hstp No killer



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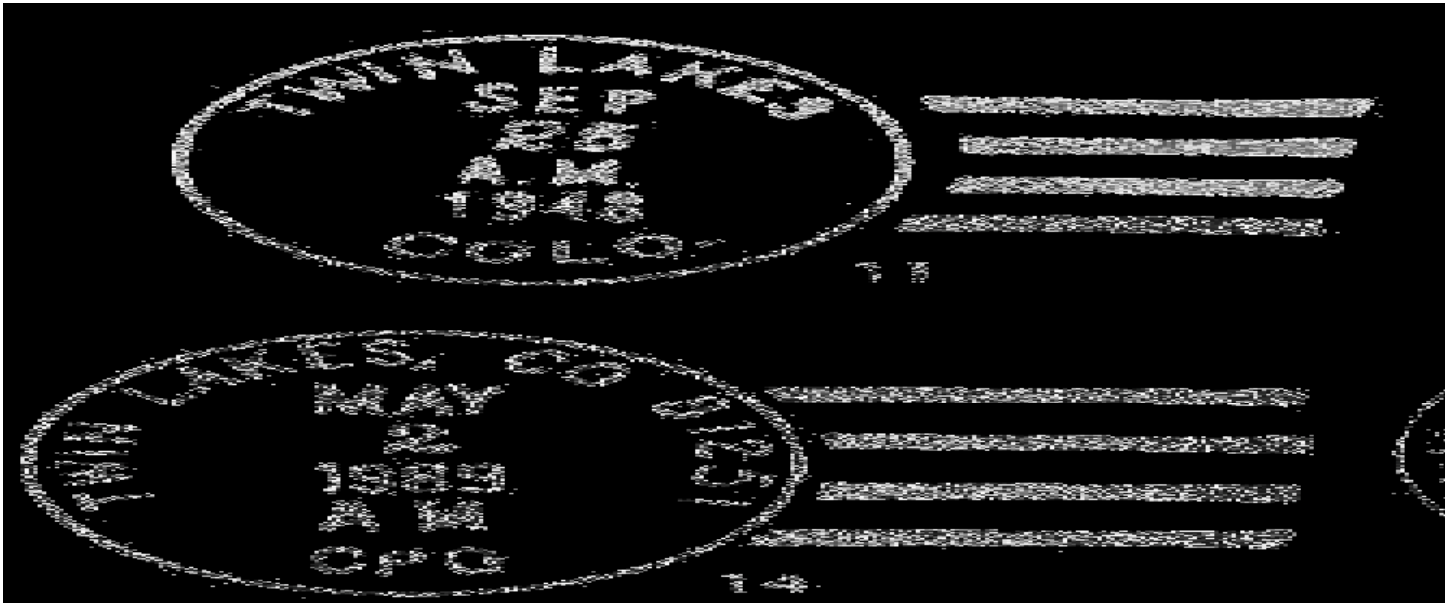


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TWIN LAKES – Continued



WORTMAN

Four years after the Alicante Post Office was closed, a new office was opened with the name Wortman. It is not clearly understood whether or not they were at the same location. In any event, the settlements were not far apart. The Post Office Department Geographic Site Location Reports tie both Wortman and Alicante closely to the railroad. Alicante Post Office was in the depot and perhaps Wortman was also there.

The reappearance of a post office at this location on the south side of Fremont Pass was due a resurgence of mining, in particular at the John Reed Mine, owned and operated by George E. Wortman. Wortman gave his name to the community and was the first postmaster. The Geographic Site Location Report implies that Mecca was the name sought for the new post office; however, that was not accepted. The Wortman Post Office had an erratic existence, depending upon the success of the local mining.

The site is less than a mile south of Fremont Pass, on the extreme headwaters of the Arkansas River, in a glacial valley that extends southeast from the horseshoe curve on Colorado Highway 91. No original structures remain and activity related to the nearby Climax Molybdenum Mine has altered the site considerably.

