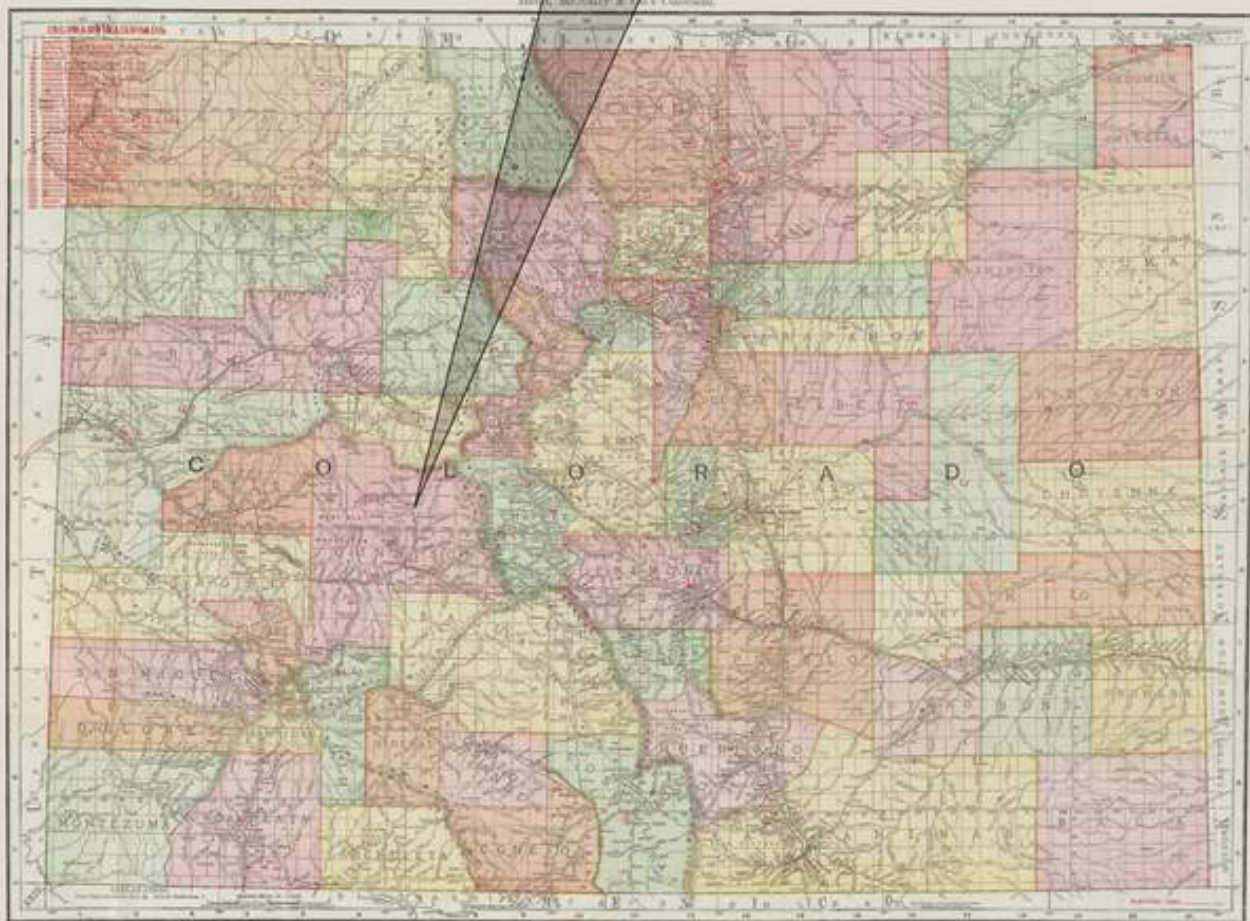


Gunnison County



Map courtesy of <http://www.davidrumsey.com>

Established: March 9, 1877

County Seat: Gunnison



GUNNISON COUNTY

By William H. Bauer

Gunnison County lies west of the Continental Divide and occupies the northeastern corner of Southwestern Colorado. The shape of the county is a very rough square about seventy miles maximum in an east-west direction and seventy-five miles in the north-south direction. The northern and eastern boundaries are quite irregular, following the crests of mountain ridges and a portion of the Continental Divide. On the northwest corner Gunnison County is bounded by Mesa County for a short distance, then Pitkin County becomes the boundary east to the Continental Divide. At that point Chaffee County assumes the role and forms the eastern boundary of Gunnison County. The southern boundary is with Saguache County to the point where after a nineteen-mile turn due south, the boundary county becomes Hinsdale until the western end of the county is reached. The western boundary is with first Ouray County, then Montrose County and finally with Delta County north to the intersection with the Mesa County line.

Gunnison County is largely mountainous in topography. The elevation varies from a maximum of over 14,000 feet on several peaks along the northern boundary to about 7,400 feet where the Gunnison River exits into Montrose County.

Throughout Gunnison County the mountain scenery is spectacular. To the north the Elk Mountains dominate. On the east it is the Sawatch Range and Continental Divide that rise well above timberline. On the south, the Cochetopa Hills and the Uncompahgre Mountains form the northern edge of the San Juan Mountains. The Blue Mesa dominates the western portion of Gunnison County south of the Gunnison River and Black Mesa on the north side of the river. The West Elk Mountains, including the West Elk Wilderness Area occupy a large, virtually uninhabited portion of west central Gunnison County.

Ultimately the Gunnison River drains almost the entire county. From the north, the East River and the Taylor River join at Almont to form the Gunnison River. Tomichi Creek joins the Gunnison at the city of Gunnison. From the south, Cochetopa Creek, Cebolla Creek and the Lake Fork are the principal tributaries. The North Fork of the Gunnison drains the northwest corner of the county and flows southwest to join the main river at Delta. A small portion of the county, north of Schofield Pass is drained by the Crystal River, which flows north into the Colorado River.

Reasonably level terrain is confined to the valleys of the principal streams. Taylor Park is a minor exception, however it is much more uneven than the larger "parks"; North Park, Middle Park and South Park.

There are two other major features of western Gunnison County: one ancient, one modern. The deep, very narrow Black Canyon of the Gunnison River was an impassible obstacle to travel and required long diversions for westbound travelers. This spectacular canyon was first declared a National Monument and has now been upgraded to the status of a National Park. At the east end of the canyon, the construction of a dam that formed the Blue Mesa Reservoir created a large lake and drowned the old Rio Grande railbed and the sites of several communities along the railroad. However, the economic effect of creating a major recreational asset has been significant to Gunnison County.

Early travel into and through Gunnison County was difficult. The high mountains that surround the county diverted travel to other, easier paths. One of the first routes through the county was from the south, over Cochetopa Pass, down to Tomichi Creek and west along the Gunnison River. Even this route required additional effort to bypass the deep Black Canyon of the Gunnison and leave the county over a shoulder of Blue Mesa.

Other routes came through the Cottonwood and Tin Cup Passes into Taylor Park and then north over Taylor Pass to Ashcroft and Aspen. Routes over Monarch and Marshall Passes descended to

Tomichi Creek and then west to Gunnison. The route over McClure Pass did not become important until well into the twentieth century. Schofield Pass provided another, but very difficult route north to the Aspen area.

Settlement of Southwestern Colorado quickly raised interest in developing rail service into the area. The Denver, South Park, and Pacific, and the Denver and Rio Grande both rushed to be the first to reach Gunnison. The South Park chose to build up Chalk Creek and to tunnel under the Continental Divide descending to Pitkin and then on to Gunnison. The Rio Grande chose a longer route, from Salida over Marshall Pass to Sargents and then on to Gunnison.

The construction of the Alpine Tunnel was far more difficult than the South Park anticipated, and although they took the longer route, the Rio Grande won the race to Gunnison. The difficulty and the expense of maintaining the Alpine Tunnel and of keeping the railroad open in winter months eventually led to that portion of the South Park being abandoned and the western portion being turned over to the Rio Grande.

From Gunnison, the Rio Grande built west along the river to Cimarron, then to avoid the impassible Black Canyon, over Cerro Summit to Montrose, Grand Junction and eventually to Salt Lake City.

Branch lines were built from Gunnison north to Baldwin and to Crested Butte. From Crested Butte spurs ran to the coal mines at Floresta and Anthracite. Another short spur ran south from Gunnison to the granite quarry at Aberdeen. A major branch line followed the Lake Fork of the Gunnison River to Lake City in Hinsdale County. Other railroads were planned, even graded, but never built.

By 1954, rail transport in Gunnison County was nearly finished. Today the only active stretch of rail in the county is an extension from Delta County along the North Fork of the Gunnison River to the coal mines at Somerset.

In the twentieth century, the old wagon roads were improved and became the modern highways. The major route is US Highway 50, which enters the county via New Monarch Pass and exits over Blue Mesa. From the south, Colorado Highways 114 (via Cochetopa Pass) and Colorado Highway 149 (from Lake City) provide easy access to Gunnison County.

From the north, there is no simple access. Colorado Highway 133 does come over McClure Pass to intersect Colorado 92 at Hotchkiss. From Hotchkiss you can continue on to US 50 at Delta. It is possible and not difficult to leave Colorado 133 and take the good gravel road over Kebler Pass to Crested Butte. Or, at Hotchkiss to take Colorado 92 along the north rim of the Black Canyon and eventually to US 50 at the west end of Blue Mesa Reservoir.

From Gunnison roads fan out to the north to the Ohio Creek Valley, Crested Butte, and Taylor Park. Another important road is from Parlin north to Pitkin. The county also has a network of good gravel roads that can be driven with a normal passenger car. For the 4-wheel enthusiast, there are many back roads of varying difficulty. Many of these climb to the high mountain passes. The most difficult (recommended only for short wheelbase vehicles and very experienced drivers) is from the north side of Schofield Pass to Crystal and Marble.

The lack of suitable land but more so the often long, hard winters have restricted agriculture in Gunnison County. The bottomlands along the streams provide hay and there is some fruit production along the North Fork of the Gunnison River but otherwise the raising of livestock is the dominant agricultural product.

Mining was important to the early development of Gunnison County. Gold, but more importantly silver, brought hundreds of prospectors to areas in the northern portion of the county around Irwin, Crystal, Gothic, Tin Cup, Pitkin and White Pine. The silver panic of 1893, combined with expensive transportation brought this mining activity largely to an end by the beginning of the twentieth century.

Around 1900, a series of gold discoveries in southern Gunnison County, the Gunnison Gold Belt, brought a brief revival of precious metal mining in the county. The mine at Vulcan was the best of the lot but others at Spencer and Chance produced for a few years. By the end of World War I most of this activity had ceased.

Coal mining enjoyed a longer run. The principal mines in the area around Crested Butte produced from the 1880's until the 1950's. Coal mining still continues in the vicinity of Somerset.

With the end of mining as an economic strength, Gunnison County continued to survive on agriculture. Following World War II, a rapid increase in tourism brought a new wave of growth to Gunnison County. The development of the large winter recreational facility at Mount Crested Butte and its associated resort developments have greatly changed the face of that portion of the county.

Other outdoor activities, particularly hunting and fishing, have long attracted visitors to Gunnison County and have become increasingly important. There are also numerous opportunities for hiking and exploring the back country by foot, bike or 4-wheel drive.

Like many other areas of Colorado, the climate, the scenery and the reasonable access have brought many part and full time residents to the Gunnison Country.

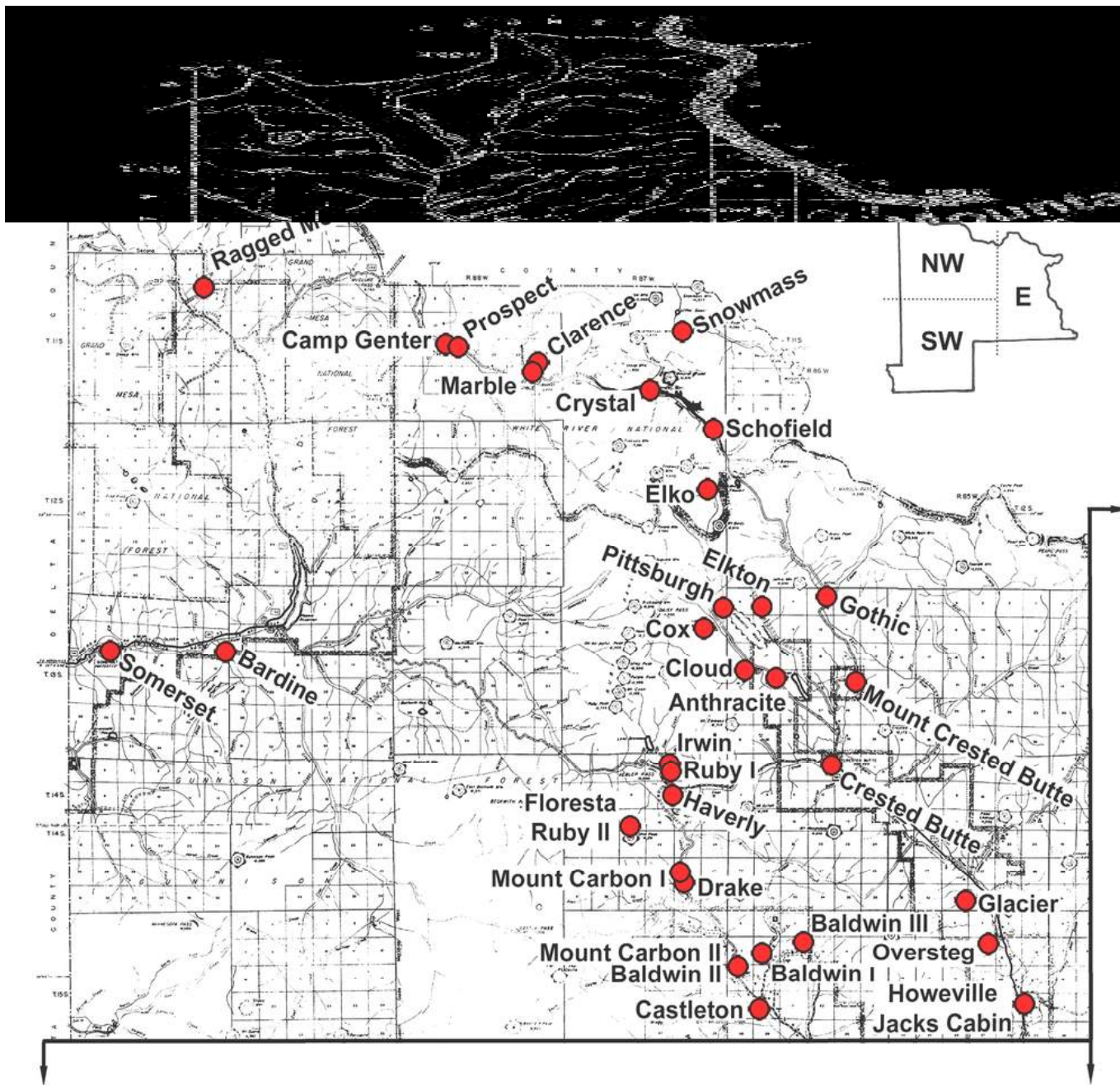
For many visitors to Colorado, Gunnison County continues to be one of their favorite areas and one to which they frequently return.



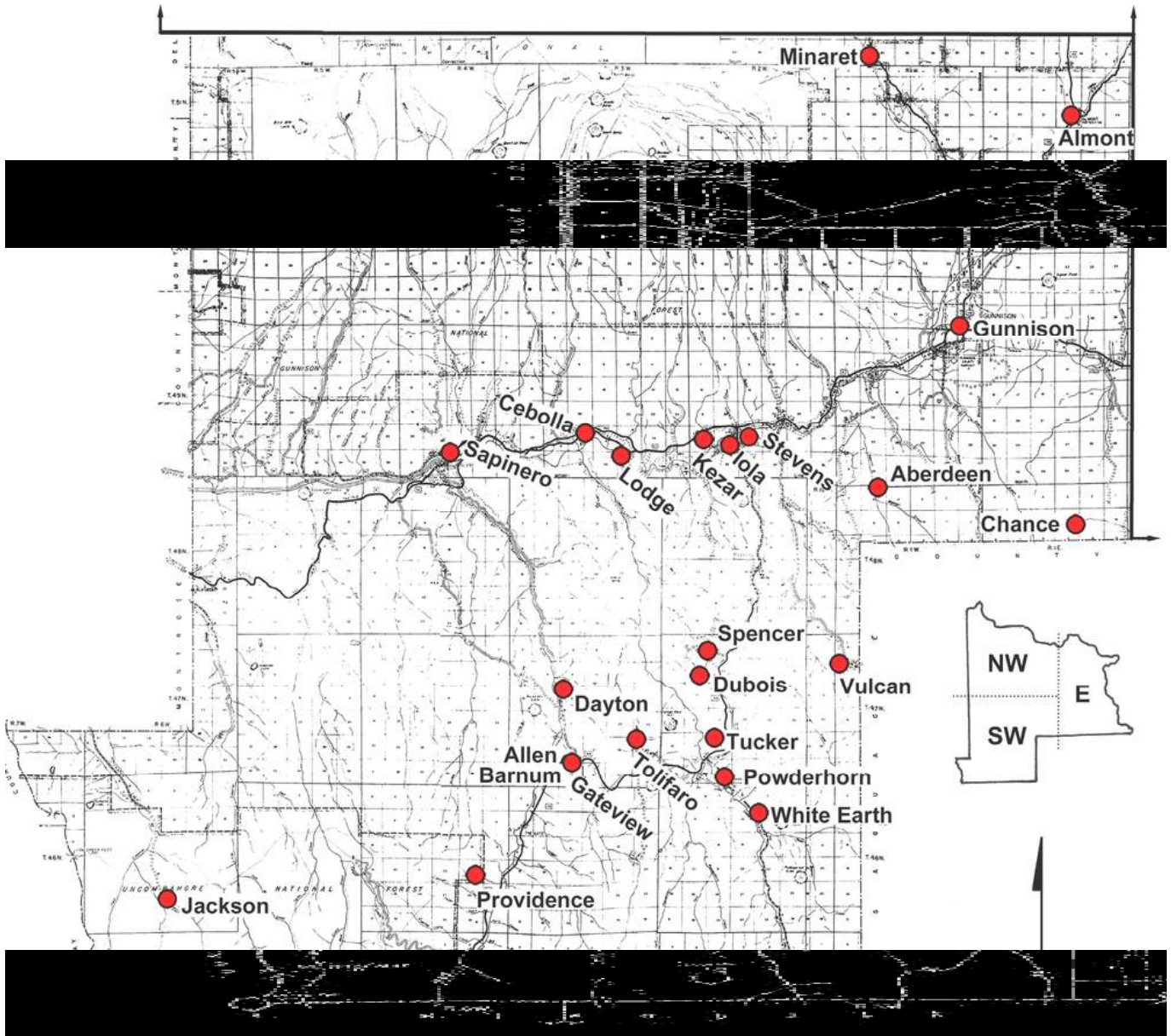
Remains of Vulcan, Colorado

Photograph by William H. Bauer

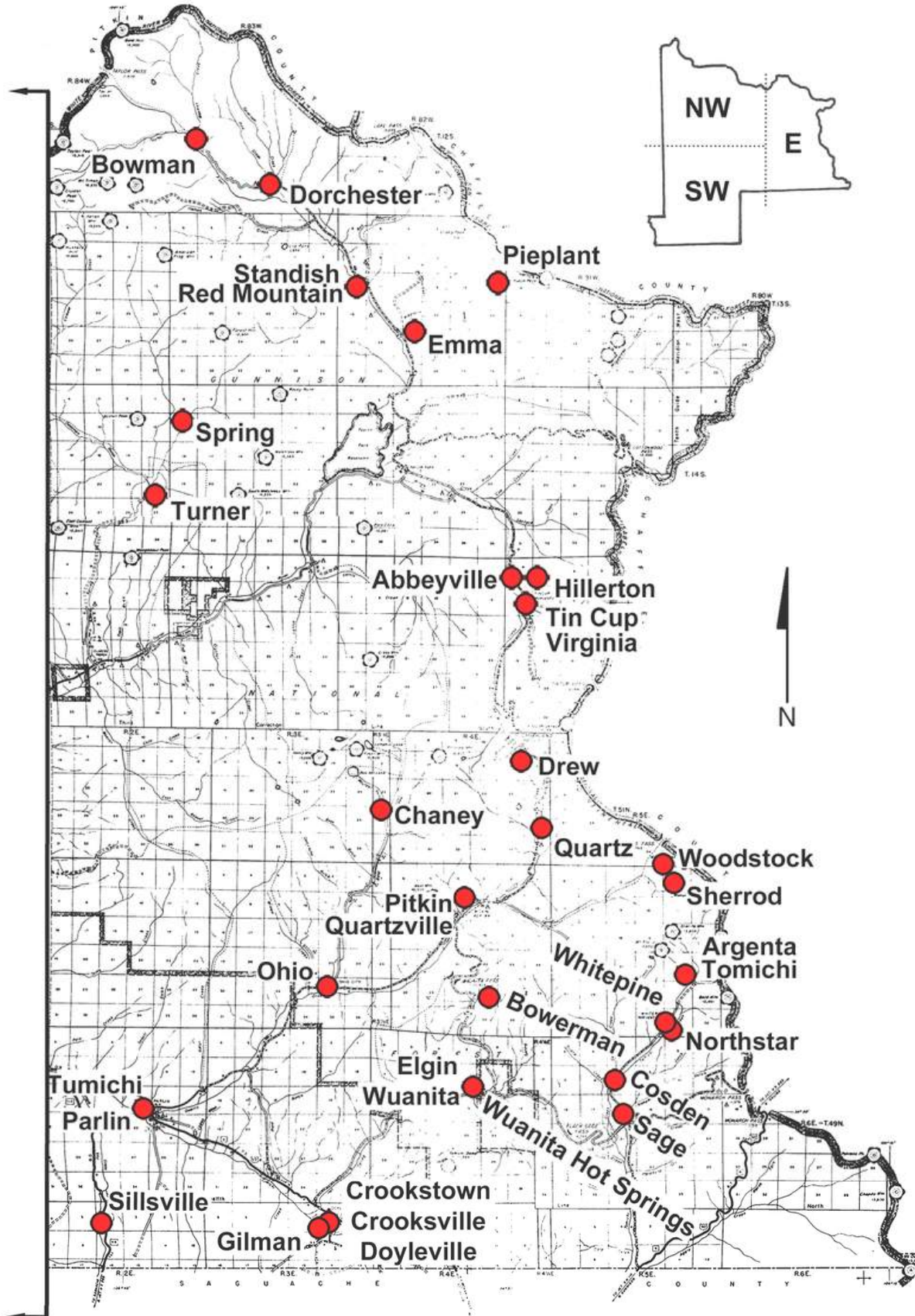
May 20, 2003



Post Office Location Map – Northwestern Gunnison County



Post Office Location Map – Southwestern Gunnison County



Post Office Location Map – Eastern Gunnison County

ABERDEEN – Continued

The quarry produced excellent, gray granite; however, the cost of transporting the stone out from the Gunnison area and over high mountain passes made it marginally economic except for large projects.

Because of the quantities needed for the Capitol and Mint buildings it was feasible for the Denver and Rio Grande Railroad to build a spur line some six miles south from Gunnison. The railroad followed South Beaver Creek to the quarry. The railroad was abandoned in 1904. Portions of the railroad grade are still visible.

The settlement at Aberdeen was small, providing houses and services for the quarry workers. It appears to have been largely on the west side of South Beaver Creek, with the quarry on the east side.

It is claimed that the quarry and the town took their names from Aberdeen, Scotland and the quarries there.

My reading of historical literature led me to believe that the site of Aberdeen was not accessible to visitors. However, in the late afternoon of a day in May 2003, Jim Ozment and I decided to see how close we could get. We drove south from US 50 on a county road, turned off on a minimal, unmarked side road and with some difficulty reached a point on a granite ridge where we could look down into the South Beaver Creek Valley. We could see the old railroad grade, which appeared to end somewhere below the cliff on which we were standing. We headed back towards Gunnison and observed that the gate across the old grade was not padlocked. We returned to a ranch house a short distance south, explained our purpose and asked if we might go in to the quarry. The lady (Polly Bates) to whom we talked advised us that there was a way in to Aberdeen and that it was on public land, so off we went and some three and a quarter miles later we were in Aberdeen on the west side of South Beaver Creek. We found the remains of two buildings, one fairly large, and the other for which only the floor joists remain. The quarry is on the east side of the creek, which having been dammed by beavers we did not attempt to cross. So we did not get to the actual quarry. We could see large piles of scrap granite from the quarry.

To reach the site, go about three miles west from Gunnison and turn south on Gunnison County Road 32. Cross the Gunnison River and keep to the right. At about three miles you cross South Beaver Creek and go through the ranch complex. Two miles further south, the road forks; take the left fork another mile to a high-tension power line. At this point there is a “road” to east that wanders along the power line. It is a mile and a quarter to the creek and the site of Aberdeen. This road appears to be a service road for the power line and was likely constructed by just running a bulldozer cross county. It is rough, rocky, gullied and very steep in places with lots of loose gravel and rock. It requires a four-wheel drive vehicle. The total distance from US 50 is a little less than eight miles.

On our way back, we stopped again at the ranch and were introduced to Mrs. Bates’ husband Jerry. We were given a tour of the ranch house. Although extensively remodeled, the basic building dates back to the original homestead. From the Bates we learned that there was a similar route of access to the quarry on the east side of South Beaver Creek. Perhaps some day we will try that road to Aberdeen. We were also told that the crossing of Beaver Creek was usually stirrup high on a horse, so don’t try that unless you have a vehicle built for deep water.

Chronology of the Post Office

Jan 24 1890	---	NE/4 Sec 5 T48N R1W From the sketch map, it seems to be located on South Beaver Creek, south of the Gunnison River. Is on the Aberdeen Branch of the D&RG
		Proposed postmaster - Albert H. Edwards
Feb 15 1890		Established
Feb 15 1890		Edwards, Albert H.
Jun 16 1891		Discontinued Papers to Gunnison

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM ABERDEEN

ALLEN

B. F. Allen bought the Halfway House, which until then, was known as Barnum. Later the site would change its name again, to Gateview. There was a brief break in postal operation between Barnum and Allen. Allen/Barnum, or the Halfway House was on the stage route from Saguache in the San Luis Valley, over Los Pinos Pass, through White Earth, and from Allen/Barnum south along the Lake Fork of the Gunnison to Lake City. The “Halfway” was a reference to its position between White Earth and Lake City. The eventual construction of the Denver and Rio Grande Railroad to Lake City reduced the importance of Allen as a stage station. The site continued to exist for a few years to serve ranchers in the area and travelers who passed through other than on the railroad.

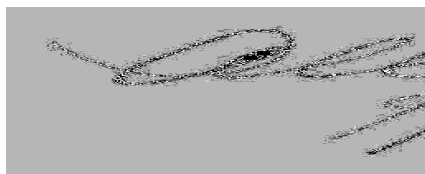
The exact location of Allen is a bit indefinite. The Post Office Department places it a half-mile east of the Lake Fork near Indian Creek. Colorado Highway 149, from Lake City turns east as it approaches Indian Creek. It crosses Indian Creek just before a side road; The Blue Mesa Cutoff departs to the north. At the junction, the remains of a small stone structure can be seen on the nearby hillside. A bit further east, on the south side of Colorado 149 (mile post 93), are a foundation and the remains of two or three structures. It seems possible that this was the site of Allen/Barnum.

Chronology of the Post Office

Aug 1 1881	Established
Aug 1 1881	Allen, Benjamin F.
Jul 19 1882 ---	Ute Reservation 1/2 mile east of the Lake Fork of the Gunnison Near Indian Creek? Postmaster - B. F. Allen
Mar 24 1888	Mendenhall, Miss Alla M.
Oct 7 1889 ---	Unsurveyed lands 3/4 mile east of the Lake Fork of the Gunnison River, on the east bank of Indian Creek
Mar 11 1892	Moved to Gateview Postal guide listing not changed until 1895

Confirmed types of postal markings

0.1	Allen Col	Sep 24 1881
	MS	Mscp Pen cancel
1	ALLEN, / COLO. CI 20P 32.0/30.0	Apr 27 1882 Sep 10 1883 Hstp Fancy, Maltese Cross



ALMONT

Shortly after the establishment of Gunnison and in the early stages of the mining excitement north of Gunnison near Gothic, Samuel C. Fisher took a load of goods north to Gothic. At the Taylor River he found a rickety bridge. Returning from Gothic Fisher brought a load of lumber and decided to homestead at the point where the Taylor and East Rivers join to form the Gunnison River. From the County Commissioners he secured permits for a toll road and toll bridge. His competitor soon left the area and a small community soon developed at Fisher’s Ranch and the toll bridge.

By October 1881, the Denver and Rio Grande Railroad had reached Fisher’s Ranch with construction of the Crested Butte branch. The railroad, in order to receive ore from the Doctor Mine built a station, siding and loading facilities at Fisher’s Ranch. A post office was requested for the community.

ALMONT – Continued

The story is that Samuel Fisher owned a prize stallion named Firmont. The horse was foal of a famous Kentucky stallion, Almont, a direct descendent of Hambeltonian. Fisher chose to remember the sire, Almont, and gave that name to the new post office.

Fisher remained at Almont until 1893 when he sold his property to Vernon Davis of Denver, who turned it into a summer resort and continued to run it as a resort for many years. The next owners were the Knights of Pythias, who in turn sold it to John W. Brittain.

Almont was never a mining town. It did serve as a transshipment point for ore from mines up the Taylor River and Spring Creek. Its principal economic basis has long been as a resort located in heart of the excellent hunting and fishing territory along the upper Gunnison River and its tributaries.

Almont is located on Colorado Highway 135 at the junction with the road to Taylor Park. The post office was first in the lodge of the Almont Resort. Later the store and post office moved across the river to the Taylor Resort. The modern post office is a short distance east of the community on the road to Taylor Park.

