

HISTORIC TRAIL MAPS OF THE STERLING 1° X 2° QUADRANGLE,
NORTHEASTERN COLORADO

By Glenn R. Scott

INTRODUCTION

Discovery of gold in the Rocky Mountains in central Colorado led to the establishment in late 1858 of new trails to the future site of Denver, thence to the gold fields. These included trails up the South Platte River (Overland Trail), across the dry plains (Smoky Hill Trail), and up the Arkansas River and Fountain Creek (respectively, along the Santa Fe and Cherokee Trails) (fig. 1). Before 1858, the only heavily used trail in Colorado had been the Santa Fe Trail, which was used as an access road to New Mexico. In the northeast corner of Colorado, a lesser-used trail was a branch of the well-traveled Oregon Trail that ran westward up the South Platte River to Old Julesburg where it crossed to the north side of the River at the Upper California Crossing. A trading post had been established by Jules Beni (or Reni) at Old Julesburg (fig. 2) in the 1850's, before the discovery of gold in Colorado, and it served the California-bound travelers who preferred the easy route northward up Lodgepole Creek to the hazardous trip through Ash Hollow north of the Lower California Crossing in western Nebraska. Soon after 1858, the Overland Trail became the major trail to the Colorado gold fields.

In May 1859, Jones, Russell & Co. bought the contract for mail transportation and built stage stations at appropriate distances along the Overland Trail between Julesburg and Denver. Entrepreneurs immediately built supplementary ranches and trading posts along the stage line to serve the so-called "pilgrims." In this report, a trading post is called a "road ranche" or a "ranche" just as it was during the time the Overland Trail was in use. The occupants of all these posts were squatters; nevertheless, from 1859 until the area was surveyed in 1867-1872, many of the posts changed ownership. So far, no documents recording the changes of ownership from 1859 to 1861 have been found. During this time the entire area was part of Nebraska Territory and later Jefferson Territory, and it seems unbelievable that complete land transfer records were not kept. In 1861, Weld County was created and from then on, records were kept in the Weld County courthouse, or later in counties that developed out of Weld County.

For several years after 1859, relations between the newcomers and the Indians were fairly peaceable; however, in November 1864 the peace was shattered. The unrest led to the

destruction of most stations and road ranches and the killing of many people along the Overland Trail in January and February 1865. The culmination was the complete removal of the Indians from eastern Colorado by about 1871.

Some stations and road ranches never were rebuilt; thus, when the General Land Office surveyors ran their surveys between 1867 and 1872, a burned-out station or road ranche apparently was not considered worthy of mention in the field notes or worthy of placement on the township land plat. As a result, the locations of most stations and road ranches were not recorded and now are uncertain.

Westward movement of whites into the Great Plains area was encouraged by the Homestead Act of 1862. Many persons displaced by the Civil War moved onto the free land. The General Land Office completed the land surveys that had been started in 1867 under hazardous conditions. Railroads were built westward and were gradually completed across the Sterling quadrangle. Trouble with the Indians decreased greatly after their defeat at Summit Springs in 1869. The killing of the bison on the plains deprived the Indians of their main food item and forced them onto reservations. Settlement then became safe; towns were established and many roads were built that connected the new communities.

PROBLEMS OF THE TRAIL JUNCTIONS ALONG
THE OVERLAND TRAIL

Maps of 1855-1864 along the Overland Trail in the western part of the Sterling quadrangle show five different trail junctions. The northeasternmost, called Junction House, (probably in sec. 35, T. 6 N., R. 54 W.) was at the western terminus of the Fort Riley, Republican Fork, and Platte River Road (Allen, 1859; Colton, 1855; Johnson, 1864; Rocky Mountain Gold Mining Co., 1864; and Jackson, 1952). Because of a lack of accurate information, both the road and Junction House are only approximately located on the Sterling quadrangle trail map (pl. 1).

A second trail junction, about 18 mi farther southwest along the South Platte River, also had a Junction House (Nell, 1880; and at least 25 other maps from 1860 to 1906). On most early maps its location is almost the same as the Perkins Ranche (SE1/4SE1/4 sec. 21, T. 4 N., R. 56 W.). Junction House was shown at the northeastern terminus of a cutoff road from Denver. A careful stereoscopic study of aerial

photographs along the alinement of the supposed cutoff route showed no trace of a road; nevertheless, the number of maps that show it suggests that some sort of trail must have existed. The route of the trail is shown here as printed on the old maps. Junction House is placed at Perkins Rancho.

A third junction, occupied by Junction Rancho (fig. 3), was probably in the SW1/4 sec. 32, T. 4 N., R. 57 W., about 8 mi west of the second junction. This third junction, site of a telegraph station, had many owners. Fred Lamb was one of the earliest; his name is shown at Fred Lamb station in Burt and Berthoud (1861) and on Harvey's map (1862). Later the rancho was owned by Benjamin Holladay, owner of the Overland Stage Line, and by Martin V. Boughton, who sold a one-half interest to Samuel P. Ashcroft on January 25, 1865, according to land records in Weld County. On January 7, 1866, Ashcroft gave a quit claim deed to Boughton for Junction Rancho. Ashcroft had built a trading post near here in 1861 (Hall, 1895).

A fourth junction was Post Junction, apparently the earliest name applied to the Army Post that later became Fort Morgan (NE1/4 sec. 6, T. 3 N., R. 57 W.).

A fifth junction was called Junction House by Root and Connelley (1901), Junction Station by Morris (1864), or Bijou Rancho (Simpson's Rancho on fig. 4) by many early mappers and it was just east of the mouth of Bijou Creek, probably at Muir Springs in the SE1/4SE1/4 sec. 27, T. 4 N., R. 58 W. Forks of the cutoff road to Denver joined the Overland Trail at several places, including the third and fifth junctions. The main cutoff road, according to figure 4, went through Fort Morgan, then to Fred Lamb's or Boughton's Rancho. In the last one hundred years, the South Platte River has shifted southward so that features originally on the south bank now lie north of the river.

UNSOLVED PROBLEMS

Locations of many stage stations, road ranches, and ghost towns are not well known because there never was a detailed map or description of the exact locations. Many stations and road ranches were burned by Indians; after some were abandoned, they were scavenged for building materials by later settlers; others were obliterated when the land was plowed or leveled for irrigation. Floods have washed away some stations and parts of trails. In areas of active sand dunes, the trails were eroded by the wind or covered by wind-blown sand; however, on the Overland Trail along the South Platte River, most of the dune sand was not disturbed by the wind and was not farmed; the trail is fairly well preserved. Where the land was farmed, the obscured trail was plotted from the General Land Office plats. The locations of some stations and ranches have been established by metal detectors. Dallas Williams (in press) who has written a history of Fort Sedgwick, has done an excellent job of locating some stage stations and road ranches along the northeastern part of the Overland Trail. Similar work is greatly needed to locate the stations from Bijou Creek station northeastward along the Overland Trail

through Wisconsin Rancho, near the present city of Sterling.

METHODS OF PREPARATION OF THE HISTORIC TRAIL MAPS

The most reliable sources for the exact locations of the trails were the original General Land Office plats and the surveyors' notes. During the preparation of a geologic map of the Sterling 1° X 2° quadrangle, all of the high altitude Army Map Service aerial photographs were studied, all trails on the land plats were searched for on the photographs, and those trails found were accurately located by using a stereoscope. The trails, railroads, stage stations, and towns were then photogrammetrically transferred to the work sheets of the final maps. The trails and other features were first plotted on the 1:24,000 (7 1/2-minute) quadrangle maps and then on the 1:250,000 Sterling quadrangle. Recent roads and wagon roads shown on land plats and on old published maps that didn't show on the photos, were not plotted on the final trail map. Military and explorer routes and Indian trails were plotted from journals, maps, and historical accounts. More than 200 published and unpublished books and articles were examined and information was extracted from them. More than 120 maps were studied, and the locations of trails, railroads, towns, and geographic features were traced on mylar overlays or the maps were photocopied. These published maps were considered to be secondary sources, for on some maps it became obvious that some publishers copied the locations of features on previously published maps, in some cases perpetuating errors. Many people were interviewed by me concerning the Overland Trail and its stage stations and road ranches. Finally, many parts of the old trails were followed on foot or by automobile. Many ghost towns were shown at different places on several published maps; therefore, the correct site is unknown and these towns probably are not accurately placed. Where the location is uncertain, "location?" is added on the trail map.

Much more information was obtained from books and articles on the history of the area than could be published in this historic trail format. The extra information was gathered in order to try to find the exact locations of the stage stations and road ranches. All known sources of location information were examined. Nevertheless, the exact sites of many stations and ranches still are unknown. Perhaps this historic trail map will encourage historians to use metal detectors or some other means to accurately locate the poorly placed stations and ranches and to report these locations to the Colorado Historical Society, the Overland Trail Museum at Sterling, the Sedgwick County Museum at Julesburg, the Fort Morgan Museum, or other reliable repositories of such historical information.

ACKNOWLEDGEMENTS

Many people and organizations supplied information that helped in the preparation of the trail map. The most helpful individual was Everette S. Sutton, historian of Benkelman,

Nebraska, who had been working for many years on the early history of Colorado, Nebraska, and Kansas, and generously shared his information with me. Dallas Williams, a Sedgwick, Colorado historian, located with a metal detector many of the stage stations, road ranches, and the ranch of James A. Moore, a Pony Express rider. He also reviewed this manuscript and added new information. Isabel (Mrs. William P.) Blair, historian of Sterling, Colorado, made it possible for me to study the historical notes of the late Otto Unfug, historian and former publisher of the Sterling Advocate newspaper, and correspondence between Everette Sutton and Mr. Unfug. Their letters are in the Overland Trail Museum, Sterling, Colorado. James Stretesky, Sedgwick County Commissioner, who was Colorado Chairman of the 1960 Pony Express rerun, provided information about the Pony Express stations and other features of the Julesburg area.

Mrs. Nell Propst, historian of Merino, Colorado, and author of a recent history about northeastern Colorado, reviewed this manuscript and provided much information about the stage stations and the early residents of the Merino and Sterling areas. Zelmer Huston showed me the ruins of a stage station that he calls Dennison, but which Sutton and I believe to be Riverside, based on mileages between stations (Nell Propst believes it to be either Dennison's or Watson Coburn's Chicago Rancho). Marvin Gardner, an employee of the Colorado Division of Wildlife, showed me the location of Spring Hill Stage Station. Bill Condon, rancher, pointed out the site of Lillian Springs Rancho. Erl Ellis, lawyer and historian from Denver, now deceased, let me examine his large collection of Colorado maps and make notes about the Sterling area.

Most of my library research was done in the Western History Department of the Denver Public Library. This comprehensive collection of maps and books about the history of the Western United States was the primary source of much of the information used in this report. Maps of Colorado also were studied in the library of the Historical Society of Colorado, the Western History collection of the University of Colorado, the library at Colorado College, and the Fort Morgan library. Information on ownership of stage stations and lists of taxables were obtained from the Weld County Courthouse, Greeley, and the National Archives at the Denver Federal Center. The 1860 census of the Nebraska Territory and the tax and homestead records at the National Archives, Denver, were sources of names of traders and operators of stage stations.

CHRONOLOGY OF SOME MAJOR HISTORICAL EVENTS

[Final date of 1889 coincides with the establishment of the present-day counties]

1540-1682

Area was part of a large portion of North America claimed by Spain.

1682-1763

Claimed by France, the area became part of

the Louisiana Territory (the name used by LaSalle).

1720, June or July

Col. Don Pedro de Villasur with 42 soldiers, 3 settlers, 60 Indian allies, a priest, an interpreter, and a scout crossed the Arkansas River on rafts. From there, they marched to El Cuartelejo, proceeding on to the South Platte River (then called the Rio Jesus Maria). After crossing the South Platte, they traveled another eight leagues and crossed the North Platte River (then named the San Lorenzo), probably a few miles west of the confluence of the South and North Platte Rivers. They were subsequently attacked by Pawnee Indians allied with the French. Villasur and 44 of his men were killed, including the priest, 5 corporals, 19 soldiers, the interpreter, Capt. Christoval de lo Serna, 4 servants, the scout, and 11 Indians. During this expedition Villasur possibly crossed the east end of the Sterling quadrangle.

1739, June

The Mallet brothers, Paul and Pierre, French traders, possibly went across the east end of the quadrangle on their way south to Santa Fe, N. Mex.

1763, Feb. 10

France transferred Louisiana, which included the area of the Sterling quadrangle, back to Spain in the Treaty of Paris.

1787, June 20

Two stones, fragments of the Ogallala Formation, have been found inscribed with the date Jun 20 1787 in the Sterling quadrangle in T. 7 N., R. 47 W. (see pl. 1) and are in the museum of the Colorado Historical Society. Although the date seems to be in English style, E. S. Sutton, historian of Benkelman, Nebr., has suggested that the stones might have been carved by the following expedition: A rumor exists that in the 1780's 300 men of a French expedition came to the Rocky Mountains. They found gold on present-day Treasure Mountain between Summitville and Wolf Creek Pass, in southern Colorado. The leader of the expedition was called LeBreau, LeBreu, or LeBlanc; very likely his name was Remy (Remi) Ledoux. After two seasons of mining gold, making gold ingots, and spending one winter in Taos, N. Mex., they turned east—their party reduced to only 17 by an onset of scurvy. They crossed the mountains and went down the Arkansas River, where they were attacked by Indians several times and lost so many men that they were forced to hide the ingots. Ledoux was the only survivor. In 1840, the grandson of Ledoux came from New Orleans, La. with a party of 40 to find the gold ingots but was unsuccessful.