Chronology of the Post Office

Sep 3 1899 — Sec 12 T8S R79W 1/2 mile north of the Arkansas 1 mile south of
Ten Mile Creek 55 feet north of the Colorado & Southern tracks
Proposed postmaster - George C. Wortman

WORTMAN – Continued

Sep 25 1900 Established
 Sep 25 1900 Wortman, George C.
 Aug 10 1908 Ordered closed
 Aug 31 1908 Discontinued Mail to Robinson
 Mar 17 1916 --- NW/4 Sec 13 T8S R79W 300 yards south of the Arkansas River
 Applicant for postmaster - Mrs. Otto H. Gold

May 25 1916 Re-established
 May 27 1916 Gold, Ella W.
 Nov 13 1917 Low, Harry Raymond
 Jan 15 1919 Discontinued Mail to Climax

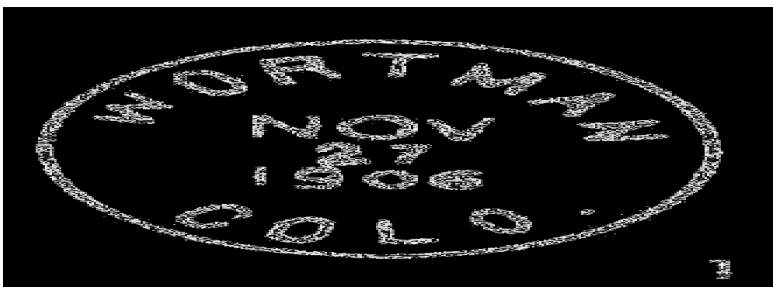


WORTMAN / COLO.

November 27, 1906

Confirmed types of postal markings

- | | | | |
|---|---------------------------------|------------------|-------------------------|
| 1 | WORTMAN / COLO.
CI 10P 26.0 | Hstp Target | Apr 22 1905 Nov 27 1906 |
| 2 | WORTMAN, / COLO.
CI 10P 33.0 | 4-bars S-??x20mm | Dec 31 1917 |



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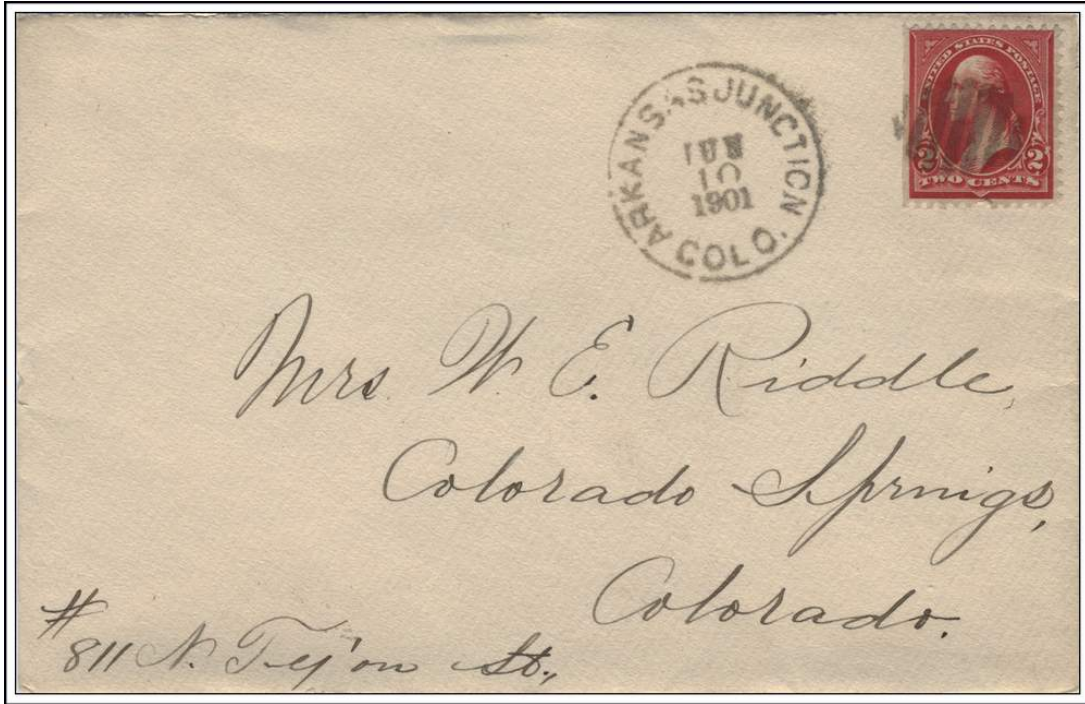
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These are documents filed with applications for the approval of a new post office, at the time of a move of a post office and upon periodic requests of the Post Office Department. The documents may include a detailed location using the Federal Land Survey System, references of distance to local streams and rivers, to railroads and to nearby existing post offices.