Latitude = 38:39:53 North Longitude = 106:50:44 West



ALMONT, COLO. July 16, 1882 With fancy POD monogram killer

Chronology of the Post Office

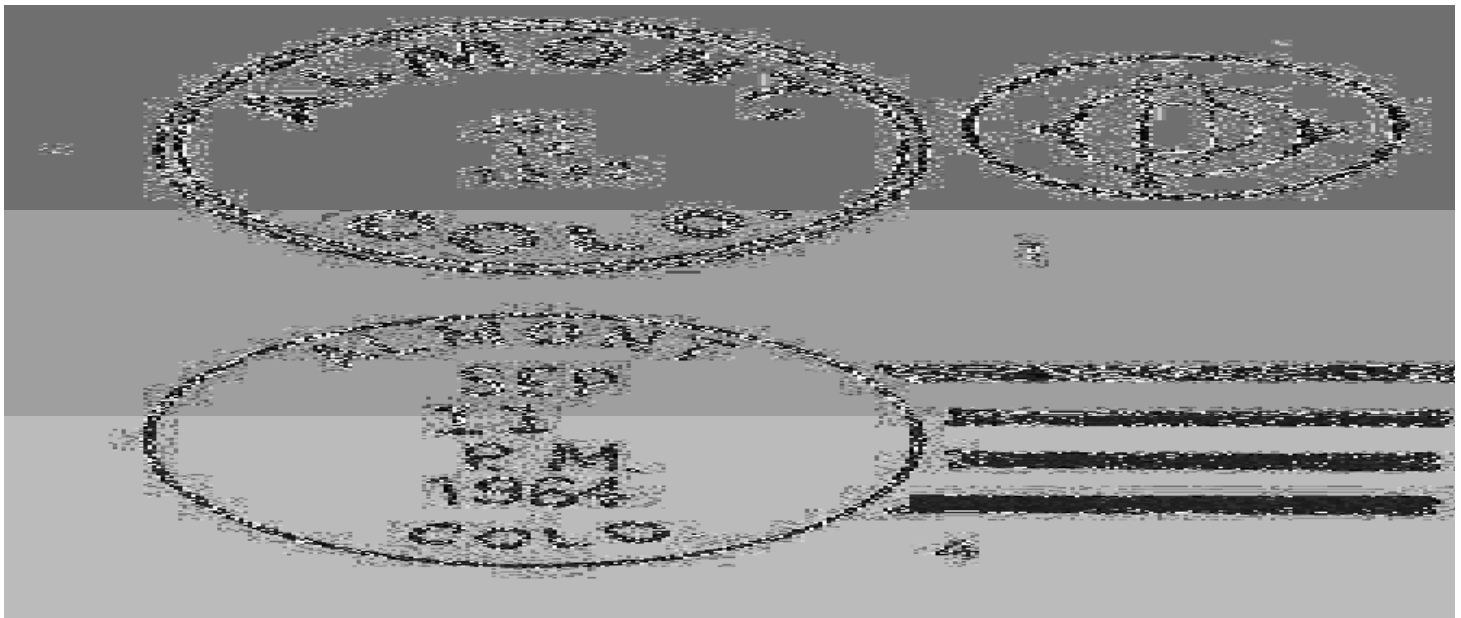
Mar 6 1882	Established
Mar 6 1882	Fisher, Samuel C.
May 3 1893	Discontinued Mail to Gunnison
Apr 21 1904	Re-established
Apr 21 190	Davis, Vernon
Jun 8 1908	Kemper, Morris D.
Oct 10 1908	Ordered closed
Oct 31 1908	Discontinued Mail to Gunnison
Apr 28 1910	Re-established
Apr 28 1910	McKee, Arthur D.
Apr 27 1911	McClanahan, Theodore
Jan 31 1913	Discontinued

ALMONT – Continued

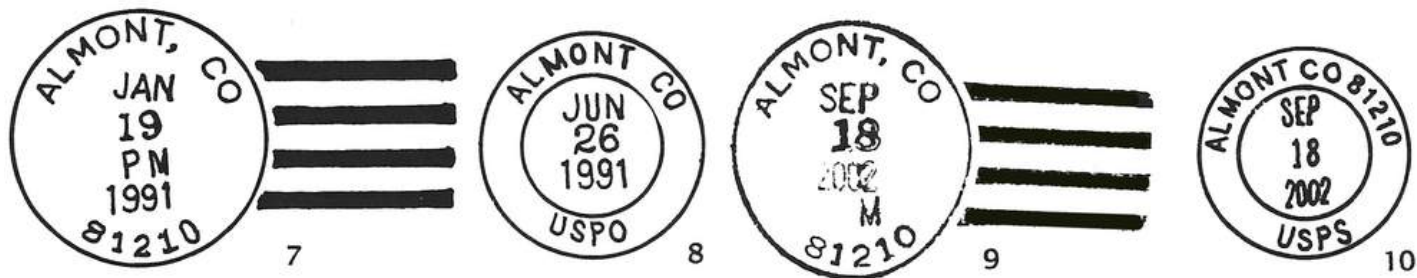
Jul 21 1913	Re-established	
Jul 21 1913	Graham, Fred	
Jun 23 1916	Brittain, John W.	
Jan 11 1924	Salisbury, Frank H.	Acting
Aug 30 1923	Salisbury, Frank H.	
Jan 10 1924	--- SE/4 Sec 22 T51N R1E	200 feet east of the Taylor River 600 feet east of the D&RG tracks
Jan 11 1924	Salisbury, Frank H.	Confirmed
Dec 4 1926	Salisbury, Mrs. Anna	Assumed charge
Dec 15 1926	Salisbury, Mrs. Anna	Acting
Jul 23 1926	Salisbury, Mrs. Anna	Confirmed
Sep 16 1926	Salisbury, Mrs. Anna	Commissioned

Confirmed types of postal markings

1	ALMONT, / COLO. CI 20P 33.0/31.0	Hstp Fancy, POD monogram	Jul 16 1882
2	ALMONT, / COLO. CI 10P 32.0	4bars S-23x14mm	Aug 13 1910 Jun 18 1943
3	ALMONT / COLO. CI 10P 31.0	4bars S-22x18mm	Sep 3 1947 Aug 22 1949
4	ALMONT / COLO. CI 10P 33.0	4bars S-25x20mm	Aug 20 1956 Sep 11 1964
5	ALMONT, CO / 81210 CI 10P 31.0	4bars S-24x18mm	May 27 1966 May 27 1975
6	ALMONT, CO / 81210 CI 10P 32.0	4bars S-??x19mm	Jun 13 1975 Nov 1 1977
7	ALMONT, CO / 81210 CI 10P 33.5	4bars S-25x19mm	Apr 15 1988 Jun 26 1991
8	ALMONT CO / USPO CI 11P 29.0/19.0	Hstp No killer	Jun 26 1991
9	ALMONT, CO / 81210 CI 10P 33.0	4bars S-25x19mm	Sep 18 2002
10	ALMONT CO 81210/ USPS CI 11P 27.0/17.5	Hstp No killer	Sep 18 2002



ALMONT – Continued



ANTHRACITE

One of the largest coal mines in the Crested Butte region was located opposite Oh-Be-Joyful Creek, on Smith Hill, some 1,600 feet above the Slate River. Howard Smith with George Holt and William Bell acquired the property after investigations had discovered a large deposit of high quality anthracite coal.

With the difficulty of access, a small community developed around the mine and both the community and mine took Smith's name. However, when a post office was secured, it adopted the name Anthracite.

There is no doubt that the community of Anthracite was located at the mine, near the crest of Smith Hill. However, the post office of Anthracite was not there. It was located in the valley a tenth of a mile east of the Slate River and 100 feet east of the tracks of the Denver and Rio Grande Railroad. That is the location given in the initial Geographic Site Location Report to the Post Office Department.

It is possible that later in its existence the post office did move up the hill to the mine and town.

The Denver and Rio Grande Railroad built a spur from Crested Butte to large level area below the mine. Coal was brought down from Smith Hill by an aerial tramway for loading to railcars. It seems likely that mail for the miners went up the hill by the same tramway.

To reach the site of Anthracite, drive east from Crested Butte towards Mount Crested Butte. A short distance from Crested Butte, turn north on Gunnison County Road 732. From the junction it is three and a half miles to the location of the coal loading facilities and the Anthracite Post Office. Although most of the debris from the coal mining activity has been removed, there is ample visible evidence of what once was there. By looking east, the mine site can be seen near the crest of the ridge that is Smith Hill. Supposedly there is a road that accesses the mine site. I have not attempted to find or drive it and what little information I have says that it is a poor and difficult road at best.

Chronology of the Post Office

Oct 1 1884	---	NE/4 Sec 20 T13S R86W One tenth mile east of the Slate River, one tenth mile east of Oh-Be-Joyful Creek East side of D&RG 100 feet from track	
		Proposed postmaster - Henry Otis	
Nov 14 1884		Established	
Nov 14 1884		Otis, Henry A.	
Apr 12 1886		Lawton, Charles F.	
May 14 1887		Carter, Harry	
Oct 9 1888		Haas, Edwin	
Apr 23 1890		Wheeler, Nathaniel C.	
Dec 7 1893		Olney, Jerry S.	
Nov 2 1895		Rickelmann, Frank H.	Declined
Jan 27 1896		Brickland, Charles S.	
Sep 29 1896	---	NE/4 Sec 20 T13S R86W 1/2 mile north of the Denver & Rio Grande RR	
Dec 30 1896		Discontinued Mail to Crested Butte	

ANTHRACITE – Continued

Confirmed types of postal markings

**1 ANTHRACITE / COLO.
CI 10P 27.0**

Sep 20 1887 Mar 6 1898

Hstp Target, 4-ring 18mm



ARGENTA

The initial settlement at Argenta was in May of 1880 and by July a post office was in operation. However, in less than two months the name was changed to Tomichi.

Argenta was an obvious reference to the silver that had been discovered along the upper reaches of Tomichi Creek. Please refer to the discussion of Tomichi for the extended history of this mining community and directions to the site.

Chronology of the Post Office

Jul 2 1880	Established
Jul 2 1880	Eastman, Phillip H.
Aug 8 1880	--- On the west side of Tomichi Creek Chaffee, seven miles easterly The Site Location Report is filed under Chaffee County
Aug 23 1880	Name changed to Tomichi

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM ARGENTA

BALDWIN (I)

Baldwin was a coal mining complex northwest of Gunnison in the angle formed by Ohio Creek and Carbon Creek. Over the course of its existence, the post office moved several times. The moves were in response to the major mining activity shifting to a new location that would provide more efficient access to the coal seams that were being exploited.

This complex is reached from Gunnison by driving north on Colorado Highway 135 and turning west on Ohio Creek Road. Follow Ohio Creek Road west about twelve miles and across Carbon Creek to a road junction. The road to the north parallels Carbon Creek, on the east side of a modest hill. Approximately two miles from the junction is a valley in which you can see remnants of the mining activity. This was the initial site of Baldwin (1883). This site was closed in 1902 and the post office moved to Mt. Carbon (the second location of Mt. Carbon).

In 1909, the Mt. Carbon Post Office was renamed Baldwin and in 1915 it was moved a short distance east, from the west side of Ohio Creek Road to the east side of the road. This location is easy to find. As you continue northwest on Ohio Creek Road and around the hill, you will pass a large mine dump on the northeast side of the road and will see several abandoned cabins in the shallow valley beyond the mine dump. These buildings are on private property but are easily visible from the Ohio Creek Road.

In 1948 Baldwin moved once again, this time about two miles to the northeast and was once again on Carbon Creek. This final site can be reached by continuing north on the road that passes the original Baldwin site, bearing right through a ranch complex, down a short grade and crossing Carbon Creek into

BALDWIN (I) – Continued

a reasonably large level area. The mine was up the side valley that you face as you cross the creek but there is evidence of coal mining activity throughout the level area. The mine and community at this location were named Kubler but the post office continued to be called Baldwin.

The initial mine was the South Park Mine, operated by the Denver, South Park, and Pacific Railroad. The second location was at the Alpine Mine and the Rocky Mountain Fuel Company operated the third, at the Kubler Mine. All three locations were served by the railroad, at first the Denver South Park and Pacific, next called the Denver, Leadville, and Gunnison, then the Colorado and Southern, and finally the Denver and Rio Grande. The Union Pacific also had a hand in the operations to Baldwin.

The chronology and postal markings of the three incarnations of Baldwin are here presented as separate listings. However, the history of the Baldwin complex is best told as the single story as told above.



Overview of the remaining cabins at the second location of Baldwin. The mine dump is off the photo to the right and the location of Mount Carbon (II) was also to the right of this scene.

Photograph by James L. Ozment

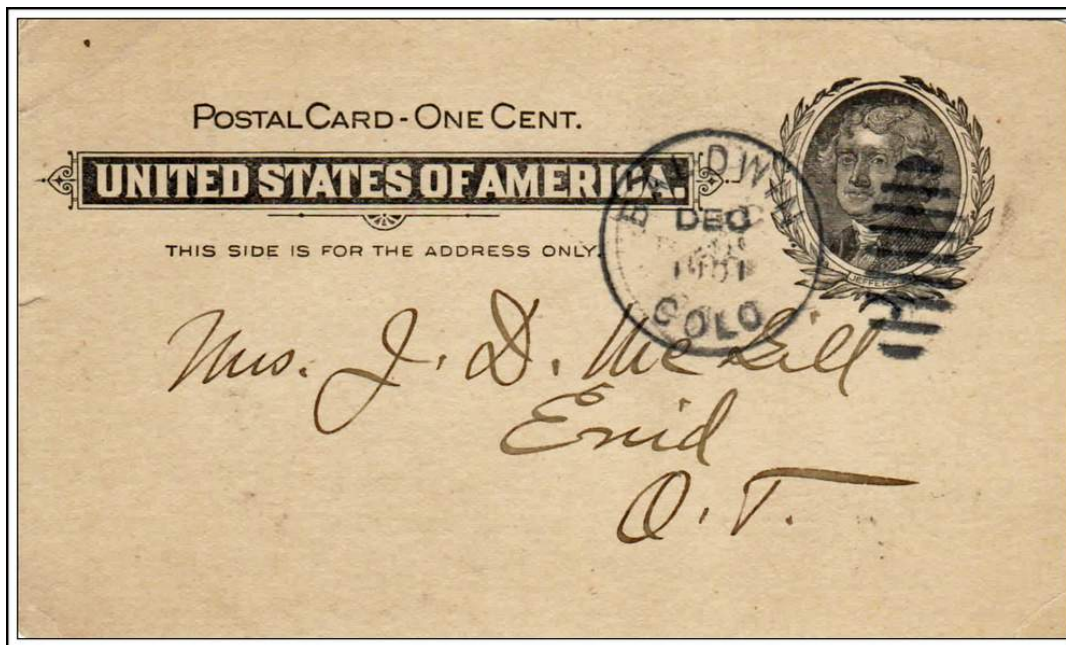
September 2002

Chronology of the Post Office

Aug 22 1883	---	NW/4 Sec 8 T15S R86W 1/4 mile west of Mt. Carbon Creek Proposed postmaster - Evridge Passmore Seeley
Sep 17 1883		Established
Sep 17 1883		Seeley, Evridge P.
Nov 30 1885		Plumminskey, Joseph
Jun 2 1888		McCracken, Benjamin F.
Dec 15 1890		Dove, Able

BALDWIN (I) – Continued

Jun 12 1895	Order of appointment rescinded
Jan 15 1896	Quinn, Michael
Dec 14 1901	Morton, James L.
Mar 13 1902	Ordered closed
Mar 31 1902	Discontinued Papers to Mount Carbon

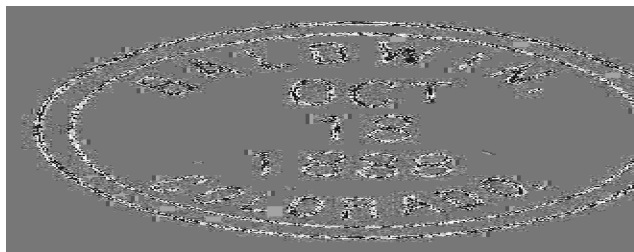


BALDWIN, COLORADO

December --, 1901

Confirmed types of postal markings

- | | | |
|---|--|---|
| 1 | BALDWIN, / COLORADO.
CI 20P 28.0/25.0 | Aug 21 1888 May 25 1892
Hstp Target, 4-ring 17mm |
| 2 | BALDWIN / COLO.
CI 10P 28.0 | Nov 6 1898
Hstp Not present |



BALDWIN (II)

In the seven years, 1902-1909, the Mount Carbon Post Office was the one that served the miners in the area of Baldwin. The history of Baldwin is given above under Baldwin (I) but refer also to Mount Carbon (II) for some additional information.

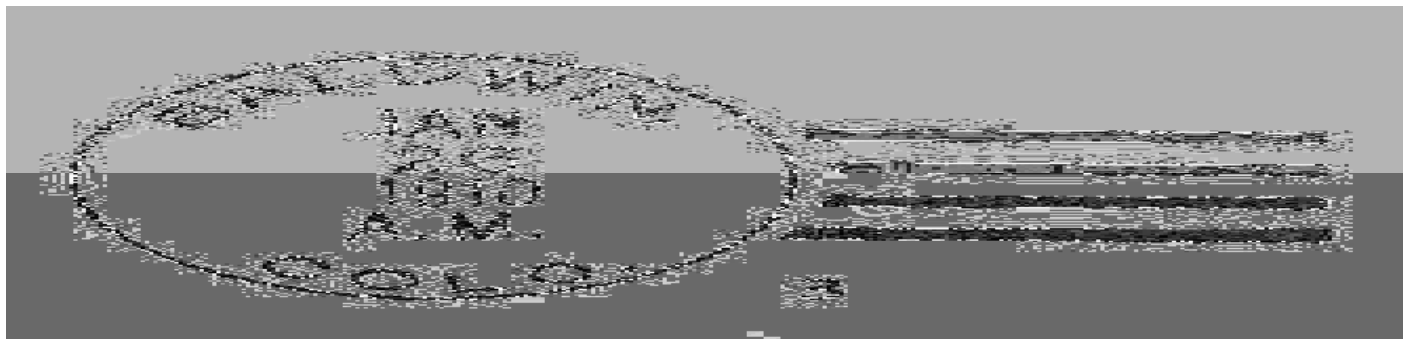
Latitude = 38:45:50 North Longitude = 107:02:50 West

BALDWIN (II) – Continued
Chronology of the Post Office

Jun 26 1909	Site moved from Mount Carbon and name changed	
Jun 26 1909	Shackleford, John J.	
Feb 2 1915	--- SE/4 SW/4 Sec 7 T15S R86W 1/4 mile east of Ohio Creek 300 feet east of the D&RG R A move 2 miles southwest of the previous location (Shown on sketch map as being in the NW/4 NE/4 Sec 5)	
Jun 9 1917	Sanders, James H.	
Jan 14 1925	Ball, Harry	
Feb 28 1925	Pagnette, Samuel	Acting
Apr 2 1925	Pagnette, Samuel	
Jul 9 1930	Hardin, Mrs. Ottie Leon	Confirmed
Jul 26 1930	Hardin, Mrs. Ottie Leon	Commissioned
Aug 11 1930	Hardin, Mrs. Ottie Leon	Assumed charge
Jul 9 1930	Hardin, Mrs. Ottie Leon	
May 22 1937	--- SE/4 SW/4 Sec 7 T15S R86W 750 feet east of Ohio Creek A move 580 feet southwest of the previous location NOTE: "Was moved on April 7, 1937. Post Office quarters destroyed by fire on April 7, 1937 and this is nearest available quarters."	
Oct 29 1941	--- Location unreliable Note: In a separate paper, dated 1937, P. M. Hardin states her location as SE/4 SW/4 Sec 7 T15S R86W Ohio Creek 1/8 mile west of post office	
Jul 21 1943	Hardin, Loerandsy	Assumed charge
Aug 3 1943	Hardin, Loerandsy	Acting
Oct 28 1946	--- NE/4 Sec 7 T15S R86W (or Sec 5 ??) A move 1185 feet northeast of a previous location Ohio Creek west 1/4 mile, Carbon Creek east 2 miles from post office site	
Sep 29 1946	Oprandi, Vince	Assumed charge
Jul 23 1947	Free, Mrs. Julia G.	Assumed charge
Sep 15 1947	Free, Mrs. Julia G.	Confirmed
May 19 1948	Leonard, Mrs. Vera E.	Assumed charge
Sep 30 1948	Ordered closed	
Oct 15 1948	Discontinued Mail to Gunnison	

Confirmed types of postal markings

3	BALDWIN, / COLO. CI 10P 31.0	4bars S-23x14mm	Jan 26 1910 Dec 28 1910
4	BALDWIN, / COLO. CI 10P 32.0	4bars S-24x19mm	Feb 17 1915 May 15 1919
5	BALDWIN / COLO. CI 10P 32.5	4bars S-24x20mm	Feb 23 1932 May 2 1941



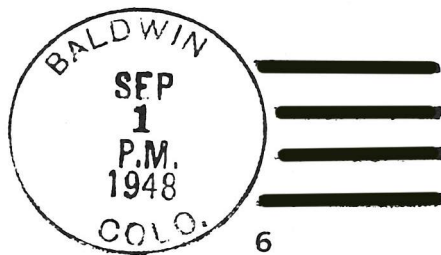
BALDWIN (III)

Chronology of the Post Office

Jul 23 1947 --- SE/4 Sec 4 T15S R86W A move 4-1/2 miles southeast of a previous location
Carbon Creek is 100 yards east of the post office
May 18 1948 --- SW/4 Sec 4 T15S R86W 1/8 mile west to Carbon Creek Kubler Mine
A move 1-1/2 miles north of a previous location
Sep 30 1948 Discontinued

Confirmed types of postal markings

6 BALDWIN / COLO. Aug 6 1948 Sep 1 1948
CI 10P 33.0 4bars S-24x20mm



BARDINE

Very little is known about Bardine. Other than the Post Office Department records, I have found only two brief mentions of the place. One reference describes it as a, "Railroad stop close to Somerset on a 1923 map." The other claims that it was at the modern location of Oliver (?) and, "not west of Somerset as previously noted." This is from a 1924 map.

The Post Office Department Records place the office on the north side of the West Gunnison River about four miles east of Somerset, a little more than halfway to the Paonia Reservoir. In September 2002 Jim Ozment and I attempted to locate and photograph the site. I am not certain that we found it. The best we could do was two small buildings on the south side of Colorado Highway 133, two and one-half miles west of the junction of Highway 133 with the road to Kebler Pass. A short distance west of these buildings there are the remnants of a failed ski lift operation.

If the references to Oliver and the railroad are correct, then contrary to the Post Office Department description, Bardine may have been about one and half miles east of Somerset at or near the power plant.

Chronology of the Post Office

Dec 3 1902 --- SE/4 Sec 12 T13S R90W North bank of the North Fork of the
Gunnison River 2 miles west of Anthracite Creek
Proposed postmaster - Joseph Bardine
Mar 11 1903 Established
Mar 11 1903 Bardine, Joseph
Mar 30 1905 Bardine, Anna M.
Sep 12 1908 Ordered closed
Oct 15 1908 Discontinued Mail to Somerset

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM BARDINE

BARNUM

Barnum was a junction point on the Saguache-San Juan Toll Road. The road came from Saguache, through Los Pinos and Powderhorn, and then south to Lake City. A branch that originated at Barnum crossed the Lake Fork of the Gunnison and went over Blue Mesa and eventually reached Ouray. There was also a connection to Gunnison.

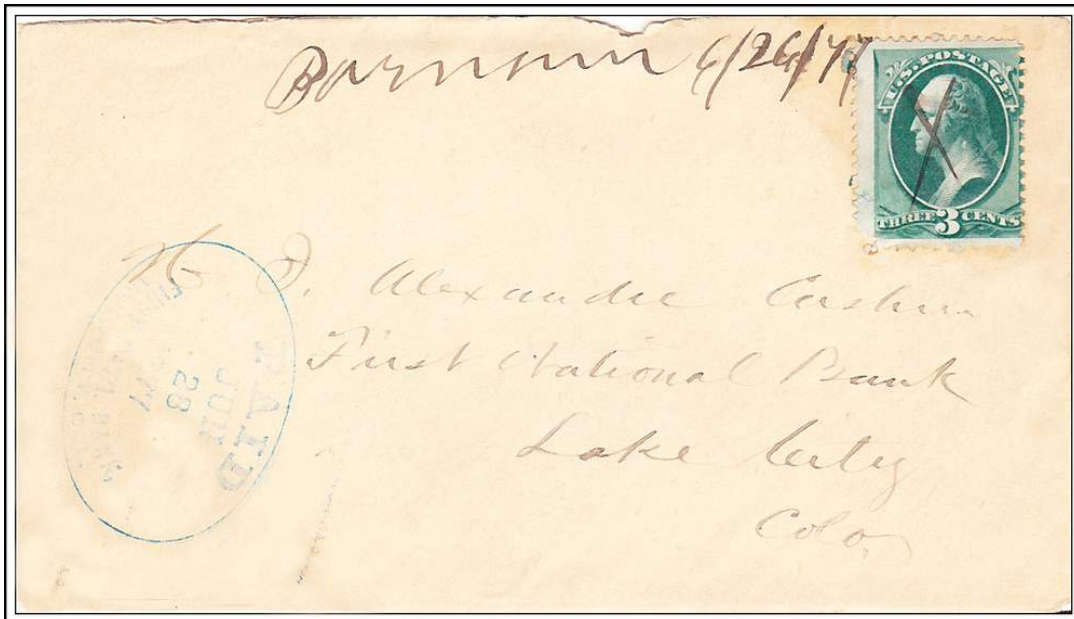
The location was about twenty miles north of Lake City and it served as a stage stop and a supply center for travelers and local residents.

Some references have claimed that Barnum was named for the famous showman, P. T. Barnum. However, *Place Names in Colorado* prepared by the Colorado Writers Project and serialized in *The Colorado Magazine* (Volumes 17-20) states that Barnum was, "named for a Mr. Barnum who owned a large ranch nearby." I believe the later derivation to be more likely.

There is no clear location for the Barnum Post Office. The Post Office Department records describe it as being three miles east of the Lake Fork of the Gunnison and north of Indian Creek. This information combined with its being a road junction point would place Barnum in the vicinity of where the Blue Mesa Cutoff departs from Colorado 149. In September 2001 Jim Ozment and I investigated the area. There is a remnant of a stone structure in sight of the junction. A short distance east of the junction near Mile Post 93, and on the south side of the highway, are the remains of another foundation and a couple of cabins. This seems a likely location for Barnum and for the later Allen Post Office.

Chronology of the Post Office

Feb 17 1876	---	None reported 3 miles east of the Lake Fork of the Gunnison 1/8 mile north of Indian Creek
Mar 10 1876		Established
Mar 10 1876		Pearson, Henry F.
Jun 19 1876		Sargent, Joseph
Dec 27 1878		Miller, Edgar L.
Sep 8 1879		Allen, Benjamin F.
Jun 7 1881		Discontinued

**Barnum****June 26, 1877**

BARNUM – Continued

Confirmed types of postal markings

1 Barnum
MS

Feb 5 1877 Jun 26 1877

Mscp Pen cancel



BITTNER

I have found no mention of this place in any of the historical literature. The Post Office Department records do not contain a Geographic Site Location Report, however that is normal for an office whose establishment was rescinded. The location of Bittner remains a mystery.

Chronology of the Post Office

Sep 7 1905	Established
Sep 7 1905	Bittner, Everest F. A.
Dec 7 1905	Establishment rescinded The records give the year as 1904, an obvious error

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM BITTNER

BOWERMAN

In May 1903 J. C. Bowerman found gold on a branch of Hot Springs Creek about four miles north of Waunita (Waunita Hot Springs). This was along the road over Waunita Pass to Pitkin.

Bowerman staked the Independence Mine and there was a rush of prospectors to the new gold camp. It was touted as, “the new Cripple Creek” and the population became sufficient to briefly support a newspaper, *The Bowerman Herald*. The quality of the ore was greatly overstated and the population of Bowerman quickly declined, although there was continued activity in the vicinity for a few more years and the post office remained open until May 1910 when it was moved to Waunita Hot Springs.

From Parlin, drive north on Gunnison County Road 887 (8 miles) going a short distance beyond the Waunita Hot Springs Guest Ranch. Turn left on Forest Road 763 towards Pitkin and Waunita Pass. The site of Bowerman is in a meadow to the east of the road, four miles from the junction. The ruins of several cabins can still be seen there.

Chronology of the Post Office

Oct 10 1903	---	SE/4 Sec 27 T50N R4E On west side of Hot Springs Creek Proposed postmaster - Ambrose Caufmann
Oct 28 1903		Established
Oct 28 1903		Caufman, Ambrose
Nov 1 1905		Burgess, Lena
Jan 22 1906		Dice, Parker C.
Nov 23 1909		Allison, Eva M.
Mar 2 1910	---	Location not reported A move five miles south of the previous location
May 27 1910		Moved to Waunita Hot Springs

BOWERMAN – Continued



Remnants of one of the cabins at Bowerman, Colorado
 Photograph by James L. Ozment May 2002

Confirmed types of postal markings

1 BOWERMAN, / COLO.
 CI 10P 28.0

Jan 16 1907 Aug 1 1909
 Doane Type 2 with 1, S-24x13mm

**BOWMAN**

For a place that has almost totally disappeared from the landscape, Bowman has been often mentioned in historical discussions of Gunnison's Taylor Park. Only a few pieces of lumber and some depressions that represent partial dugouts or cellars remain in a meadow at the upper end of Taylor Park at the beginning of the climb to Taylor Pass along the early road to Aspen.

BOWMAN – Continued

From the various reports it is certain that Bowman was an important supply and rest stop on the road from St. Elmo to Aspen, at least until the Denver and Rio Grande Railroad reached Aspen by way of Glenwood Springs.

There was apparently some mining in the area and it is claimed that this supported a small population until as late as 1915. Much of the mining was placer mining, and like the town, evidence of the activity is difficult to find.

The settlement was first known as Grandville or Granville. When a post office was acquired the name was changed to Bowman. There are three opinions for the source of the name. The first is the statement that John Bowman filed a land claim and built cabins for travelers and facilities for their animals. The second opinion is that it was named for J. H. Bowman who served as sheriff in 1882. Perhaps this was the same person as John Bowman who is credited with filing for the land. The third, and least likely attribution, is to honor a General Bowman who conducted the Ute Indians to their Uintah Reservation.