1800, Oct. 1

Louisiana was given back to France in return for a promise from Spain to

- enlarge the duchy of Parma in northern Italy.
- 1802 or 1803
James Purcell, a trader of Bardstown, Nelson Co., Ky., went up the South Platte(?) River and into the mountains where he found gold in South Park.
- 1803, Apr. 30
The Louisiana Purchase, which included the Sterling area, was obtained by the United States, from France, for \$15,000,000.
- 1804, Summer?
Jeannot Metoyer, Baptiste LaLande, a French Creole from Kaskaskia, Ill., and some Pawnee Indians, guided by José Gervais, probably went through the area on their way to Santa Fe. They probably were the first traders to take goods overland from the American settlements to Santa Fe.
Lorenzo Durocher also went to Santa Fe, possibly traveling through the area. He was in Santa Fe in 1805.
Jacques d'Eglise also possibly went to Santa Fe through this area in 1804 or 1805. He was in Santa Fe in 1806.
- 1807
Jacques Clamorgan, when nearly 75 years old, went up the South Platte River and to Santa Fe. He was the first to make a trading venture into Santa Fe and return to Missouri with the profit.
- 1812-1854
Area included in Missouri Territory.
- 1814?
Ezekiel Williams came up the South Platte(?) River.
- 1820
Maj. Stephen Harriman Long, on an expedition to explore the western part of the Louisiana Purchase, entered the area about June 27, 1820 and traveled up the South Platte River, leaving the Sterling area about July 1, 1820. He was accompanied by Joseph Bissonet (Bijeu or Bijou), for whom Bijou Creek was named; Capt. John Bell; Dr. Edwin James, botanist; Titian R. Peale, naturalist and painter; Thomas Say, zoologist; A. E. Jessup, geologist; and others.
- 1824
James Ohio Pattie went west with four other men, including his father, Sylvester Pattie. They met Sylvester Pratte near Omaha, Nebr. and went on west to the Platte River where they joined other members of Pratte's party, making a total of 116 men. They then went west and south to Taos; the exact route is unknown.
- 1826
On June 8-12 James Ohio Pattie and about 29 trappers crossed the Front Range and descended the South Platte River through the Sterling quadrangle.
- 1824
William H. Ashley left St. Louis, Mo. on September, 24, 1824 on his third fur trapping expedition to the Rocky Mountains; he left Ft. Atkinson, Nebr. on November 3, 1824 with 25 mountaineers, 50 pack horses, and a wagon and team, the first wagon to travel north of the Santa Fe Trail. They went up the South Platte River and reached the forks of the Platte on December 12, and stayed until December 23. They traded with the Pawnee Indians. Abandoning their wagon in snow drifts, they stopped in a cottonwood grove on an island (St. Helens Island—west of the Sterling quadrangle) for several days, and reached the future site of Greeley, Colo. January 20, 1825, then turned northward. The party included Thomas Fitzpatrick, James P. Beckwourth, Zacharias Ham, James Clyman, Col. Louis Vasquez, Jedediah Smith, and Col. Albert Gallatin Boone, who was secretary and bookkeeper for the expedition.
- 1827, May
Albert G. Boone and some others set off down the South Platte from near the site of Denver with packs of furs in dugout canoes and traveled to St. Louis.
- 1831, Apr.
Capt. John Gantt led 70 men from St. Louis up the Platte and South Platte Rivers to engage in the fur trade.
- About 1835—July 7-17
Henry Dodge left Fort Leavenworth, Kans. May 29 with three 1st Dragoon Companies (125 men) on a peace-promoting trip with Capt. John Gantt as guide. They went up the Platte and South Platte Rivers to the Rocky Mountains and then homeward by the Arkansas River and the Santa Fe Trail. Lt. Lancaster P. Lupton, later the owner of Fort Lupton (Lancaster), south of present Fort Collins, Colo. was commander of Dragoon Company A on the expedition.
- 1835, Fall
Louis Vasquez and Andrew Sublette built adobe Fort Vasquez, west of area, and traded with the Indians on the South Platte.
- 1836
Andrew Sublette took furs east through the Sterling quadrangle in October 1836.
- 1836-37
Robert Newell and five men, including Bill New, working for William Bent and Ceran St. Vrain, traded with the Cheyenne Indians along the South Platte River, possibly in the Sterling quadrangle.
- 1838
Peter A. Sarpy took furs and buffalo robes he and his partner, Henry Fraeb of the American Fur Company, had bought from Marcellin St. Vrain of Bent and St. Vrain (Fort St. Vrain), down the South Platte from Fort Jackson.
- 1839-40
Antonio Montero and 21 other men, while trading with the Cheyenne Indians on the South Platte River, probably entered the Sterling quadrangle.
- 1840, Apr. 26
Louis Vasquez and Andrew Sublette sent their goods eastward by E. Willard Smith and six companions from Fort Vasquez near present-day Platteville, Colo. The seven started down the South Platte and Platte Rivers with a 36-ft by 8-ft Mackinaw boat

- loaded with 700 buffalo robes and 400 buffalo tongues. They lived on the tongues. They were forced to wade and push the boat about 300 of the 2,000 mi and finally reached the mouth of the Platte on June 22 and St. Louis, Mo. on July 3, after 69 days. They were forced to unload the boat frequently. This was one of the few times anyone navigated the sluggish, sand-clogged South Platte and Platte Rivers. Jean Baptiste Charbonneau, the son of Sacagawea, was the hunter for the group.
- 1842, July
 Capt. John Charles Fremont, on his first exploring trip to the Rocky Mountains, went up the Platte River. At the forks of the Platte he divided his party; Fremont, Charles Preuss, Julian Maxwell, Baptiste Bernier, Alexis Ayot, Basil Lajeunesse, and three Cheyenne Indians went up the South Platte River and the rest went up the North Platte. Two days after dividing the party, Fremont decided to send Preuss and Bernier back to the other party. Fremont's party entered the Sterling quadrangle about July 6, and left the quadrangle about July 9. They met James Beckwourth and two white men who were hunting horses that had strayed from an encampment at St. Helens Island. Two mi farther, they reached the island, which is west of the Sterling quadrangle. There, Fremont visited Baptiste Charbonneau and his party, employees of Bent and St. Vrain, who were on their way down the South Platte with furs from Fort St. Vrain. With them was Beckwourth's wife. They then met four or five white independent trappers of Capt. Nathaniel Wyeth's Columbia River expedition. Fremont reached Fort St. Vrain on July 10, 1842. After getting some horses, Fremont went north to Fort Laramie, Wyo. to rejoin the rest of his party.
- 1842
 Rufus B. Sage tried to carry a boatload of furs down the South Platte and Platte Rivers. He arrived at Council Bluffs, Iowa afoot; then descended the Missouri River by canoe, reaching St. Louis about July 20, 1842. On August 10, 1842, Sage and two mountain men left Independence, Mo. mounted on mules. They went up the Oregon Trail to the forks of the Platte and then up the South Platte and arrived at Fort Lupton, Colo. on September 2. They met Charbonneau on St. Helens Island (near sec. 17 or 18, T. 4 N., R. 60 W.) on August 30, 1842. In June 1843 Sage hunted buffalo on Beaver Creek, south of the South Platte River.
- 1843, June
 Capt. John Charles Fremont and 40 men, on a second exploring trip to the west, went up the Kansas River to the mouth of the Republican Fork, then followed the Republican River westward, then northward to the South Platte River below Beaver Creek, then westward along the South Platte River to Fort St. Vrain. They entered the Sterling quadrangle about June 27, left about July 2, and reached Fort St. Vrain on July 4, accompanied by Thomas "Broken Hand" Fitzpatrick, Lucien Maxwell, Col. William Gilpin (later first Territorial Governor of Colorado), and Charles Preuss. At Fort St. Vrain they were joined by Kit Carson.
- 1843, Oct. 1
 Sir William Drummond Stewart and a large party of homeward-bound travelers, including William L. Sublette, camped near the South Platte and then went eastward along the river to St. Louis.
- 1846
 Five men from the Palmer party went down the South Platte River on their way east from Oregon, reaching Independence, Mo., on June 30.
- 1846
 Kit Carson, Oliver Perry Wiggins, James Beckwourth, Ike Chamberlain, and three others enroute from Taos came down Bijou Creek to South Platte River and down the Platte to Ft. Kearny, Nebr. enroute to Washington, D.C.
- 1847
 Kit Carson went down the South Platte with 10 men on a mission to Washington, D.C.
- 1848, Feb.
 Thomas Fitzpatrick visited the Indians on the South Platte, when he was the Cheyenne Indian agent (since 1846) of the upper Platte and Arkansas Rivers and then went down the Platte to Missouri.
- 1849, Aug.
 Capt. Langdon C. Easton, Army Quartermaster, and Lt. N. G. Evans, 1st Dragoons, seeking a better, more direct route between Fort Laramie, Wyo. and Fort Leavenworth, Kans. went southeastward from Fort Laramie along Lodgepole Creek accompanied by Dr. Parks and two servants, 10 men, 10 teamsters, and wagons. They entered the quadrangle on August 9, forded the South Platte River near Sterling August 10, reached the Arikaree River on August 14 after traveling 86 mi without water, then down the Republican River and across Kansas and Nebraska.
- 1850, July 1
 Samuel Woodson began a mail service from Independence, Mo. to Salt Lake City, Utah. The contract called for one-way service to take only 30 days or travel of 47 mi per day--an impossibility. As a result, service was irregular to nonexistent, especially in the winter.
- 1851, May 1
 Absalom Woodward and George Chorpensing started monthly muleback mail service from Salt Lake City, Utah to Sacramento, Calif. Six months later Woodward was killed by Indians. Winter made mail delivery nearly impossible. In 1858, this contract was changed to semimonthly service on a twenty-day schedule. In June 1858, service between Independence,

Mo. and Placerville, Calif. was shortened to 30 days.

1851 Captain Sackett traveled southward from the South Platte River near Sterling, apparently visited Summit Springs, then went southeastward through the sand hills to Rock (Chief) Creek near present Wray, Colo.

1853 Capt. John Williams Gunnison, U.S. Army, and Lt. Edwin Griffin Beckwith, 3rd Artillery, led an expedition to map a route over the Southern Rocky Mountains of Colorado. Gunnison and others were killed by Indians in Utah. Beckwith took command, and later returned to the east, going southward down Lodgepole Creek to later site of Julesburg, then eastward.

1854-61 Nebraska Territory was created and included the Sterling area which was called "Platte River Settlement" of Nebraska Territory in the 1860 United States census.

1856 Lt. Francis T. Bryan went west through the northeastern part of the quadrangle and up Lodgepole Creek. When returning from his expedition to build a road from Ft. Riley, Kans. to Bridgers Pass, Wyo. they came down the Cache la Poudre and South Platte Rivers, entering the quadrangle on September 11. They followed a good Indian trail along the south side of the South Platte. At that time only a few small willows grew along the river. They turned southeastward 14 mi northeast of Beaver Creek, then went across the dry sandy plains, apparently past Summit Springs, and down Chief Creek and the North Fork of the Republican River and east out of the quadrangle on September 22. As a result of his travel up Lodgepole Creek, that route was occasionally used after 1857 as an alternate to the Ash Hollow route of the Oregon Trail. In 1861 the Overland Stage and mail line was established along Lodgepole Creek. Ware (1960, p. 226) wrote that Jules Beni, "wanted to start a new and profitable ranch at Julesburg, and being an old mountaineer laid out the Pole Creek road and cutoff, taking the road past his ranch and within 2 mi of Court House Rock."

1857 Col. Edwin Vose Sumner, on May 20, and Maj. John Sedgwick, on May 18, left Ft. Leavenworth with six troops of the old 1st Cavalry (then the 4th Cavalry) and three companies of 6th Infantry to punish the Indians on the plains. The company divided and then rejoined near present Greeley on July 4, 1857 and went down the south bank of the South Platte through the Sterling quadrangle. They left their wagons on the South Platte, went southeastward with pack animals, and found about 300 Cheyennes on July 29, 1857 near the headwaters of the Solomon

River in western Kansas, where a saber charge routed the Indians. (One reference said two companies of 2d Dragoons and two companies of cavalry plus three companies of 6th Infantry were involved). A Delaware Indian named Fall Leaf, guide for Major Sedgwick, had obtained a goose quill of gold nuggets from some Missouri prospectors near Denver. At Lawrence, Kans., when he showed the nuggets a party of prospectors, led by John Easter, immediately started for the Front Range to dig gold.

1857, Sept. 16

John Butterfield and Associates were awarded a contract to carry mail from Missouri to California. Butterfield Overland Mail Co. was the name given to this enterprise. Butterfield was the head of the American Express Co.