A GALLERY OF LAKE COUNTY COVERS



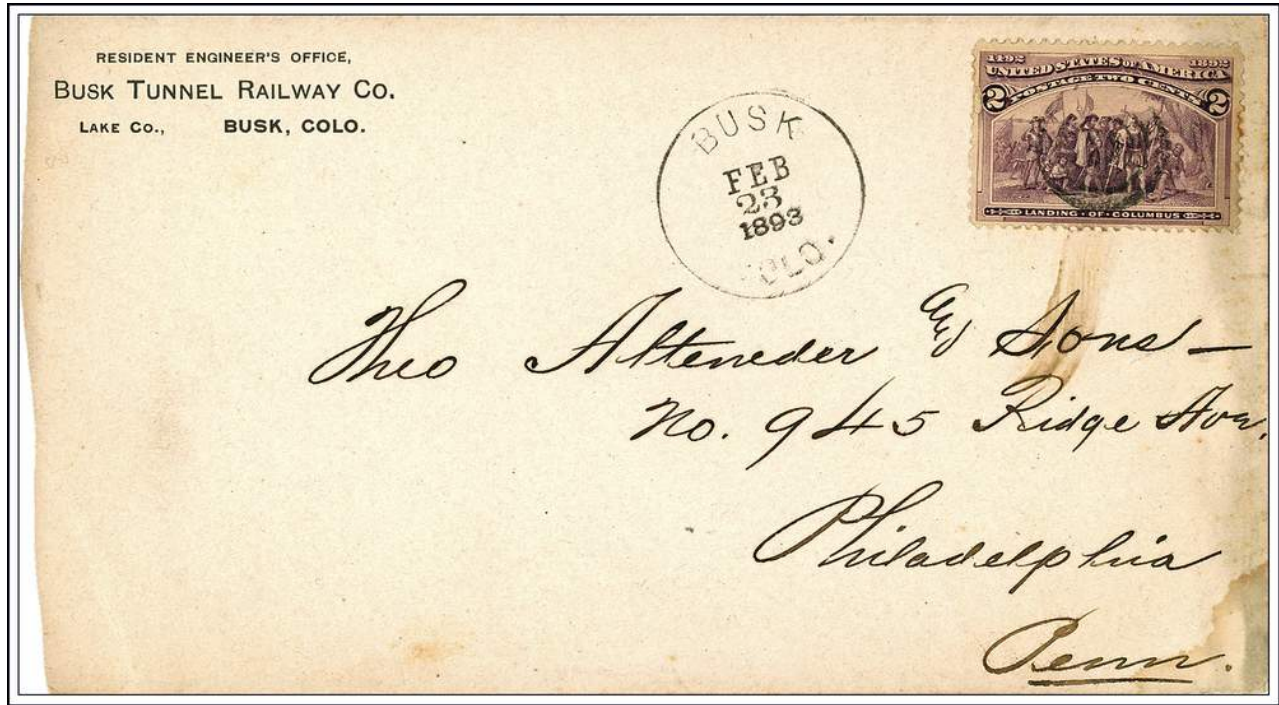
ARKANSAS JUNCTION / COLO.

June 10, 1901



BOND / COLO.