To reach the site of Bowman drive north through Taylor Park and approximately two and one half miles north of the Dorchester Campground. The location is near where the road crosses Bowman Creek and that creek, from the northeast, joins the Taylor River. When I visited the site in 1991, a sign marked the location and scattered debris could be found in the sloping meadow to the east of the road.

Chronology of the Post Office

May 18 1880	---	Unsurveyed Government Land On the east side of the Taylor River, on the east side of Italian Creek The sketch map places it about two miles northwest of the intersection of Italian Creek with the Taylor River
		Proposed postmaster - Hiram K. Lusk
Jun 7 1880		Established
Jun 7 1880		Lusk, Hiram K.
Jul 26 1880		Thompson Jr., Smith
Sep 23 1880		Tibbetts, C. H.
Apr 28 1882		Discontinued

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM BOWMAN

CAMP GENTER

Genter, or Camp Genter as it was better known, was an anthracite coal camp at the junction of Rapid Creek with the Crystal River. The location is on Gunnison County Road 3, approximately three miles from Colorado Highway 133 where that road begins the climb to McClure Pass. It is also a little more than three and one half miles west of Marble. The location is fairly easy to find, as it is where County Road 3 makes a sharp turn to the north and then crosses to the north side of the Crystal River. The dumps from the coal mine are still visible, on the south side of the road, just before the turn.

The mine was established in the early 1920's by Edward W. Genter, owner of the Rapid Creek Mining, Tunnel and Power Company. It is claimed that the small community that developed at Camp Genter had thirty identical houses, all painted red and white and each with marble slab doorsteps from the quarry at nearby Marble, Colorado.

In early 1924 the Post Office discontinued service on the Star Route from Carbondale to Marble. Mr. Genter then applied for a post office to be established at Camp Genter, which would be serviced from the Crystal River and San Juan Railroad.

CAMP GENTER – Continued

The post office was granted, with Edward W. Genter as the postmaster. However, that was just the beginning of Mr. Genter's postal problems. For well over a year Genter was in a constant battle with the Post Office Department to provide the supplies for operation and with the railroad to transport and deliver mail in compliance with their contract.

A good many years back, John H. "Jack" Willard came into possession of an extensive correspondence between Mr. Genter and the Post Office Department. The correspondence, with a wry sense of humor, details the trials and tribulations of providing mail service to a remote mountain valley. For the details of this saga, I refer you to *The Post Office Named "Camp Genter"* by John H. Willard, in *The American Philatelist*, Volume 93, Number 5, pages 421-422, 477, May 1979.

In 1929, Edward Genter died in the Glenwood Springs Hospital, from bronchial pneumonia. The Camp Genter Post Office survived until January 1930. The railroad lasted a while longer but as the Depression gained strength and the demand for marble faded, the railroad also closed down. Without a railroad the coal mine became uneconomic and it too closed. Today all that remains of Camp Genter is the mine dump.

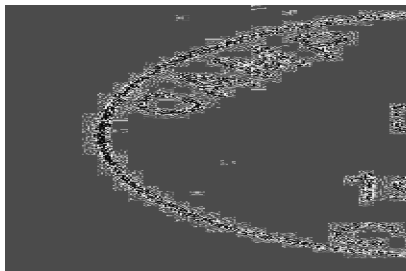
Camp Genter was not the first post office at this location. It was preceded in the 1880's by the Prospect Post Office. It also seems that there was some early coal mining at that location, at least during the operation of the Prospect Office.

Chronology of the Post Office

Aug 22 1924	---	NE/4 Sec 20 T11S R88W 500 feet south of the Crystal River 300 feet west of Rapid Creek North side of the Crystal River & San Juan Railroad, 300 feet from it Applicant for postmaster - E. W. Genter
Feb 12 1925		Established Actually opened for business on March 4 1925
Feb 12 1925		Genter, Edward W.
Nov 21 1928		Davies, Dave Acting
Jan 15 1930		Discontinued Mail to Marble

Confirmed types of postal markings

1	CAMP GENTER / COLO. CI 10P 32.0	4bars S-??x19mm	Dec 1 1925 Jan 15 1930
2	CAMP GENTER, COLO. SL 00R 415x4.5	Hstp No killer	Aug 1- 1927

**Camp Genter, Colo.**

2

CASTLETON

Castleton was located at milepost 216.47 of the Denver South Park and Pacific Railroad. This was a junction point with the Baldwin, later the Kubler, Branch of the railroad. The Denver and South Park had intended to build on up the Ohio Creek Valley, over Ohio Pass and on to Irwin. Although grading was done as far as the final approach to the pass, the railroad never made it much beyond Castleton and its neighbor Baldwin.

CASTLETON – Continued

Like Baldwin, Castleton was directly connected to the coal mining activity in this portion of the Ohio Creek Valley. As the mining declined, so did Castleton. Today, only a few, small remnants of foundations mark the site in the valley flats around the intersection of the roads to Ohio Pass and the sites of Baldwin. The intersection is about 12 miles west of Colorado Highway 135. Carbon Peak dominates the horizon to the northeast of the junction.

On November 1, 1882, Henry Payton, acting for the Castleton Town Company, platted the town site and gave it the name Castleton. The name was a tribute to the “castle-like” cliffs that dominate the horizon on the south side of the Ohio Creek Valley. James May, Walter Miller and Lon Warnsley were also partners in the Castleton Town Company.

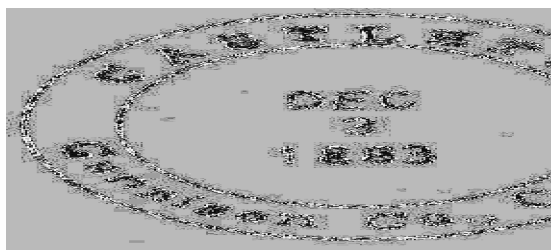
The town was never very large but it did have a school and a freight station. After the move of the principal entrance to the Baldwin Mine to the west side of Carbon Peak, Castleton became little more than a gathering place for local ranchers.

Chronology of the Post Office

Nov 20 1882	---	NW/4 Sec 20 T15S R86W	On the east side of Ohio Creek
			Proposed postmaster - Henry Payton
Dec 8 1882		Established	
Dec 8 1882		Payton, Henry	
Aug 11 1882		Emerson, Thomas A.	
May 16 1889		Hinkley, L. F.	
Jul 12 1889		Emerson, Laura	
Jul 30 1894		Allison, Mary	
Oct 11 1894		Discontinued	Mail to Gunnison

Confirmed types of postal markings

1	CASTLETON, / Gunnison Co., Colo. CI 11P 29.5/20.5	Hstp No killer	Dec 3 1883 Feb -- 1885
2	CASTLETON, / Gunnison Co., Colo. CI 21P 28.0/26.5/18. 0	Hstp Target, 4-ring	Apr 24 1886 Sep 29 1893



CEBOLLA

Cebolla was a stop on the main line of the Denver & Rio Grande Railroad from Pueblo to Grand Junction and on to Salt Lake City. It was located on the south side of the Gunnison River a short distance east of where Cebolla Creek joins the river.

Cebolla served as a supply town for the small mining camps and ranches to the south of the Gunnison River and in the Powderhorn Valley.

More significant at Cebolla, was the hotel built by J. J. Carpenter, which became a noted stopping place for hunters and fishermen plying their pursuits in this portion of Gunnison County. Members of the Carpenter family served as postmaster, hosts and advisors to the many visitors. The railroad ceased operation in the early 1950's and in the 1960's the completion of the Blue Mesa Dam flooded the river valley and put the site of Cebolla under one hundred or more feet of water.

CEBOLLA – Continued

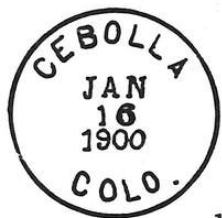
Although you cannot visit the actual site of Cebolla, you can overlook its watery grave from US Highway 50. The location is about eight miles west of where Colorado Highway 149 intersects US 50 and is a little more than two miles east of where US 50 crosses to the south side of the reservoir. Based on what was left at Iola, it is possible that some foundations are still present on the reservoir floor.

Chronology of the Post Office

Feb 10 1894	---	NE/4 Sec 29 T49N R3W 1/16 mile south of the Gunnison River 1/2 mile east of Cebolla Creek 1/8 mile south of the railroad A hotel, no village	
		Proposed postmaster - Jacob Jahn (sic) Carpenter	
Mar 20 1894		Established	
Mar 20 1894		Carpenter, Jacob J.	
May 8 1914	---	SE/4 Sec 29 T49N R3W 150 feet from the Gunnison River 1/2 mile from Cebolla Creek 150 feet from the Denver & Rio Grande	
Jul 2 1931		Carpenter, Mrs. Louise D.	Possession
Jul 22 1931		Carpenter, Mrs. Louise D.	Acting
Sep 30 1931		Carpenter, Mrs. Louise D.	
Oct 12 1931		Carpenter, I. Paulus	Confirmed
Nov 2 1931		Carpenter, I. Paulus	Commissioned
Nov 10 1931		Carpenter, I. Paulus	Assumed charge
Aug 30 1935		Ordered closed	
Sep 14 1935		Discontinued Mail to Sapinero	

Confirmed types of postal markings

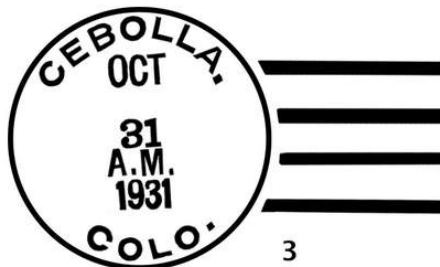
1	CEBOLLA / COLO. CI 10P 27.0	Hstp No killer	Jan 16 1900
2	CEBOLLA / COLO. CI 10P 28.5	Hstp No killer	Jan 29 1907 May 22 1909
3	CEBOLLA, / COLO. CI 10- 32.0	4bars S-25x20mm	Nov 20 1927 Oct 31 1931



1



2



3

CHANCE

Chance was a small, short-lived mining camp in the “Gold Belt” of southern Gunnison County. Its site was about one mile north of the Gunnison County line and Iris (located in Saguache County). Although smaller than Iris, Chance reportedly produced more gold than did its larger neighbor.

The mining settlement was established in 1894 and reportedly was first called Diamond City. It is claimed that the name Chance was chosen by the early residents for “the luck of the camp.” The mine owners must have had a sense of humor: one of the mines was named the Last Chance and another was the Only Chance.

By 1897 Chance was nearly abandoned. There was a brief revival in 1900-1901 but then it faded to obscurity. The location was still marked on maps into the 1930’s and is shown on the 1976 USGS map of Gunnison County.

CHANCE – Continued

Chance is one of the sites in Gunnison County that I have not visited. The maps show roads leading south to the site but there are numerous reports that locked gates block them. Perhaps on a future visit to the Gunnison Country I will see if those reports are true or like we learned about Aberdeen it is possible to visit the location of Chance.

The attempt to reach Chance would begin about two miles west of where Colorado Highway 114, the road to Cochetopa Pass, intersects US Highway 50. From there it is about seven miles south to the location. If you attempt this trip, be sure to have a good road map as the USGS maps show an interwoven complex of roads (trails) through the area. In 1961 it was said that there were a few log cabins still standing with a few summer residents.

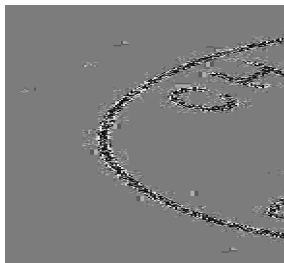
Latitude = 38:26:14 North Longitude = 106:50:57 West

Chronology of the Post Office

Nov 3 1894	---	SE/4 Sec 10 T48N R1E 8 miles south of the Tomichi River 4 miles west of Cochetopa Creek Proposed postmaster - Joseph H. Block
Nov 24 1894		Established
Nov 24 1894		Block, Joseph H.
Apr 2 1895		Hurley, Patrick J.
Nov 22 1901		Ordered closed
Dec 14 1901		Discontinued Papers to Gunnison

Confirmed types of postal markings

1	CHANCE / COLO. CI 10P 27.5	Hstp No killer	Aug 3 1896 Jun 15 1901
---	-------------------------------	----------------	------------------------



CHANEY

The only reference to Chaney that I have encountered is to a Chaney Lake on the southeast slope of Fossil Peak. Fossil Mountain and Fossil Ridge are north and west of Ohio and Pitkin. According to the USGS Gunnison County map, there are a few small lakes on the southeast slopes of these features but none is named Chaney. In August of 2003, Jim Ozment and I drove north from Ohio along Gold Creek on Forest Service Road 771. We went north seven miles to the Gold Creek Campground. The superintendent at the campground had never heard of Chaney.

On the way to the campground, we passed several mine sites, some of which were quite large. Any of these could have been the site of Chaney but given our choice, we felt that the one called the Sandy Hook Mine, about a mile south of the campground was a good possibility. At that location there is a two-story boarding house on the east side of the road and at least three smaller buildings on the west side of the road. There is a mine dump, nearly hidden by the trees, also on the west side.

Our principal reason for preferring and selecting this as the site of Chaney is that since it was six miles from Ohio, it could more easily have justified a request for a post office than the mines that were further south and much closer to the post office in Ohio.

CHANNEY – Continued

The notation in the Records of Postmaster Appointments, that when Chaney was discontinued, “No papers were sent” may be an indication that the office was never actually in operation. Until someone provides more definitive information that is the best we can do for a location of Chaney.

Chronology of the Post Office

	No entry was found in the Gunnison County Geographic Site Location Reports
Aug 25 1892	Established
Aug 25 1892	Murdie, Lizzie
May 10 1894	Discontinued No papers
	Was not listed in postal guides Likely never in operation

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM CHANEY

CLARENCE

In 1880 John Mobley and W. F. Mason, acting for the Clarence Town Company, laid out the settlement of Clarence near the junction of Carbonate Creek with Rock Creek (the Crystal River). Soon thereafter a rival town, taking the name of Marble, grew up adjacent to Clarence. Neither location had a post office until 1890 when Marble acquired one. In 1892, for one month, the post office either moved a short distance to Clarence or it was renamed Clarence. The change was quickly reversed and it is entirely possible that the post office never operated under the name of Clarence.

The actual location of Clarence is almost indistinguishable from that of Marble. To reach the site, from Colorado Highway 133, drive south on Gunnison County Road 3, through the site of Camp Genter about six miles to Marble. It seems most likely that the site of Clarence was on the east side of Carbonate Creek along the road that continues up the Crystal River to Crystal and beyond.

There are still a number of occupied residences in Marble/Clarence, many of which are summer homes.

Chronology of the Post Office

	No entry was found in the Gunnison County Geographic Site Location Reports
Feb 4 1892	Moved from Marble
Feb 4 1892	Reyland, Eugene E. L.
Mar 2 1892	Returned to Marble The records seem to indicate that this may have been a change in name that was quickly rescinded
	Marble and Clarence were adjoining townsites

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM CLARENCE

CLOUD

Cloud was a short-lived community on the Slate River, north of Crested Butte. It is often connected to the coal mining camp of Anthracite. At least one reference claims that Cloud, or Cloud City was the original name for the settlement that developed around the anthracite mine located near the crest of Smith Hill.

However, this assumption does not agree with the Post Office Department Geographic Site Location Report which places Cloud on the west side of the Slate River (Anthracite is on the east side), and north of Oh-Be-Joyful Creek.

CLOUD – Continued

It has also been claimed that Cloud disappeared as the result of unspecified litigation. A more logical assumption is that without a railroad, mining was uneconomic. However, when some two years later a railroad spur did reach the site, a new community, known as Anthracite was established, with the post office on the railroad but the town high up on Smith Hill.

To reach the location of Cloud, follow the directions that have been given for the drive to Anthracite. The site of Cloud would be west of the river across from the area where the coal loading facilities were placed.

Chronology of the Post Office

May 4 1881	---	T13S R86W On the west side of the Slate River On the north side of Oh-Be-Joyful Creek
		Proposed postmaster - David C. Scribner
May 18 1881		Established
May 18 1881		Scribner, David
Nov 3 1881		Discontinued

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM CLOUD

COSDEN

Cosden was established in 1880 at the upper end of the wider portion of the Tomichi Creek Valley and where Canyon Creek joins Tomichi Creek. At this point, the valley becomes a narrow gorge. Lacking decent a road to White Pine, early prospectors had to leave their wagons here and proceed on foot or horseback. This activity gave the site its first name - Wagon Town. Apparently it was also called Healsburg, El Tinjos and Redwood before adopting the final name of Cosden. According to one reference, this name was for Dan Cosden, a Pueblo prospector and miner. Other references attribute the name to a Dr. Cosden. To me, the reference to Dan Cosden seems the more plausible.

With the completion of a road along Tomichi Creek to White Pine and beyond, Cosden became a rest stop for travelers and teamsters. It was also the site for an early sampling works. The proximity to White Pine led to Cosden's slow decline. Following the closure of the sampling works and the silver panic of 1893 Cosden was nearly abandoned. Around 1900, a smelter was built at Cosden and there was a brief revival for the community, however that lasted only a few years.

During the 1880's Cosden was also a tie camp for the Denver & Rio Grande Railroad.

Beginning at US Highway 50 at the western foot of Monarch Pass and just north of Sargents, take Gunnison County Road 888 north towards White Pine. For most of the distance (eight miles) the road is on the east side of Tomichi Creek. At the point where the road crosses to the west, or now the north side of the creek, you have reached the site of Cosden. Very little remains to mark the site. There is one small building hidden in the brush. Scattered slag and a small dump provide evidence of a smelter having been here. It is another two miles from the Cosden location to White Pine.

Chronology of the Post Office

Aug 1 1883	---	SW/4 Sec 9 T49N R5E On Tomichi Creek
		Proposed postmaster - Thompson J. Hindle
Aug 28 1883		Established
Aug 28 1883		Hindle, Thompson J.
Feb 4 1885		Discontinued Mail to White Pine

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM COSDEN

COX

Very little is known about the settlement of Cox. The Post Office Department Geographic Site Location Report places Cox on Poverty Creek a mile west of Pittsburgh. In September 2002, Jim Ozment and I took the road up Poverty Creek. The first portion is quite steep. At seven-tenths of a mile and after a tight switchback it becomes a narrow shelf road. There is a small area above the switchback that could have supported a small settlement. Beyond that point the steep valley sides and narrow gorge seem to preclude another possible town site. Unfortunately the night before we made this trip, there had been several inches of snow. The narrow, rocky road was slick and I chose not to chance going further up the Poverty Creek Valley - perhaps another time.

It seems most likely that Cox served as the residence for a few small mines in the area northwest of Pittsburgh.

From Crested Butte, drive a short distance north towards Mt. Crested Butte. Turn onto Gunnison County Road 732 and go six and a half miles to the marked site of Pittsburgh. Just south of Pittsburgh a side road to the left fords the Slate River and enters the Poverty Creek Valley.

Chronology of the Post Office

Oct 14 1902	---	T13S R87W (Township not subdivided) One mile west of the Slate River 200 feet east of Poverty Creek If the sketch map is reliable, Cox was about one mile northwest of Pittsburgh (NW/4 Sec 2) Proposed postmaster - Winfield Scott Hummason
Apr 25 1903		Established
Apr 25 1903		Hummason, Winfield S. Declined
Jul 23 1903		Robinson, Sanford C.
Jan 13 1905		Ordered closed
Feb 15 1905		Discontinued Mail to Crested Butte

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM COX

CRESTED BUTTE

In the mid 1870's coal deposits were discovered in the area some twenty miles north of Gunnison. At the time gold and silver mining were of greater interest to the prospectors and developers. By 1879, Howard F Smith had acquired rights to much of the potential coal producing land in the area and he chose to settle at a location in the broad, open valley near the junction of Coal Creek and the Slate River. There he built a sawmill, the first in the area, and laid out the town of Crested Butte.

The town was named for the 12,162-foot mountain, east of the townsite, the ragged top of which is said to resemble a cock's comb or a helmet. The peak was named by the Hayden Survey in 1874.

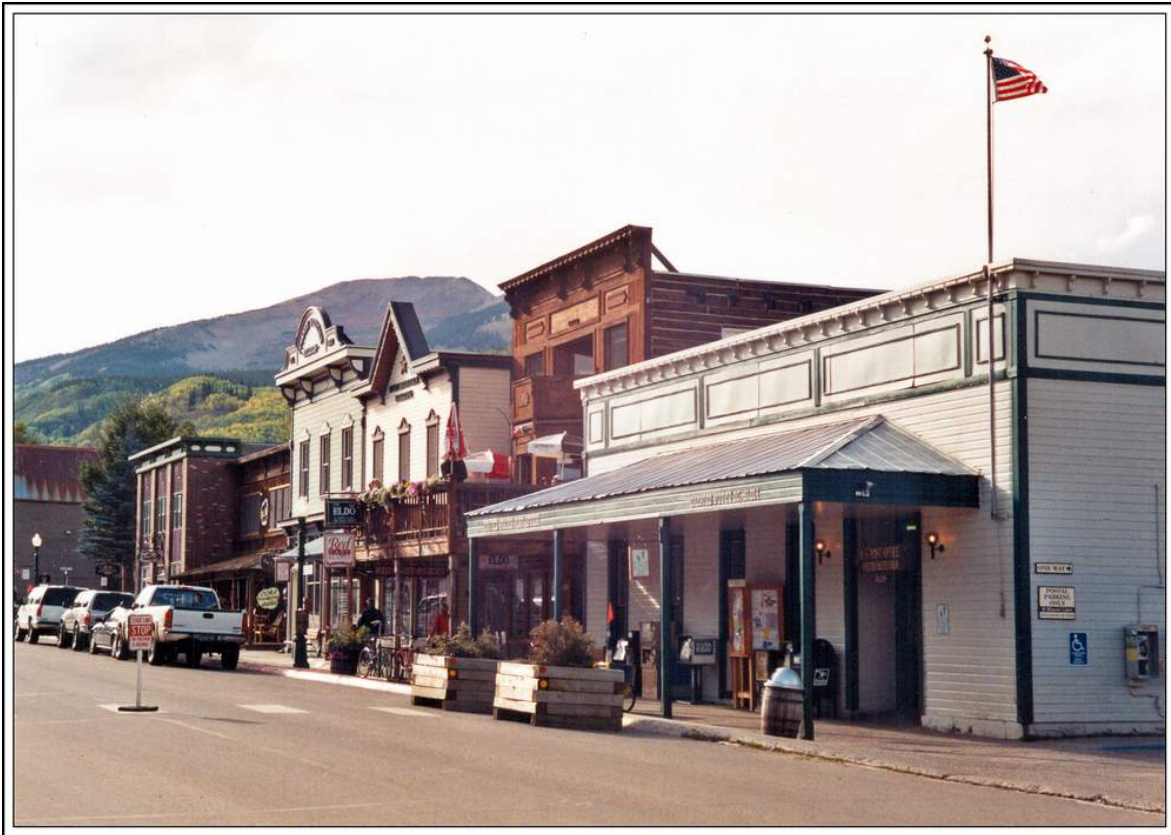
Crested Butte soon became the principal supply center for the gold and silver mines at Irwin, Pittsburgh and Gothic. But, Crested Butte quickly came to rely on coal production for its primary economic success. The town was incorporated in 1881 and at noon on November 21, 1881 the first Denver and Rio Grande train entered Crested Butte.

Coal mining at Crested Butte soon became the domain of the Colorado Fuel and Iron Company and eventually the company controlled the town. For more than seventy years coal from Crested Butte would help supply the smelters at Pueblo and fuel the engines of the Denver and Rio Grande Railroad.

By the early 1950's the best of the coal deposits had been exploited and coal mining was becoming uneconomic. Also, the Denver and Rio Grande Railroad was in the process of abandoning its rail operations over Monarch Pass to Gunnison and Montrose. By 1952 coal mining at Crested Butte had nearly ended and the town faced gradual extinction.

CRESTED BUTTE – Continued

In 1963, Dick Elfin and Fred Rice, two men from Kansas, purchased the Malensek Ranch some three miles northeast of Crested Butte and announced that they would construct a major winter recreation resort in the vicinity. Although this development, to be known as Mount Crested Butte was separate from old Crested Butte, the economic benefits quickly revived Crested Butte.



**Elk Street, Crested Butte, Colorado, looking west
The building at center right is the Crested Butte Post Office.
Photograph by James L. Ozment September 2002**

Today, Crested Butte is a thriving winter resort with many year-round residents. Although it offers all modern conveniences, it has managed to retain a good deal of the charm and history of a Rocky Mountain mining town, a decided contrast to the condominiums of Mount Crested Butte.

Crested Butte is about twenty-five miles north of Gunnison on Colorado Highway 135. Another way, and very scenic road to Crested Butte, is to turn east from Colorado Highway 133 just below the Paonia Reservoir Dam and take the mostly unpaved road over Kebler Pass. This is about a thirty-mile trip but well worth the drive.

Latitude = 38:52:11 North Longitude = 106:59:14 West

Chronology of the Post Office

May 26 1879	Established
May 26 1879	Wood, Warren G.
Jul 11 1879 ---	NE/4 Sec 3 T14S R86W
Oct 10 1879	Smith, Howard F.

CRESTED BUTTE – Continued

Jan 23 1884	Smith, Howard F.	P&S
Feb 2 1885	Solover, Sidney	P&S [Apptd by President & confirmed by Senate]
Jan 25 1886	Newton, Henry C.	
Apr 12 1887	Spencer, Samuel P.	
Oct 19 1889	Phillips, John E.	
Mar 6 1894	Reynolds, L.	P&S
Mar 16 1895	Block, Joseph	P
Jul 2 1895	Block, Joseph	P
Aug 1 1896 ---	NE/4 Sec 3 T14S R86W Southwest about 1/3 mile from Depot	
Jun 18 1898	Van Ostern, William V.	
Jun 24 1901	Olney, Jerry S.	P
Jan 20 1902	Olney, Jerry S.	P&S
Nov 19 1903	Songer, Frank E.	P&S
Dec 15 1904	Wheeler, Eva T.	P&S
Jan 11 1909	Kelly, Robert P.	P&S
Jan 19 1910	Curren, Mabel F.	P&S
Apr 9 1912	Sloan, David	P&S
Aug 18 1913	Haran, A. J.	P&S
Apr 22 1914 ---	NE/4 Sec 3 T14S R86W 1/2 mile west of the Slate River 400 feet southeast of Coal Creek	
Jan 24 1918	Haran, A. J.	P&S
Mar 1 1920	Baker, Maude S.	Acting
Jun 4 1920	Miller, Anna C.	P&S
Dec 17 1921	Campbell, Alexander	Acting
Apr 17 1922	Dyer, F. Julian	Acting
Apr 10 1922	Dyer, F. Julian	P&S
May 28 1926	Dyer, Fred J.	
Feb 20 1931	Dyer, Fred J.	P&S
Jun 3 1935	Verzuh, Rudolph G.	Acting
Jun 17 1935	Verzuh, Rudolph G.	Assumed charge
Jul 10 1935	Verzuh, Rudolph G.	Nominated
Jul 17 1935	Verzuh, Rudolph G.	Confirmed
Jul 22 1935	Verzuh, Rudolph G.	Appointed Presidential
Aug 28 1935	Verzuh, Rudolph G.	Commissioned
Sep 3 1935	Verzuh, Rudolph G.	Possession
Jul 26 1939	Verzuh, Rudolph G.	Nominated
Jul 29 1939	Verzuh, Rudolph G.	Confirmed
Aug 3 1939	Verzuh, Rudolph G.	Appointed Presidential
Aug 31 1939	Verzuh, Rudolph G.	Commissioned
Sep 30 1939	Verzuh, Rudolph G.	Possession
Nov 18 1941 ---	SE/4 NE/4 Sec 3 T14S R86W Elk Ave is part of state Highway 135. P.O. is on Elk Ave.	
Aug 31 1954	Johnson, Mrs. Marie G.	Assumed charge
Sep 20 1954	Johnson, Mrs. Marie G.	Acting
Nov 15 1954	Malensek, Matthew	Acting
Dec 22 1954	Malensek, Matthew	Assumed charge
Jul 13 1955	Verzuh, Rudolph G.	Nominated
Jul 28 1955	Verzuh, Rudolph G.	Confirmed, Apptd Presidential & Commissioned
Oct 31 1955	Verzuh, Rudolph G.	Possession & Assumed charge
Aug 13 1971	Reycraft, Russell G.	Officer in charge
Oct 23 1978	Trujillo, Dennis P.	Officer in charge
Jan 19 1979	Lancaster, James R.	Officer in charge
Jul 28 1979	Casados, Ross	Appointed
Oct 4 1980	Palanuk, Gary	Officer in charge
Dec 10 1980	Canterbury, Gary H.	Officer in charge
Mar 7 1981	Meredith, Chanda C.	Appointed