1858, May 1

John M. Hockaday & Co. was awarded a 2 1/2-year contract for weekly service on the central route (Oregon Trail) between Independence and Salt Lake City; they used four-mule wagons and took 22 days for each trip. Mail came to Denver on a branch route from Fort Laramie, Wyo. The stage route followed by Hockaday and Liggett went west to Julesburg and then north up Lodgepole Creek. When the Leavenworth and Pikes Peak Express Co. bought out Hockaday, they ran the stages up the South Platte to Denver. This Denver section then became a branch line when the overland mail contract was transferred from the Butterfield line to the central route.

1859, Feb.

The Leavenworth & Pikes Peak Express Co. was formed by William Russell, John Russell, and John S. Jones. The L.&P.P. started stage service to Denver on April 18, 1859; two new coaches left Fort Leavenworth, went through present Benkelman, up the Republican River, then up Big Sandy Creek and along the Smoky Hill Trail into Denver, arriving May 7, 1859. The last stage to reach Denver along this route came into Denver on June 7, 1859.

1859, Mar. 31 or Apr. 1

Col. Charles Ferguson Smith went up the south side of the Republican River through the southeastern part of the quadrangle. He went westward and crossed Beaver Creek, Bijou Creek, and Kiowa Creek, and struck the South Platte 20 mi north of Denver on April 7, 1859. He returned east on a more southerly route, and possibly got into the quadrangle in the southeast corner along the Republican River.

1859

Supposedly 100,000 gold seekers came to Colorado, most of them on the Oregon and Overland Trails (several hundred had reached Denver by late 1858, but most returned east before the winter of 1859-1860). Persons of many occupations came,

and some stayed and worked at jobs that supported the mining industry.

Late 1850's--before 1859

Jules Beni (or Reni) established a trading post and ranch downstream 1 mi from the mouth of Lodgepole Creek on the south side of the South Platte. It was later called Julesburg (and Overland City by Ben Holladay--but his name was little used) and was the first of four successive towns of the same name at four different places within a few miles of each other. By 1865, Old Julesburg had 12 buildings, including a station, telegraph office, blacksmith shop, warehouse and shed for coaches, and a stable. It was a home-stage station, the end of a Supervisory Division, and the junction of the Oregon and Overland Trails. It also was the southern terminus of the Bozeman Trail. By 1866, there were three ford crossings on the river, and later there was a ferry. Some stations along the Overland Trail in the quadrangle were built of hewn cedar (juniper) logs, or frame costing about \$2,000. About three-fourths were built of adobe and some of sod. The frame home stations were built of lumber hauled from south of Denver (perhaps from the sawmill of D. C. Oakes--who also wrote one of the early guides to the gold region). "The stables were built 50 feet long by 25 feet wide, and they had large granaries built to them, and they were battened up, attached and shingled roof. The houses were shingled roofs, and had upright bolts, and were battened tight; very neat kitchen and dining room; most of them had four rooms besides the dining-room and kitchen" (U.S. Senate, 1879). They were eating stations for passengers. The food served at the home stations commonly included bacon, eggs, hot biscuits, tea, coffee, dried peaches, dried apples, dried apple pie, some beef, bison, and canned fruit and vegetables part of the time. Between Julesburg and Denver the meals cost \$1.00. About every 50-100 mi groceries were sold and a blacksmith was available. Hay and wood were sold at some stations; however, travelers in the know carried their own wood tied under the wagons. Most swing stations where the horses were changed were about 10 mi apart; home stations where the drivers were changed and meals were served were about 50 mi apart. Much of the Overland Trail was across dune sand and was a hard pull for the stage teams. In the worst places, such as between Bijou Creek and Fremont's Orchard, an extra team of mules, called a spike team, was used and even then the teams went no faster than a walk. It took 6 days to travel from Atchison, Kans. to Denver.

1859, May 11

Jones, Russell & Co. bought J. M. Hockaday & Liggett Co's Central Overland contract (after one year of a 2 1/2-year contract)

to transport U.S. Mail from St. Joseph, Mo. to Salt Lake City for \$144,000. Jones Russell & Co. then abandoned their new route along the Smoky Hill and Republican Rivers and moved the L.&P.P. Express Co. line to the Oregon Trail from St. Joseph by way of Fort Kearny and Fort Laramie to Salt Lake City. The first coach left Fort Leavenworth on July 2, 1859. From Old Julesburg a branch line went up the South Platte River to Denver. The coaches ran semi-weekly on a seven day schedule during summer, but weekly in the winter. Each stage could carry eight passengers; cost was \$100 from Leavenworth to Denver, board included. The stage stopped every 10-15 mi to change the four-mule-team or for the passengers to eat. The passengers had to sleep enroute. The express charge for letters was 25 cents in addition to 3 cents U.S. postage, for newspapers 10 cents, and 20-40 cents a pound for express. When the branch line was established along the South Platte, route stations were built at frequent intervals (generally 12-15 mi apart) including stables capable of holding 2 four-mule teams. Ranches and trading posts also were established and housed the stage stock, drivers, and other employees.

1859, Oct. 24

Jefferson Territory was created, a constitution adopted, and officials elected. In November, 1859 St. Vrain County was created; it included all of the Sterling quadrangle plus some area to the west.

1859, Oct. 28

Central Overland California & Pikes Peak Express Co. (C.O.C.&P.P., sometimes called "Clean Out of Cash and Poor Pay" by disgruntled employees), was formed by Russell, Majors, & Waddell from the bankrupt L.&P.P. Express Co. of Jones & Russell. A charter was granted by the Kansas legislature in February 1860. In 1860, the C.O.C.&P.P. ran triweekly coaches east from Denver, carrying passengers, gold, and other express for Hinckley Express Co. of Denver. Passengers were charged \$100 from Denver to St. Joseph.

1860, Jan. 13

Beaver Creek Road and Bridge Co., organized by John Anthony, John Coleman, and John Nye, built a road from the mouth of Beaver Creek to the intersection of the Beaver Creek and Denver Road.

1860, Feb. 27

Denver City & Beaver Creek Wagon Road and Bridge Co. was formed. This company controlled the southern section of the road of the Beaver Creek Road and Bridge Co.

1860

First federal census was taken of Nebraska Territory, which included the area north of the 40th parallel in Colorado. Listed in the Platte River Settlement (which included the Sterling quadrangle) were

- only 173 residents, including less than 10 families having children. There were 7 station keepers, 10 traders, 5 stage drivers, and 2 express riders.
- About 1860
John Simpson Smith, a trader living near the South Platte River, was reported as having built a road from his ranch to the Upper California Crossing (so-named for California-bound gold-seekers in 1849) of the South Platte at Julesburg.
- 1860
A group of French Canadian buffalo hunters was massacred by Indians along a creek in eastern Colorado that was afterward named Frenchman Creek.
- 1860, Apr. 3
Pony Express started and went up the Platte to Upper California Crossing and a relay station at Old Julesburg, then crossed the South Platte and went up Lodgepole Creek. Mail took 8-10 days from St. Joseph to Sacramento. Riders rode 8 mi per hour, day and night, and each rider was expected to ride 30-50 mi (later as much as 100 mi) per trip. The express ended October 24, 1861 when the first telegraph message went from Washington, D.C. to San Francisco, Calif.
- 1860, June
Tim Goodale, mountaineer, went up the South Platte River and passed near Julesburg about June 1, 1860. Apparently Goodale's Crossing at Lodgepole Creek was named for him. (Also called Upper California Crossing, Goodall's Crossing, Morrell's? Crossing). By August, 1866 there were three fords of the river within five mi of Julesburg.
- 1860, Aug. 29
Western Stage Company was awarded a contract by the Post Office Department for weekly mail service to Denver from Omaha, Nebr. and Ft. Kearny, Nebr. along the South Platte route. In mid-September its line was extended to Denver and passenger and mail service were started in competition with the C.O.C.&P.P. By this action, C.O.C.&P.P. lost most of its mail and express business, including that of Hinckley Express. The first Western Stage Company coach left Denver for Omaha on September 20, 1860.
- 1861
John Wesley Iliff established a very large ranch in 1861 that stretched across almost the entire quadrangle north of the South Platte River.
- 1861, Feb. 28
Colorado Territory was created and Col. William Gilpin was appointed the first Governor. In May 1861 a population count was taken, which included persons in the Sterling quadrangle.
- 1861
A local Pony Express was started from Julesburg to Denver by William Byers; it continued through October 1, 1863.
- 1861, Mar. 12
John Butterfield's Overland Mail Co. agreed to move its operation to the central route. On March 16, the Overland Mail Co. entered into contracts with the C.O.C.&P.P. and the Western Stage Co.; this gave the Overland all mail and passenger service west of Fort Kearny, formerly held by Western Stage Co., and made a cooperative agreement with the C.O.C.&P.P. that was greatly to the benefit of the Overland Mail Co. The contract required triweekly mail service to Denver and daily service between St. Joseph on the Missouri River and Placerville, Calif. The change to the central route was made on July 1, 1861. After September 1861, the stage ran from Atchison, Kans. at the western terminus of the railroad and telegraph. The contract also called for a semiweekly Pony Express along the central route until the end of the contract or until the Overland Telegraph was completed. Meals on the Overland Stage line cost from 50 cents to \$2.00, depending on the distance from Atchison.
- 1861, Aug.
Weld County was created. All of the Sterling quadrangle was within the new county.
- 1861, Oct. 24
Overland Telegraph commenced operation. The telegraph lines had reached Julesburg in May, 1861.
- 1862, Mar. 21
Ben Holladay bought the C.O.C.&P.P. at auction for \$100,000. He immediately and successfully cut prices to eliminate competition. In July, 1862 because of Indian raids along the North Platte River, the Postmaster General gave permission to the Overland Stage Line to change the mail route from Lodgepole Creek, the North Platte, and the Sweetwater River to the south side of the South Platte River, westward to Latham, and then north along the Cherokee Trail. Holladay made the branch along the South Platte from Old Julesburg to Latham the main line of the route, which avoided Denver. Root and Connelley (1901) stated the change wasn't made until the fall of 1863. Denver was served triweekly by a branch line up the South Platte. After the change to the Cherokee Trail there were no more Indian attacks during the rest of 1862. By August 14, 1862 Holladay had changed the name of the C.O.C.&P.P. to the Overland Stage Co.
- 1862, Aug. 14
The Fremont Orchard Plank Road and Turnpike Company was to be developed from the mouth of Bijou Creek west via the South Platte River 3 mi to Fremont's Orchard in the Greeley 1^o X 2^o quadrangle.
- 1862, Sept. 3
Ben Holladay wrote that he planned to route the Overland Stage Co. line through Denver, but it was two years before he did. In 1863 Holladay put Denver on the transcontinental line. According to Root and Connelley (1901), the cutoff to