February 14, 1887 Front only



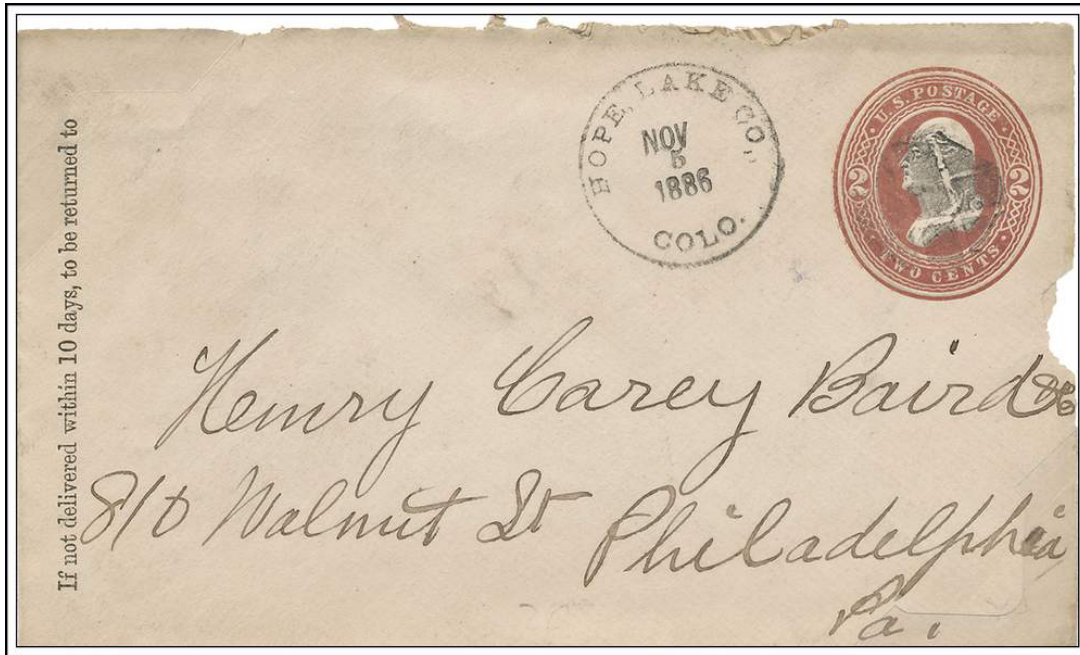
BUSK / COLO.

February 23, 1893

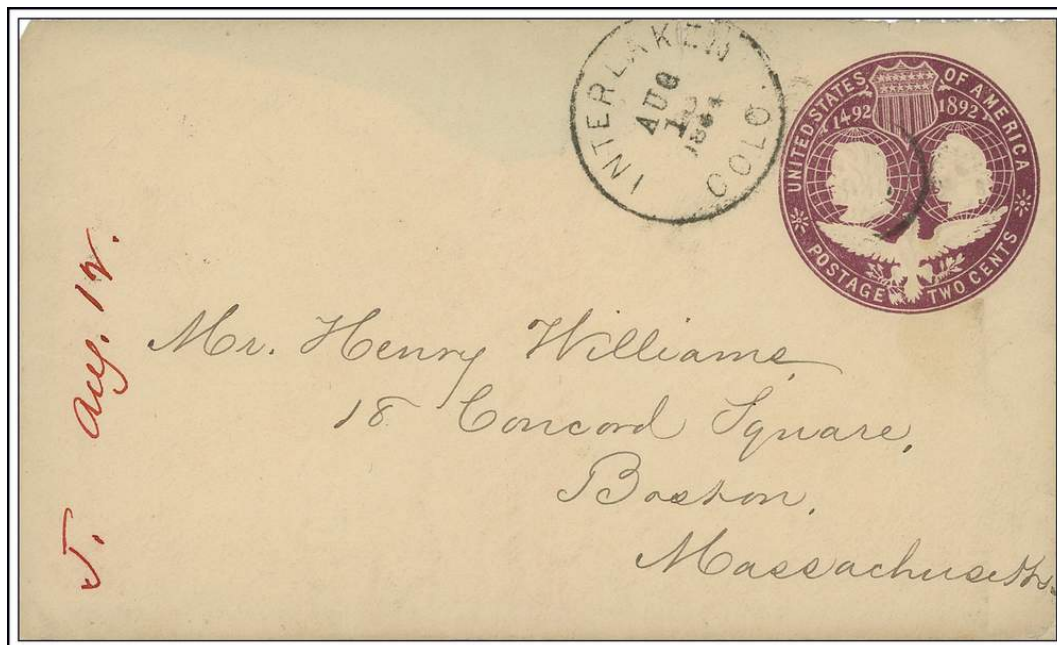


EVERETT / COLO.