CRESTED BUTTE – Continued

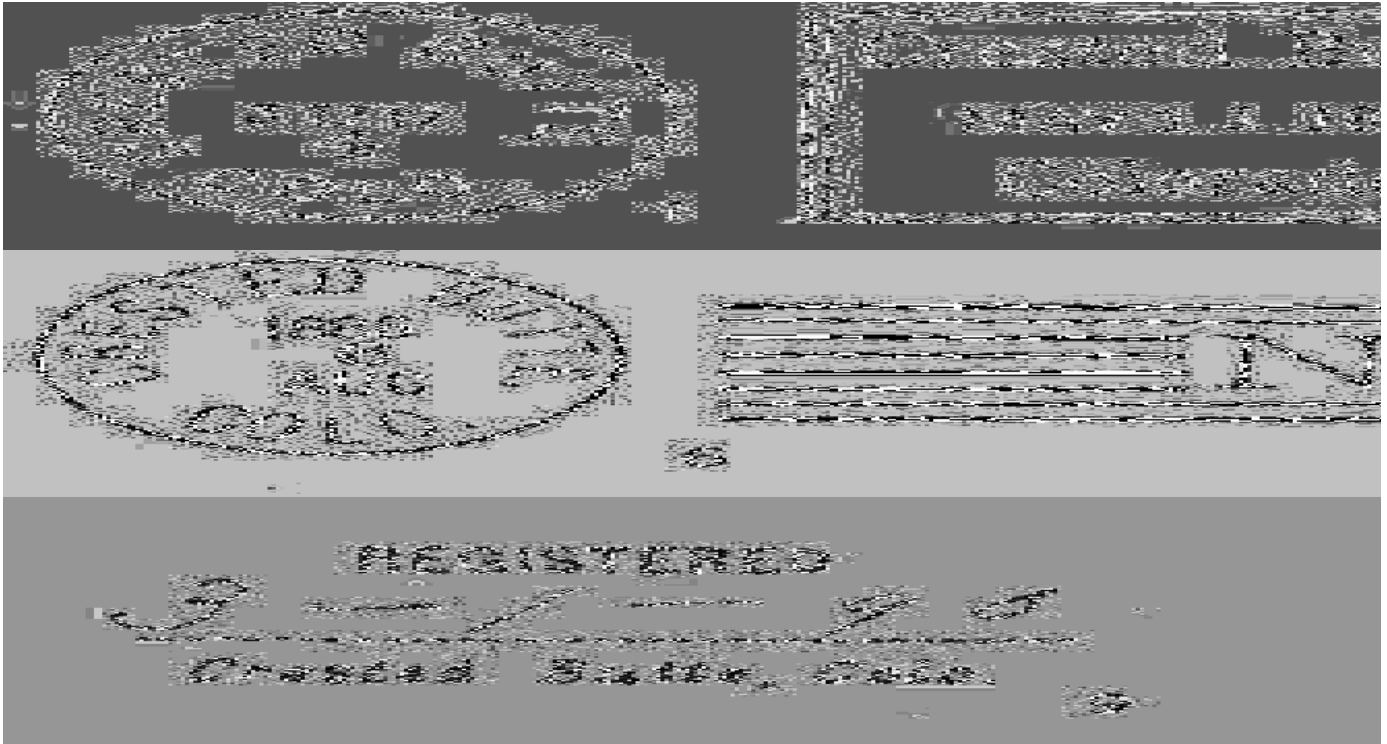
Confirmed types of postal markings

1	CRESTED BUTTE / COLO. CI 10P 27.0	Hstp Cork smudge	Jun 1(4?) 1880 Orig image not available
2	Crested Butte, / Colorado. RC 20P 37x28/34x25	Hstp Cork, doughnut, Target, 4-ring 20mm	May 2 1881 Aug 2 1881
3	CRESTED BUTTE, / COLO. CI 00R 26.0	Hstp Target, 4-ring 20mm	Oct 11 1881 Oct 19 1886
4	CRESTED BUTTE / COLO. OV 10P 42.0x25.0	Hstp No killer	--- -- 188-
5	CRESTED BUTTE / COLO. CI 00R 29.0	Hstp Target, 4-ring 19mm	Apr 29 1886
6	CRESTED BUTTE / COLO. CI 10P 25.0	Dplx 8 straight lines with "N" between lines	Jun 3 1886 Aug 6 1886
7	CRESTED BUTTE COLO. CI 10P 27.0	Hstp Cork, smudge	Dec 16 1887 Jul 31 1888
8	CRESTED BUTTE COLO. CI 10P 27.0	Hstp Cork, Waffle grid (3x3)	Oct 10 1889 Oct 25 1889
9	Crested Butte, Colo. / REGISTERED SL 00R 41.0x18.0	Hstp Cork, Smudge, manuscript date	Mar 1 1890 Dec 3 1903
10	CRESTED BUTTE / COLO. CI 10P 27.0	Hstp Cork, Waffle grid (3x3)	Jun 30 1892 Jan 22 1894
11	CRESTED BUTTE COLO. CI 10P 27.0	Hstp Cork, Smudge	May 22 1893 Dec 16 1893
12	CRESTED BUTTE / COLO. CI 10P 28.0	Hstp Cork, Negative X-roads	Apr 29 1899 Dec 19 1900
13	CRESTED BUTTE / COLO. CI 10P 28.0	Dplx Grid, 8 bar oval	Jan 17 1901 Jun 8 1904
13.1	CRESTED BUTTE, COLO. / REC'D. CI 10P 28.0	Hstp No killer	Jun 7 1904
14	CRESTED BUTTE / COLO. CI 10P 30.0	Dplx Grid, 8 bar oval	Jul 31 1909 Mar 14 1917
14.1	CRESTED BUTTE, COLO. / M.O.B. CI 11P 29.5/19.5.0	Hstp, Not present	Feb 19 1918
15	CRESTED BUTTE / COLO. CI 10P 22.5	Mach 7 wavy lines	Oct 3 1935 Aug 20 1940
15.1	CRESTED BUTTE / COLO. RC 10P 34.0x16.5	Hstp No killer, Parcel Post Box	1930s
16	CRESTED BUTTE / COLO. CI 10P 30.0	Dplx Grid, 9 bar oval	Dec 2 1929 Jul 1 1947
16.1	CRESTED BUTTE, / COLO. RC 10P 34.0x18.0	Hstp No killer, Parcel Post Box	1930s
16.2	CRESTED BUTTE, COLO. / PARCEL POST CI 11P 28.0/19.0	Hstp Type 16.1, On cover with 16.1 above	On cover with 16.2 below Jul 17 1934
17	CRESTED BUTTE / COLO. CI 10P 30.0	Dplx Grid, diamond with 1	Feb 5 1948 Feb 13 1951
17.1	Crested Butte, / Colo. RC 10P 35.0x17.5	Hstp No killer	--- -- 195-
17.2	Crested Butte, / ---- CI 11P 36.0/28.0	Hstp No killer	Jan 25 1960
18	CRESTED BUTTE / COLO. CI 10P 32.0	4bars S-24x19mm	Mar 8 1961 Apr 19 1963
19	CRESTED BUTTE / COLO. CI 10P 33.0	4bars S-24x19mm	Aug 20 1964 Dec 16 1964
20	CRESTED BUTTE, CO / 81224 CI 10P 20.5	Mach 7 wavy lines (inverted dial)	Oct 20 1970 Nov 9 1970

[NOT AVAILABLE FOR ILLUSTRATION]

CRESTED BUTTE - Continued

21	CRESTED BUTTE, CO / 81224 CI 10P 31.0	4bars S-23x18mm	Sep 6 1966 Feb 20 1979
21.1	CRESTED BUTTE, CO / 81224 C10P 30.0	4bars S-22x17mm	Jun 6 1986
22	CRESTED BUTTE CO / 81224 CI 10P 34.0	4bars S-20x16mm	Jan 28 1991 Apr 19 1993
23	CRESTED BUTTE, CO 81224 / USPO CI 11P 28.0/18.0	Hstp No killer	Jun 26 1991
24	CRESTED BUTTE CO / 81224 CI 10P 32.0	4bars S-20x18mm	Apr 17 1995



13



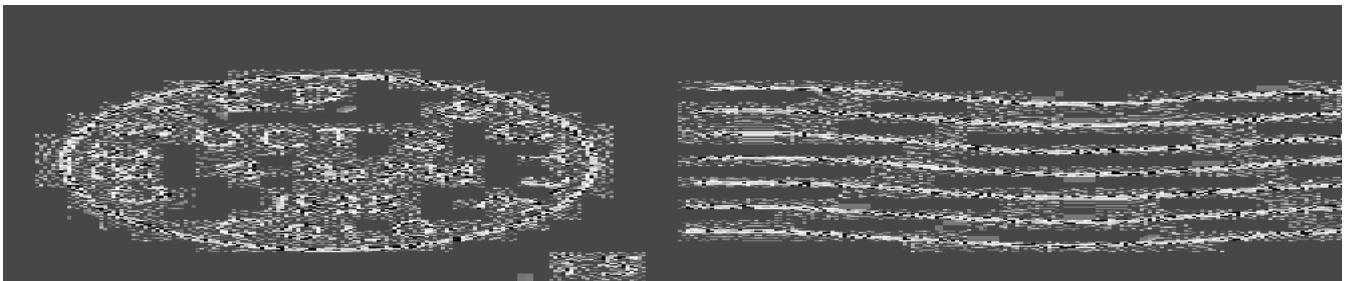
13.1



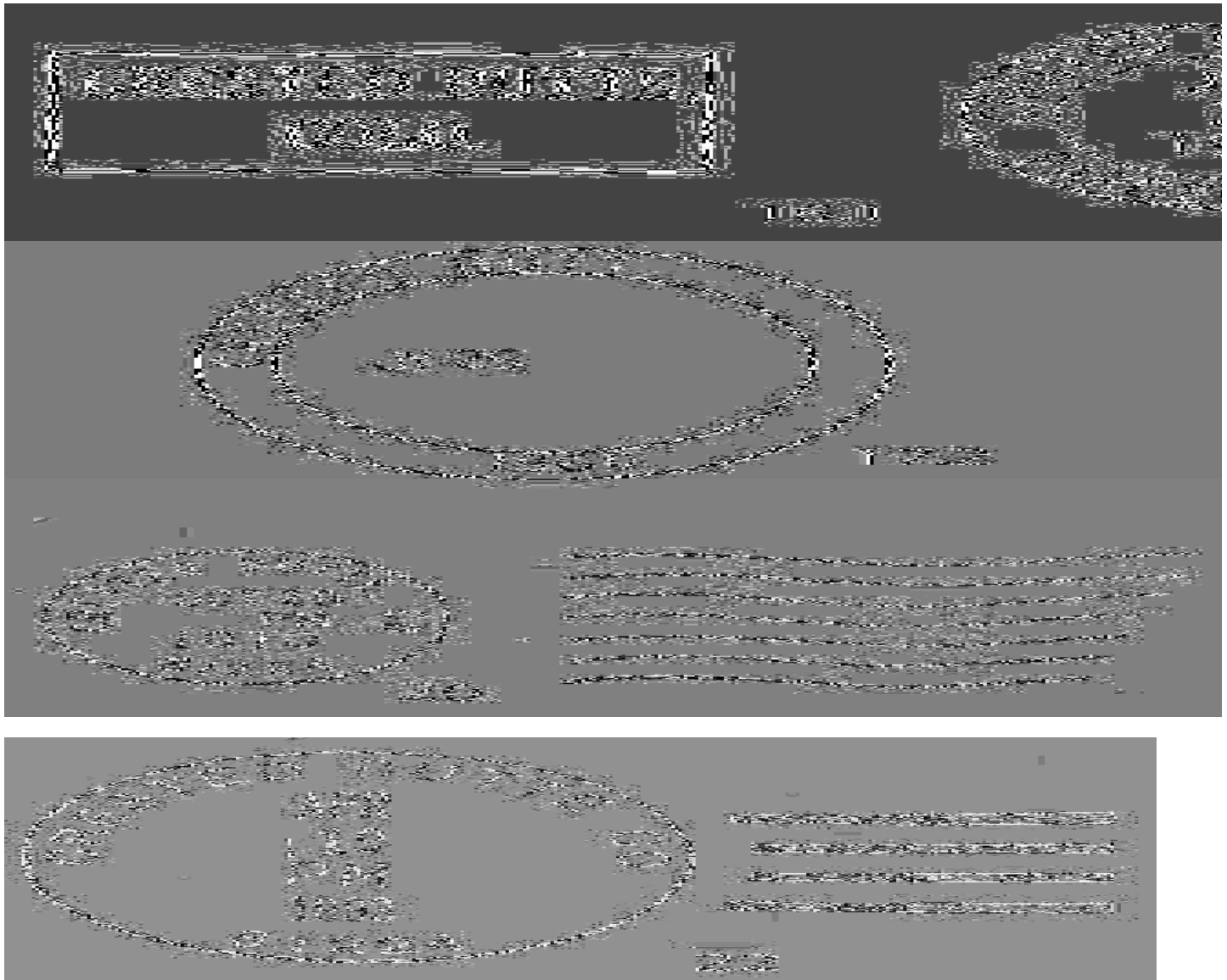
14



14.1



CRESTED BUTTE – Continued



AUXILIARY MAKINGS

**A 1 Crested Butte, Colo. // MISSENT TO
SL 00R 35.0x8.0**

Jun 7 1904

Aux No killer

[NOT AVAILABLE FOR ILLUSTRATION]

CRESTED BUTTE – STATIONS

AL JOHNSON MEMORIAL STATION

Chronology of the Post Office

Feb 8 1987 Operated as a Special Commemorative Station

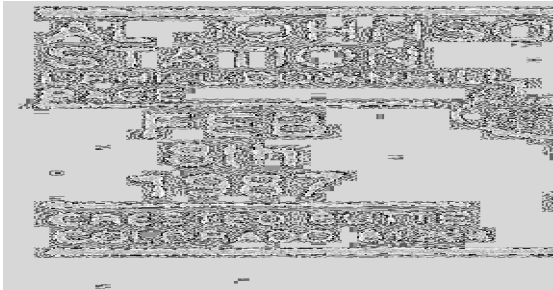
Confirmed types of postal markings

1 CRESTED BUTTE / COLORADO 81224 // AL JOHNSON MEM STA Feb 8 1987

IR 00R 63.0x32.0

**Pict Scene - Comic skiers; AL JOHNSON MEMORIAL /
STATION / UPHILL/DOWNHILL / RACE**

CRESTED BUTTE STATIONS– Continued
AL JOHNSON MEMORIAL STATION – Continued



MOUNT CRESTED BUTTE COMMUNITY POST OFFICE

Mount Crested Butte is the newest incorporated town in Gunnison County. In 1963 Dick Elfin and Fred Rice purchased the Malensek Ranch and began development of a major winter resort.

Located three miles northeast of Crested Butte, the town which now stretches more than two miles north to south along the road from Crested Butte to Gothic is a compact development of condominiums, apartments and service businesses supporting the ski trails on the western side of the Crested Butte.

In 1973 the town of Mount Crested Butte was incorporated.

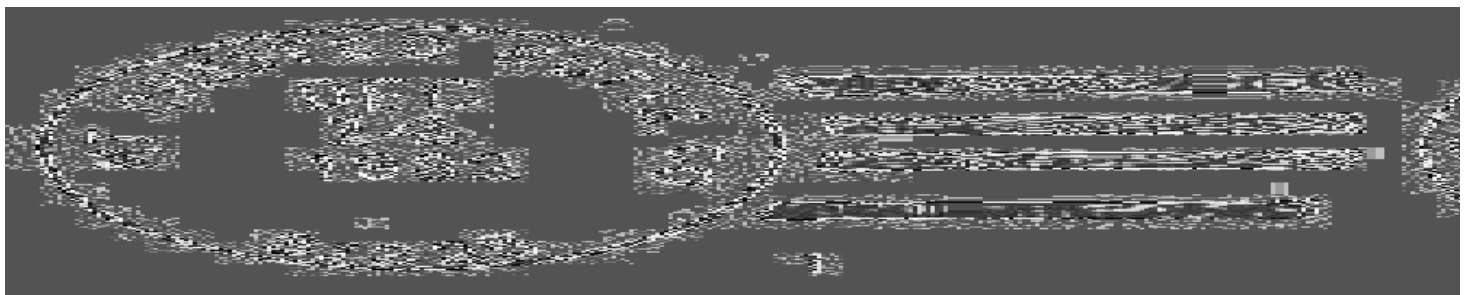
Even though Mount Crested Butte rivals its neighbor in size, it has never had an independent post office. Beginning in 1981 there was a Community Post Office at Mount Crested Butte but that is no longer in operation and the resort depends on Crested Butte for postal service. The Community Post Office was in the Three Seasons Quest Inn at the intersection of Marcellina and Gothic Roads.

Chronology of the Post Office

Dec -- 1981 Established as a Community Post Office of Crested Butte

Confirmed types of postal markings

1	MT. CRESTED BUTTE, CO / 81225 CI 10P 32.0	4bars S-25x19mm	Dec 2 1982 Nov 13 1987
2	MT CRESTED BUTTE CO CPO / USPS CI 11P 29.0/19.0	Hstp No killer	Jul 31 1987
3	MT. CRESTED BUTTE, CO / 81225 CI 10P 34.0	4bars S-20x16mm	Jun 26 1991
4	MT. CRESTED BUTTE, CO 81225 / USPS		Jun 26 1991



CRESTED BUTTE STATIONS – Continued

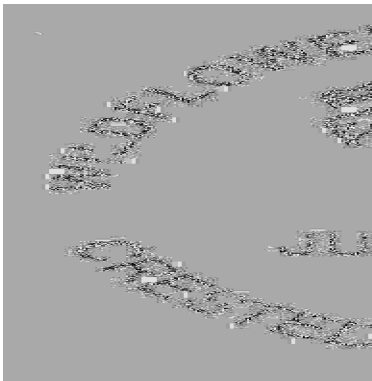
WILDFLOWER FESTIVAL STATION

Chronology of the Post Office

Jan 24 2004 Operated as a Special Commemorative Station

Confirmed types of postal markings

1 CRESTED BUTTE, CO 81224 / WILDFLOWER FESTIVAL STATION Jan 24 2004
CI 00R 45.0 Pict Scene - Flower in center, above dateline



CROOKSTOWN

There are four Gunnison County Post Offices whose history is intertwined and confusing: Crookstown, Crooksville, Doyleville and Gilman. All of these names were applied to locations that were only a short distance east of where Hot Spring Creek joins the Tomichi Creek.

Crooksville, established in 1878, was the first post office in the area. It was on the north side of Tomichi Creek. When it closed in 1885 mail for Crooksville was directed to Doyleville.

The Doyleville Post Office opened in 1881 and was on the south side of Tomichi Creek and the north side of the Denver and Rio Grande Railroad at what the railroad called Doyle or Hot Spring Station. For a brief time, April 1882 to March 1883, the name of this post office was changed to Gilman.

In 1904, a new post office with the name Crookstown opened at the previous site of Crooksville. This office lasted a little less than two years before it closed and again the mail was directed to Doyleville.

The final event in this saga was the move of the Doyleville Post Office one and a quarter miles north to a location on the county highway. This new location appears to have been the previous location of Crooksville/Crookstown. It was at the ranch complex that is still present on the south side of US Highway 50 a quarter mile east of the county road north to Waunita Hot Springs.

At present-day Doyleville, there is a road south that crosses Tomichi Creek and intersects a road along the south side of the creek. The original Doyleville/Gilman Post Office was in the vicinity of this road intersection.

Some further confusion is interjected by the description in the Post Office Department Geographical Site Location Report for Crookstown. That report locates Crookstown in the SW/4 of the NW/4 of Section 16, Township 48 North, Range 4 East, but also notes that it is the, “same place as Crooksville.” This does not make sense and I believe it is in error. The specified location would be about four miles east of the Crooksville site and actually in Saguache County.

To repeat, the site of Crooksville, Crookstown and the later Doyleville was on the south side of US Highway 50, a quarter mile east of Gunnison County Road 887.

CROOKSTOWN – Continued**Chronology of the Post Office**

Apr 6 1904	---	SW/4 NW/4 Sec 16 T48N R4E 1/4 mile north of Tomichi Creek 1/4 mile east of Needle Creek Same place as Crooksville Proposed postmaster - Mrs. Laura A. Walker
May 25 1904		Established
May 25 1904		Walker, Laura A.
Mar 15 1905		Glassner, Nettie E.
Feb 9 1906		Ordered closed
Feb 28 1906		Discontinued Mail to Doyleville

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM CROOKSTOWN

CROOKSVILLE

Please refer back to the discussion of Crookstown for the location and geographic history of this post office.

Cyrus E. Crooks established the settlement here in 1877 as a combination ranch and stage station on the road to Gunnison. By 1880 it had a stage station for Barlow and Sanderson. When the Denver and Rio Grande Railroad built through the area in 1881, Crooksville enjoyed a short boom as an “end of track” town. The railroad built a siding and loading pens but these were on the south side of Tomichi Creek at what then became the original Doyleville.

Most historical references equate Crooksville and Crookstown, with Doyleville and the railroad station. Although separated by only a short distance they were on opposite sides of Tomichi Creek and were not the same place.

Crooksville and Crookstown were named for the Crooks family.

Chronology of the Post Office

Apr 18 1878	---	Unsurveyed 1/2 mile north of Tumichi creek 4 miles east of Hot Spring Creek On survey of Atchison, Topeka & Santa Fe Railroad Document signed by Nannie Crooks
Jun 3 1878		Established
Jun 3 1878		Crooks, Mrs. Nannie
Jul 25 1878	---	Not surveyed 1/4 mile north of Tumichi [sic] Creek, 1/4 mile east of Hot Spring Branch On survey of AT&S
May 16 1883		Arch, Matthew
Jul 3 1883		Arch, Matthew
Dec 15 1885		Discontinued Mail to Doyleville

Confirmed types of postal markings

1	Crooksville Col	Jun 2 1883	Jun 8 1883
	MS	Mscp	None

Crooksville Col
6-2-1883 1

CRYSTAL

In 1880 prospectors found outcroppings of quartz crystals and silver ore near the junction of North Rock and South Rock Creek. They established a small community, which they named Crystal for the outcropping of crystal quartz. In the early 1900's the name of Rock Creek was changed to the Crystal River. In this case the river adopted the name of the town, not the more common reverse action.

The ores found at Crystal contained silver, lead, copper, zinc and some gold; however, silver was the principal product.

The town of Crystal was incorporated On July 8, 1881. The townsite consisted of 57 acres. There were only four blocks and three streets: Main, Center, Sixth and one alley. There were two general stores, a pool hall and the men-only Crystal Club, over seventy homes and of course, several saloons.

By 1917 the mines were out of economic ore and Crystal was dying. The spectacular mountain location encouraged a number of outsiders to purchase buildings in Crystal and to renovate them. Thus, a small summer residence community developed and has continued to preserve a portion of Crystal.

Initially the only access to Crystal was from Crested Butte to the south and over Schofield Pass. This was a difficult route, particularly the last three and a half miles. This road can still be driven but there are warning signs at Crystal and at Schofield restricting motorized travel to small 4-wheel drive vehicles driven by experienced drivers. Several people have been killed when their vehicles slid over the side and into the gorge when traversing the most difficult portion - "The Devil's Punchbowl."

By the mid-1880's Crystal was a prosperous little town. The camp was granted a post office with Al Johnson serving as the first postmaster. Johnson and his brother Earl, native Canadians, came to Crystal to prospect for silver in 1880. Both men were superb skiers and alternated carrying the mail between Crystal and Crested Butte. During the winter months the dangerous trek through the narrow Crystal Canyon and over Schofield Pass was known as the "Snowshoe Express," because only by skiing could the Johnson brothers and others bring needed supplies and mail into Crystal (from *The Gunnison Country* by Duane Vandebusch).

Al Johnson is still remembered in the Crested Butte area through an annual ski race. In 1987 the race was the subject of a special postmark from Crested Butte.

Eventually a road was opened down the river to Carbondale and this is now the principal access route for visitors to Crystal. However, even that road is not an easy one. It is in places steep, often narrow, in some places muddy and rocky through most of its length. It is definitely a 4-wheel drive road. It begins in Marble. The first mile and a half are easy. The next four miles took me nearly a half-hour to drive. In spite of that, the trip to Crystal is well worth the effort.

I expected to find very little at Crystal and was surprised to find that several buildings remain and are occupied during the summer months. A quarter mile west of Crystal is one of the best known and most photographed sites in Colorado: the Sheep Mountain Mill. This was actually used to generate power for the mines. Its setting, on cliff above the river, is spectacular.

Latitude = 39:03:33 North Longitude = 107:06:02 West

Chronology of the Post Office

Jul 18 1882	---	Not reported Perhaps in SW/4 Sec 2 T12S R87W At the junction of North and Main Rock Creeks Proposed postmaster - Albert A. Johnson
Jul 28 1882		Established
Jul 28 1882		Johnson, Albert A.
Dec 29 1893		Melton, William H.
Oct 4 1898		Williams, Charles Ambrose
Dec 31 1900		Williams, Horace H.
Jun 13 1907		Brownell, Harry Y.

DAYTON

Dayton was the last of the ranch post offices that served the area along the Lake Fork of the Gunnison near the junction of Indian Creek. The sequence was Barnum (1876-1881), Allen (1881-1892), Gateview (1892-1895) and then Dayton (1897-1911).

The Dayton Post Office was at two distinct locations. The first was at the Carr Ranch on the east side of the river, some two miles downstream (north) from the earlier sites. The second location was a similar distance south of the earlier sites and was at a ranch on the west side of the Lake Fork.



Ruins of the Carr Ranch Buildings, the original site for the Dayton, Colorado Post Office
Photograph by William. H. Bauer August 2003

The early site is the most interesting and is accessible. From Colorado Highway 149 where it enters the Lake Fork Valley from the direction of Powderhorn, drive north two miles on the Blue Mesa Cutoff. A large historical sign that relates the history of the ranch marks the site of the Carr Ranch. A few hundred feet north of the marker a little used road leads to the remains of the Carr Ranch. The road is behind a locked gate but I have walked the quarter mile to the buildings to take pictures. Unfortunately there has been no attempt to preserve the log structures, which are now rapidly deteriorating.

The second location of Dayton is at small ranch on the west side of the Lake Fork. Access is not obvious but is likely by means of a private road a half-mile north of the site. The site is visible from Colorado Highway 149.

The original site of Dayton is a short distance south of the “Gate,” the entrance to the gorge through which the Lake Fork of the Gunnison and the Rio Grande Railroad descends to the main stream of the Gunnison River. You can drive down the gorge some five miles to the Gateview Campground on the Blue Mesa Reservoir. Also, just beyond Dayton, the Blue Mesa Cutoff crosses the Lake Fork and

DAYTON – Continued

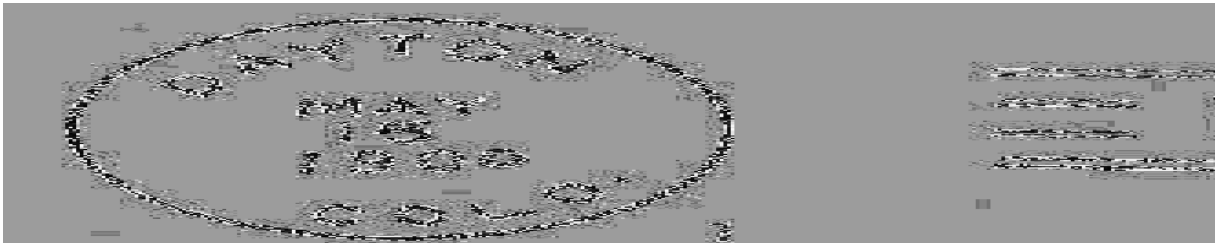
climbs up onto Blue Mesa. It eventually joins US Highway 50 near the final site of the Sapinero Post Office. Both of these scenic side trips are recommended.

Chronology of the Post Office

Jan 3 1897	---	NW/4 Sec 16 T47N R3W Tolofaro 4-1/2 miles easterly 1/4 mile east of the Lake Fork of the Gunnison 2 rods south of Johnson Creek 1500 feet from D&RG Lake Fork Branch Proposed postmaster - Dudley M. Carr
Jan 26 1897		Established
Jan 26 1897		Carr, Dudley M.
Dec 4 1897		Allen, Jennie M.
Oct 27 1898		Orser, Alexander T.
Mar 18 1902		Carr, Nellie H.
Sep 23 1902		Gratton, Catherine
Mar 8 1904		Ordered closed
Mar 31 1904		Discontinued Mail to Lake City
Dec 5 1904	---	SW/4 SW/4 Sec 32 T47N R3W 1/8 mile west of the Lake Fork of the Gunnison 1/4 mile north of Spring Creek West side of D&RG track, 1320 feet Proposed postmaster - Mrs. Mabel J. Addington
Jan 13 1905		Re-established
Jan 13 1905		Addington, Mabel
Oct 31 1911		Discontinued Mail to Lake City

Confirmed types of postal markings

1	DAYTON / COLO. CI 10P 28.0	Hstp No killer	Dec 30 1898 Feb 1 1902
2	DAYTON, / COLO. CI 10P 28.0	Doane Type 2 with 1, S-23x13mm	Jun 28 1907 Jul 7 1910 seen with dial normal and inverted

**DORCHESTER**

Nearly all of the small settlements in the Taylor Park area had their beginnings in the 1880's or earlier. By the turn of the century, many of them were already no more than faint memories. Dorchester was an exception. Dorchester did not arise until 1900 when gold mines were opened in the Italian Mountain District some four miles west of the Taylor River. The location that was selected for Dorchester is a bit odd, considering that it was to serve as an operational base for the mines on Italian Mountain west of the Taylor River. Access to those mines would be by way of Italian Creek; there is still a road of sorts up that valley. Italian Creek joins the Taylor River approximately a mile and a half southeast of the site that was chosen for Dorchester. However, the site was more convenient to the Enterprise Mine, located high up on the east side of the Taylor Valley. Perhaps the decision was made by a landowner that was willing to speculate on the new development.

DORCHESTER – Continued

The community began life as Taylor City but the name was soon changed to Dorchester, supposedly for Dorchester, Massachusetts, hometown of postmaster Charles Laughlin (not Clark McLaughlin according to some reports).

The town enjoyed a fairly long period of activity, serving as a supply center for mining in the area and as a rest stop for travelers going to and from the Aspen area by way of Taylor Pass. Dorchester had several cabins, at least two stores, a pair of liverys, two saloons, a two-story hotel, bunkhouses, a barbershop, a restaurant, and a post office. By 1910 mining activity had decreased and the post office closed. There was a brief revival of mining, for lead and zinc, during World War I and the Enterprise Mine operated as late as 1950.

From Almont take Gunnison County Road 742 through the Taylor River Canyon to the small resort on the east side of the Taylor Reservoir. Turn north (the road south leads to Tin Cup) and drive north approximately twelve miles. The site of the town of Dorchester is now adjacent to that of the Forest Service's Dorchester Campground. None of the original structures remain. There is a small, modern log building just south of the campground. This is the Forest Service ranger station. In the open field between the log building and the campground you can find several depressions that were cellar pits for buildings in Dorchester.

On the road to Dorchester, you will pass the sites of Emma, Red Mountain, Standish and the side road to Pieplant. The site of Bowman is about two miles north of the Dorchester Campground.