- Denver was built in the early 1860's, probably 1861. On December 2, 1864, by order of Col. J. M. Chivington, the stage line was moved from the South Platte Valley to the Fort Morgan cut-off through Denver. Stage fare from Denver to Fort Morgan, Colo. was \$3.90.
- 1862, Dec. 17
Platte Valley Wagon Road Co. was incorporated.
- 1863, Jan. 5
T. L. Mackay, Edwin Toole, A. G. Clarke, and I. A. Cook petitioned the Weld County Commissioners to let them construct a wagon road to begin about 9 mi west of Julesburg (at Gillette's Ranche), on or near the Territorial Road from Julesburg to Denver, having a 100-foot right-of-way, and ending at or near the mouth of Bijou Creek, to be known as the Platte Valley Wagon Road. The company had been incorporated on December 17, 1862. They would erect one or two toll gates; 75 cents per gate would be collected for each loaded wagon or other wheeled carriage if there were two toll gates or \$1.50 if there was only one gate; 15 cents for each additional span of stock; half price if going east empty; 10 cents for a horseman; 3 cents for each head of loose mules, horses, and cattle, and 1 1/2 cents for each hog or sheep. They agreed to improve the existing road from Fremont's Station to Geary's (Gerry's) store, and in the event that Keith and Hill (Fremont Orchard Plank Road and Turnpike Co.) failed to construct their road from Bijou Creek to Fremont Station within the time limit, the above corporation would take over that section. The road was completed September 1, 1863 from Gillette's to the mouth of Bijou Creek. Toll allowed: 65 cents for each vehicle drawn by one yoke of oxen or one span of horses, each additional yoke or span 10 cents, each head of loose stock 3 cents, each head of sheep or hog 1 cent from Julesburg to Spring Hill. When the road was completed to Bijou the toll could be doubled, and when completed to Fort Lupton 25 cents could be added for each team, but nothing added for loose stock. The charge for each horseman over the whole road was 25 cents. The toll gate was a pole that was raised after the toll was paid.
- 1863, July 28
Weld County Commissioners first established voting precincts, but none was designated in the Sterling 1^o X 2^o quadrangle area until September 13, 1864 when precincts 9 and 10 were located in the area. Precinct 9 election judges were Mark Coad (Wisconsin Ranche), William Kelley (American Ranche), and Holon Godfrey (Fort Wicked); Elisha Perkins (Perkins Ranche) was Justice of the Peace. Precinct 9 started at Fremont's Orchard (west of the area) and ran down the South Platte to Valley Station; the election was to be held at the house of Moore and Kelley (American Ranche). Precinct 10 judges were William H. Marvel, S. B. Gillette (Gillette's Ranche), and William H. Harlow (Harlow's Ranche) who was also named Justice of the Peace. Precinct 10 started at Valley Station and ran down the Platte to the county line; the voting place was not stated. By 1865, residents of this area were assigned three of the eight voting places of Weld County; from Crow Creek to American Ranche, to vote at Junction Ranche; from American Ranche to Spring Hill Station, to vote at Valley Station; and from Spring Hill Station to the county line, to vote at Julesburg. In later years, larger numbers of precincts were used and precinct numbers were frequently changed.
- 1863, Oct. 10
A branch of the Pacific Telegraph opened from Julesburg to Denver. It followed the Overland Trail and the Fort Morgan cutoff. The Pacific Telegraph merged with Western Union in 1865.
- 1864
The tax assessment list of Weld County shows 18 taxed properties in the Sterling quadrangle.
- 1864, Mar. 26
Because of the fear of a Confederate invasion of the Arkansas Valley, Maj. Gen. Samuel R. Curtis ordered the withdrawal of all troops from the South Platte. The stage and freight lines, settlers, and travelers were left unprotected and at the mercy of the enraged Indians. One authority estimated that the lack of protection between April 1864 and 1865 cost the government thirty million dollars.
- 1864, Apr. 12
Lt. Clark Dunn, 1st Colorado Cavalry, and 40 men pursued some Cheyenne Indians into the bluffs north of Fremont's Orchard to recover some mules and fought a short battle. This was the first serious fight with the Indians. A Cheyenne chief said that this was an unwarranted attack that started the war with the Plains Indians.
- 1864, Apr. 26
Platte Valley Wagon road (and toll house) was sold by quit-claim deed for \$500 to McCoy and Clark. The name was changed to the Julesburg and Fort Lupton Wagon Road Co.
- 1864, May 2
Maj. Jacob Downing, Chivington's right-hand-man, and the 1st Colorado Cavalry, guided by an unwilling Cheyenne Indian named Spotted Horse and Samuel Ashcroft, found and attacked a party of Cheyenne Indians in a camp in Cedar Canyon (not Battle Canyon as reported by some authorities, according to Dirk Ross, oral commun. 1986), killed and wounded many, destroyed their village, and captured more than 100 head of stock.
- 1864
Camp Tyler, 3 mi east of the mouth of Bijou Creek, was a sod fort reinforced with logs and was used to guard the stage line and protect ranchmen. The fort was built

- by Lt. Col. W. Willard Smith and a detachment of 150 "Galvanized Rebels" (captured Confederate soldiers who were willing to serve in the western U.S.) under Captain Williams; later the post was garrisoned by the 21st N.Y. Infantry under John H. Manderville. The camp was near an old north-south Indian crossing of the South Platte River. The camp was named for Tyler's Rangers, a volunteer military unit from Central City, Colo. and the camp temporarily was called Post Junction. In 1865 the name Camp Tyler was changed to Fort Wardwell, then on July 14, 1865 to Camp Wardwell. On June 23, 1866, the camp was named Fort Morgan for Col. Christopher A. Morgan, 1st Illinois Cavalry who had died January 20, 1866. The fort had officer's quarters, servant's quarters, lookout towers, flag tower, magazines, close guard houses, long mess rooms, bunk houses, stables, and raised rooms on the southwest and northeast corners of a stockade that had 3-inch Parrott guns. The last company at Fort Morgan was Co. G, 4th U. S. Infantry, in September 1867. On May 18, 1868, Fort Morgan was abandoned, the flag was lowered and Co. G was moved to Fort Laramie, Wyo.
- 1864, July 2
Indians killed two emigrants on the stage road near Beaver Creek. Later in the month they killed two more near Junction Station.
- 1864, July 17
Indians took 17 horses from Bijou Ranche, killed two men and wounded one. On July 16 they also took five horses from Junction Station and 60 from Murray's Ranche and killed two emigrants. Troops surprised and killed five Indians on Beaver Creek near Murray's Ranche and recovered 125 head of stolen stock. On July 18 an Indian raid was made near Valley Ranche.
- 1864, Aug.
Camp (Fort) Rankin, Colo. was ordered to be built to protect travelers along the Overland Trail during times of Indian attacks. Travelers were being harassed because of the withdrawal of troops from the Overland Trail. The camp was built 1 mi west of Old Julesburg by Capt. Nicholas J. O'Brien, and Co. F, 7th Iowa Cavalry. The site was occupied on September 4th and building was started immediately. In August 1865 Camp Rankin had nearly 1,000 men. By 1869, the reservation included an 8-mi square area. It sometimes was called Post Julesburg. On September 27, 1865 the name was changed to Fort Sedgwick for Maj. Gen. John W. Sedgwick who was killed at Spotsylvania Court House, Va., May 9, 1864. All heating and cooking wood had to be hauled many miles. The fort was abandoned May 31, 1871 and the military reservation was opened for settlement in 1889. The fort had stables of adobe, frame, and sod; roofs were of shingles and earth. The new fort used a sod hospital, sod commissary, and store house that were part of the old ranch of Samuel D. Bancroft and S. F. Watts. The fort was surrounded by a sod wall and stockade.
- 1864, Aug.
Brig. Gen. Robert B. Mitchell went up the South Platte and scouted south to the Republican River, but found no hostile Indians. During his command, he had only 1,680 troops to cover 1,100 mi of trail through hostile Indian land.
- 1864, Aug. 15-
Indian raids closed the Overland trail to travel.
- Sept. 24
From August 1864 until at least November 28, 1865 the Indians were particularly hostile. Mail to Denver had to be sent to Panama, across the Isthmus, up the Pacific Coast, and from San Francisco overland by stage to Denver. Food became scarce in Denver and prices soared.
- 1864, Oct. 1
Holladay had signed a new contract effective October 1, 1864 to deliver the mail for 4 years. Immediately after signing, Holladay started his own express business and set extremely high rates for carrying express consigned from other express companies. He also stopped accepting passengers from the Western Stage Co., thus forcing Western to sell out to the Overland Stage. The 1864 mail contract required that Denver be provided mail service; therefore, after some political maneuvering and an ex-post-facto order from Colonel Chivington, dated December 2, 1864, Holladay, in October 1864, agreed to move the line to the Fort Morgan Cutoff, which was finally done about November 1864.
- 1864, Oct. 10
Capt. David C. Nichols, Co. D, 3rd Colorado Cavalry (stationed at Valley Station) with Lieutenant Dickson, Duncan Kerr, a scout from 1st Colorado Cavalry, Grant Ashcroft, Morse H. Coffin, and Mark(?) Coad, a total of 45 men, attacked and destroyed an encampment of 10 Cheyenne Indians led by Big Wolf at Summit Springs.
- 1864, Nov. 1
The Overland Stage route was moved to the cutoff, and thereafter it went by way of Bijou, Living Springs, Kiowa, Box Elder, Coal Creek, and Toll Gate Stations. Four stations, Fourteen Mile, Big Bend, Latham, and Eagles Nest were torn down and moved to the cutoff. In all, 12 new stations were established.
- 1864, Nov. 29
Col. John M. Chivington with approximately 950 (750?) men of the 3rd Colorado Cavalry, 1st Colorado Cavalry, 1st New Mexico Infantry, and a howitzer battery marched south from Bijou Creek to Fort Lyons, Colo. on the Arkansas River. After obtaining a guide, they proceeded northeastward to Sand Creek, where they

- attacked between 500 and 1,000 supposedly peaceful Cheyenne and Arapaho Indians, killed many and destroyed their village in what is called the Sand Creek Massacre. After the attack, the Indians became much more troublesome and travel on the Overland Trail became nearly impossible.
- 1864, Dec.
David Butterfield started a fast freight line between Atchison and Denver along the Overland Trail. Early in 1865 he formed Butterfield's Overland Despatch and started preparing to move to the Smoky Hill route for travel. The first wagon train left Atchison June 24, 1865 for Denver on the Smoky Hill route; the first stage coach arrived in Denver on September 23, 1865, ending the monopoly of the Overland Stage Co. Cutthroat competition between the Overland Despatch and the Overland Stage Company ensued for several months.
- 1864, Late Dec.
Dennison's Rancho, barn, hay, and corral were burned by Indians. Horses were stolen from American Rancho.
- Early 1865
Lt. Col. Preston B. Plumb went through Julesburg with nine companies of the 11th Kansas Cavalry on a campaign against the Indians. He went up Lodge Pole Creek.
- 1865
Frank Williams, a traitorous stage driver, was tracked to Godfrey's stage station and captured by the Montana Vigilantes, who returned him to Denver and hanged him.
- 1865, Jan. 7
At about 7:00 A.M. 1,500 Cheyenne, Sioux, and Arapaho Indians attacked Old Julesburg. They enticed the soldiers under Captain O'Brien out of Camp Rankin and killed 5 civilians and 15 soldiers of the 7th Iowa Cavalry, took over the stage station, destroyed the mail, and took \$30,000 in money. All stations on the main line and every rancho except Moore's Rancho on the road between Julesburg and Valley Station ultimately were burned.
- 1865, Jan. 10
Indians killed four men between Valley Station and Dennison's Station (U.S. Senate, 46th Cong., 2d Sess.). Captain O'Brien and the 7th Iowa Cavalry left the post to go to Camp Cottonwood to join General Mitchell on January 16 for a campaign near the Republican River. They went out after the Indians and returned January 30 after marching 500 mi and finding none.
- 1865, Jan. 14
Beaver Creek Station was burned; Godfrey's Rancho was attacked but withstood the attack; Morris's American Rancho was burned and three men were killed, including William Morris. Mrs. Sarah Jane Morris and two children were captured by the Indians.
- 1865, Jan. 15
Wisconsin Rancho was burned and two wounded men and the Coad brothers escaped to Valley Station.
- 1865, Jan. 16
Gen. Robert B. Mitchell, with about 500 cavalry and several guns, set out from Camp Cottonwood, Nebr. to attack the Indians in their camps on the Republican River. They never found the Indians.
- 1865, Jan. 25
Gillette's (Gittrell's) Rancho was attacked by 500 Indians; 15 ranchmen escaped to Fort Sedgwick at dark; the rancho was burned.
- 1865, Jan. 26
Indians burned government hay near Valley Station; Indians were driven off after attack at Washington Rancho.
- 1865, Jan. 27
Lillian Springs Rancho was burned after 3 white men fought 500 Indians and then escaped.
- 1865, Jan. 28
Antelope Station was burned, including a house of two rooms, a barn, and a corral; Harlow's Rancho was burned, and three men were killed and a woman was captured; Buffalo Springs Rancho was burned; Buler's Ranch below Julesburg burned; Spring Hill Station, a home station, burned including dwelling house of four rooms, barn, and furniture; 500 cattle were stolen and 100 tons of government hay burned at Moore's Ranch. Dennison's Rancho burned. The Indians camped between Moores Creek and Twin Buttes from January 28 to February 2 and raided every day. Several mustered-out Sand Creek veterans were killed.
- 1865, Feb. 2
Old Julesburg frame home station and eating house, warehouse and granary, dwellings, boarding house, express offices, blacksmith and repair shop, large barn, store, telegraph office, stable, corral and supplies were burned by 1,500 to 2,500 Indians; a large quantity of supplies was taken; part of the telegraph line was torn down; and about 1,500 cattle were stolen between Old Julesburg and Washington Rancho. After the raid on Julesburg, the Indians departed northward along Lodgepole Creek, and destroyed the telegraph line as they went.
- 1865, Feb. 6
About 500 head of cattle were taken by the Indians. Indian attacks continued through the next 4 years with serious loss of life and property. The depredations didn't stop until July 1869.
- 1865, July 15
Capt. B. F. Rockafellow and the 6th Michigan Cavalry(?), part of Powder River campaign led by Gen. Patrick E. Connor, passed through Fort Sedgwick on the way up the Oregon Trail. They reached the fort about July 15, 1865. They stayed a few days and on July 17 went up Lodgepole Creek. General Connor had assumed command of the fort in May and other parts of his command also left Fort Sedgwick in the summer of 1865 to join the Powder River campaign.