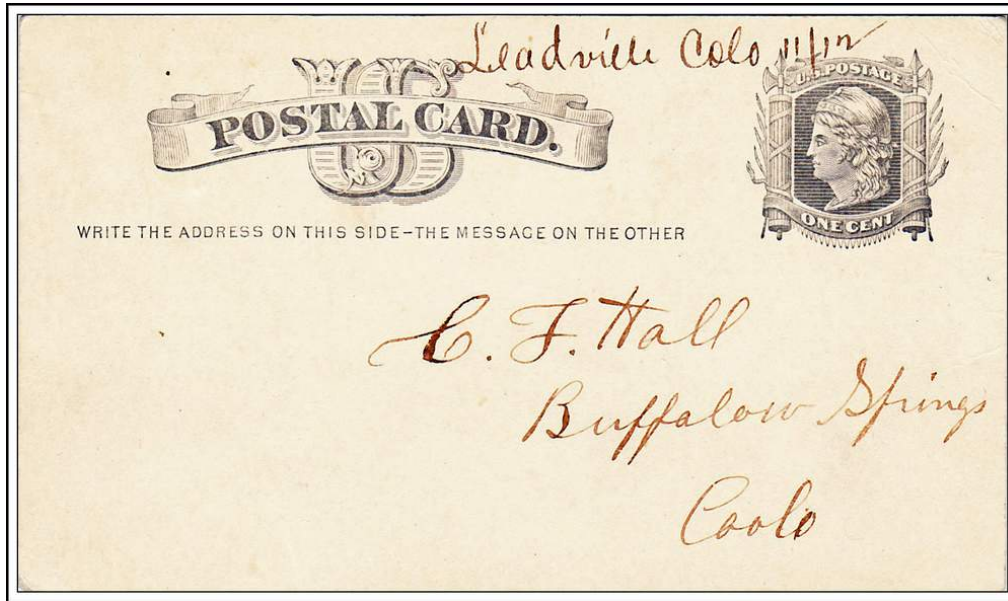
July 22, 1882



HOPE, LAKE CO. / COLO. November 5, 1886

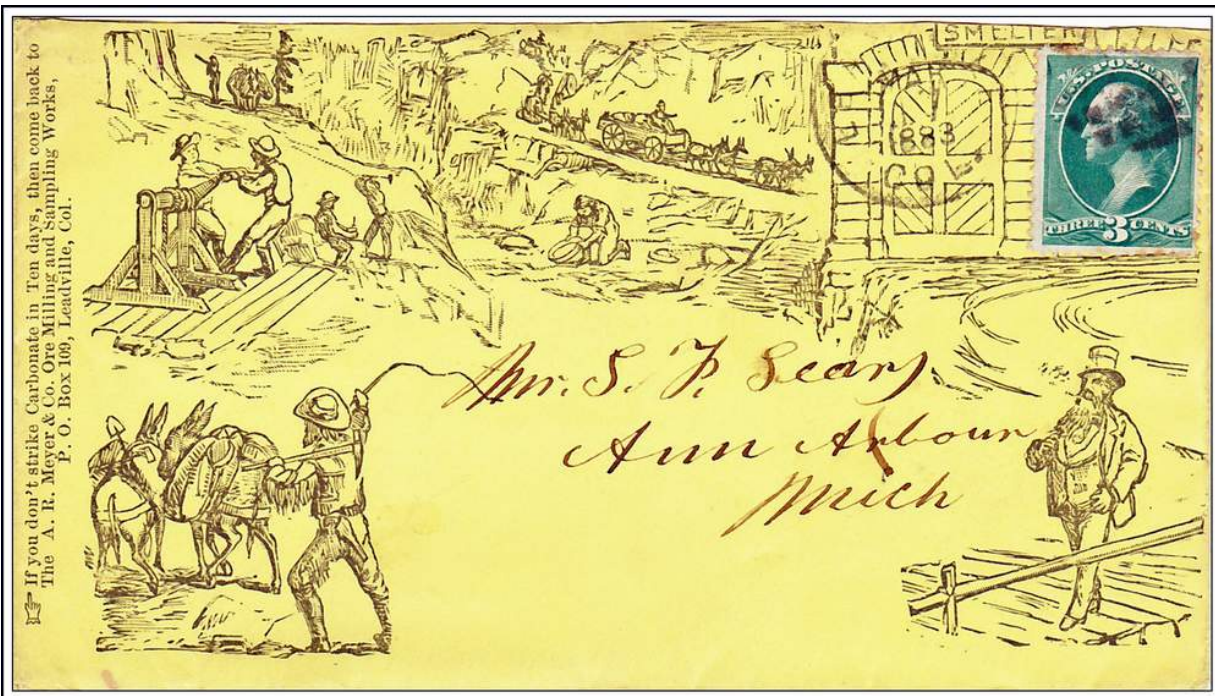