Latitude = 38:57:54 North Longitude = 106:39:45 West **DORCHESTER CAMPGROUND**

Chronology of the Post Office

- Jun 29 1900** --- **SE/4 Sec 27 T12S R83W 3/4 mile north of the Taylor River
1/2 mile east of Tellurium Creek From the sketch map, Dorchester
seems to have been the center for a number of mines scattered to the north and west
Proposed postmaster - Charles Laughlin**
- Aug 2 1900** **Established**
- Aug 2 1900** **Laughlin, Charles**
- Mar 5 1901** --- **SE/4 Sec 28 T12S R83W A move 4 blocks west of previous site
1/2 mile north of the Taylor River 1/4 mile south of Teluriam (sic) Creek**
- Apr 24 1902** **Schafer, George H.**
- Apr 20 1903** **Walmgreen, Alexander**
- Oct 25 1910** **Folsom, George B.**
- Jul 31 1912** **Discontinued Mail to Ashcroft**

Confirmed types of postal markings

- 1 DORCHESTER / COLO.
CI 10P 27.0**
- Hstp Target (?)**
- Aug 10 1901 Apr 19 1910**



DOYLEVILLE

The geographic history of Doyleville has been reviewed under Crookstown.

The original location for Doyleville was south of Tomichi Creek, on the Denver and Rio Grande Railroad. A number of historical references claim that Crooksville was renamed Doyleville in 1885. Not true. Doyleville came into existence in 1881 with the arrival of the Denver and Rio Grande Railroad. In 1885, the Crooksville Post Office did close and its mail functions were transferred to the existing Doyleville Post Office, hence the confusion.

After a short period as an end of track construction town, Doyleville was left with a station, a siding, and loading pens for livestock to serve the surrounding area.

The name Doyleville apparently honors an early resident and sheep rancher, Henry Doyle.

By the early twentieth century, traffic on the county road north of Tomichi Creek had gained importance and the post office was moved to the former location of Crooksville/Crookstown on the south side of what eventually became US Highway 50.

Doyleville is still the site of a large, active ranch and is marked by sign on US 50.

Latitude = 38:27:06 North Longitude = 106:36:32 West

Chronology of the Post Office

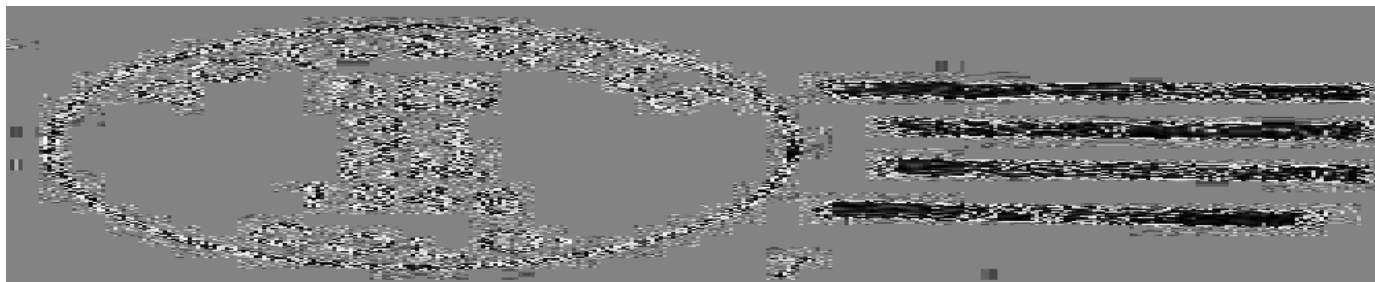
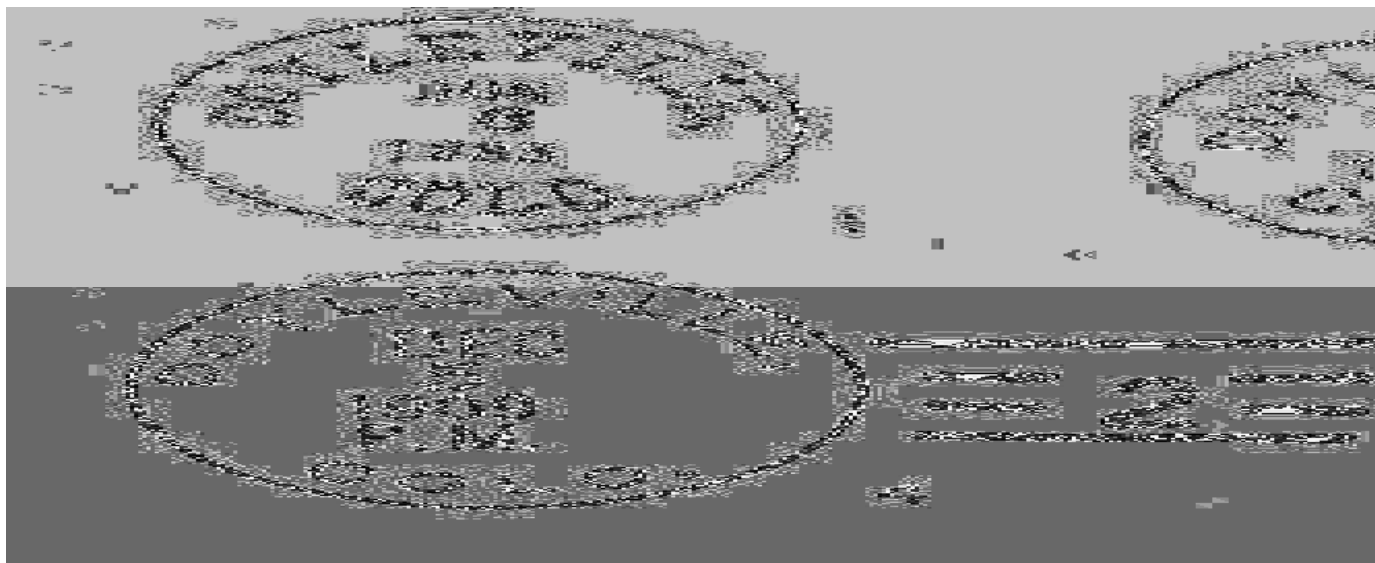
Oct 8 1881	---	NW/4 Sec 11 T48N R3E On north side of D&RG at Doyle Station or Hot Spring Station Proposed postmaster - Edwin A. Mitchell	
Oct 24 1881		Established	
Oct 24 1881		Mitchell, Edwin A.	
Apr 9 1882		Name changed to Gilman	
Mar 24 1883		Change in name rescinded	
May 9 1889		Wolfe, David E.	
Jun 26 1890		O'Fallon, Patrick	
Jul 15 1891		Prosser, William R.	
Jul 30 1894		McAllister, Charles E.	
Oct 13 1899		Bartlett, Carney F.	
Dec 14 1900		Shuckhart, John H.	
May 1 1902		McDowell, Henry M.	
Sep 28 1904		Shuckhart, John H.	
Jan 15 1908	---	From: NE/4 NW/4 Sec 11 T48N R3E To: SE/4 NW/4 Sec 2 T48N R3E A move 1-1/4 miles north of previous location (From railroad to the county highway)	
Feb 14 1908		Gibbons, Bessie	
May 2 1914	---	SE/4 NW/4 Sec 2 T48N R3E 1/2 mile north of Tomichi Creek 1/2 mile East of Hot Spring Creek 1-1/4 miles north of the D&RG	
Oct 20 1920		Stephenson, Edward D.	
May 28 1928	---	NW/4 Sec 2 T48N R3E 1/2 mile north of the Tomichi River 1/4 mile east of Hot Spring Creek 1 mile north of the D&RG RR	
Jun 25 1928		Stephenson, Mrs. Luvada	Confirmed
Jul 20 1928		Stephenson, Mrs. Luvada	Commissioned
Jul 31 1928		Stephenson, Mrs. Luvada	Assumed charge
Mar 21 1939		Stephenson, Mrs. Luvada	Assumed charge
Mar 27 1939		Stephenson, Mrs. Luvada	Acting
Apr 18 1939		Stephenson, Mrs. Luvada	Confirmed
May 2 1939		Stephenson, Mrs. Luvada	Commissioned
Oct 23 1941	---	NW/4 Sec 2 T48N R3E US 50 is 50 feet north of post office	
Sep 30 1948		Stephenson, Mrs. Helen M.	Possession
Oct 1 1948		Stephenson, Mrs. Helen M.	Assumed charge
Oct 20 1948		Stephenson, Mrs. Helen M.	Acting
Nov 18 1948		Stephenson, Mrs. Helen M.	Appointed
Dec 17 1948		Stephenson, Mrs. Helen M.	Commissioned
Dec 31 1948		Stephenson, Mrs. Helen M.	Possession

DOYLEVILLE – Continued

Feb 28 1969 Office temporarily closed
Apr 4 1969 Discontinued Mail to Parlin

Confirmed types of postal markings

1	DOYLEVILLE, / COLO. CI 10P 27.5	Hstp Not recorded	Dec 31 1882 Jun 6 1883
2	DOYLEVILLE / COLO. CI 10P 28.0	Hstp Target, 4-ring 16mm	Feb 24 1892 Nov 19 1896
3	DOYLEVILLE / COLO. CI 10P 29.0	Dplx Grid, 9 bar oval	Aug 21 1902 Jan 11 1906
4	DOYLEVILLE, / COLO. CI 10P 31.0	Doane Type 3 with 2, S-??x13mm	Jun 25 1906 Dec 5 1909
5	DOYLEVILLE, / COLO. CI 10P 31.0	4bars S-??x13mm	Nov 10 1910 Feb 8 1931
6	DOYLEVILLE, / COLO. CI 10P 33.0	4bars S-??x19mm	Jan 22 1941 Oct 13 1942
7	DOYLEVILLE / COLO. CI 10P 32.0	4bars S-24x19mm	Dec 31 1948 Feb 8 1951
8	DOYLEVILLE / COLO. CI 10P 32.0	4bars S-24x19mm	Feb 19 1962 Dec 28 1962
9	DOYLEVILLE, CO / 81225 CI 10P 31.5	4bars S-25x18mm	Nov 21 1967 Nov 28 1967



DRAKE

To my knowledge Drake has not been mentioned in Colorado's historical literature. From the scant information provided by the Post Office Department Records of Postmaster Appointments and the Geographic Site Location Report, it is my conjecture that Drake was most likely in the valley where the steep climb to Ohio Pass begins.

As such it would have been a predecessor to the original Mount Carbon and possibly served as a short-lived construction camp for the planned railroad over Ohio Pass to the mines at Irwin. Any additional information on the location and history of Drake would be greatly appreciated.

Chronology of the Post Office

Aug 8 1881	---	Not sectionalized On the route from Gunnison City to Irwin Will not have to leave present route Irwin five miles northerly Gunnison 25 miles southerly On the west side of Ohio Creek Proposed postmaster - David L. Markley
Sep 13 1881		Established
Sep 31 1881		Markley, David L.
Oct 5 1882		Discontinued Mail to Irwin

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM DRAKE

DREW

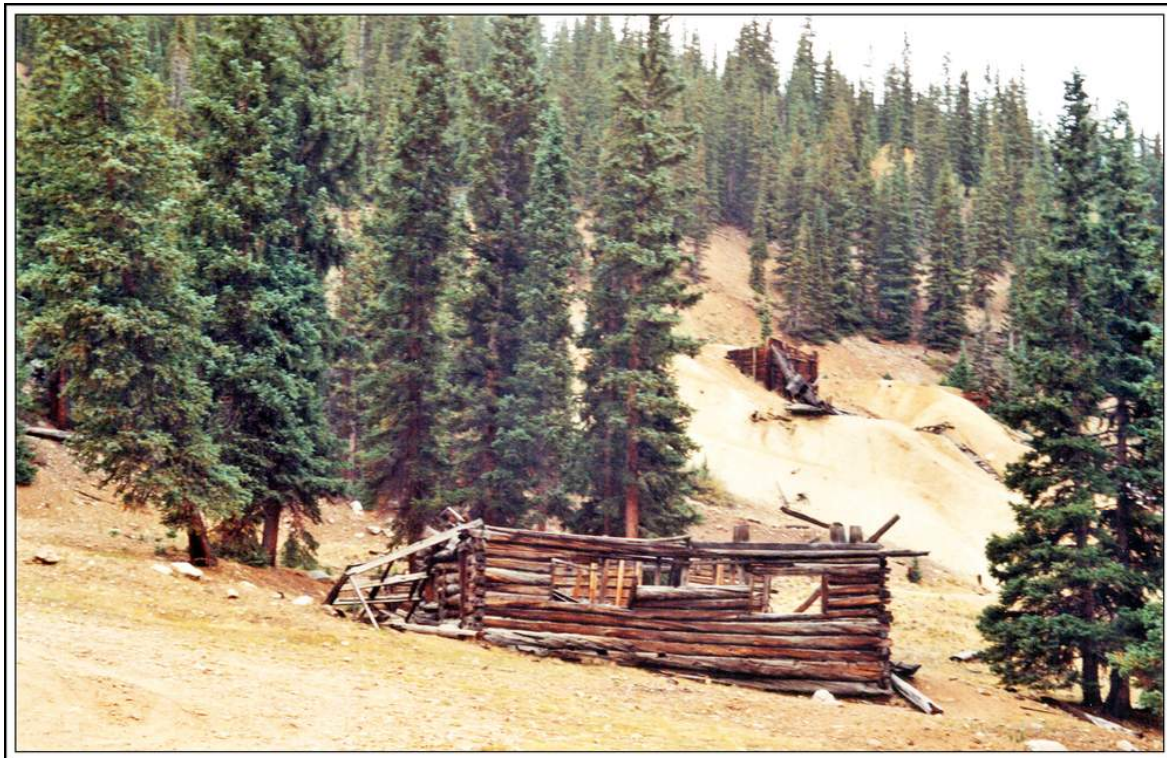
Drew is described as a, "small, obscure mining town at the southern end of Cumberland Pass." The town may have been small but the mine was anything but.

The above description and a similar one from the Colorado Historical Society's Rogers File give the impression that Drew was at the southern foot of Cumberland Pass. My first attempt to find the site of Drew was in 1991. From Pitkin I drove up the North Quartz Creek Valley to where the road begins its serious climb to Cumberland Pass. The valley at that point is choked with trees and willows and I saw nothing that would indicate the one time presence of a mining camp. The results of that visit were unsatisfactory but it was not until 2002 that an opportunity arose to revisit the area. Jim Ozment and I had spent the day in Taylor Park and chose to return to Gunnison by way of Cumberland Pass which would then give me the opportunity to again look for the site of Drew. Descending the east side of the pass, there are three sharp switchbacks. As we completed the third switchback we suddenly encountered a sizeable abandoned mining site. There were several deteriorating log buildings and some very large mine dumps. This is shown on the USGS maps as the Bon Ton Mine and it is sort of near the southern foot of Cumberland Pass, about a mile from the more level valley floor. I now have no doubt that this was the site of Drew.

The Post Office Department Geographic Site Location Report indicates that Drew was not the favored name for this post office. Gold Cup, Blaine and Drew were suggested, with a stated preference for Gold Cup. The postal officials in Washington assigned Drew.

From the above, you can see that the site is easy to find. Simply drive north from Pitkin on the Road to Cumberland Pass and you can't miss the location shortly after you begin the ascent to the pass. When we were there in 2002, it was late in the afternoon, the weather was deteriorating rapidly and there were even a few flakes of snow in the air. For me, another visit to Drew remains on my to-do list.

DREW – Continued



Building ruins and mine dump at site of Drew, Colorado

Photo by James L. Ozment

September 2002

Chronology of the Post Office

- Jan 21 1884 --- Tin Cup district, not sectionalized Quartz is nine miles southerly
Tin Cup 3 miles northerly May be in Sec 25, T16S R81W (Very doubtful) or 15S
Proposed postmaster - Andrew J. Biggs
- Feb 7 1884 Established
- Feb 7 1884 Biggs, Andrew J.
- Apr 24 1884 Robinson, Alexander D.
- Jul 21 1885 Discontinued Mail to Tin Cup
- Nov 2 1885 Re-established
- Nov 2 1885 Smith, Jasper W.
- Dec 14 1885 LaJune, Andrew
- Mar 29 1886 Discontinued Papers to Pitkin

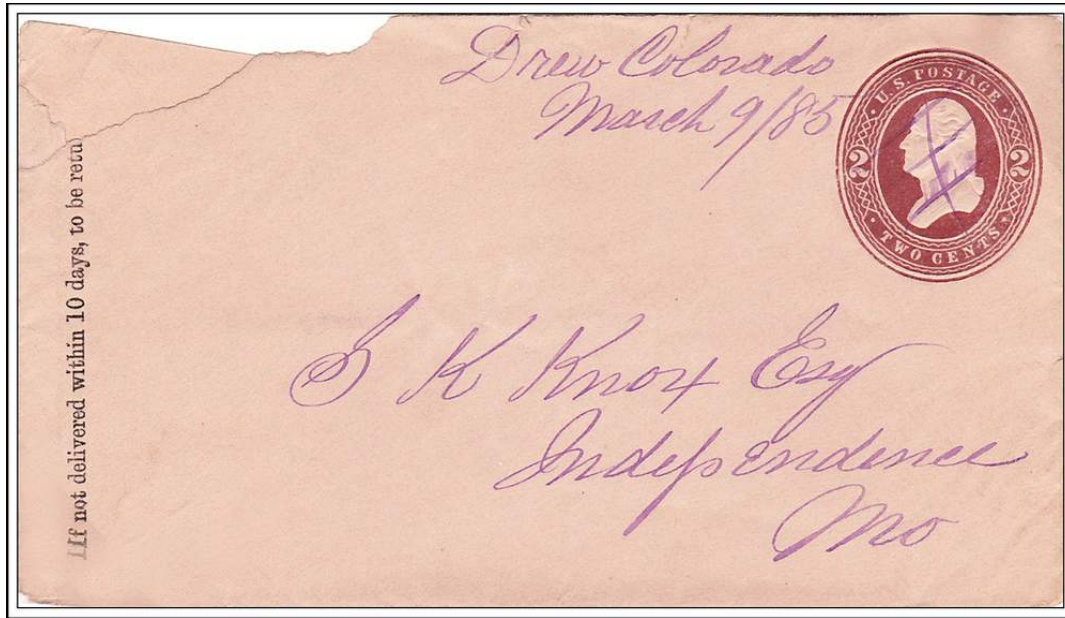
Confirmed types of postal markings

1 Drew Colorado
MS

Aug 21 1884 May 4 1885
Mscp Pen cancel



DREW – Continued



Drew, Colorado March 9, 1885 Manuscript postmark

DUBOIS

Dubois was one of the small mining camps that developed in 1892 in the “Gold Belt” of southern Gunnison County. Frank Dupuy and Anton Johnson were the first prospectors to locate in the area. Reportedly the town was named in honor of Senator Fred Dubois, a Republican from Idaho who was a strong supporter of the free and unlimited coinage of silver. Dubois was incorporated in 1894 but with a lack of operating capital and a lack of high-grade ore it soon disappeared from the landscape.

Where was the location of Dubois? Several references in the Colorado historical literature place the site of Dubois on Goose Creek, a mile and a half above the creek’s junction with Cebolla Creek, and also, “four miles by stage from Gateview.” This description does not fit with the Federal Land Survey location that is given on the Post Office Department Geographical Site Location Report. That location is some three miles east and slightly south of the location on Goose Creek. Adhering to my usual preference for the Post Office Department location over other choices, I believe Dubois was about a mile south of Spencer, which in turn is a mile west of Colorado Highway 149. It is possible that the location of Dubois has become confused with that of Tolifaro, which was on Goose Creek.

Following our visit to Spencer, which is easily accessible, Jim Ozment and I drove up onto the hills to the south. We could not get to where I have plotted the location of Dubois, which would have been a half-mile or more uphill and into the woods. We could see nothing from where we turned around to return to Spencer.

Therefore, the location of Dubois does remain open to question and to additional research.

Latitude = 38:20:58 North Longitude = 107:10:48 West DUBOIS MINE

Chronology of the Post Office

Dec 21 1893 --- SE/4 Sec 8 T47N R2W (or R3W ?) 2 miles west of Cebolla Creek
Proposed postmaster - Zachariah M. Harris

DUBOIS – Continued

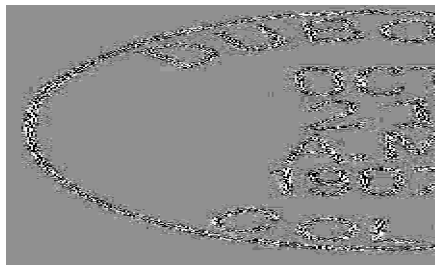
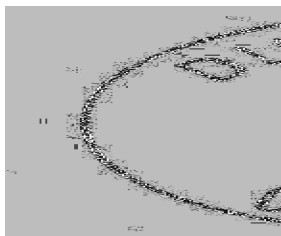
Jan 9 1894 Established
 Jan 9 1894 Renner, Theodore
 Jun 16 1905 Gabrielson, Elmira J.
 Feb 28 1910 Discontinued Mail to Powderhorn



DUBOIS / COLO. December 25, 1901

Confirmed types of postal markings

- | | | |
|---|--------------------------------|---|
| 1 | DUBOIS / COLO.
CI 10P 28.0 | May 10 1894 Dec 25 1901
Hstp Target, 4-ring 17mm |
| 2 | DUBOIS, / COLO.
CI 10P 30.0 | Oct 21 1907
4bars S-22x14mm |



ELGIN

In 1879 Colonel R. S. Moore settled near the Tomichi Hot Springs. There were upper and lower springs. Moore settled at the upper spring and the following year Charles Elgin settled at the lower spring. Elgin began development of a small settlement that served the scattered mining activity in the area, had a sawmill and provided shelter for visitors to the hot springs.

Named Elgin, the place soon became popular with invalids and others seeking rest and recuperation from the harsh life in early Gunnison County.

ELGIN – Continued

A post office was assigned to Elgin in 1882 but in September 1885 the name was changed to Waunita. A later name change would create Waunita Hot Springs, as it is still known. For the later history of this place, refer to the discussions of Waunita and Waunita Hot Springs.

Chronology of the Post Office

Sep 29 1882	---	SW/4 SE/4 Sec 10 T49N R4E 20 feet north of Hot Springs Creek "Watering place and mining camp." Proposed postmaster - Charles H. Elgin
Oct 11 1882		Established
Oct 11 1882		Elgin, Charles H.
Dec 7 1883		Pugh, George E.
Dec 1 1884		Berdel, Charles A.
Sep 10 1885		Name changed to Waunita

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM ELGIN

ELKO

Elko was a small mining camp contemporaneous with Schofield and a little more than a mile south of Schofield in an area known today as Elko Park. On October 1, 1881 D. F. McGlothlen, Willis McGlothlen, R. J. Walter, John Engstrom and Sam Bachtel filed a plat, for the town of Elko. Muriel Sibelle Wolle refers to Elko as, "consisting of two cabins and great expectations." Elko was abandoned even before Schofield.

The name Elko was derived from the location in the Elk Mountains.

In 1903 there was a brief revival. A 3,000 foot tunnel was dug and a small mill was constructed to process the ore. The complex nature of the ore and excessive transportation costs put an end to that short-lived adventure at Elko.

The site is easy to reach. A few feet north of the summit of Schofield Pass a side road to the west will take you down the hill and into Elko Park. At one time there was a small lake on Rock Creek, which drains the park but that has either filled in or been breached. There is a fairly wide meadow along the stream and the ruins of a cabin are visible on the slope on the north side of the creek. In the trees on the south side of the creek there is a cabin, undergoing reconstruction; however, it appears that this has been moved here from some other location.

The road into Elko Park continues south over Paradise Divide and down to the Slate River at Pittsburgh.

Chronology of the Post Office

Aug 2 1881	---	Not surveyed On the east bank of Rock Creek Schofield is 3 miles northwesterly Proposed postmaster - John Engstrom
Aug 15 1881		Established
Aug 15 1881		Engstrom, John
Sep 24 1884		Discontinued Mail to Schofield

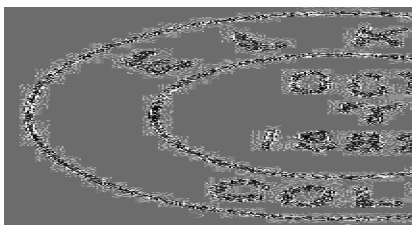
Confirmed types of postal markings

1 ELKO, / COLO.

CI 11P 27.0/17.5

Oct 7 1882

Hstp Grid, circular



ELKTON

Elkton, at the head of Washington Gulch, is a little over a mile northeast of Pittsburgh but separated from it by Anthracite Mesa.

Reportedly there was some very early (1861) placer mining here and a settlement developed by the name of Minersville. Considering the remoteness of the location and that in 1861 this was definitely Indian country, I am very skeptical of that claim.

In 1881, M. J. Gray and Joseph McCoy found some good outcroppings of silver and laid out a townsite near the head of Washington Gulch. Like Elko, five or six miles to the north, the town was named for its location in the Elk Mountains. The town was the property of the Elk Mountain Consolidated Mining Company.

Although the activity at Elkton was brief, it was apparently quite strong. The USGS maps of the area indicate a good number of mines and prospect pits in the area at the head of Washington Gulch.

To reach the vicinity of Elkton, begin just south of the Mount Crested Butte resort community where the main road crosses a branch of the Slate River. A side road to the north goes back up the hill and over into Washington Gulch.

I made this trip in 1991. At that time the road quickly degenerated into little more than two ruts going up the valley. For some perverse reason, and even driving a Ford Pinto, I went ahead and eventually clawed my way to the Elkton vicinity and then up onto Anthracite Mesa to Paradise Divide and down to Pittsburgh. With all of the development that has swept through this general area since 1991 I suspect the road is much improved.

In 1991, nothing other than evidence of the mining was visible.

A word of caution. Do not confuse either Elko or Elkton with other places in Colorado. There was a railroad siding named Elco (with a "C") in La Plata County and another mining town post office named Elkton in Teller County (1895-1926).

Latitude = 38:57:49 North Longitude = 107:01:58 West

Chronology of the Post Office

Jun 27 1881	---	SW/4 Sec 5 T13S R86W 2-1/2 miles west of East River (over the mountains), at the head of Washington Creek Gulch
		Proposed postmaster - Marcellus J. Gray
Jul 14 1881		Established
Jul 14 1881		Gray, Marcellus J.
Nov 15 1882		Discontinued Mail to Pittsburg

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM ELKTON

EMMA

There is no evidence that Emma was anything more than a ranch and stage station on the road through Taylor Park. In its brief existence of fourteen months the Geographic Site Location Reports place Emma at two different locations. The first location is on Texas Creek, approximately a half mile north of the road to Cottonwood Pass and St. Elmo. The second location is another two miles north, at Pieplant Creek. There are no signs of habitation at the Texas Creek site but at the Pieplant site there are a couple of log buildings and a corral. The larger of the buildings has recently been renovated and expanded. The buildings are west of the main road on the north side of Pieplant Creek. The side road to the east, to Pieplant, is a hundred yards farther north.

EMMA – Continued

The source of the name is evident. The postmaster, for the Texas Creek site, was Emma Garrison. In fact the suggested name was Garrison but Emma was the name assigned. The name can be a bit confusing as this Emma was followed in 1883 by another Emma located in Pitkin County, which lasted much longer - until 1939.

Chronology of the Post Office

Aug 24 1881	---	Country just being sectionized 4 miles northeast of the Taylor River 20 feet east of Texas Creek Proposed postmaster - Emma D. Garrison
Sep 27 1881		Established
Sep 27 1881		Garrison, Emma D.
Apr 4 1882		Austin, John O.
Sep 18 1882	---	SE/4 Sec 21 T13S R82W 50 yards east of the Taylor River 250 yards north of Pie Plant Creek Proposed postmaster - John S. Flickner
Sep 20 1882		Flickner, John S.
Nov 10 1882		Discontinued Mail to Tin Cup

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM EMMA

FLORESTA

This site was originally known as Ruby-Anthracite. It was formed to exploit a large deposit of anthracite coal south of Irwin and west of the Ohio Pass, Kebler Pass road.

In 1880, a town began to develop near the headwaters of Ruby Anthracite Creek. The previous year, acting for the Osage Coal and Mining Company, W. V. Osborn had filed on the land. In 1882, Thatcher, Reynolds and the Thompson brothers acquired the property from the Osage Company. They would in turn sell to the Colorado Fuel and Iron Company.

In 1883 the Denver and Rio Grande Railroad constructed an eleven-mile track from Crested Butte to Ruby-Anthracite. For many years there was extensive production of anthracite coal. In 1918 the mine closed, although there was sporadic activity as late as 1936. The tailings pile was sold for use as flux and the railroad continued to operate until 1929.

At first the post office serving the Floresta Mine was known as Ruby. Since the silver mining community, some four miles northeast of Ruby-Anthracite was popularly known as Ruby-Irwin there was undoubtedly confusion in the proper direction of mail to the two communities. In 1896 the post office at the coal mine took the name of Floresta. The name is loosely derived from "forest," descriptive of its location.

The access to the Floresta site begins a short distance south of the junction of the road to Ohio Pass with the road from Crested Butte to Kebler Pass, and where the Ohio Pass Road crosses the old railroad grade. Unfortunately, the access road enters private property and is blocked by a substantial, locked gate. Because of that, I have not visited the actual site, which is about a mile beyond the gate.