- 1866, Feb. 7
 Second Julesburg was laid out about a year after Old Julesburg was burned on February 2, 1865. Second Julesburg was established just east of the boundary of Fort Sedgwick (in order that whiskey could be sold to the soldiers) and 2 mi east of Old Julesburg. The town extended 1 mi along the river, was 1/2 mi-wide, and had 150 people and 50 houses at its maximum. In February 1866, Second Julesburg contained "one frame store, one frame house, one log house for a blacksmith shop (last two not completed yet) and 2 houses now lived in by settlers." On July 22, 1866 Taylor (1867) saw a two-story hotel nearly completed, a store, and a billiard room. McClure (1869) described a little town of three buildings, all rude frame shanties in 1867. The town was abandoned later in 1867 when the U.P.R.R. reached newly created Third Julesburg at the end of the track. One authority said that Second Julesburg served as a station for wagon trains even after the U.P.R.R. reached Third Julesburg. Edward L. Berthoud and W. F. Wilder were organizers of Second Julesburg. The optimistic town plat shows 13 streets running east-west and 13 streets running north-south.
- 1866, Feb. 9
 South Platte River Ferry & Bridge Co. was organized by Amos Bissell, George F. Croker, John Hughs, William A. H. Loveland, J. Bright Smith, Richard E. Whitsitt, to build a bridge or ferry across the South Platte River at Julesburg. During the spring runoff, in the early years of the western migration, the South Platte River at the Upper California Crossing occasionally was five ft deep, 1/2-mi wide, contained floating ice, and was very difficult to cross.
- 1866, Mar.
 Ben Holladay was granted a Colorado charter for the Overland Mail and Express Co. In March 1866 he bought the Butterfield Overland Despatch Co. and incorporated it in the Overland Mail and Express Co.
- 1866, July 7
 William H. Jackson, early western photographer and artist for the Hayden Survey, spent from July 23-26 near Second Julesburg and later made a painting showing the Upper California Crossing. He went east through Second Julesburg on July 30, 1867.
- 1866, July 7
 The New York Toll Road Co. was incorporated by Noel Gates, Bernard Mallon, James P. Mallon, and Daniel Mallon to build a toll road from Fremont's Orchard to Denver, along the South Platte River. This completed a good toll road from Denver to the road in the Sterling quadrangle.
- 1866, Aug.
 Union Pacific R.R. reached Fort Kearny.
- 1866, Nov. 1
 Wells Fargo & Co. bought the Holladay Overland Mail & Express Co. for more than \$1,800,000. This gave them a virtual monopoly on stage travel in the west.
- 1867
 Gen. Christopher Columbus Augur, who was placed in charge of all military forces in the Sterling area, traveled along the South Platte River in 1867. He issued an order to "Clear the Republican country of Indians." According to Root and Connelley (1901, p. 500), nearly all the stations between Julesburg and Bijou were destroyed in 1867, as they had been in 1865.
- 1867, June
 Railroad tracks reached the Colorado border on June 19, 1867. Third Julesburg (or Weir) was founded as a Union Pacific end-of-track town and consisted of a few tents at the time the first train arrived on June 25, 1867. The town later had a population of 2-3,000 people, 1,200 (?) structures, and about 100 people in Boot Hill cemetery (which now is covered by wind-blown sand). When the railroad reached Julesburg, the stage continued to serve the area to and beyond Denver. After the railroad reached Cheyenne, Wyo. the stage line along the South Platte River was severely curtailed, but stages still went south from Cheyenne to Denver. By the winter of 1867-1868, freighting by wagons had nearly ended in this area.
- 1867, July 3
 Gen. George Armstrong Custer and his command, on orders from General Sherman, went from Bob Tail Deer Creek (Arikaree River) to the South Platte River at Riverside Station, then back south to Chief Creek along nearly the same route, eastward down the North Fork of the Republican River, and out of the quadrangle on July 10.
- 1867
 Lt. Reuben Winslow Petrikin, Army Engineers, followed the South Platte River on a survey through the quadrangle in 1867.
- 1867
 Major (Joel H.?) Elliott crossed the east end of the quadrangle from Frenchman's Fork (Frenchman Creek) north to Fort Sedgwick, then south to Frenchman Creek and eastward out of the area.
- 1867, Nov. 13
 The U.P.R.R. reached Cheyenne, Wyoming Territory, and most of the people and businesses in Third Julesburg moved to Cheyenne. Stage service to Denver from Third Julesburg decreased on both the Overland Trail and the Fort Morgan Cutoff.
- 1869-1876
 These were the years of the greatest slaughter of the American bison, when millions were killed and the species was nearly exterminated. In the 1860's "buffalo" robes were so abundant that they could be purchased for \$3-6 along the Overland Trail.

1869, May 20

Gen. Eugene A. Carr and eight companies of the 5th U.S. Cavalry under Maj. W. B. Royall and Maj. E. W. Crittenden, and 100 Pawnee scouts, under Capt. Luther H. North, set out from Fort McPherson, Kans. for the Republican River. At Prairie Dog Creek, Nebr. they met Maj. Frank North, Luther's brother, and 50 more Pawnee scouts. Also with the North party were Captain Cushing, Lt. George F. Price, Lt. John P. Walker, and William F. Cody, scout for the 5th Cavalry. On July 11, 1869, they discovered a Cheyenne camp under Chief Tall Bull at Summit Springs. The Army advanced at a slow trot. An Indian herd boy spotted the soldiers and gave an alarm. The soldiers charged and the ensuing struggle lasted no more than 2 hours. Fifty-two Indians were killed, including Chief Tall Bull. One white captive, Mrs. Alderdice was tomahawked by Tall Bull and died; another captive, Mrs. Weichel, was shot but lived. Following the attack, the soldiers went to Third Julesburg by way of Riverside Station, arriving July 21. The remaining Cheyenne Indians crossed the South Platte River on August 7 and went north. This was the last major Indian engagement on the plains of Colorado Territory.

1869, Oct.

Wells Fargo sold its Colorado stage lines to Jack Hughes.

1870

When the first railroad train came to Denver in 1870, the last stage coach came into Denver on the Overland Trail. A train from Cheyenne over the Denver Pacific R.R., now the Union Pacific, reached Denver on June 22, 1870. On August 15, 1870, a Kansas Pacific train reached Denver and supplanted the Smoky Hill Stage Line.

1872

South Platte Ditch dug and recorded; company incorporated May 6, 1881.

1872

Grading for the Colorado Central Railroad started at Third Julesburg and continued up the South Platte valley until the depression of 1873 forced a stoppage. In 1880, work started again and the line was completed to Greeley by 1882. The railroad was leased to the Union Pacific Denver and Gulf Railway from 1890 to 1898 and then to the Union Pacific Railway in 1898. On maps it was called Denver and South Platte, Colorado Central & Julesburg, Union Pacific (Omaha & Denver Short Line), or Julesburg Shortline.

1872, May

The time and places for what was apparently the first cattle roundup in Weld County were picked by the County Commissioners. The roundup was to start on May 10, 1872 at Big Bend Station on the South Platte River west of the Sterling quadrangle. The roundup was to reach the Sterling quadrangle on May 27

at J. W. Perkins' old ranche on the South Platte; May 27, the mouth of Beaver Creek; May 30, B. F. Johnson's 22 Ranch; June 2, James A. Moore's (the former Pony Express rider) Ranch; June 3, J. W. Iliff's camp at the mouth of Pawnee Creek; June 10, Iliff's camp on Wildcat Creek; June 11—Iliff's camp at Fremont's Orchard (west of the quadrangle). The later part of the roundup lay west of this quadrangle and ended on June 22. Later, the Commissioners decided to postpone the roundup until June 3. Apparently county roundups were made every year until fences controlled the movements of the cattle.

1872, May 22

Ground was broken at Third Julesburg for the Julesburg & Golden R.R. to Golden, Colo. A grade was built for a short distance, but rails were not laid.

1873

Town of Buffalo, Colo. was laid out by the Beaver Colony, a development company. The town was later moved eastward to Merino, Colo. The plat was officially recorded in 1874.

1874

Barbed wire was invented by Glidden, and cross-country travel in the Sterling quadrangle gradually became impossible.

1876, Aug. 1

Colorado became a state.

1876

Sidney R. Propst operated a mail and express stage line from Third Julesburg to Greeley, Colo. from October 1876 to January 1877. Later he ran a stage from Sidney to Greeley via Sterling, Sarinda, Buffalo, South Platte, Corona, and Platte Valley. It ran at least through 1878. Another stage line went from Greeley to Lemons, Weldon, Valley, Morgan, Pleasant Plain, and to Buffalo.

1878?

Denver Junction shown on maps at site of later Fourth Julesburg (present day Julesburg).

1882

Burlington & Missouri River R.R. (later C.B.&Q.) was built from McCook, Nebr. through Wray to Brush.

1880's

Several years before 1887, the C.B.&Q. made a survey for a railroad branch line from Akron to Holyoke. The Lincoln Land Co. laid out homesites along the line. A stage line ran along the railroad line and the stage made two round trips a week. In 1903, the C.B.&Q. had a franchise on the land. It was surveyed in 1904 and several miles of track built, but apparently the plan was later abandoned.

1887

Chicago Burlington and Quincy R. R. (C.B.&Q.R.R.) was completed through Stoneham, Colo. Rails were removed in 1976.

1887

Logan County was created from part of Weld

County. Washington County was created from parts of Weld and Arapahoe Counties.
 1887-1910
 Italian Caves dug south of Julesburg by Uberto Gibello, partly for recreation and partly as a tourist attraction.
 1887
 Cattle trails were last frequently used; however, some cattle were herded north on the Goodnight Trail west of the Sterling quadrangle until almost 1900.
 1889
 Morgan County created from Weld County; Sedgwick and Phillips Counties created from Logan County; Yuma County created from Washington and Arapahoe Counties.

PEOPLE AND THE DATES THEY WERE ASSOCIATED WITH STAGE STATIONS AND RANCHES IN THE STERLING 1° X 2° QUADANGLE IN THE EARLY DAYS

[Dates are from authenticated records, but do not necessarily show the entire time of residence at each place.]

Ackley, George W. or B., trader--Nebraska Ranche, 1860-1861; Clearwater, 1862; Old Julesburg, 1863; Gillette's, 1864
 Adams, Gilbert--Ft. Sedgwick, 1866-1867
 Adams, Green--Second Julesburg, 1866; Fail's Ranch
 Addington, W. D.--Spring Hill, 1864; Old Julesburg, 1864
 Allen, Aseph--Third Julesburg, 1867
 Ames, Andrew J.--Second Julesburg, 1866
 Ashcroft, Samuel P., blacksmith--Junction Ranche, 1861-1867
 Baker, Lyman C.--Fort Morgan
 Baker, Lewis--Julesburg
 Bancroft, Samuel D.--Old Julesburg, 1863-1864
 Beck, ? --Valley Station, 1866
 Becker, Frederick W.--Third Julesburg and Ft. Sedgwick after April, 1869
 Beni, Jules--Old Julesburg, pre-1859, L.&P.P. Stage Company division superintendent and trader
 Berthoud, Edward L.--Second Julesburg, 1866
 Black, Leander M.--Junction House, 1865
 Black, S. M.--Junction House (later Fort Morgan), 1865
 Bothwell, Charles E.--Fort Sedgwick and Third Julesburg, 1867 and 1869
 Boughton, Martin V. & Mary--Junction Station and Junction Ranche, 1864-1866; American Ranche, 1866; Fort Morgan, 1866
 Boughton, W. R.--American Ranche, 1866
 Bradley, ? --Owner of Beaver Creek Ranche, 1864
 Brown, M. H.--Old Julesburg, 1864
 Brush Bros. Station--Junction, 1866
 Brush, Jared L.--LB Ranch, west of Dennison's Station
 Buffalo John ? --near Buffalo Springs(?)
 Buler or Bullin(?)--1 mi east of Old Julesburg, 1865
 Buntin, W. H.--Government Corral (location unknown; possibly in the NW1/4NW1/4 sec. 5, T. 10 N., R. 47 W., Sedgwick Co.)
 Butts, Samuel B.--Butts Station, 1860-?
 Campbell, Jas. C.--Third Julesburg, 1870
 Chambers, Jimmy--South Platte, 1872-1884(?); second permanent settler of Logan County
 Chrisman, George W., trader--Old Julesburg, 1860
 Chubbick, Harrison B.--Junction, 1866
 Clark, E. D.--Junction, 1866
 Clendenin, George Jr., postmaster--Fort Sedgwick, 1866
 Coad, John, station keeper--Wisconsin Ranche, 1862-1867
 Coad, Mark--Weld Co. tax list, 1863, American Ranche and Wisconsin Ranche, 1862-1867
 Coburn, Watson S.--Chicago Ranche, September, 1865; Valley Station and Junction, 1866; arrived at South Platte valley on wagon train July, 1865
 Conant, J.--Kiowa Ranche and Box Elder Ranche
 Conklin, Hammond--Weld Co. tax list, 1863; Dennison's Station, 1864
 Conklin, Harriet--Dennison's Station, 1864
 Connely, G. J.--Buffalo Springs, 1864
 Corister, Robert--Gillette's
 Craig, Walter--Junction Station and Junction Ranche, 1864-1865
 Cross, W. G.--Godfrey's (Fort Wicked), 1871
 Danielson, Phillip B.--Wisconsin Ranche, 1865-1866; American Ranche, 1866
 Davis, ? --Twin Mounds Hotel, 1866
 Dennison, L. S., station keeper--Dennison's Station, 1860-1863
 Desny, John--Harlow's Ranche, 1864
 Doughty, John T.--Beaver Creek Station, 1865 and 1866. Brought the mail to South Platte once a week, 1874; had a farm near Fort Wicked until at least 1876
 Douglas, ? --Douglas Ranche
 Edwards, Capt. ? --Valley Station area, 1865
 Emery, Charles--Junction station 2 mi east of Fort Morgan (Propst, 1979), April 1865
 Entricken, Henry--Third Julesburg(?), pre-1870. Formerly a private in Co. M, 2d U.S. Cavalry under Captain Mix, Fort Sedgwick
 Etchison, William P., postmaster--Junction House, later Fort Morgan, 1868
 Falem, Milton--Julesburg, 1864
 Farrell, Dennis--Second Julesburg, 1865
 Flory, Jacob S.--Buffalo, 1874
 Forbes, James, trader--Nebraska Ranche, 1860 and 1861, a Western Stage Co. station
 Ford, John W.--Junction Ranche, 1865
 Fought, Tom--Spring Hill Station(?), 1867
 Freal, Henry, manager--Spring Hill Station (Freal's Ranche), 1867
 Freed, John P.--Second Julesburg, 1866
 French, J. W.--Ft. Sedgwick, 1866
 Frontz, ? --Butte Station
 Gallinger, August--Junction, 1864
 Gillette, L. B.--Weld Co. tax list, 1863; Clearwater, 1864; Gillette's or Gittrell's, 1859-1865; Second Julesburg, 1866
 Godfrey, Holon--Wisconsin Ranche, 1860(?); Ranche near Old Julesburg, 1861-1863; Ft. Wicked, 1863-1867; American Ranche, 1866, as postmaster, 1867
 Goodale, ? --Old Julesburg
 Graham, ? --Dennison's Station, 1861-1863
 Green, John A.--Junction, 1864
 Grill, ? --Junction Station
 Hadfield, William S.--Hadfield's Ranche, 1876; first permanent settler of Logan County