INTERLAKEN / COLO. August 1-, 1894



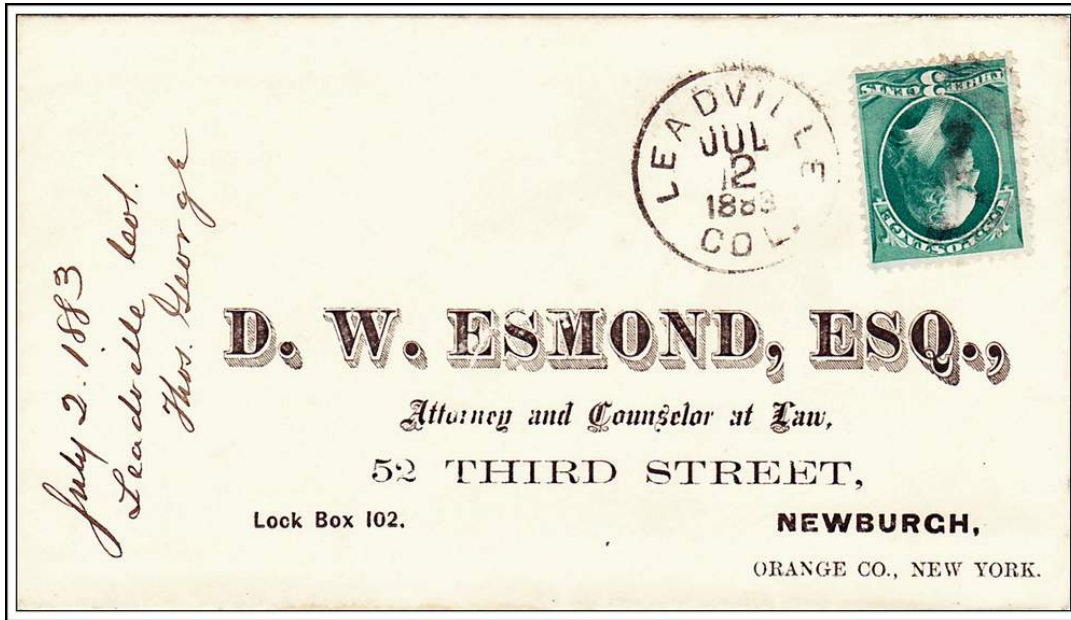
Leadville Colo

November 12, (1877)