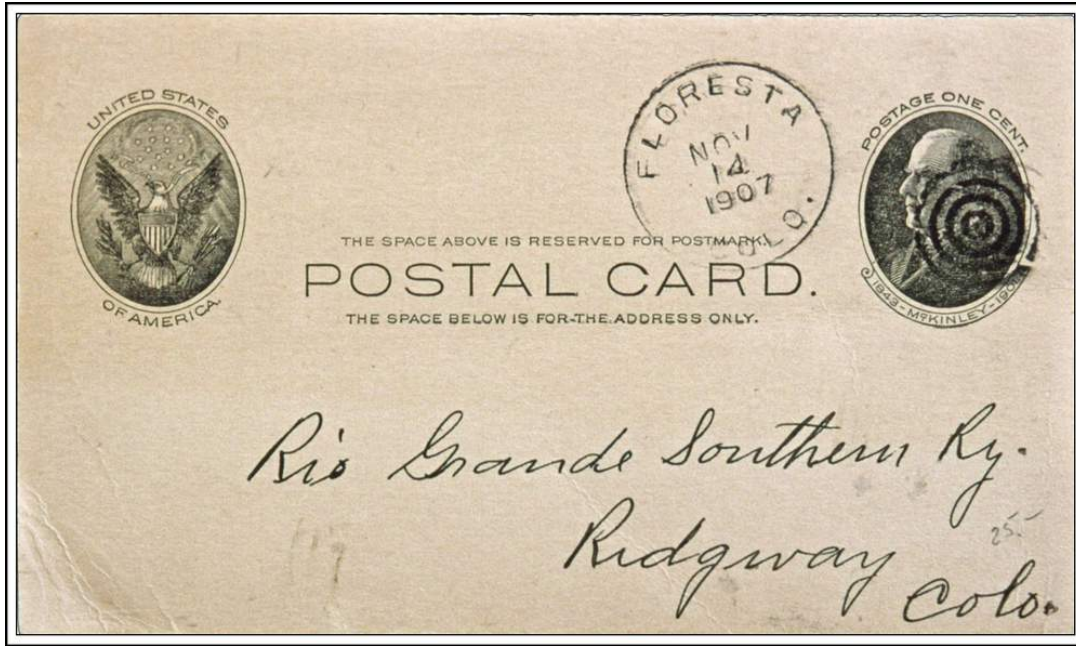
Latitude = 38:50:31 North Longitude = 107:07:20 West

Chronology of the Post Office

Dec 30 1896	---	NW/4 Sec 16 T14S R87W 1/4 mile east of Anthracite Creek Proposed postmaster - Charles Andrew Myers
Jan 16 1897		Established
Jan 16 1897		Myers, Charles A.
May 17 1898		McLaughlin, Thomas

FLORESTA – Continued

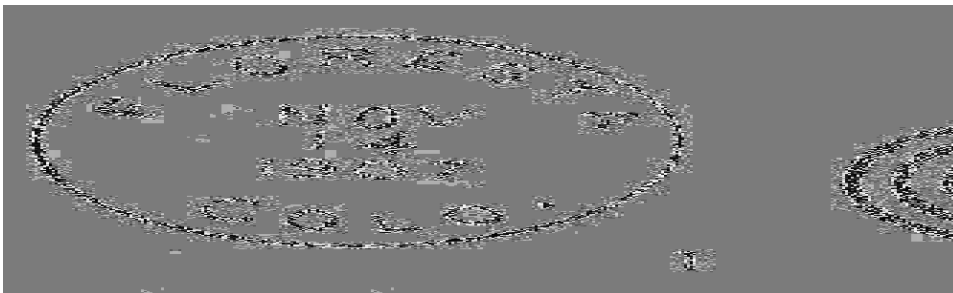
Dec 3 1906	McWilliams, Charley C.	
Jan 5 1912	Rees, William H.	
Apr 21 1914	Chambers, Charles C.	Declined
Aug 7 1914	Mascon, Horine B.	
Nov 15 1919	Discontinued Mail to Crested Butte	



FLORESTA / COLO. November 14, 1907

Confirmed types of postal markings

- | | | |
|---|----------------------------------|---|
| 1 | FLORESTA / COLO.
CI 10P 27.5 | Jul 9 1900 Aug 9 1909
Hstp Target, 4-ring 17mm |
| 2 | FLORESTA, / COLO.
CI 10P 33.0 | Sep 10 1914 Aug 17 1915
4bars S-25x19mm |



GATEVIEW

Gateview was the last in the succession of names to be applied to the stage and rest stop on the Saguache to Lake City road, in the area where Indian Creek joins the Lake Fork of the Gunnison. First established in 1876 as Barnum, it became Allen in 1881. In 1889, with the departure from the area of Benjamin Allen and the arrival of the Denver and Rio Grande Railroad the name was changed to Gateview. The post office may have then moved a short distance west to be closer to the railroad.

GATEVIEW – Continued

The settlement was a halfway house on the stage road and included a large horse and hay barn, corrals, pasture for livestock and an eating house for travelers.

The site is where Colorado Highway 149 exits from Indian Creek Valley into the valley of the Lake Fork. A short distance east of where the Blue Mesa Cutoff Road begins, the remnants of some log buildings remain on the south side of the highway. I believe that they are the remains of Barnum-Allen-Gateview.

Latitude = 38:17:37 North Longitude = 107:13:05 West

Chronology of the Post Office

Oct 7 1889	--	Unsurveyed lands 3/4 mile east of the Lake Fork of the Gunnison River on the east bank of Indian Creek [from the report for Allen]
Mar 11 1892		Moved from Allen Listing in Postal Guides was not changed until 1895
Mar 1 1892		Mendenhall, Alla M.
Oct 2 1894		Mendenhall, Francis M.
Nov 7 1895		Discontinued Mail to Powderhorn

Confirmed types of postal markings

1	GATEVIEW / COLO. CI 10P 27.5	Hstp No killer	Nov 4 1895
---	---------------------------------	----------------	------------

**GILMAN**

Gilman was the name applied to a stop on the Denver and Rio Grande Railroad east of Parlin. For a few months in 1882-1883 the Doyleville Post Office was officially known as Gilman. However, that change in name was rescinded and I have doubts that the post office ever operated as Gilman.

For more information on the post offices in this area, please refer to the discussions of Crookstown, Crooksville and Doyleville.

Chronology of the Post Office

Sep 4 1882	Name changed from Doyleville
Sep 4 1882	Mitchell, Edwin A.
Feb 5 1883	Discontinued Mail to Gunnison
Mar 24 1883	The orders changing the name and site to Gilman, and discontinuing Gilman were rescinded and Doyleville was re-established It is doubtful the office was ever moved from Doyleville or operated as Gilman

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM GILMAN

GLACIER

Glacier was a siding on the Denver and Rio Grande Railroad between Almont and Crested Butte. The siding held only four cars. Ore from the Star and Bull Domingo Mines on the east side of Italian Mountain was brought by wagon down Cement Creek by way of a very difficult road. Cattle and hay were also shipped from this siding.

The site was on the west side of the East River and a half-mile north of Cement Creek. The place was originally called Bockers because it was located on the H. E. Bocker ranch. Supposedly it was given the new name for a, "glacier on a nearby mountain." I do not put much faith in that claim, as I doubt that any of the nearby mountains still supported a glacier in the nineteenth century.

The location of Glacier was north of where a modern road crosses the East River to an expanding development of new homes, apartments and condominiums. A short distance north of this junction and on the east side of Colorado Highway 135 is an older ranch, likely related to Glacier. A little farther up the highway and on the west side is a small, red building, the Red Mountain Log Furniture Showroom. This building was once the Glacier School but it has been moved to its present location.

Chronology of the Post Office

Feb 5 1914	---	NE/4 Sec 33 T14S R85W 1/4 mile west side of the East River 1/2 mile north of Cement Creek 500 feet east of the D&RG track Applicant for postmaster - Mrs. Leda McKinley
Apr 20 1914		Established
Apr 20 1914		McKinley, Leda
Nov 9 1914		Wise, Maud
Nov 30 1915		Discontinued Mail to Crested Butte

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM GLACIER

GOTHIC

In 1879 John and David Jennings discovered silver ore on Copper Creek and named their discovery the Sylvanite Mine. The mine was noted for the presence of wire silver. Following quickly on the heels of the discovery was the development of a town in the valley where Copper Creek joined the East River. On June 9, 1879 Gothic City held its first town meeting. Gothic was incorporated July 17, 1879. Samuel Wait and Tom Weil have both been given credit for establishing the town.

The name Gothic was taken from the Gothic Mountain (12,625 feet) that towers above the town west of the East River. The mountain was so named because its crest was perceived to resemble Gothic style architecture.

For several years, Gothic was more than a mining town. Its location on the East River allowed it to function as supply center for the mining activity to the north and east, and as a rest stop for travelers bound north to the mining districts on the Crystal River and around Aspen. The development of better roads and alternate routes soon reduced that activity to a trickle. The mines produced well for a short period of time but the good ore soon ran out and with the difficulties of transportation and harsh winters Gothic soon faded.

In April of 1928 the efforts of Dr. John C. Johnson, professor of Biology at Western State College in Gunnison resulted in the establishment of the Rocky Mountain Biological Laboratory at Gothic. For \$200 in taxes, the college purchased the entire town. Some buildings were demolished and those in better condition were restored for use as classrooms and residences for students and staff. The Laboratory conducts studies of the high altitude ecology and environment. Summer academic studies include courses in biology, parasitology and related subjects.

GOTHIC – Continued

Thanks to the efforts of the Laboratory, Gothic, at least during the summer months is still a small but active community. Improvement in the roads and the development of campgrounds in the area has brought increased summer tourist and recreational business to the area. There are minimal services available at Gothic but the modern Mount Crested Butte resort community is only a few miles to the south.

From Crested Butte, take the main road north to Mount Crested Butte. Stay on the main road, around the west side of the resort town and continue north to Gothic. This road continues north, over Schofield Pass and on to Crystal and Marble. However, beyond Schofield Park it is one of the most difficult 4-wheel drive roads in Colorado and is not recommended for anyone other than the most experienced drivers and even those should not drive that road alone.

Latitude = 38:57:33 North Longitude = 106:59:21 West

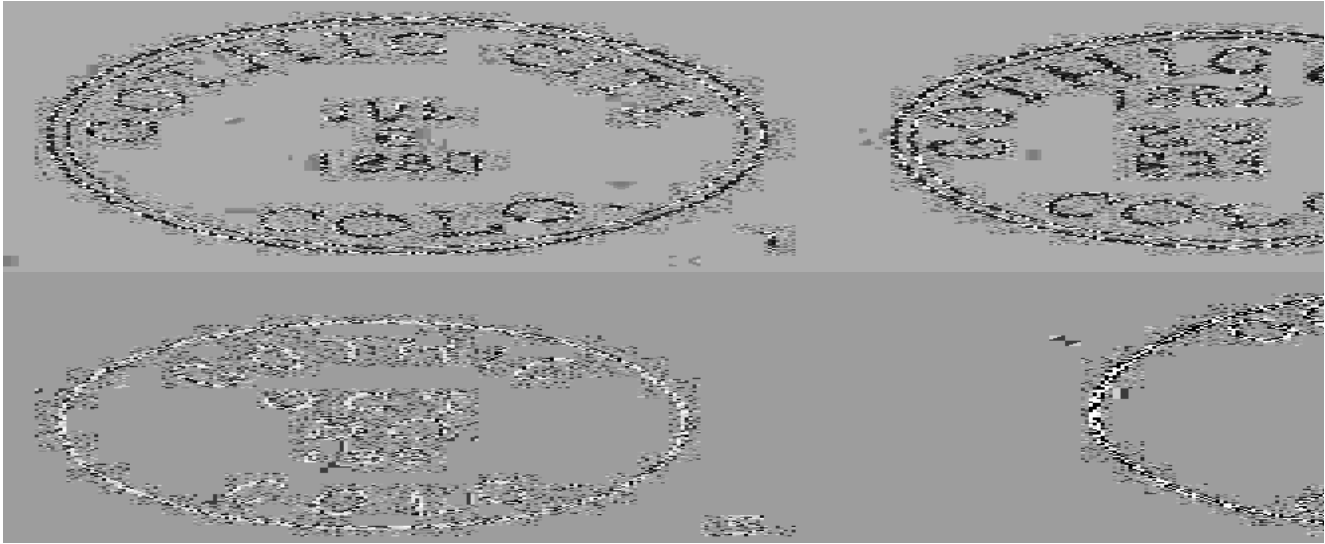
Chronology of the Post Office

Jul 21 1879	---	NE/4 Sec 34 T12S R86W (About ???) East side of East River north side of White Rock Creek Proposed postmaster - Lewis A. Wait	
Aug 5 187		Established	
Aug 5 1879		Wait, Lewis A.	
Feb 7 1881		Fuller, Ebenezer W.	
Jan 26 1883		Stark, Charles B.	
Sep 10 1883		Jarvis, W. E.	
Dec 7 1883		Crawford, Thomas	
Jan 28 1888		Steinmeyer, Mrs. Josephine	
Sep 9 1889		Flagg, Mrs. Phoebe E.	
Oct 1 1894		Kincaid, John	Declined
Oct 31 1894		Madden, Jerry	
Jun 22 1896		Discontinued Mail to Crested Butte	
Apr 29 1907	---	NE/4 Sec 3 T13S R86W On the East River and Copper Creek (run through Gothic) GOTHIC CITY (City crossed out)	
Jun 20 1907		Re-established	
Jun 20 1907		Vagg, Edith C.	
Dec 20 1907		Thomas, Eliza V.	
Jan 31 1914		Discontinued Mail to Crested Butte	

Confirmed types of postal markings

1	GOTHIC CITY, / COLO. CI 20P 31.0/29.0	Hstp Target, 4-ring; Cork, smudge	Jul 6 1880 Aug 8 1881
2	GOTHIC CITY / COLO. CI 20P 28.0/26.0	Hstp Target, 4-ring 19mm	Apr 26 1881 Feb 22 1882
3	Gothic Col MS	Mscp Pen cancel	May 21 1880 Jun 7 1881
4	GOTHIC / COLO. CI 10P 27.0	Hstp Cork, smudge	May 27 1884 Jul 27 1885
5	GOTHIC COLO. CI 10P 27.0	Hstp Target, 4-ring 16mm	Sep 30 1891 Oct 30 189-
6	GOTHIC, / COLO. CI 10P 31.5	4bars S-25x14mm	Sep 9 1908

GOTHIC – Continued



GUNNISON

The first settlement in this area came in 1871 when, in the person of Alonzo Hartman, the Federal Government established a cow camp for beef that was to be distributed to the Ute Indians. Later, Hartman would become the first postmaster for Gunnison. His cabin and post office have been moved and reconstructed on the grounds of the Gunnison Pioneer Museum on the east end of Gunnison.

On April 21, 1874 a party of settlers led by Sylvester Richardson arrived at the junction of the Gunnison River with Tomichi Creek. The land was surveyed into quarter sections (160 acres). A town was laid out on Richardson's lot and a town company formed. In 1879 Sylvester Richardson, Governor Evans, Captain Mullin and others reorganized the Gunnison Town Company. The townsite of Gunnison was surveyed and incorporated the following year.

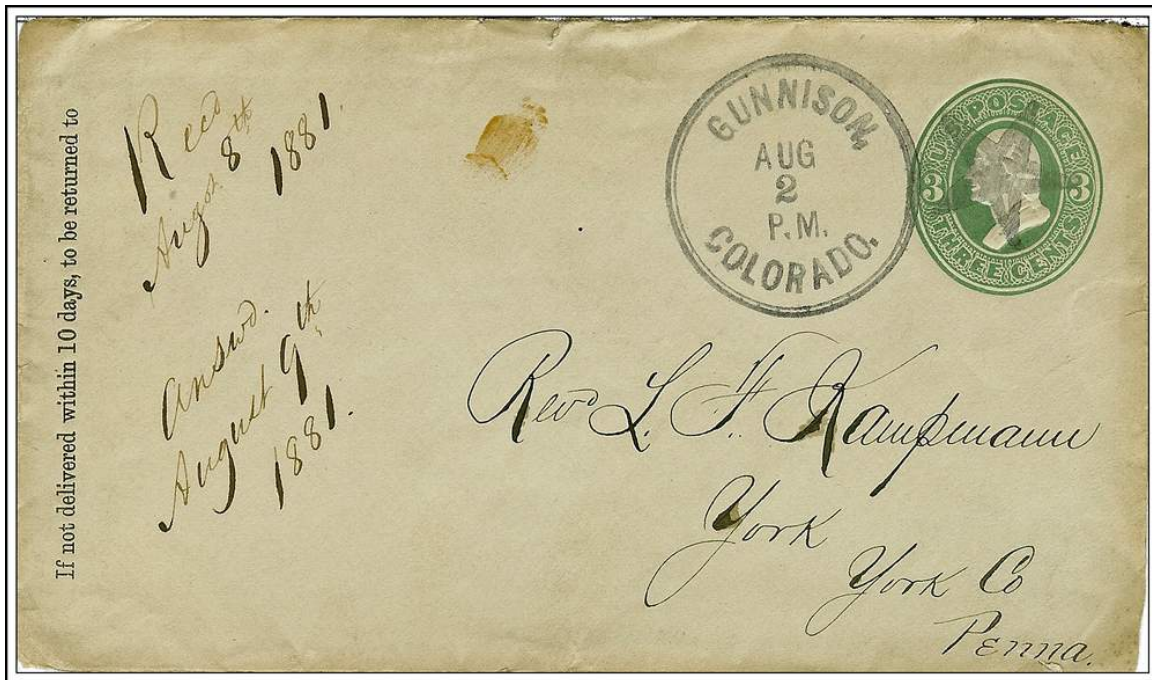
The county, the river and the town are named in honor of Captain James W. Gunnison who led an exploration party through the area in 1853 seeking a feasible route over the Continental Divide for a trans-continental railroad. On October 26, 1853, Captain Gunnison and several of his party were killed in a battle with Indians in Utah.

The town first developed as two communities, only a short distance apart. The smaller was called West Gunnison and the larger Gunnison, which soon swallowed the smaller settlement. No independent post office was ever established at West Gunnison but that designation is occasionally found in return addresses.

In the mid and late 1870's gold and silver were discovered throughout a large area surrounding Gunnison. The central location, in a broad valley, made Gunnison a logical place for the development of a major supply center. The discovery of good coal deposits to the north of Gunnison also added to the economic strength of the developing town.

The resources of the Gunnison Country were an attraction for Colorado's developing railroads. The Denver, South Park, and Pacific, and the Denver and Rio Grande both began construction with Gunnison as a destination. The South Park had the initial lead but on August 8, 1881 the Rio Grande was the first to reach Gunnison. The South Park would not enter Gunnison until September 24, 1882. Gunnison would become a modest rail center with branch routes north to the Ohio Creek Valley and to Crested Butte. The Denver and Rio Grande would build on to the west tapping the mines of the northern San Juans and eventually reaching Salt Lake City.

GUNNISON – Continued



GUNNISON, / COLORADO. August 2, (1881)

Throughout the remainder of the nineteenth century and the first half of the twentieth century Gunnison's economy was dominated by the mining and ranching activity in the surrounding countryside. The designation of Gunnison as the county seat helped to solidify its position as the principal town of Gunnison County.

Even from its early days the Gunnison Country was an attraction for tourists, hunters and fishermen. As time passed a number of resorts were developed in and around Gunnison. With the decline of mining activity, the importance of tourism increased. In the twenty-first century tourism and summer residences make major contributions to the county's economy.

Gunnison, as the home of Western State College, is also a college town.

Latitude = 38:32:45 North Longitude = 106:55:29 West

Chronology of the Post Office

Sep 20 1876	---	Unsurveyed land At the junction of the Gunnison River and Tomichi Creek	
Oct 2 1876		Established	
Oct 2 1876		Hartman, Alonzo	
Feb 5 1878		Site moved 1 mile NE	
Mar 22 1882		Hartman, Alonzo	P&S
Mar 29 1886		Adams, Frank	P&S
Feb 25 1890		Shackleford, Sprigg	P&S
Mar 19 1894		Daley, Patrick	P&S
Jun 3 1898		Deering, Matthew C.	P&S
Sep 8 1898	---	SW/4 & SE/4 Sec 36, SE/4 Sec 35 T50N R1W and NE/4 Sec 2 and N/2 Sec 1 T49N 5 blocks from D&RG RR and 3 blocks from DL&G RR on north side of both roads, 400 feet to each block	
Jan 16 1901		Summers, George W.	P&S

GUNNISON – Continued

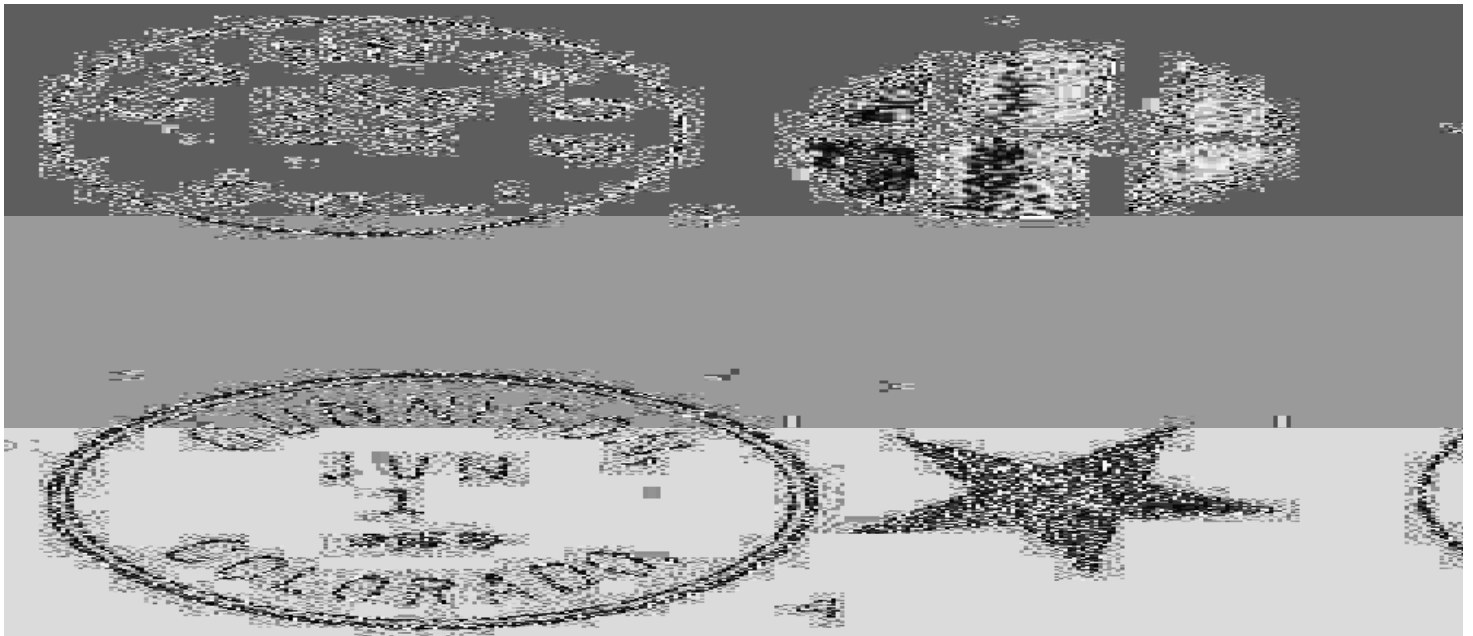
Jan 20 1905	Summers, George W.	P&S
Mar 1 1905	Summers, Nellie R.	P&S
Apr 19 1909	Summers, Nellie R.	P&S
Dec 20 1911	Martin, B. Frank	P&S
May 6 1914	--- SW/4 Sec 36 T50N R1W 3/4 miles east of the Gunnison River, 1/2 mile north of Tomichi River 3125 feet north of the D&RG	
Jul 8 1915	Wenger, Martin G.	Acting
Oct 20 1915	Aikin, Harry R.	P
Dec 16 1915	Aikin, Harry R.	P&S
Mar 7 1919	Hurley, P. J.	Acting
Feb 18 1920	Boyles, Paul C.	P&S
Mar 1 1924	Boyles, Paul C.	P&S
Mar 1 1928	Boyles, Paul C.	P&S
Mar 4 1932	Boyles, Paul C.	Nominated
Mar 18 1932	Boyles, Paul C.	Confirmed
Apr 23 1932	Boyles, Paul C.	Commissioned
Mar 16 1936	Schmitz, Mathias J.	Nominated
Mar 27 1936	Schmitz, Mathias J.	Confirmed
Apr 1 1936	Schmitz, Mathias J.	Appointed Presidential
Apr 23 1936	Schmitz, Mathias J.	Commissioned
--- -- ---	Schmitz, Mathias J.	Did not take possession
Feb 17 1937	Snyder, Benjamin H.	Acting
Apr 1 1937	Snyder, Benjamin H.	Assumed charge
Mar 16 1938	Snyder, Benjamin H.	Nominated
Mar 23 1938	Snyder, Benjamin H.	Confirmed
Mar 25 1938	Snyder, Benjamin H.	Appointed Presidential
Apr 15 1938	Snyder, Benjamin H.	Commissioned
Dec 16 1938	--- SW/4 Sec 36 T50N R1W Virginia & Wisconsin Streets	
Nov 6 1941	--- SW/4 Sec 36 T50N R1W Corner of Virginia & Wisconsin Streets	
May 15 1942	Snyder, Benjamin H.	Nominated
Jun 4 1942	Snyder, Benjamin H.	Confirmed
Jun 5 1942	Snyder, Benjamin H.	Appointed Presidential
Jun 29 1942	Snyder, Benjamin H.	Commissioned
Dec 30 1965	Frasier, Forrest F.	Acting
Aug 24 1967	Frasier, Forrest F.	Confirmed
Aug 25 1967	Frasier, Forrest F.	Appointed Presidential
Sep 8 1967	Frasier, Forrest F.	Commissioned

Confirmed types of postal markings

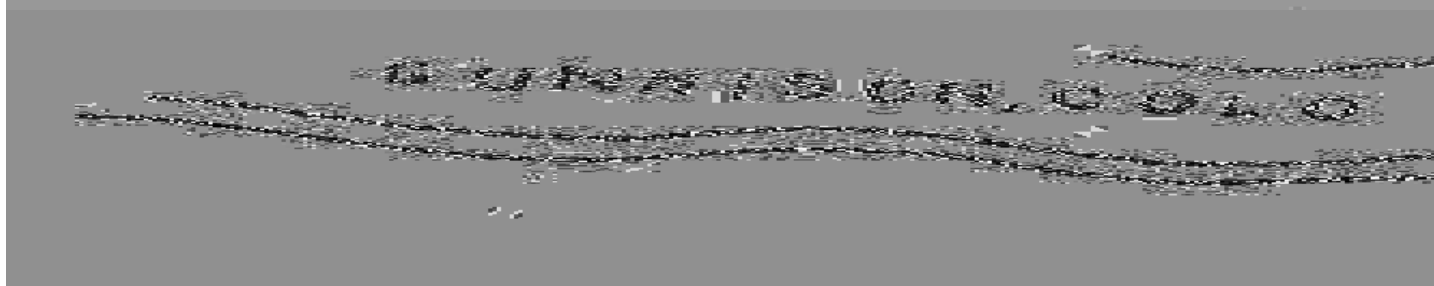
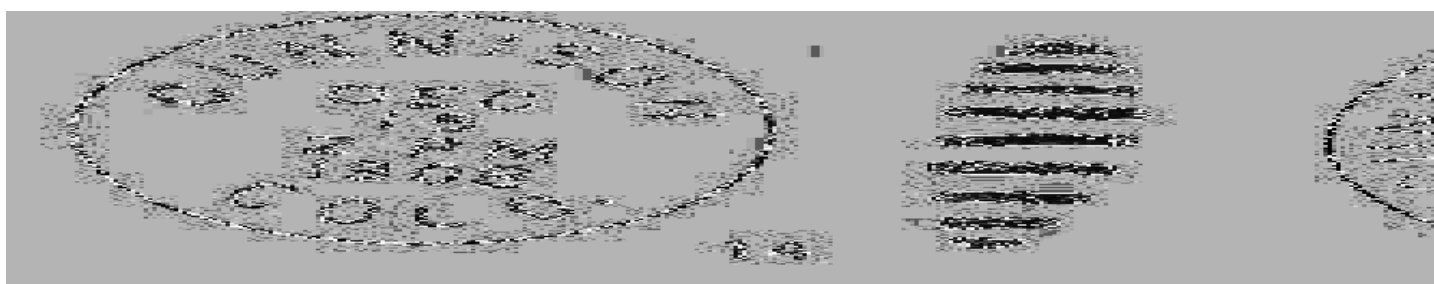
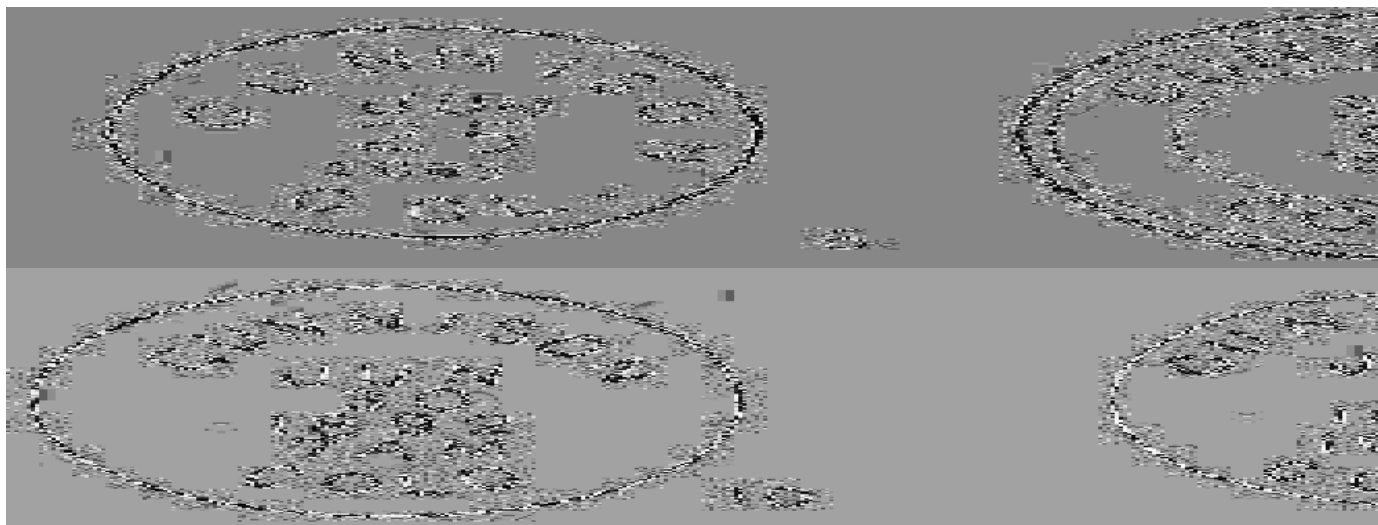
1	GUNNISON / COL. CI 10P 25.0	Hstp Not recorded	Jun 25 187- Jul 26 1879
2	Gunnison Colo MS	Mscp Pen cancel	May 20 1880
3	GUNNISON / COLO. CI 10P 27.0	Hstp Target, 4-ring 18mm	Aug 18 1880 Nov 1 1880
4	GUNNISON, / COLORADO. CI 20P 34.0/31.0	Hstp Fancy, Positive star	Apr 6 1881 Aug 2 1881
4.1	GUNNISON, / COLORADO CI 20P 32.0/17.0	Hstp Fancy, Positive star	May 27 1885
4.2	GUNNISON, / COLO. / RECEIVED. CI 20P 32.0/29.0	Hstp Not present	Jan 29 1882 Nov 11 1883
5	GUNNISON / COLO. CI 10P 27.0	Hstp Cork, Double grid, Smudge	Nov 2 1881 Oct 3 1886
6	GUNNISON / COL. CI 10P 27.0	Hstp Cork, Double grid, smudge	Jun 16 1883 Feb 21 1884