Hafford, George, teamster--Twelvemile Ranche, 1860-1861

Hall, Gus--American Ranche, 1865; Chicago Ranche, 1867

Hamilton, James--Beaver Creek Station, 1864

Hansbrough, Edwin M.--South Platte, 1873

Harlow, William H.--Harlow's Ranche, pre-1862; Valley Station, 1866

Heermans, S.--Third Julesburg, 1867

Henderson, ? --Henderson's Ranch (Poverty Ranch)

Henderson, Lee & Milt, & Mr. Smith--Valley Station, 1872 (after stage Co. abandoned station)

Henderson, James--Beaver Creek, 1864

Hitchman, H.--Old Julesburg, 1864

Hiteman, J. H.--Buffalo Springs, 1864; Old Julesburg, 1864; Twin Mounds, 1866

Holmes, Charles, postmaster--Junction station, 1863 and 1864

Hook, Enos--Third Julesburg, 1867

Hughes, John (Jack)--(of Hughes & Bissell of Denver) Second Julesburg, 1866

Iloff, John W.--Manchester Ranch, 1872

Irwin, Joseph (James) C., butcher--Second Julesburg, 1866

Jackson, J. B.(?)--Junction, 1866; near Beaver Creek Ranche, 1866

Johnson, Bruce--22 Ranch near Hillrose, 1871

Kelley, William A.--American Ranche, 1861-1866; a C.O.C.&P.P. station

King, ? --Junction, 1866

Kinney, Truman--Julesburg, 1877

Lamb, Frederick--Junction Ranche, 1861; a C.O.C.&P.P. station

Landrum, Jerome Bonaparte--South Platte, 1873

Larimer, William J., photographer--Julesburg, 1866-1867

Latham, William H.--Third Julesburg, 1867

Leach, Milliard F.--Third Julesburg, 1874

Lee, William, M.D.--Junction, 1866

Letson, William W., postmaster--Old Julesburg, 1862; Clearwater, 1862

Lewis, Arthur C., trader and postmaster--Lillian Springs Station, 1863 and 1864; named for Lillian Lewis?; a Western Stage Co. station

Lewis, Ed--Spring Hill Station; a C.O.C.&P.P. station; pre-1861

Manchester, John S.--Manchester Ranch, 1872

Marvel, W. H.--Beaver Creek

Matthews, Capt. Fred, stage driver--Riverside

McAuley, ? --Valley Station, 1866

McCalign, M. F.--1876

McCarty, Leander--Beaver Creek Ranche, 1864

McMackin, William & Co.--a Western Stage Co. Station west of Beaver Creek, 1861

Meagher, ? --Third Julesburg, 1869

Meigs & Bro.--Second Julesburg, 1866

Merrill, Jack--near Valley Station

Minter, Major--First Sterling, 1873

Monson, Hugh T.--Beaver Creek, 1864

Moore, Charles--started American Ranche, 1859; Washington Ranche, 1863 and 1864; Valley Station, 1866

Moore, James A., station keeper, trader, postmaster, and famous Pony Express Rider--Beaver Creek Ranche, 1860; American Ranche, 1860 and 1863-1865; Valley Station, 1866; Washington Ranche or Fort Moore, 1864-1866

Morrell, ? --Julesburg

Morris, Col. N.D.--Bijou Ranche, also Eight Mile Creek Toll Gate

Morris, William J. & Sarah Jane--American Ranche, 1863-1865

Muir, ? --Bijou Creek Station?

Murray, John--Douglas Ranche, 1863-1864; Murray's Ranche, 1864-1866; Junction, 1866; Junction Hotel

Murray, Michael--Douglas Ranche, 1864; Junction Ranche, 1866; Junction Hotel

Myer, Henry--Second Julesburg, 1866

Nelson, Rasmus--Buffalo, 1873-1876

Nesbitt, ? --Washington Ranche, 1864

O'Brien, Nicholas J.--Butt's or Butte Station, Third Julesburg, 1867 and 1868

Parke, A. B.--Old Julesburg, 1864

Parker, C. F.--Antelope Station

Parsons, Fred--Beaver Creek, 1871(?)

Partson, ? --Junction, 1866

Peabody, Simeon--Bijou Ranche, 1866

Peck, Jesse--Junction, 1866

Perkins, D. R.,--Perkins Ranche, 1865

Perkins, J. W.--Perkins Ranche, 1865

Perkins, Elisha M.--Perkins Ranche, pre-1863, (also called Junction or Junction post office); Fort Wicked as partner of Holon Godfrey, 1865; stage station on Bijou Creek in partnership with J. S. Dunbar, 1866?-1867?

Perkins, R. C.--First Sterling, 1873

Pingrey, George--Godfrey's Fort Wicked, 1865

Prewitt, A. H.--First Sterling, 1873

Propst, Sidney--Buffalo; Sterling, 1873

Quimby, Edson M.--American Ranche, 1866

Quinn, Richard--Old Julesburg, 1865

Ramsey, J. W.--JB Ranch, 1872

Reynal (Reynolds?), Antoine--Weld Co. tax list, 1863; Junction Ranche, 1864

Rice, Sam--Chicago Station, also Lillian Springs

Riley, ? --Junction, 1866

Romine, James--Buffalo Springs, 1864

Sayer, W. Frank--Beaver Creek Ranche, 1864

Schneider, Henry & James G.--site of the Wisconsin Ranche, 1873; Schneider Ditch was named for these men

Seward, F. L.--Third Julesburg, 1867

Shakespear, A. D., stage agent--Old Julesburg

Shiland, James A., postmaster--American Ranche, 1865 and 1866

Simons, John(?)--Twelvemile Ranche, 1860 and 1861

Simpson, John P.--Junction, 1866

Slade, Joseph A. (Jack), Stage Company division superintendent--Old Julesburg, 1859-1862

Smith, I(?)--Julesburg, 1866

Smith, Perry L.--Ft. Junction, 1866-1867

Smith, R. E.--First Sterling, 1873

Soper, Frank--Sterling, 1874

Spotswood, Bob, Division Superintendent of stage line--Julesburg, 1862

Springer, W.--Third Julesburg, 1873

Springfield, Mrs. ? --Junction Station, 1864

Stephens, J. H., station keeper--Beaver Creek Ranche, 1859-1861; a C.O.C. & P.P. station

Stimpson, George B.--Second Julesburg, 1866

Stratton, ? --Second Julesburg, 1866

Stringham, Mrs. ? --Junction Ranche

Stuckey, R. I.--Buffalo Springs, 1864

Sumner, John C.--Sumner Ranche, 1871 and 1872; Beaver Creek Stage Station, 1871

Teal, George--Spring Hill Station (?), 1867

Thompson, Green M., trader--Old Julesburg, 1860 and 1861

- Thorne, A.--Spring Hill Station; a C.O.C. & P.P. home station
- Tibbets, Thomas--American Ranche, 1864
- Tracy, Hartwell S., postmaster and sutler--American Ranche 1866; Fort Morgan, 1864-1868?
- Troyer, Adam E.--Sarinda, 1875
- Twombly, G. W. K.--Beaver Creek Ranche, 1865-1866
- Veach, Elias, postmaster, & Mary A.--Junction Ranche, 1865
- Walker, Charles--near Old Julesburg, 1864
- Ware, Lt. Eugene F.--Ft. Sedgwick, 1865
- Watts, Samuel F.--Old Julesburg and Second Julesburg, 1863-1866
- Weir, James--Third Julesburg, 1871
- Weldon, ? --Bijou Station, 1864
- Wells, Marcus--Butte Station
- Wells, Samuel--Junction, 1866
- Wilder, W. F.--Second Julesburg, 1866
- Williams, Andrew J.--Beaver Creek Station, 1864-1866 (One of the builders of Platte Valley Wagon Road)
- Williams, Charles S. (or L.), butcher and postmaster--Junction Ranche, 1865 and 1866; Fort Morgan, 1866; Beaver Creek Station, 1866
- Wilson, ? --Bijou Station, 1864
- Wood, V.--at a C.O.C.&P.P. station south of Bijou Ranche
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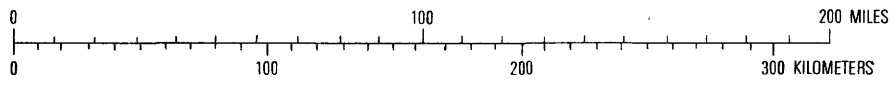
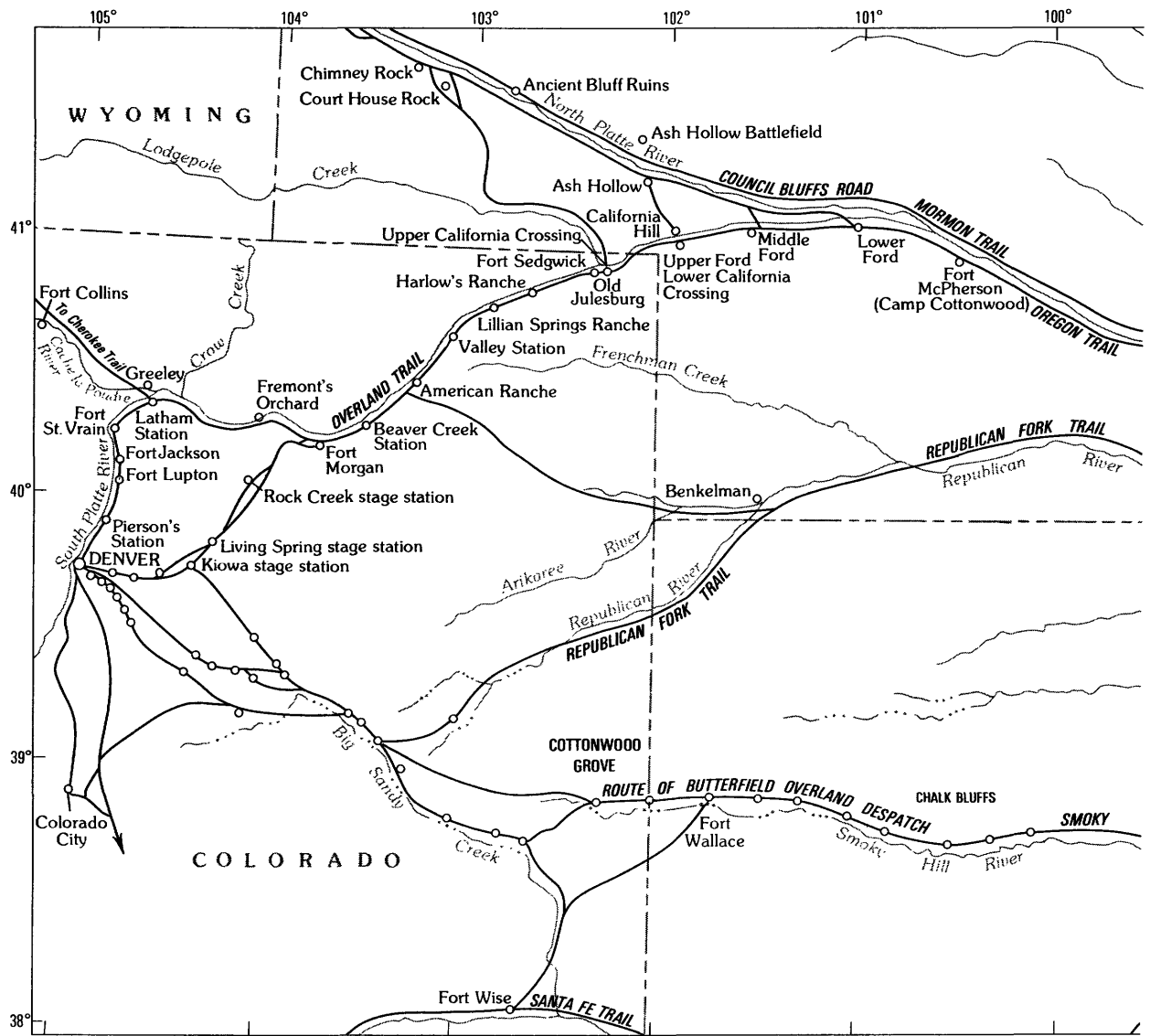
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STAGE STATIONS AND ROAD RANCHES ALONG
THE OVERLAND TRAIL, FROM EAST TO WEST,
IN THE STERLING QUADRANGLE

[List includes probable alternate names, probable dates of founding, approximate distances between the stations, approximate locations, and sources of data. The stations were erected by various companies at different times, consequently each stage company used only part of these stations during its time of operation along the trail.]