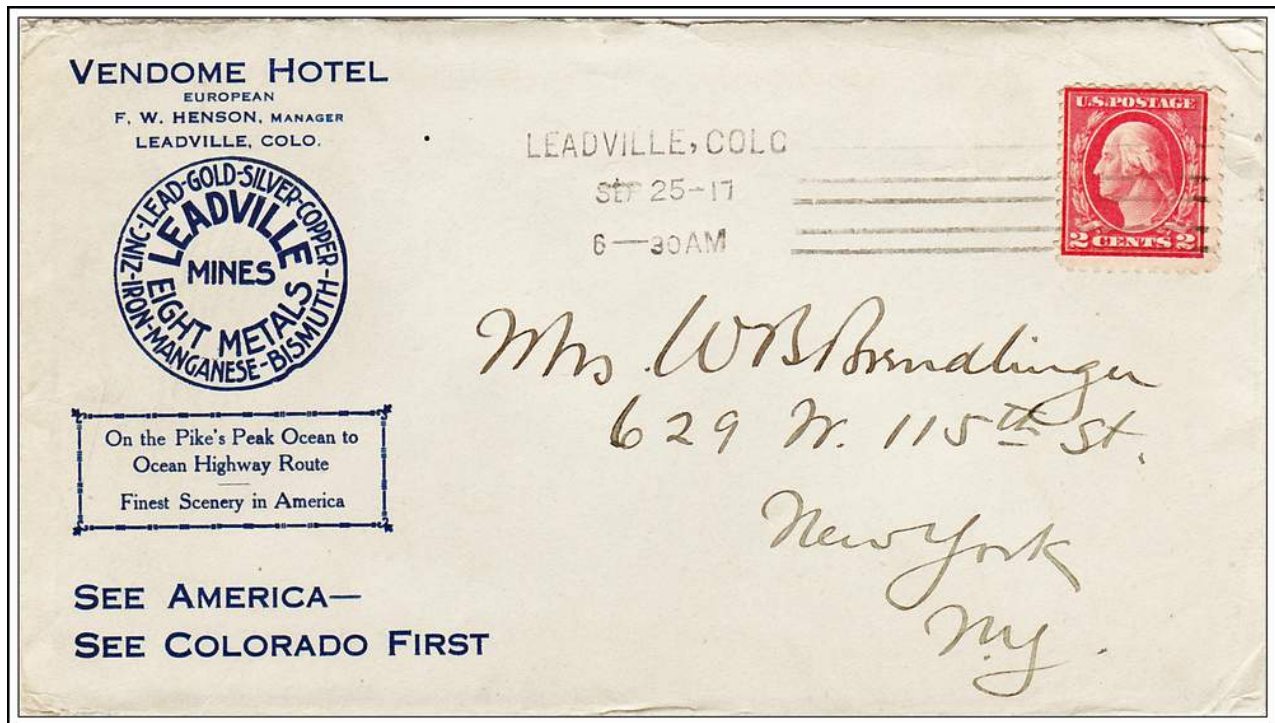
LEADVILLE / COL.

March 17, 1883



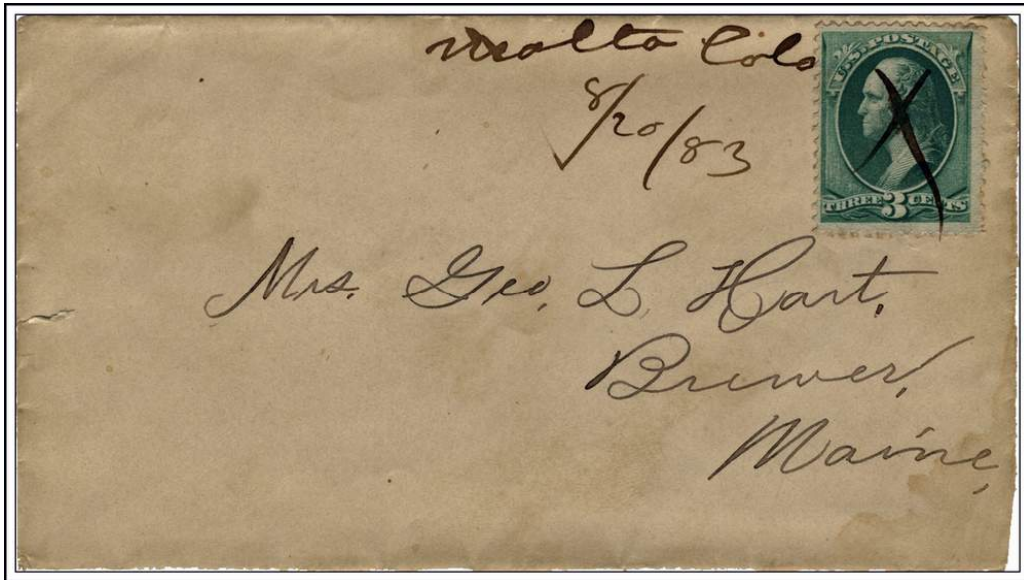
LEADVILLE / COL.