GUNNISON – Continued

7	GUNNISON, / COLO. CI 21H 32.0/28.0/19. 0	Jan 8 1887 Sep 6 1889 Hstp Cork, Square double grid
8	GUNNISON / COLO. CI 10P 26.0	Jun 9 1887 Jun 18 1890 Hstp Target, 4-ring, 21mm; Cork smudge
9	GUNNISON / COLO. CI 10P 28.0	Aug 15 1890 Hstp Not present
10	GUNNISON / COLO. CI 10P 30.0	Sep 1 1891 Dec 16 1893 Hstp Cork, Smudge
11	GUNNISON / COLO. CI 10P 29.0	Sep 18 1893 Mar 15 1898 Hstp Cork, Circular geometric, smudge
12	GUNNISON / COLO. CI 10P 29.0	Sep 25 1893 Jul 21 1896 Hstp Cork, Smudge, Negative X-roads
13	GUNNISON / COLO. CI 10P 29.0	Oct 21 1896 Mar 20 1899 Hstp No killer
14	GUNNISON / COLO. CI 10P 29.5	Apr 24 1899 May 6 1912 Dplx Grid, 9 bar oval
14.1	GUNNISON, COLO. / REC'D. CI 10P 29.0	May 23 1905 Feb 13 1906 Hstp No killer
15	GUNNISON / COLO. CI 10P 30.0	Dec 29 1912 Aug 8 1914 Dplx Grid, 9 bar oval
15.1	GUNNISON, COLO. / REGISTERED CI 11P 28.0/19.0	Jan 11 1913 Jul 6 1929 Hstp No killer
15.2	GUNNISON, / COLO. RC 10P 35.0x18.5	1910s Hstp No killer, Parcel Post Box
16	GUNNISON / COLO. CI 10P 25.0	Dec 24 1920 Feb 9 1949 Dplx Grid, oval with circle & 1
17	GUNNISON, COLO. CI 10P 23.0	Aug 2 1921 Aug 2 1927 Flag 13 star waving flag
18	GUNNISON. COLO. / PARCEL POST CI 10P 29.0/19.0	Jul 18 1934 Hstp No killer

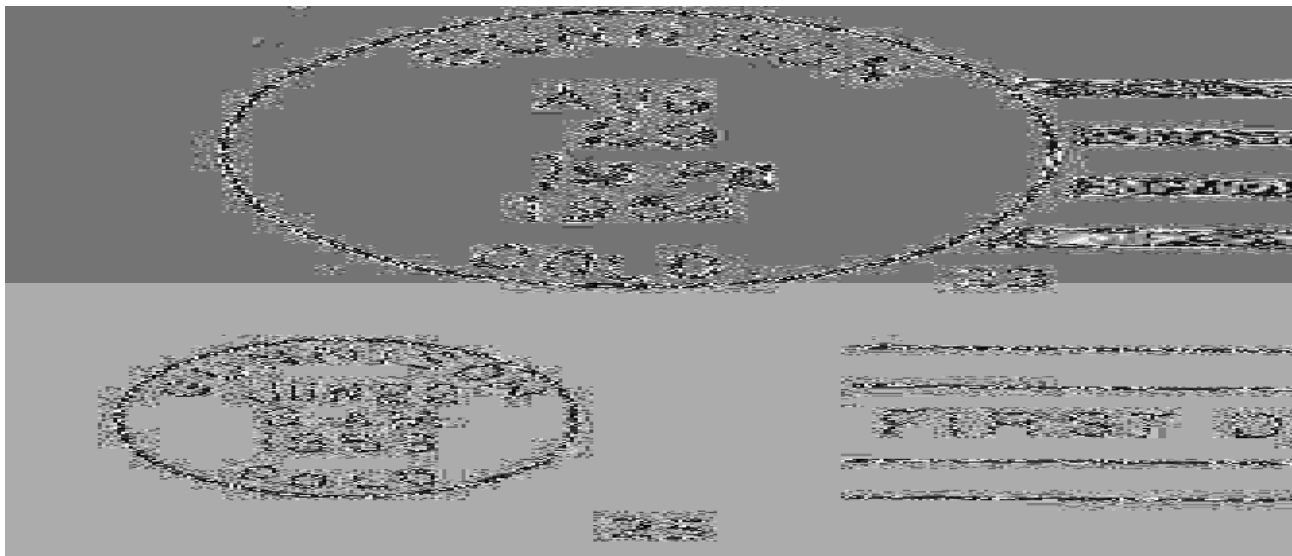


GUNNISON – Continued



GUNNISON – Continued

19	GUNNISON, / COLO. RC 10P 35.0x18.0	Jan 11 1913 Jul 18 1934 Hstp Parcel Post Box style
20	GUNNISON, COLO. CI 10P 21.0	Mar 1 1928 Nov 21 1962 Mach 7 wavy lines
21	GUNNISON, COLO. SL 00R 42.0x3.0	--- -- 1940s Rolr Continuous impression between wavy lines; 1 above, 2 below
22	GUNNISON / COLO. CI 10P 33.0	Apr 21 1946 May 28 1949 4bars S-24x20mm
23	GUNNISON / COLO. CI 10P 36.0	Aug 29 1956 4bars S-26x21mm
24	GUNNISON, COLO. CI 10P 21.0	Jul 2 1957 Aug 18 1965 Mach Slogan in box with bars; Tree stump, Remember - Only you can /PREVENT / FOREST FIRES
25	GUNNISON / COLO. CI 10P 21.0	Jun 22 1956 Jun 22 1956 Hstp 2 bars / FIRST DAY OF ISSUE / 2 bars; 3 cent Pronghorn Antelope First Day Covers
26	GUNNISON / COLO. CI 10P 33.0	Dec 31 1962 4bars S-25x20mm
27	GUNNISON, CO / 81230 CI 10P 33.0	Oct 7 1965 Nov 30 1985 4bars S-23x20mm
28	GUNNISON, CO 81230 CI 10P 21.0	Apr 13 1966 Mar 13 1971 Mach 7 wavy lines
29	GUNNISON, CO / 81230 CI 10P 21.0	Jun 22 1966 Dec 8 1966 Mach Slogan in bars; NATIONAL PARK SERVICE / 50TH ANNIVERSARY
30	GUNNISON, CO 81230 CI 10P 21.0	Jul 31 1967 Oct 21 1974 Mach Slogan in box with bars; Tree stump, Remember - Only you can /PREVENT / FOREST FIRES
30.1	GUNNISON, CO 81230 CI 10P 21.0	Oct 7 1985 Oct 16 1985 Mach 7 wavy lines [NOT AVAILABLE FOR ILLUSTRATION]
31	GUNNISON, CO / 81230 CI 10P 33.0	Jan 9 1991 Jun 1 1993 4bars S-20x15mm
32	GUNNISON, CO / USPO CI 11P 30.0/20.0	Jun 26 1991 May 29 1993 Hstp No killer
33	GUNNISON CO / 81230 CI 10P 30.	Jul 21 2000 4bars S-27x16mm



GUNNISON STATIONS – Continued

CATTLEMEN'S DAYS STATION

Chronology of the Post Office

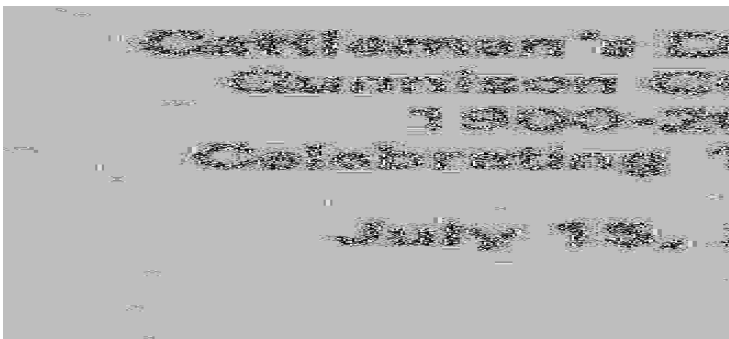
Jul 15 2000 Operated as a Special Commemorative Station

Confirmed types of postal markings

1	Gunnison CO 81230 // Cattlemen's Days Station IR 00R 76.0x37.0	Jul 15 2000 Pict Scene - Cowboy boot; Text - 1900-2000 / Celebrating 100 Years
---	---	--

GUNNISON STATIONS – Continued

CATTLEMEN'S DAYS STATION – Continued



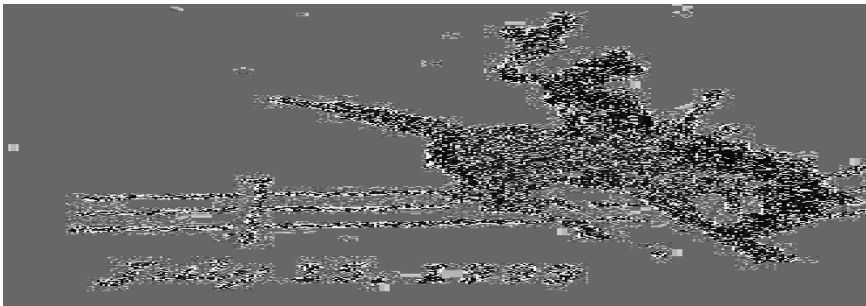
CATTLEMEN'S DAYS RODEO STATION

Chronology of the Post Office

Jul 15 1999 Operated as a Special Commemorative Station

Confirmed types of postal markings

1	Gunnison, CO 81230 // Cattlemen's Days Rodeo Station IR 00R 103.0x36.0	Jul 15 1999 Pict Scene - Bronc rider, Fence; Text - 99th Year / Moving Towards 100
---	---	--



CELEBRATE THE CENTURY STATION

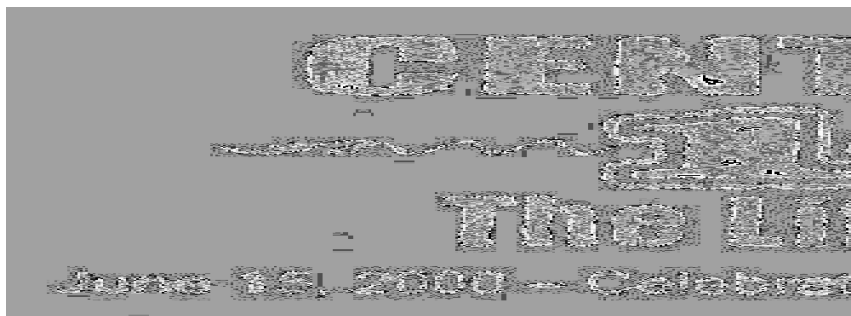
Chronology of the Post Office

Jun 15 2000 Operated as a Special Commemorative Station

Confirmed types of postal markings

1	Gunnison, CO 81230 // Celebrate the Century Station SL 00R 97.0x3.0	Jun 15 2000 Pict Text only - CENTENARIAN / -- 100 -- / The Life of a Century
---	--	--

**GUNNISON STATIONS – Continued
CELEBRATE THE CENTURY STATION – Continued**



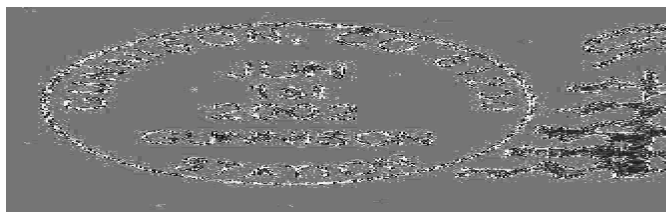
GUNNISON STATION

Chronology of the Post Office

Jun 1 2002 Operated as a Special Commemorative Station

Confirmed types of postal markings

- 1 GUNNISON, CO 81230 (GUNNISON) STATION Jun 1 2002
CI 10P 21.5 Pict Scene - Tree, buildings and mountains profile;
Text - Greetings from / AMERICA



SAPINERO RURAL BRANCH

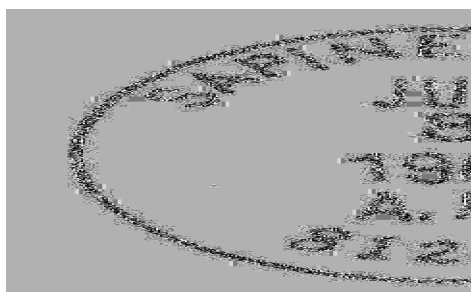
Chronology of the Post Office

Aug 11 1967 Established as a Rural Branch of Gunnison
--- -- 1986 Ceased operations when the store in which it was located underwent foreclosure
Nov 24 1988 Officially discontinued

See Sapinero Independent Office for previous markings
The use of the Type 11 marking spanned the change in status.

Confirmed types of postal markings

- 11 SAPINERO, CO / 81247 Jul 8 1966 Sep 8 1980
CI 10P 32.0 4bars S-24x19mm



GUNNISON STATIONS – Continued

WAL*MART STATION**Chronology of the Post Office**

Apr 17 1999 Operated as a Special Commemorative Station

Confirmed types of postal markings

1	GUNNISON, CO / 81230 :: WAL*MART / STATION CI 10P 24.0	Apr 17 1999 Pict Scene - Sylvester, Tweety, Daffy Duck, Bugs Bunny
---	---	--

**"WEST GUNNISON"****Chronology of the Post Office**

Non-postal designation seen as a return address

Confirmed types of postal markings

0	West Gunnison CC	--- -- 187- Cork, Negative X roads, return address, corner card, no town marking [NO ILLUSTRATION]
---	---------------------	--

HAYERLY

Some eight miles west of Crested Butte the road up Coal Creek to Kebler Pass enters a more level meadow area just below the summit of the pass. In this upper portion of the Coal Creek Valley there are junctions with the road south to Ohio Pass and one north to Irwin Lake and to the site of Irwin. Coal Creek also makes a sharp bend to the north.

During the early development of the silver mining town of Irwin, there was additional development to the south. There is considerable confusion about the names applied to the developments that were associated with Irwin. There are references to Ruby, Ruby Camp, Silver Gate, Hopewell, White Cloud and Haverly. Irwin was often referred to as Ruby-Irwin and is sometimes confused with nearby Ruby-Anthracite.

I have found a reference to a Haverly Station on the Denver and Rio Grande Railroad in 1883 but that postdates the brief existence of a Haverly Post Office.

Most references to Haverly attribute the name to J. H. (Jack) Haverly, a minstrel show producer, and it seems possible that if he was associated with the community, that it was promotional scheme and never amounted to anything. The brief life of the Haverly Post Office supports such a conclusion.

In any case, it seems that Haverly was in the vicinity of the road junctions. As of 2002 there was nothing in that immediate area, although there is one, older cabin about a half-mile to the east and on the south side of Coal Creek.

HAVERLY– Continued

Chronology of the Post Office

Jul 10 1880	---	Not yet sectionized by government survey Irwin 1-1/2 miles northwesterly 1/4 mile east of Coal Creek Proposed postmaster - Cornelius Christopher
Aug 30 1880		Established
Aug 30 1880		Christopher, Cornelius
Nov 22 1880		Discontinued

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM HAVERLY

HILLERTON

By the fall of 1878 development was underway along Willow Creek in the southern end of Taylor Park. Edwin H. Hiller had organized a town company to start a new town near the Gold Cup and Tin Cup Mines; however, nothing was attempted until the following spring. In March 1879 Hiller came to his proposed townsite only to find that it was already occupied by group of men from the Dakotas under the leadership of Colonel L. J. Morris and A. J. Sparks. Frustrated, Hiller and his associates, Nelson Hallack and Frank Church, moved two miles north of the new Virginia City and formed the town of Hillerton.

Edwin Hiller was a banker with an excellent reputation. For many years he had been associated with the Colorado National Bank in Denver. On May 5, 1879 the Hillerton Town & Improvement Company submitted incorporation papers to the Colorado Secretary of State.

During its short life Hillerton had a hotel, The New England Town House, famed for its, “high prices and very common food and lodging,” a number of small businesses, several saw mills and a newspaper, the *Occident*.

There were some promising mines at Hillerton but they were quickly worked out. That left Hillerton some distance from the major mining activity at Virginia City, now called Tin Cup. A smelter had been built but it was on the opposite side of the valley and not in Hillerton. Soon the residents of Hillerton moved on, many to the thriving Tin Cup and others including the post office, to the smelter site which became Abbeyville.

From the Town Hall in Tin Cup, Hillerton is two miles north on Gunnison County Road 765. This area is an open sagebrush covered park. To the west was the site of Abbeyville, where there are several occupied cabins, a mine dump and the remains of a small dredge. To the east was the site of Hillerton.

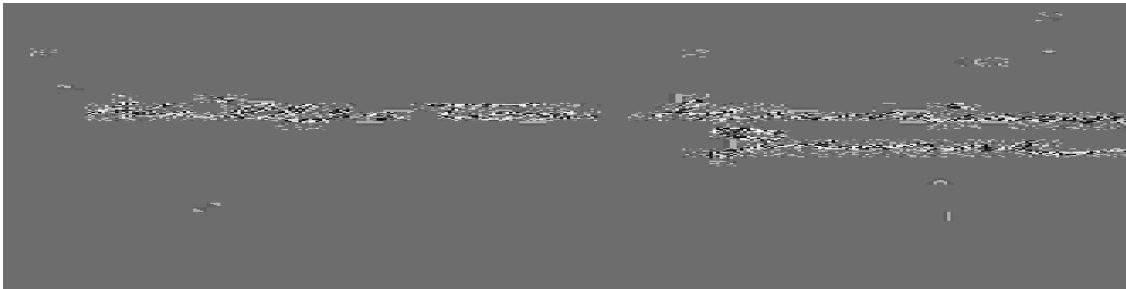
My first visit to Hillerton was in 1991. At that time, there was a marker along the road for Hillerton. The area was open but only a few scattered pieces of broken glass and pottery provided any evidence for previous occupation. At the mouth of a small gulch was a single, unoccupied log building. On a return visit in September 2002, the marker sign was gone, the area had been fenced and it appeared that the log building had been repaired and was now in use. A couple of small associated buildings had been added to the cabin site.

Chronology of the Post Office

May 20 1879	---	Unsurveyed Land One rod west side of Batty Creek, sometimes called Willow Creek Proposed postmaster - Edwin H. Hiller
May 26 1879		Established
May 26 1879		Hiller, Edwin H.
Aug 25 1879	---	Unsurveyed 1/4 mile east of Willow or Batty Creek
Jun 27 1881		Klauber, Simon J.
Sep 8 1881		Lumpkin, Silas J.
Nov 21 1881		Klauber, Simon J.
Nov 20 1882		Moved to Abbeyville (day is questionable)

HILLERTON – Continued**Confirmed types of postal markings**

1	Hillerton Gunnison Co Col MS	Mscp Pen cancel	Jun 17 1879
2	HILLERTON, GUNNISON CO. / COLO. CI 10P 30.0	Hstp Target, 4-ring 19mm	Oct 22 1879 Apr 20 1881

**HOWEVILLE**

Howeville was a halfway point between Gunnison and Crested Butte. It was on Jack Howe's Ranch about six miles north of where the Taylor River and the East River join to form the Gunnison River (now Almont).

This was a junction point with the early road that came over Cottonwood Pass and down the Taylor River to the Gunnison Valley. Today this is known as the Jacks Cabin Cutoff Road. The cutoff road bypassed about five miles of road through the lower portion of the Taylor River Canyon.

A small community developed on Jack Howe's Ranch and included two hotels, two groceries, two saloons, two restaurants and the post office, "all contained in two buildings." Jack Howe ran one of the establishments.

The hotels at Howeville soon began to cater to fishermen and hunters and also to serve as a supply point for ranchers in the surrounding area.

As the area developed, and with the construction of the Denver and Rio Grande Railroad, the post office moved around. Initially, it was on the east side of Roaring Judy Creek, about a mile west of present day Colorado Highway 135. It moved from there to a location on the railroad and what is now the modern highway.

Drive north from Almont to the Jacks Cabin Cutoff Road to the east. There are two ranches here. The one at the junction was Howeville; however, the one to the south is called Jacks Cabin on USGS maps.

After a four-year hiatus, a new post office opened in this location but took the name of Jacks Cabin. The names of both offices honor the original settler - Jack Howe.

Chronology of the Post Office

Jun 25 1879	---	SW/4 Sec 13 T15S R85W 1/2 mile east of the East River 20 yards east of Roaring Judy Creek Proposed postmaster - Benjamin F. Sherwood
Jun 26 1879		Established
Jun 26 1879		Murphy, Jonathan H.
Jul 23 1879		Sherwood, J.
Aug 4 1879		Sherwood, Benjamin F.
Sep 8 1879	---	SW/4 Sec 13 T15S R85W 3/4 mile east of East River 4 rods east of Roaring Judy Creek
Mar 11 1880		Discontinued
Dec 10 1900	---	NW/4 NE/4 Sec 23 T15S R85W 3/8 mile east of East River 140 feet east of the Railroad Proposed postmaster - Benjamin F. Melton
Dec 28 1900		Re-established

HOWEVILLE – Continued

Dec 28 1900	Melton, Benjamin F.
Sep 23 1903	Willis, William A.
Oct 2 1904	Ordered closed
May 14 190	Discontinued Mail to Oversteg Later re-established as Jacks Cabin

Confirmed types of postal markings

1	Howeville Col.	Aug 10 1879
	MS	Mscp Pen cancel



IOLA

Iola was chronologically the third, and longest surviving, in a sequence of post offices that were situated along the Gunnison River and the Denver and Rio Grande Railroad in the area north of the modern Iola Boat Launch Ramp and Campground on Blue Mesa Reservoir.

The first in the series was Stevens (1881-1882), next came Kezar (1882-1896) and finally Iola (1896-1963). The site of Iola was between the locations of Kezar and Stevens. The Post Office Department Geographic Site Location Reports provide the evidence that these were at three separate locations and were not simply changes in name.

Since the early 1960's all three sites are usually hidden beneath the waters of the Blue Mesa Reservoir. However, in September 2002, following the extreme drought of that year, the remains of two foundations, in the location of Iola, were once again visible.

Iola came into being in 1896 when cattleman Amos K. Stevens moved all of the buildings from Kezar to a new location, a mile to the east. It is probable that this new location was more convenient to the railroad shipping point and the road south to Spencer and Powderhorn.

Iola was a supply and shipping point on the Rio Grande for the ranchers south of the river and for the mines at Vulcan and Spencer in the Gunnison Gold Belt. It also served as a station for fishermen and tourists who came from throughout the country to fish the Gunnison River or to marvel at the scenery of the surrounding countryside.

The source of the name Iola is open to question. The common claim is that it was chosen by a local rancher who simply thought, "The name had a pretty sound." In the absence of any other claim, that will have to suffice.

Drive west from Gunnison on US Highway 50 to the intersection with Colorado Highway 149. Turn south, crossing the reservoir and continue about two miles to the entrance to the Iola Boat Launch Ramp and Campground. From the group of picnic tables at the east end of the boat ramp, Iola was due north. The site of Stevens was east of where Colorado 149 turns south away from the reservoir. Kezar was northwest of this viewpoint, in the direction of the modern RV park on the north side of the Blue Mesa Reservoir.

Chronology of the Post Office

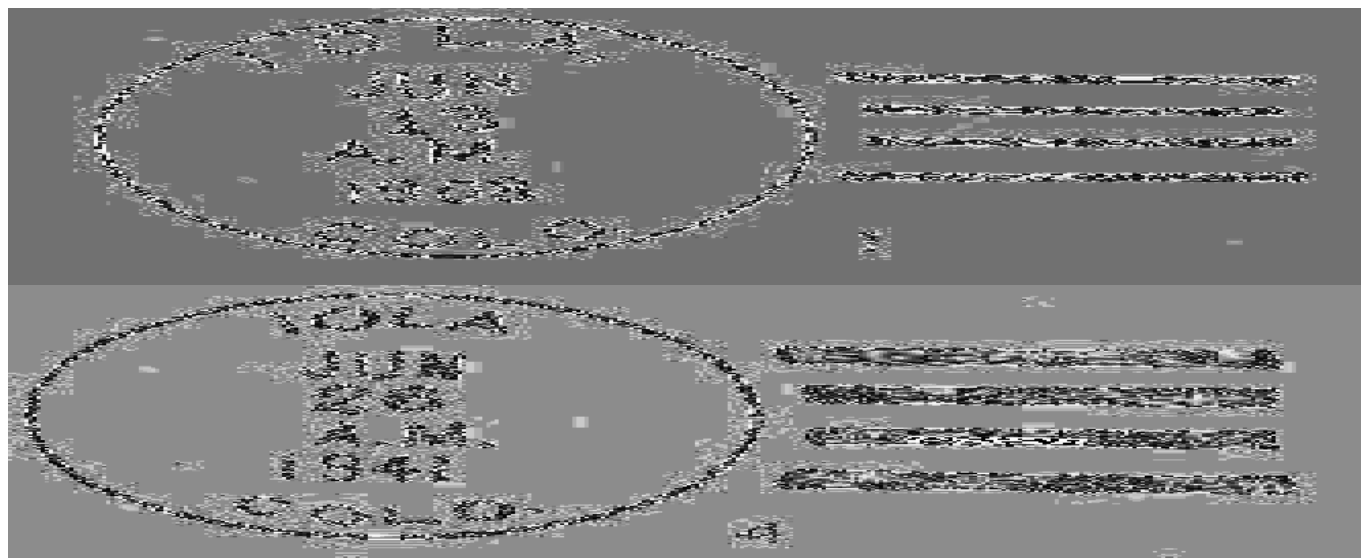
Jun 24 1896	Moved from Kezar
Jun 24 1896	Pomel, Anthony
Aug 3 1896 ---	Along RR, Sec 29 T49N R2W 1 mile south of Gunnison River 420 feet south of D&RG
Jun 20 1902	Green, Chester A.
Oct 20 1906	Ziegler, Sanford N.

IOLA – Continued

Dec 30 1907	Meek, William H.	
Nov 23 1909	Wilt, Otis A.	
Apr 12 1914 ---	NE/4 SE/4 Sec 29 T49N R2W 1/4 mile south of the Gunnison River 200 feet south of Willow Creek 198 feet south of the D&RG track	
Feb 13 1917	Lee, James E.	
Feb 6 1920	Mullin, Jennie C.	
May 31 1924	Sanders, James H.	Acting
Feb 5 1925	Sanders, Mrs. Annie E.	Confirmed
Feb 19 1925	Sanders, Mrs. Annie E.	Commissioned
Feb 26 1925	Sanders, Mrs. Annie E.	Assumed charge
Jan 18 1941	Sanders, James H.	Assumed charge
Jan 21 1941	Sanders, James H.	Confirmed
Jan 24 1941	Sanders, James H.	Acting
Jan 30 1941	Sanders, James H.	Commissioned
Feb 28 1950	Kleitz, Mrs. Edith I.	Assumed charge
Apr 24 1950	Kleitz, Mrs. Edith I.	Confirmed
May 24 1950	Kleitz, Mrs. Edith I.	Commissioned
Oct 20 1941 ---	NE/4 SE/4 Sec 29 T49N R2W D&RGW RR 75 feet north Gunnison River 3/4 mile north of post office	
Aug 16 1963	Discontinued Mail to Gunnison	

Confirmed types of postal markings

1	IOLA, / COLO. CI 10P 31.0	4bars S-??x13mm	Jul 23 1907 Dec 17 1910
2	IOLA, / COLO. CI 10P 31.5	4bars S-23x19mm	Jan 18 1912 Feb 15 1916
3	IOLA, COLO. CI 10P 30.5	4bars P-25x19mm	Nov 15 1931 Feb 19 1948
4	IOLA / COLO. CI 10P 32.0	4bars S-23x18mm, small close spaced letters	Jun 26 1941 Oct 26 1955
5	IOLA / COLO. CI 10P 32.5	4bars S-24x20mm, wide spaced letters	May 23 1960 Aug 16 1963



IRWIN

In 1879 Canadian prospector Richard Irwin discovered good silver ore near the headwaters of Coal Creek, west of Crested Butte. Two mining camps quickly came to life: Ruby Camp and Irwin, which was named for Richard Irwin. For a year or two the two camps competed for domination of the Ruby Mining District but eventually Irwin prevailed.

The appellation of “ruby” refers to a form of silver ore known as ruby silver. This is a sulphide of silver that has a distinct reddish color.

Within a few months, Irwin had a population estimated to be several thousand with all of the facilities and services of town that size. Irwin was surveyed and platted by mining engineers Frank Swindler and Harry Cornwell. The plat was completed on November 20, 1879 but was not filed until February 1880.

By 1881 the boom at Irwin had peaked, however strong activity continued for a few years. The mines were not worked out but lower grade ores and high transportation costs and in 1893 the collapse of silver prices, brought an end to extensive mining at Irwin.

Irwin was home to *The Elk Mountain Pilot* newspaper. One of its writers once complained that the post office was, “hidden away in such a manner as to appear as an outhouse for the barbershop.”



IRWIN, Gunnison Co., / COLORADO. July 17, 1888
With a fancy “star-in-star” killer

From Crested Butte drive west some eight miles on Gunnison County Road 12. Turn north on Forest Service Road 826. A half-mile north of that junction, the road forks. The left-hand fork continues on to Irwin Lake, which is worth a visit. The right hand fork continues up the creek and into the site of Irwin. Several mine dumps can be seen on the valley sides and there are a number of residences in the valley, however, none of them appear to be of an age that would date back to the early days of Irwin. This road does continue on to Irwin Lake.