- Butt's Stage Station (Butte, Frontz)--1860; 9 mi east of Old Julesburg; center NE1/4 sec. 26, T. 12 N., R. 44 W., Sedgwick County, Venango NW quadrangle. Located by Fred E. Behymer, present landowner.
- Second Julesburg--1865; home station; 3.5 mi east of Old Julesburg; center sec. 7, T. 11 N., R. 44 W., Sedgwick County, Julesburg quadrangle. Located by Dallas Williams.
- Conley and Bullins Rancho (Buler's, Benton's, or Buehler's)--pre-1865; 1 mi east of Old Julesburg; SW1/4SW1/4SW1/4 sec. 11, T. 11 N., R. 45 W., Sedgwick County, Julesburg quadrangle. Located by Dallas Williams.
- Old Julesburg, south of Upper California Crossing--pre-1859; home station; 1 mi east of Fort Sedgwick; SW1/4NW1/4SW1/4 sec. 10, T. 11 N., R. 45 W., Sedgwick County, Julesburg quadrangle. Located by Dallas Williams.
- Fort Sedgwick (Fort Rankin, Camp Rankin)--1864; 8 mi east of Gillette's; SW1/4 sec. 9, T. 11 N., R. 45 W., Sedgwick County, Ovid

- quadrangle. Location from Ovid 7 1/2' topographic map.
- Nebraska Ranche (Ackley & Forbes)--pre-1860; a Western Stage Co. station; 3.5 mi to Gillette's; NW1/4 sec. 14, T. 11 N., R. 46 W., Sedgwick County, Ovid quadrangle. Location uncertain.
- Gillette's (Gittrell's Clearwater, Henderson, Poverty Ranch?)--1859; 4.25 mi west to Antelope Station; SE1/4NW1/4 sec. 20, T. 11 N., R. 46 W., Sedgwick County, Sedgwick quadrangle. Located by Dallas Williams.
- Antelope Station (Twelvemile Ranche, Simons and Hafford)--pre-1860; 2.7 mi to Buffalo Springs Ranche; NW1/4SW1/4 sec. 27, T. 11 N., R. 47 W., Sedgwick County, Sedgwick quadrangle. Located by Dallas Williams.
- Buffalo Springs Ranche (Government Hotel?)--pre-1864; 4.75 mi east of Spring Hill Station; NW1/4NW1/4 sec. 5, T. 10 N. R. 47 W., Sedgwick County, Julesburg Reservoir quadrangle. Location uncertain.
- Harlows Ranche--pre-1862; 2 mi east of Spring Hill Station; about SW1/4 sec. 2, T. 10 N., R. 48 W., Logan County, Tamarack Ranch quadrangle. Location uncertain.
- Spring Hill Station--pre-1860; C.O.C.&P.P. home station; 6.25 mi east of Riverside Ranche on General Lands Office (GLO) plat; NE1/4SE1/4 sec. 9, T. 10 N., R. 48 W., Logan County, Tamarack Ranch quadrangle. Located by Marvin Gardner.
- Riverside Ranche--pre-1867(?), 2.3 mi east of Mound Station; NW1/4NW1/4NW1/4 sec. 22, T. 10 N., R. 49 W., Logan County, Crook quadrangle. Location from GLO surveyor's notes.
- Mound Station--pre-1867(?); 1.7 mi east of Lillian Springs Ranche; SE1/4SE1/4SE1/4 sec. 19, T. 10 N., R. 49 W., Logan County, Crook quadrangle. Location from GLO plat.
- Lillian Springs Ranche (Sand Hill Springs)--1859; Western Stage Co. home station; 5.25 mi east of Chicago Ranche; SW1/4SE1/4 sec. 25, T. 10 N., R. 50 W., Logan County, Proctor quadrangle. Located by William Condon.
- Chicago Ranche--pre-1867; Ben Holladay Express Line; 2.2 mi to Riverside Station; NE1/4NE1/4 sec. 7, T. 9 N., R. 50 W., Logan County, Proctor quadrangle. Location from GLO plat.
- Riverside Station--pre-1864; 4.2 mi to Dennisons Station; SE1/4SE1/4 sec. 11, T. 9 N., R. 51 W., Logan County, Iliff quadrangle. Location uncertain.
- Dennisons Station--1860; home station; 2.5 mi to Washington Ranche; NE1/4 sec. 29, T. 9 N., R. 51 W., Logan County, Galien quadrangle. Location uncertain.
- Washington Ranche (Fort Washington, Fort Moore, Moore's Ranche)--pre-1864; 3.5 mi to Valley Station; probably SW1/4 sec. 31, T. 9 N., R. 51 W. or NE1/4 sec. 6, T. 8 N., R. 51 W., Logan County, Galien quadrangle. Located by Everette Sutton.
- Valley Station--pre-1860; originally L.&P.P. station, later C.O.C.&P.P. home station; 8 mi to Wisconsin Ranche; W1/2NE1/4 sec. 13, T. 8 N., R. 52 W., Logan County, Sterling North quadrangle. Located by the Overland Trail Museum, Sterling.
- Wisconsin Ranche--1862; 10.6 mi east of American Ranche; SW1/4SE1/4NW1/4NW1/4 sec. 20, T. 7 N., R. 52 W., Logan County, Sterling South quadrangle. Location from GLO plat.
- American Ranche (Kelleys Ranche)--1859; C.O.C.&P.P. swing station; post office 1867-1868; 0.7 mi east of South Platte; SW1/4NE1/4 sec. 25, T. 6 N., R. 54 W., Logan County, Merino quadrangle. Location from GLO plat.
- South Platte--mentioned as early as 1865, but post office established 1873; 1 mi to Fort Wicked; NW1/4SW1/4SW1/4 sec. 25, T. 6 N., R. 54 W., Logan County, Merino quadrangle. Location from early Colorado maps.
- Fort Wicked (Godfrey's Ranche)--1860; C.O.C.&P.P. station after American Ranch was burned; 12.25 mi to Beaver Creek, SE1/4NW1/4 sec. 35, T. 6 N., R. 54 W., Logan County, Messex quadrangle. Location from historic trail marker on U.S. Highway 6.
- Beaver Creek Station (Stephens & Moore)--1859; C.O.C.&P.P. Station; 2 mi to Summers Ranche; NW1/4SE1/4NE1/4 sec. 8, T. 4 N., R. 55 W., Morgan County, Brush East quadrangle. Located by Everette Sutton.
- Summers Ranche--pre-1871; 3.25 mi to Murray Ranche; SE corner sec. 12, T. 4 N., R. 56 W., Morgan County, Brush East quadrangle. Location from GLO plat.
- Murray Ranche--1860; Hall (1895) says that it was a stage station; 1/2 mi to Perkins Ranche; SE1/4SW1/4 sec. 22, T. 4 N., R. 56 W., Morgan County, Brush West quadrangle. Location uncertain.
- Perkins Ranche (Junction House)--pre-1863; 3.25 mi to unnamed stage station; SE1/4SE1/4 sec. 21, T. 4 N., R. 56 W., Fort Morgan County, Brush West quadrangle. Location from GLO plat.
- Unnamed Stage Station--pre-1867; 6.2 mi to Junction Ranche; SE1/4SE1/4 sec. 25, T. 4 N., R. 57 W., Morgan County, Brush West quadrangle. Location from surveyor's notes. Could this be Wm. McMackin & Co.(?), a Western Stage Co. station (location unknown)--pre-1861.
- Junction Ranche (Fred Lamb's and Samuel Ashcroft's)--pre-1861; a C.O.C.&P.P. home station; 4.25 mi to Junction Station (Bijou Creek Station); SE1/4 sec. 31 or SW1/4 sec. 32, T. 4 N., R. 57 W., Morgan County, Fort Morgan quadrangle. Samuel Ashcroft had another ranch 3 mi south on Bijou Creek (Neil Propst, written commun. 1985)
- Fort Morgan (Camp Tyler, Post Junction, Fort Wardwell, Camp Wardwell)--1864-1868; 3-4 mi east of Junction Station; NW1/4NE1/4 sec. 6, T. 3 N., R. 57 W., Morgan County, Fort Morgan quadrangle. Location from historic marker in Fort Morgan.
- Junction Station (Bijou Creek Station)--pre-1860; swing station near Muir Springs; SE1/4 or NW1/4SW1/4 sec. 27, T. 4 N., R. 58 W., Morgan County, Fort Morgan quadrangle. Location uncertain.



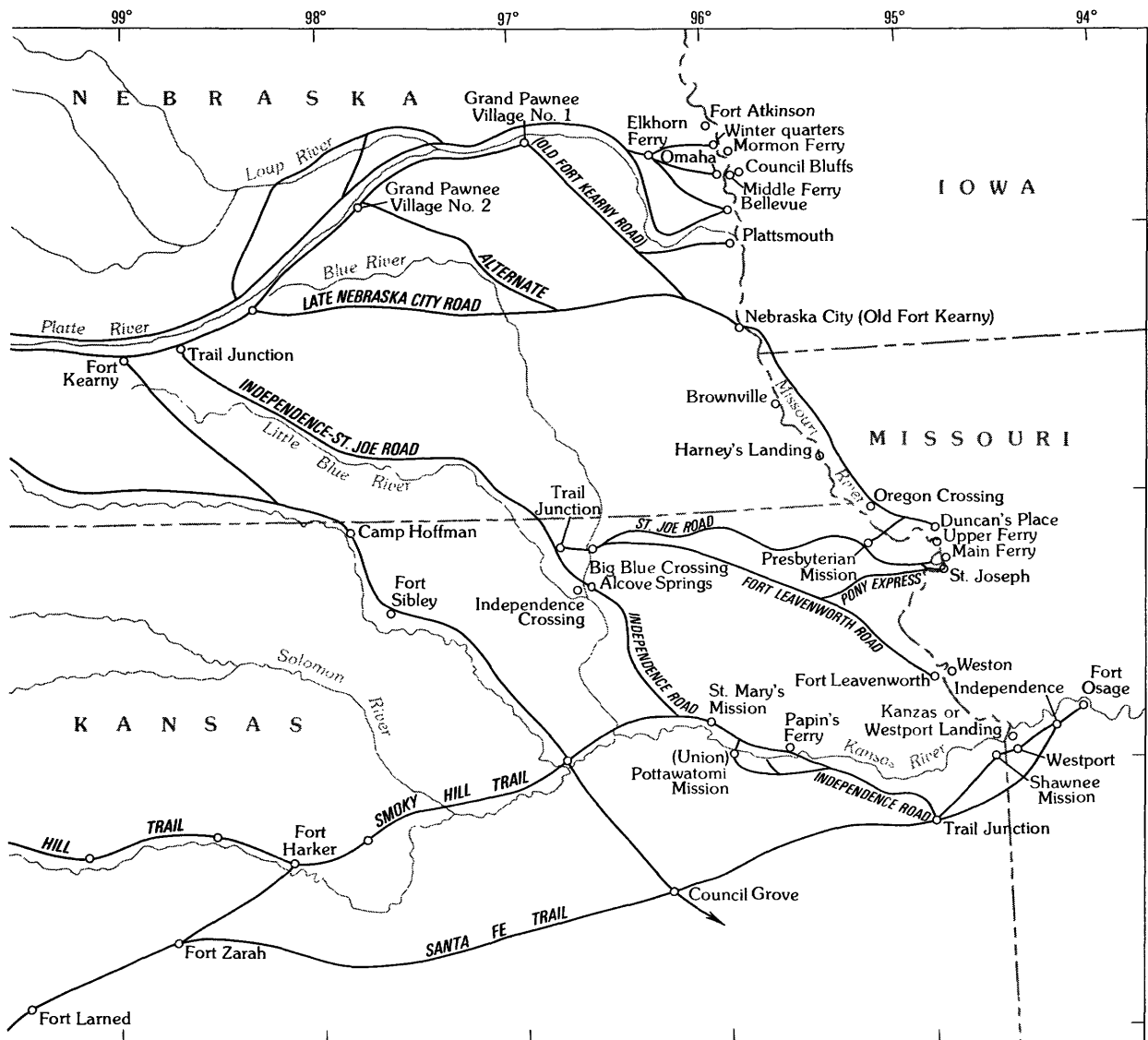


Figure 1.—Map of the Overland, Mormon, Smoky Hill, Santa Fe, and Oregon Trails and their many branches. The Sterling trail map covers only the part of the Overland Trail within the Sterling quadrangle in northeastern Colorado. The route of the Oregon Trail is from Mattes (1969) and its route is described in detail by Franzwa (1972). The route of the Smoky Hill Trail is from Long (1947).