July 2, 1883



LEADVILLE, COLO

September 25, 1917



Malta Colo

August 20, 1883



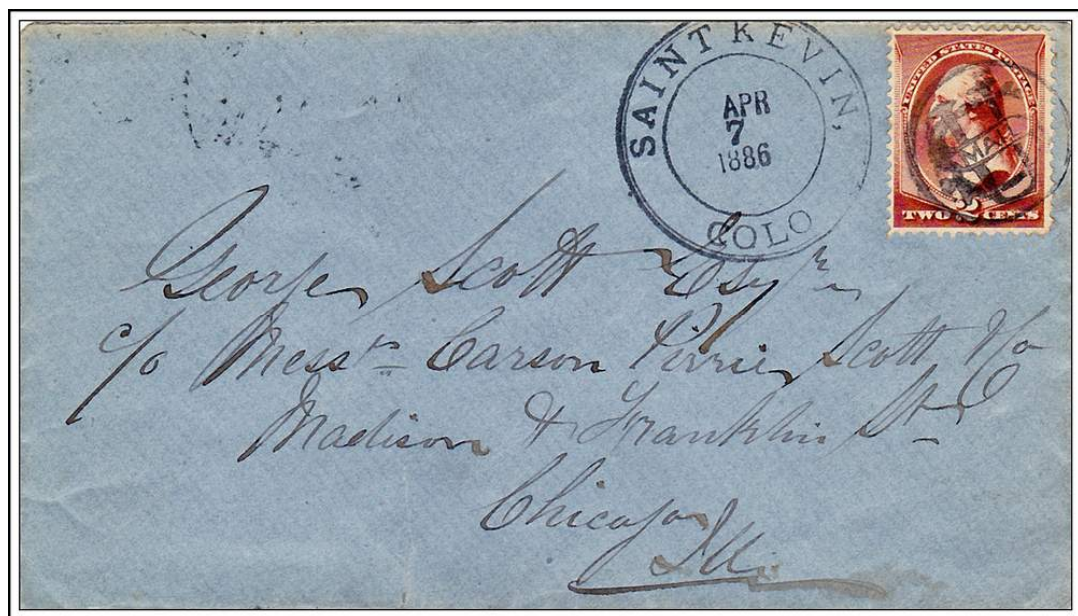
ORO CITY / C.T.

Canceled November 6 & 13? 186-



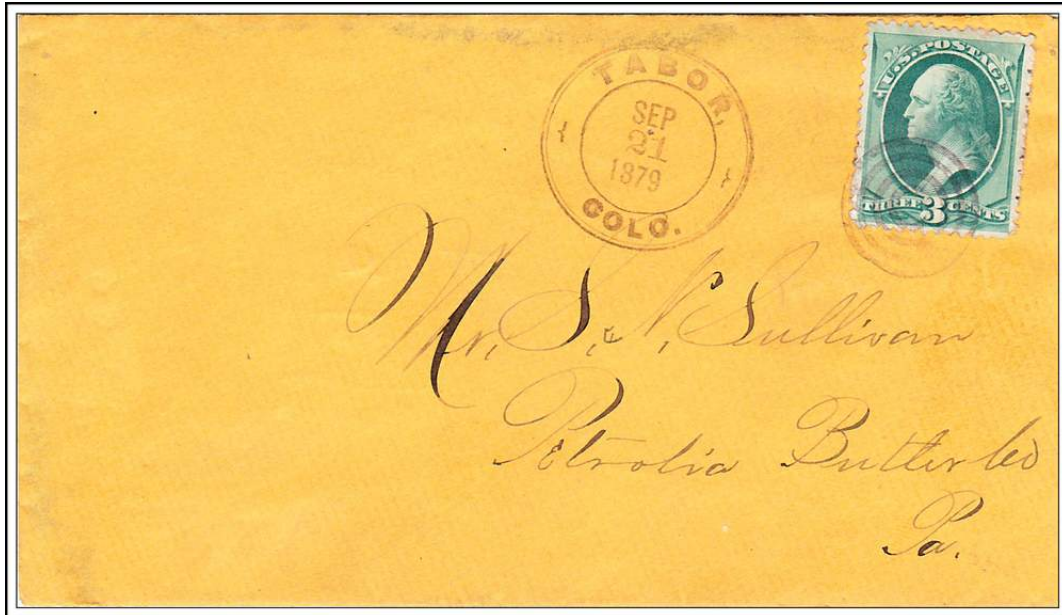
ORO CITY / COLO.

August 17, (1872)



SAINT KEVIN, / COLO.

April 7, 1886



TABOR, / COLO.

September 21, 1879



TWIN LAKES, / COLORADO

January 13, 1885