Latitude = 38:52:25 North Longitude = 107:05:47 West

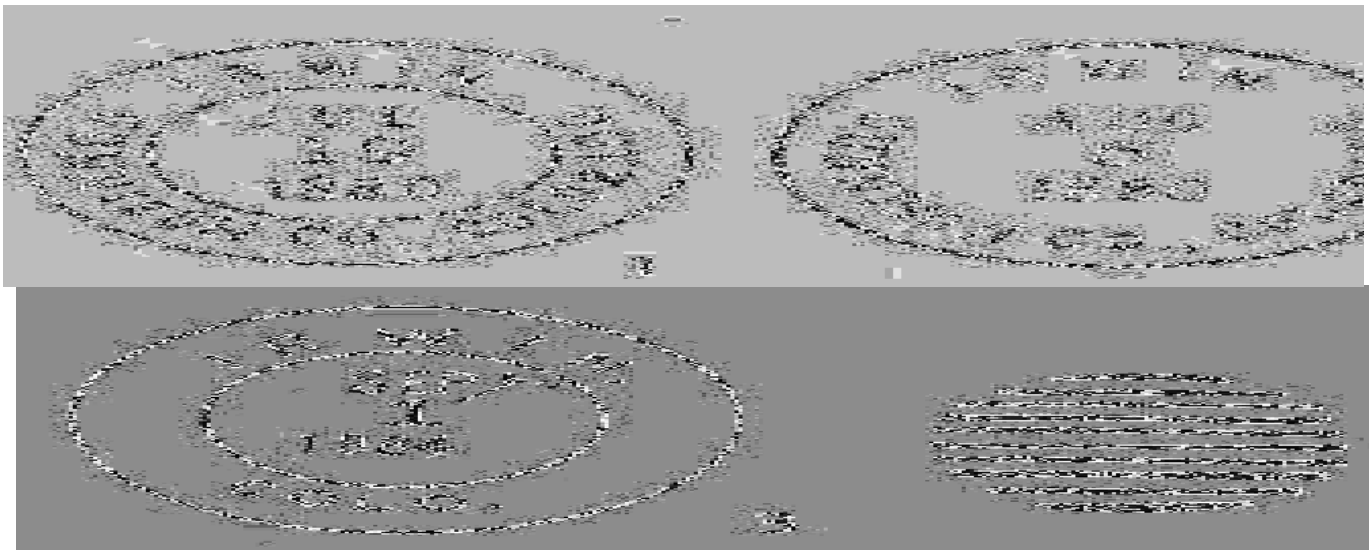
IRWIN – Continued

Chronology of the Post Office

Sep 12 1879	Established	
Sep 12 1879	Stevens, Charles E.	
Nov 7 1879	---	Not reported 5 miles west of the Slate River On both sides of the head of Coal Creek
Mar 1 1880	Soule, William S. G.	
Sep 27 1880	Stevens, Edson P.	
Mar 18 1881	Van Osteen, William V.	
Oct 24 1881	Van Osteen, William V.	P&S
Dec 31 1883	Van Osteen, William V.	
Nov 17 1885	Fraser, Alexander	
Dec 28 1889	Shaw, Sarah R.	
Aug 1 1892	Doyle, John J.	
Jun 21 1894	Coke, Edward	
Apr 29 1895	Discontinued Papers to Crested Butte	
Jun 28 1895	---	NE & NW/4 Sec 3 T14S R87W On both sides of Coal Creek Proposed postmaster - William S. Hinckley
Jul 16 1895	Re-established	
Jul 16 1895	Hinckley, William S.	
Jun 20 1898	Hahn, E. L.	Declined
Jun 27 1899	Kelly, Robert R.	Failed to qualify
Jan 19 1900	Welch, William A.	
May 25 1900	Ordered closed	
Jun 5 1900	Discontinued Papers to Crested Butte	

Confirmed types of postal markings

1	IRWIN / GUNNISON CO., COLORADO. CI 11P 29.0/17.5	Jul 19 1880 Apr 18 1882 Hstp Target, 4-ring 18mm
1.v	IRWIN / GUNNISON CO., COLORADO. CI 10P 28.5	Aug 5 1880 Hstp Fancy, Skull and Cross Bones The inner circle did not print
2	IRWIN, / COLO. CI 21P 33.0/31.0/18. 0	Sep 9 1880 May 5 1882 Hstp Target, 3-ring 20mm
3	IRWIN, / COLO. CI 21P 28.0/26.5/18. 0	Jul 21 1882 Aug 21 1888 Hstp Grid, 10 bar circular Examples exist where the double outer circle appears to be a single circle
4	IRWIN, Gunnison Co., / COLORADO. CI 20P 31.0/29.0	Sep 14 1883 Jun 6 1889 Hstp Fancy, Star in star
5	IRWIN / COLO. CI 10P 28.0	Sep 12 1893 Aug 31 1896 Hstp Target, 4-ring



JACKS CABIN

Please refer to discussion of Howeville for information on the early history and location of this post office.

The Jacks Cabin Cutoff Road turns east from Colorado Highway 135 along the line between Sections 14 and 23. The location descriptions for Howeville (NW/4 of NE/4 Section 23) and Jacks Cabin (SW/4 of SE/4 section 14) indicate that when the post office was re-established here under the new name of Jacks Cabin it was across the road from the older Howeville location.

The modern USGS maps apply the name Jacks Cabin to a location a half-mile south of the Jacks Cabin Cutoff Road. That does not fit the description given in the Post Office Department Geographic Site Location Report. It could reflect local terminology that developed after closure of the post office in 1918.

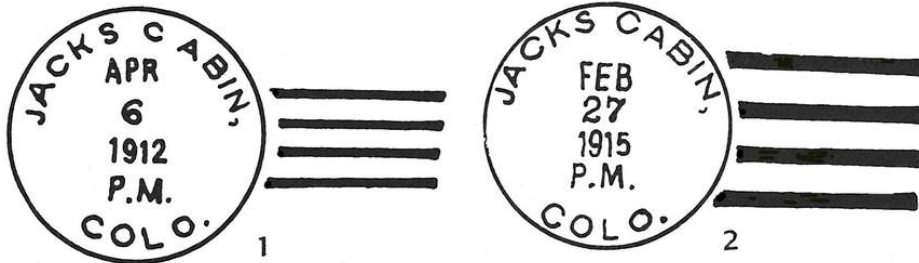
Latitude = 38:43:56 North Longitude = 106:51:06 West

Chronology of the Post Office

- Nov 14 1908 --- Not reported 1/4 mile east of the East River
Denver & Rio Grande is 40 rods west of post office
- Jan 25 1909 Established
- Jan 25 1909 Spann, Olive
- Mar 19 1909 --- SW/4 SE/4 Sec 14 T15S R85W 1/4 mile east of the East River
About 150 yards east of the railroad track
- Mar 30 1918 Discontinued Mail to Almont

Confirmed types of postal markings

- 1 JACKS CABIN, / COLO. May 3 1909 Apr 6 1912
CI 10P 33.0 4bars S-25x14mm
- 2 JACKS CABIN, / COLO. Jul 20 1914 Apr 2 1917
CI 10P 32.0 4bars S-24x19mm



JACKSON

Jackson is described as, “an isolated mining camp on the Uncompahgre Plateau.” That description is somewhat misleading as the location is near the headwaters of the Cimarron River in the far southwest corner of Gunnison County.

From the short life of the post office it can be assumed that a combination of low-grade ores and lengthy transportation made mining at Jackson uneconomic. Today, nothing remains at the site. However, it is relatively easy to visit as the location is in the flats at south end of the Silver Jack Reservoir, near where the road crosses the Cimarron River on the way to Owl Creek Pass.

To visit Jackson, begin on US Highway 50. About two miles west of the Gunnison-Montrose County line turn south on Big Cimarron Road. It is twenty-nine miles to the Silver Jack Reservoir. The gravel road is good, if somewhat narrow in places, and can be easily driven with a passenger car. Drive to the fork in the road at the south end of the reservoir and you are in the vicinity of Jackson.

JACKSON – Continued

This is another of Colorado's very scenic drives. I have made two visits to the location. The first was in May 2003 when there was still a lot of snow on the surrounding peaks, which made for great photography. At that time Jim Ozment and I chose not to challenge the Owl Creek Pass Road, as we could not determine if it was open. We returned in August specifically to go over Owl Creek Pass. It is a spectacular drive with many views of the complexly eroded cliffs and peaks in this portion of the San Juan Mountains. The aspen were just beginning to show color. I can imagine the brilliant display they would be making in a few weeks.

The Owl Creek Pass Road eventually intersects US Highway 550 a mile north of Ridgway. Starting the trip at Ridgway is an alternate and equally desirable choice.

Chronology of the Post Office

- - - - -	Established No date recorded for establishment of this office Post Office Department Records confuse this office with a similarly named office in Pueblo County
Feb 26 1890	Thomas, William H. Appointment of this postmaster probably represents the date of establishment
Jul 3 1890 ---	On unsurveyed land Cimarron 25 miles in a northerly direction 1/2 mile north of the Cimarron Creek/River Proposed postmaster - William A. Thomas
Feb 25 1891 ---	Unsurveyed 1/4 mile north of the Cimarron River or Creek The name of the nearest office on route No. ___ is Cimarron, and its distance is 25 miles, by the traveled road, in a south direction from this, my Office
Feb 20 1893	Discontinued Mail to Gunnison

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM JACKSON

KEZAR

Kezar was the second in the sequence of post offices along the Gunnison River and the Denver and Rio Grande Railroad near the modern Iola Boat Launch Ramp and Campground.

At first Kezar was a railroad construction camp in the vicinity of several cattle ranches. Gardner H. Kezar, president of the Kezar Town Company, filed a town plat on August 16, 1881 and an amended plat was filed June 24, 1882. The original townsite consisted of fourteen blocks.

Mr. Kezar envisioned that his town would become a ranching, resort and supply town. However, when the railroad construction camp moved on to the west, most of Kezar followed the railroad. Eventually, in 1896, the remainder of the town, then largely owned by Amos Stevens, packed up and moved a mile east to become the more successful and longer lasting town of Iola.

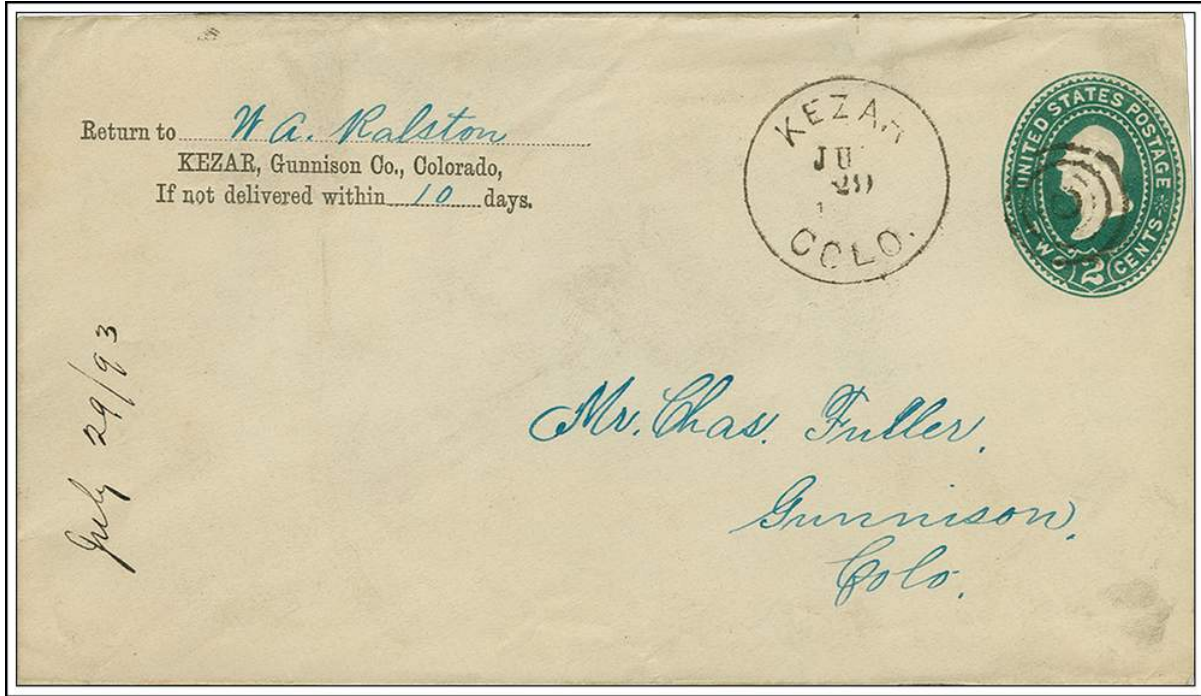
The site of Kezar now lies beneath the waters of the Blue Mesa Reservoir. Please refer to the discussion of Iola for a description of the location of Kezar.

Chronology of the Post Office

May 8 1882 ---	NE/4 Sec 30 T49N R2W Proposed postmaster - G. H. Kezar
May 17 1882	Established
May 17 1882	Kezar, Gardner H.
Jan 3 1883	Stevens, Amos K.
Feb 19 1884 ---	SE/4 Sec 30 T49N R2W Local name - Stevens Ranch On the south bank of the Gunnison River 1/3 mile south of Willow Creek 60 yards north of the D&RG Railroad Signed by Postmaster A. K. Stevens

KEZAR – Continued

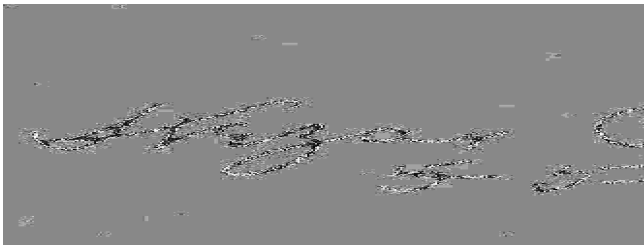
Jan 8 1886	Charles, Henry O.
May 9 1889	Nikirk, Charlie O.
Jun 8 1891	Pomel, Anthony
Jun 24 1896	Moved to Iola



KEZAR / COLO. July 29, (1893)

Confirmed types of postal markings

0.1	Kezar Colo	MS	Mscp Pen cancel	May 5 1886
1	KEZAR / COLO.	CI 10P 27.0	Hstp Target, 4-ring 16mm	Jun 28 1890 Dec 4 1894



LODGE

In spite of its having existed for nearly ten years, Lodge has escaped mention in any of the considerable volume of Colorado historical literature that I have studied. The site of Lodge, from the Post Office Department Geographic Site Location Reports, is less than two miles east of the site of Cebolla in the area where the Blue Mesa Reservoir abruptly narrows.

LODGE – Continued

The original request was for the post office to be called Elk Creek. That suggestion was rejected in favor of Lodge. The name is perhaps a clue that the settlement was a small resort to serve fishermen on the Gunnison River.

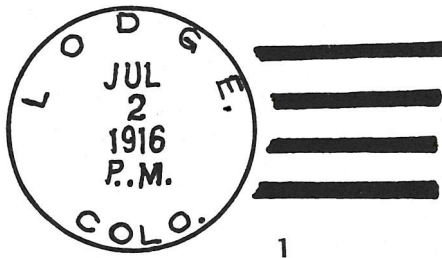
Anything that remained at Lodge when the reservoir was formed in the early 1960's is now hidden beneath the water of the reservoir. The area of the location is best viewed from US Highway 50, west of Elk Creek and the Elk creek Campground, which is also a decent viewpoint for the site of Cebolla. A short hike west from the Elk Creek Campground should provide a closer overview.

Chronology of the Post Office

Feb 7 1911	---	Not reported	Cebolla 2 miles west	200 feet from railroad
Apr 13 1911		Established		
Apr 13 1911		Spain, William S.		
Jul 1 1911	---	NW/4 NW/4 Sec 34 T49 R3W	300 feet south of the Gunnison River	
			At the mouth of Elk Creek which is on the north side of the Gunnison River	
			About 800 feet south of the D&RG RR	
Feb 14 1920		Discontinued	Mail to Cebolla	

Confirmed types of postal markings

1 LODGE, / COLO. Jul 2 1916
 CI 10P 32.0 4bars S-25x20mm

**MARBLE**

The first discovery of marble in this area is attributed to Sylvester Richardson in 1873. Since he was seeking gold and silver, the marble held little interest for him. In 1874, George Yule rediscovered the marble and left his name behind for the creek where the deposits were found and ultimately for the rock itself: the Yule Marble.

About 1881 settlement activity began in the small valley where Carbonate Creek from the north and Yule creek from the south join the Crystal River (at first called the Rock River). William Woods and W. D. Parry founded the town. It was quickly engaged in competition with the adjoining development known as Clarence - a competition that would last for several years before the two communities became the one town of Marble.

In their book, *Marble, Colorado, City of Stone* Duane Vandebusch and Rex Meyers report the following story:

"Clarence and Marble both waited for a post office early in 1892. Each community was still hoping that its settlement would secure the post office. The story has it that William Woods sold one half interest in the Marble townsite to Dr. R. H. Kline, who had become interested in the marble deposits in 1889. Dr. Kline was a personal friend of John Wanamaker, the Postmaster General of the United States from 1889 to 1893. Kline exercised a little influence, and Wanamaker gave the nod to the requests for a post office at Marble. The two towns realizing that it was useless to exist side by side as rivals, joined on July 4, 1892."

MARBLE – Continued

This is a bit out of line with the Post Office Department records. Marble was first granted a post office in January 1890 but it did take the name of Clarence for the month of February 1892. In March 1892 it reverted permanently to Marble.

Exploitation of the marble deposit was slow to develop, transportation being the major difficulty to be overcome. J. C. Osgood began development of the quarry in the 1890's but substantial production did not begin until 1905.

Colonel Channing F. Meek, with eastern financial backing acquired the deposits and organized the Colorado Yule Marble Company. A huge stone processing mill, 1,700 feet in length, was constructed and a standard gauge railroad was extended to Marble from Placita. The Crystal River and San Juan Railroad reached Marble on November 23, 1906. The arrival of the railroad solved the transportation problem and extensive quarrying began. Marble became a company town with worker housing built by the marble company. A small number of these homes remain and are still occupied by a few permanent residents and by summer residents.

Quarry operations were never easy and throughout the first half of the twentieth century the company had its economic ups and downs. World War II brought about the closure of the quarries. The mill was dismantled and the post office closed. A major flood of the Crystal River destroyed many buildings and Marble became a tiny, remote mountain community.

Yule Marble was used in construction of the Lincoln Memorial, the Colorado State House and many other buildings in Colorado and throughout the country. Kenneth Jessen in *Ghost Towns, Colorado Style, Volume Two - Central Region* recounts the following:

“A fire in 1925 damaged the finishing mill and the Vermont Marble Company took over the Colorado Yule Marble Company in 1928. The company then received a contract for the largest single block of marble ever quarried. Unfinished it weighed 124 tons and required a custom-built derrick to hoist it to the surface. The 3.9-mile trip down the steep electric tram grade took four days. The large block was sent across the United States in February 1931. It was to become the Tomb of the Unknown Soldier at the Arlington National Cemetery outside of Washington, D. C.”

I first visited Marble in 1972. Although there were a few residents, there was no sign of significant quarry activity. A second visit in September 2002 found more activity in the town and it was evident that some quarrying and shipment of marble was taking place. Recently I was told that the Tomb of the Unknown Soldier has developed a crack and that plans are underway to quarry a replacement block from the Yule Marble Quarry.

Latitude = 39:04:20 North Longitude = 107:11:18 West

Chronology of the Post Office

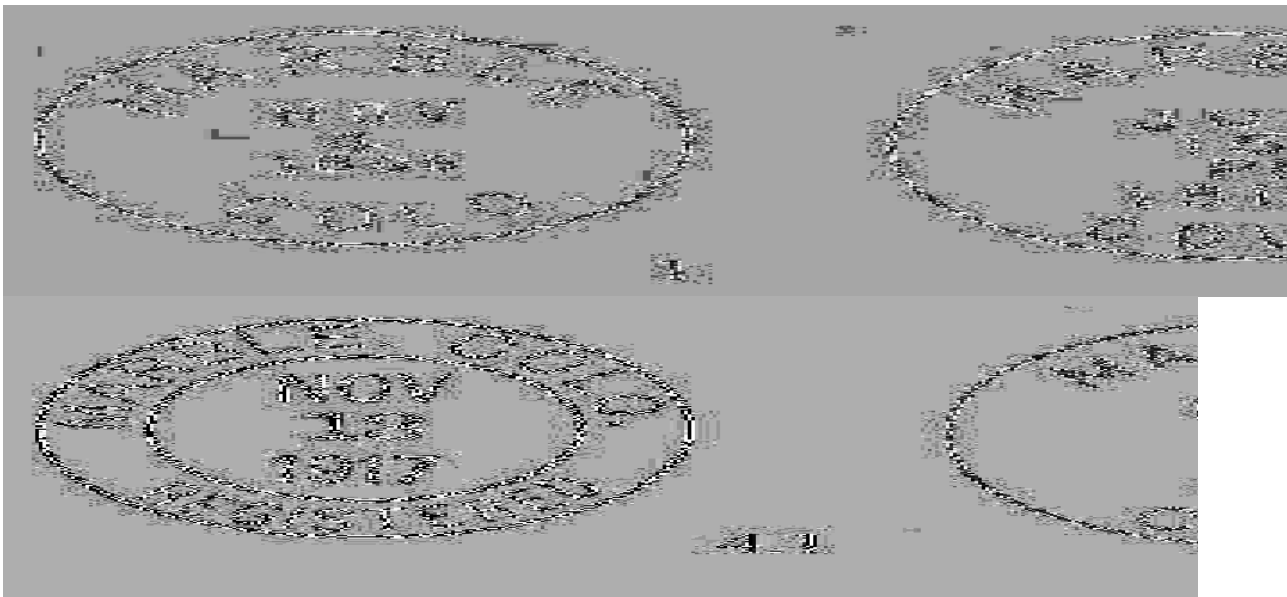
Jan 14 1890	---	NE/4 Sec 26 T11S R88W	
		Proposed postmaster - E. E. L. Reyland	
Mar 19 1890		Established	
Mar 19 1890		Reyland, Eugen E. L.	
Feb 4 1892		Name changed to Clarence	Clarence and Marble were adjoining townsites
Mar 2 1892		Change in name rescinded	
Apr 13 1894		Reyland, Eugen E. L.	
Feb 21 1895		Evans, William	
Mar 26 1901		Fuller, Ebenezer W.	
Aug 31 1905		McCling, Charles A.	
Feb 21 1906		Parry, Mary E.	
Mar 5 1910		Williams, John A.	P&S
Mar 19 1914		Williams, C. C.	P&S
Apr 18 1914	---	SE/4 NE/4 Sec 23 T11S R88W	2400 feet north of the Crystal River 400 feet east of Carbonate Creek

MARBLE – Continued

Feb 28 1919	Discontinued Mail to Carbondale	Closure not effected
Jun 30 1919	Discontinued Mail to Carbondale	Closure not effected
Jul 1 1919	Office relegated	
Aug 13 1919	Williams, John A.	
May 19 1921	Flogans, John P.	
Nov 7 1922	---	NE/4 Sec 26 T11S R88W A move 33-13/33 rods west of a previous location 600 feet north of the Crystal River 200 feet west of Carbonate Creek
Nov 18 1922	Williams, John A.	
Apr 1 1924		Office made Presidential
May 5 1924	Williams, John A.	P&S
Jul 1 1924		Office relegated
Jul 22 1927	Williams, John A.	
Feb 1 1940	Reheuser, Miss Anna	Assumed charge
Feb 15 1940	Reheuser, Miss Anna	Acting
Jul 18 1940	Reheuser, Miss Anna	Confirmed
Aug 8 1940	Reheuser, Miss Anna	Commissioned
Oct 24 1941	---	NE/4 Sec 23 T11S R88W Main Street
Jul 11 1942	Harris, Miss Anna	Name changed by marriage
Oct 21 1942	Ordered closed	
Oct 31 1942	Discontinued Mail to Carbondale	

Confirmed types of postal markings

1	MARBLE / COLO. CI 10P 27.5	Hstp Target, 4-ring 16mm	Aug 6 1892 Apr 24 1899
2	MARBLE / COLO. CI 10P 29.0	Dplx Grid, 9 bar oval	Feb 4 1907 May 29 1911
3	MARBLE, COLO. / REC'D. CI 10P 29.0	Hstp No killer	Aug 19 1910
4	MARBLE / COLO. CI 10P 29.0	Dplx Grid	Dec 28 1915
4.1	MARBLE, COLO. / REGISTERED CI 11P 29.0/19.0	Hstp No killer	Nov 13 1917
5	MARBLE / COLO. CI 10P 29.0	Dplx Grid, 6 bar oval	Mar 11 1926 May 7 1928
6	MARBLE / COLO. CI 10P 35.0	4bars S-25x20mm	Feb 7 1935 Aug 1 1941



MINARET

Minaret was located just above Hinckles Spur on the Baldwin Branch of the Denver South Park and Pacific Railroad. It was at the junction of Mill Creek from the west with Ohio Creek.

Minaret was never very large but apparently it was the location for several sawmills. It served as a meeting center for ranchers of the region and had a saloon, which never lacked for customers.

The growth of the communities of Castleton and Baldwin to the north eventually eliminated the need for Minaret and its post office.

The name Minaret was for the famed "Castles," the rock spires that form the crest of the mountain ridge to the south.

The location of Minaret is a bit confusing. It seems that Mill Creek may now have a new name: Davis Creek. It is accessed by Gunnison County Road 727 from the Ohio Creek Road about two miles southeast of the site of Castleton.

Assuming that this is the same place I visited in 1991, it appears that there have been changes in the vicinity of the road. In 1991, there was a large, abandoned log building just below the Ohio Creek Road. I could find no sign of the structure in the fall of 2002. Perhaps previously I was at the wrong location.

The best viewpoint is from the hill on the south side of Ohio Creek. There is a small ranch a quarter mile northwest of the road intersection.

Chronology of the Post Office

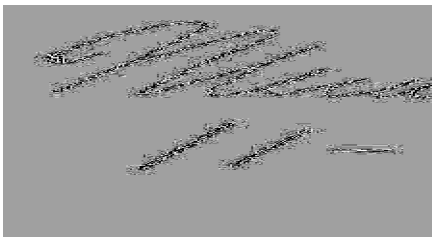
Sep 7 1889	---	NE/4 Sec 33 T15S R86W About 20 rods west of the Denver, Leadville & Gunnison RR
		Proposed postmaster - John S. McGlashan
Feb 25 1890		Established
Feb 25 1890		McGlashan, John S.
Sep 28 1892		Eberhart, Harry C.
Dec 6 1894		Frahm, Mrs. Nellie
May 10 1895		Allen, Edward C.
Nov 14 1896		Discontinued Mail to Gunnison

Confirmed types of postal markings

1 Minaret Colo
MS

Nov 13 1894

Mscp Pen cancel



MOUNT CARBON (I)

Mount Carbon is another of the Gunnison County post offices that existed at two separate locations. The original location was about six miles further up the Ohio Creek Valley from the second location and at the base of the steep grade to Ohio Pass.

In the shadow of Ohio Peak, William Hinds attempted to produce coal for making coke. By April of 1886 he had tunneled 1,600 feet into the side of a hill, formed the Ohio Creek Anthracite Coal Company and established a town he named Mount Carbon. By 1887 it became obvious to Hinds that he could not produce a satisfactory coal for coking. Some timber was also produced for shipment over the pass to Irwin.

MOUNT CARBON (I) – Continued

The Denver, South Park, and Pacific Railroad planned to build over Ohio Pass to the mines at Irwin. However that plan was abandoned after a portion of the line had been graded and a palisade for the roadbed constructed above the site of Mount Carbon. The failure to construct the railroad to Mount Carbon combined with the poor results of the mining brought an end to the original Mount Carbon. In 1891 the post office was closed and moved about six miles down the valley to the Alpine Coal Mine near Baldwin.

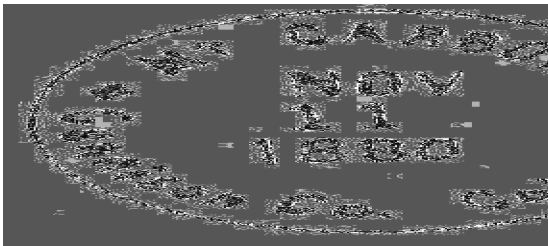
To reach the original site of Mount Carbon, follow the directions from Gunnison to Baldwin. Continue on past Baldwin about five miles to where Ohio Creek Road makes a strong turn to the north and begins the ascent towards Ohio Pass. Mount Carbon was in the upper reaches of this portion of the valley before the road enters the timber.

Chronology of the Post Office

Jul 16 1884	---	Sec 26 T14S R87W 100 feet on northwest side of Ohio Creek Proposed postmaster - William L. Hinds
Aug 26 1884		Established
Aug 26 1884		Hinds, William L.
Jul 19 1887		Youle, William L.
Jul 28 1891		Moved to Baldwin
		Each period of operation was at a different location

Confirmed types of postal markings

1	Mt. CARBON / Gunnison Co. Colorado CI 10P 29.0	Nov 11 1880 Hstp Fancy, Positive star, Maltese cross at each side of the cds
2	MT. CARBON, GUNNISON CO., / COLO. CI 10P 27.0	Jul 21 1890 Hstp Not recorded

**MOUNT CARBON (II)**

Following the failure of William Hinds' mining venture at the upper end of Ohio Creek the Mount Carbon Post Office was moved southwest to the Alpine Coal Mine near Baldwin and Castleton. The location description in the Post Office Department Geographic Site Location Report implies that the new Mount Carbon Post Office was near Ohio Creek. When the name was changed to Baldwin, the office was moved a short distance, apparently to the mine headquarters.

Refer to the description of Baldwin for additional details of this location.

Chronology of the Post Office

Mar 6 1901	---	SW/4 Sec 7 T15S R86W 1/2 mile east of Ohio Creek about 200 yards east of the Colorado & Southern RR Sketch map shows it on the west side of creek (or is that for the Railroad Station?)
Mar 16 1901		Established
Mar 16 1901		Watson, Joseph