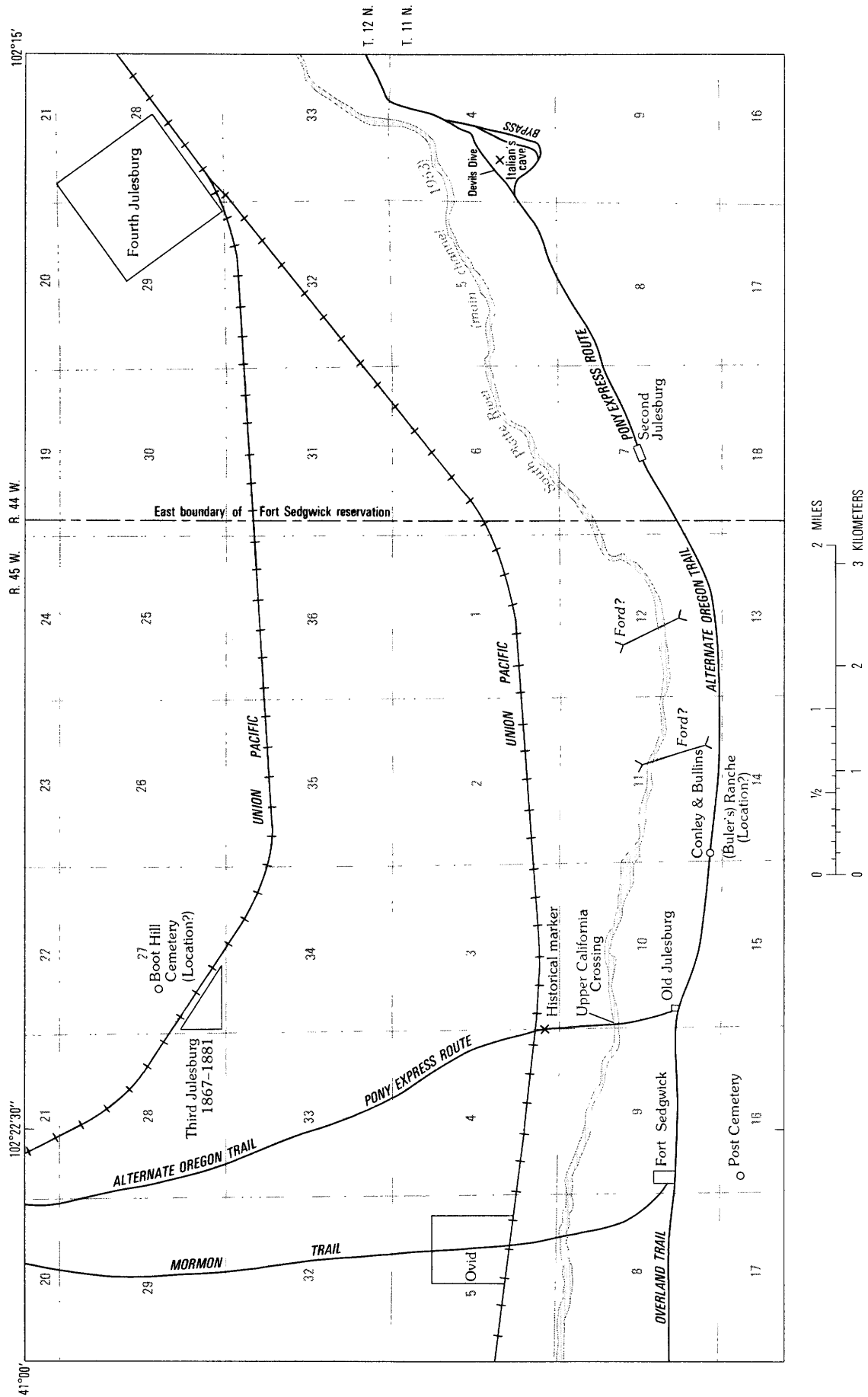


Figure 2.—Map of area near Fort Sedgwick showing the four locations of Julesburg, the Overland Trail, Mormon Trail, Upper California Crossing, Union Pacific R.R., and the route of the Pony Express.

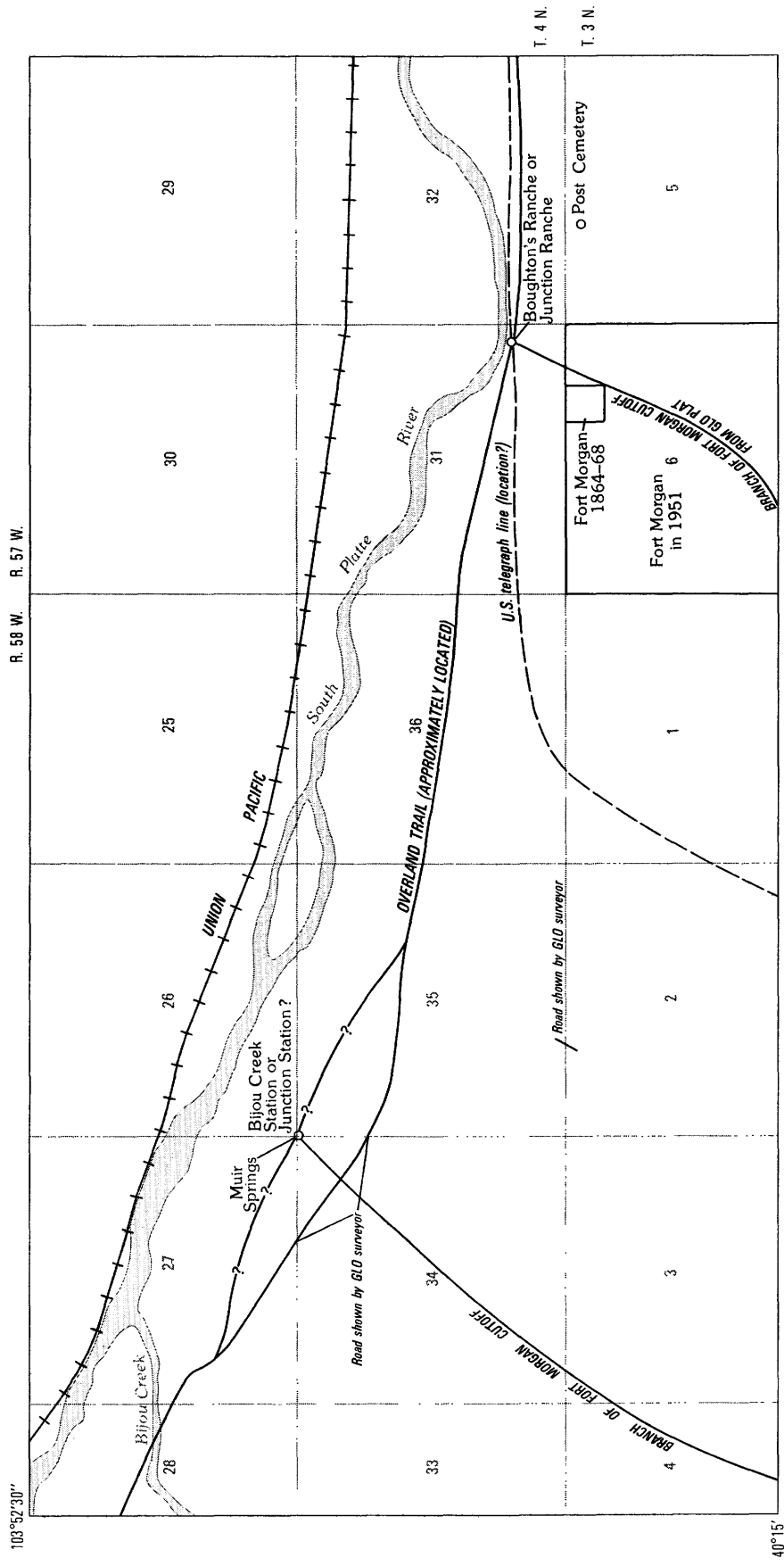


Figure 3.—Map showing some details of the early trails, stations, and ranches near Fort Morgan. Locations of Fort Morgan, its cemetery, and some segments of roads are known. Locations of most parts of the trails, Bijou Creek Station or Junction Station(?), and Boughton's Rancho or Junction Ranche are inferred from contemporary references. Surveyors' notes suggest that part of the Overland Trail northeast of Fort Morgan was eroded by encroachment of the River since the early days. Some General Land Office (GLO) road intersections are not shown.

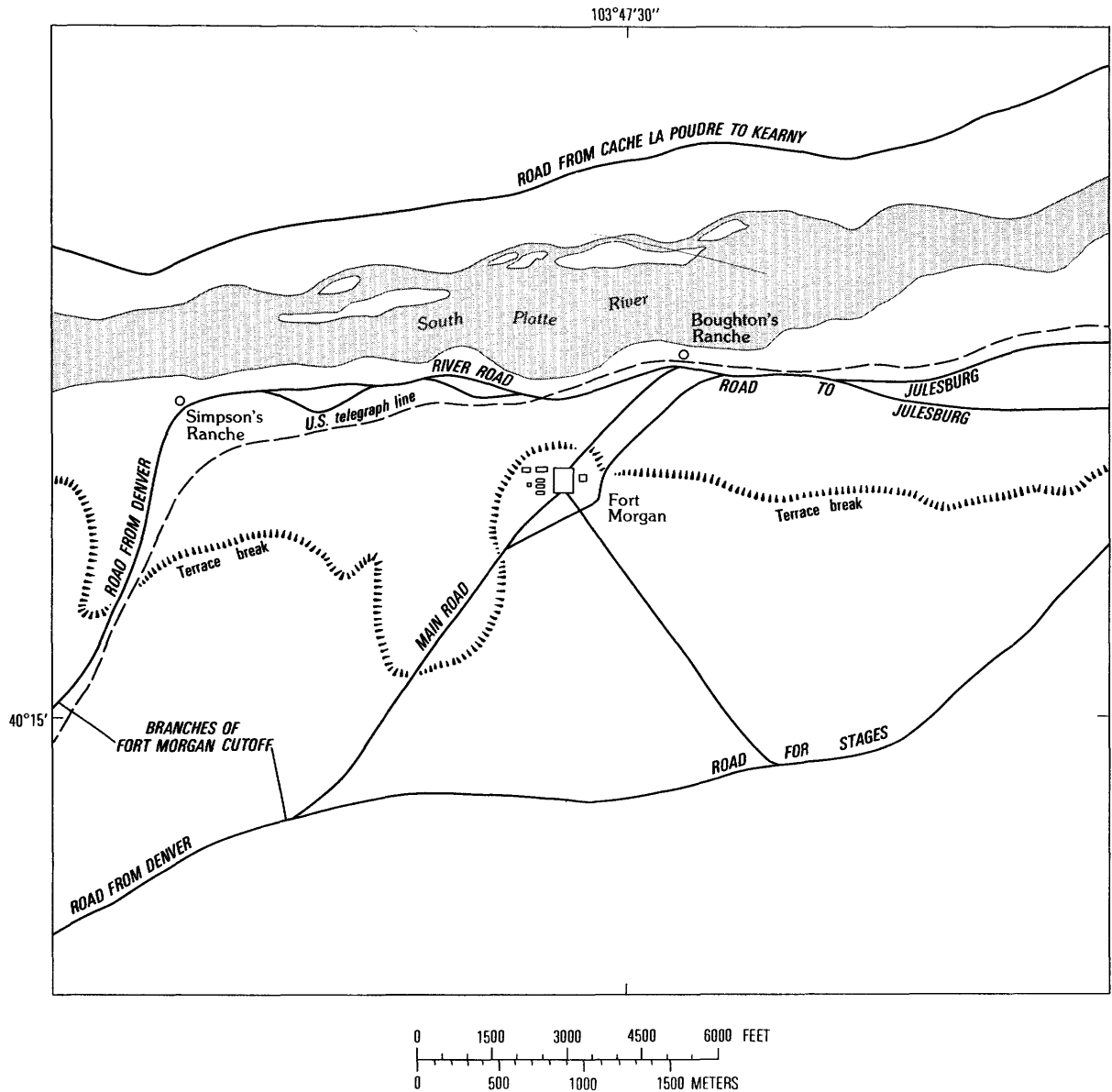


Figure 4.—Map of late 1860's(?) showing Fort Morgan, the first U.S. telegraph line, some branches of the Overland Trail, and the Fort Morgan Cutoff near Fort Morgan. Junction Ranche was at Boughton's (Fred Lamb's) Ranche. Map adapted from an old, undated diagrammatic manuscript map in the Fort Morgan Library and Museum.

