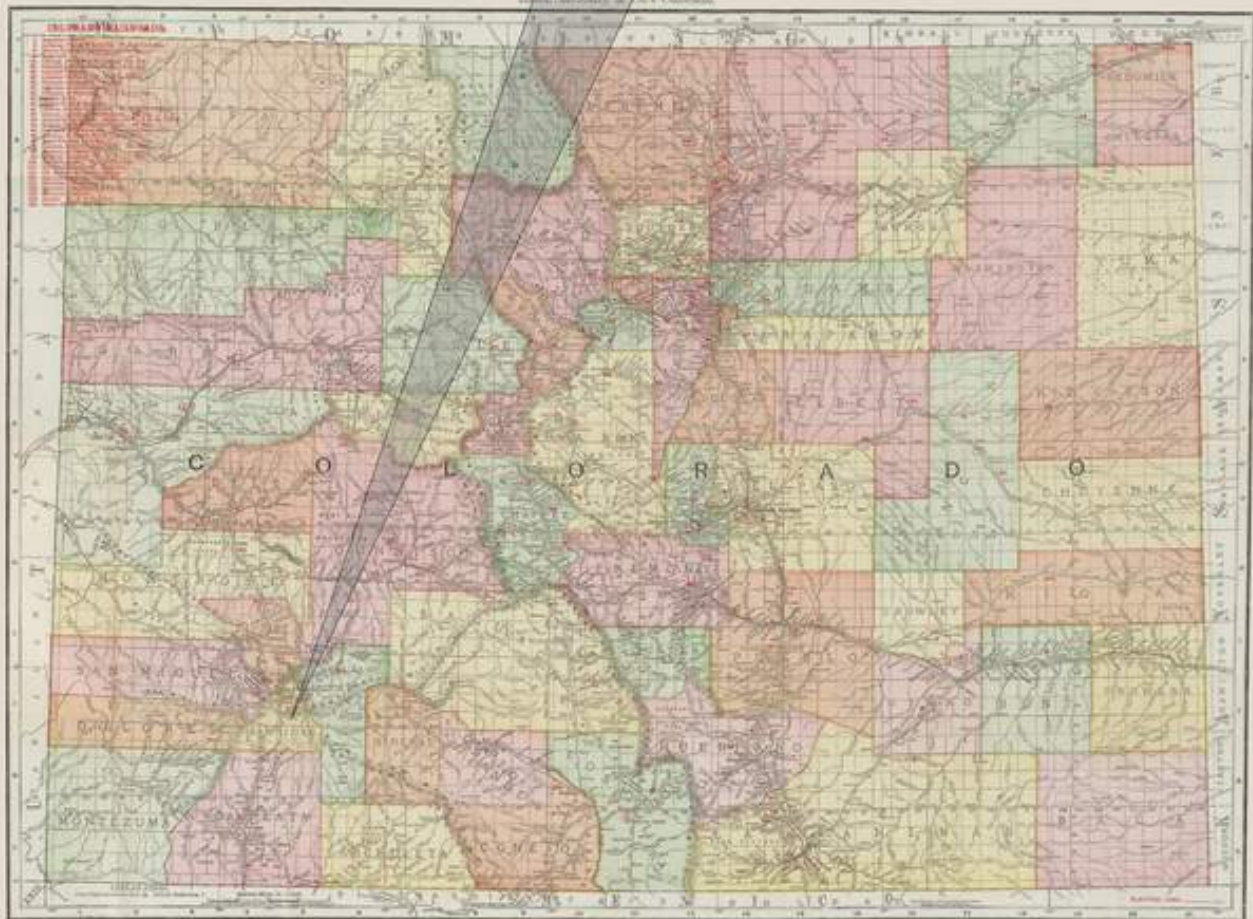


San Juan County



Established: January 31, 1876

County Seat: Silverton



SAN JUAN COUNTY

By William H. Bauer

Prior to 1874 the area that now comprises San Juan County was a part of a very extensive Lake County and to a lesser amount the westward extension of Conejos County. The February 10, 1874 creation of Hinsdale and La Plata Counties left San Juan as a part of a slightly reduced Lake County.

On January 31, 1876 the Colorado Territorial Legislature authorized the establishment of San Juan County with Howardsville as the county seat. That original version extended west to the Utah border and included all or part of present day Dolores, San Miguel, Montrose and Ouray Counties. Less than a year later, January 18, 1877, Ouray County was authorized and San Juan County was reduced to its present boundaries.

San Juan County lies in the heart of the San Juan Mountains of Southern Colorado. Most of the county lies west of the Continental Divide. A small portion, on the eastern edge is east of the Divide and it would seem to have been more logical to include it with Hinsdale County. However, even in 1877 that section was very sparsely populated and though it required a difficult crossing of Stony Pass to reach the county seat, it was likely an easier and shorter trip than to Lake City.

With the exception of the southern and a portion of the eastern boundaries, the county line is irregular and for the most part follows mountain ridges and drainage divides. San Juan County is bordered on the east by Hinsdale County, on the south by La Plata County and on the west by Dolores and San Miguel Counties. Ouray County shares a portion of the western boundary and also the very short northern boundary.

San Juan County is roughly triangular in shape. In a north-south direction the maximum dimension is twenty-three miles. In an east-west direction, along the southern boundary, the distance is twenty-seven miles.

The county is extremely mountainous with the only reasonably level ground being north along Mineral Creek and east along the Animas River from Silverton. Elevations in excess of 12,000 feet are common and a number of mountain peaks exceed 13,000 feet with some approaching 14,000 feet.

A small portion in the extreme northern portion of San Juan County drains north to the Uncompaghre River. The area east of the Continental Divide is within the Rio Grande watershed and is host to the headwaters of that great river. The remainder of the county drains to the south by way of the Animas River.

Travel into San Juan County has never been an easy trip. The exception is the Rio Grande Railroad, which follows the Animas River on the long steady climb from Durango. Otherwise, the traveler must cross at least one high mountain pass. Clockwise, beginning at the north, roads did cross Red Mountain Pass (11,018 feet), Cinnamon Pass (12,598 feet), Stony Pass (12,588 feet), Molas Divide (10,910 feet), and Ophir Pass (11,713 feet). Needless to say, early day winter travelers faced major difficulties.

In the present day, US Highway 550 from Durango to Ouray crosses San Juan County from north to south and provides year-around access to Silverton. In summer months the Jeep roads over Cinnamon, Stony and Ophir Passes can be driven with due attention to the hazardous roads and potentially inclement weather.

Settlement of San Juan County was based solely on mining. After the Brunot Treaty with the Ute Indians was signed in 1873 the area was opened to prospectors who were already aware that precious metals were to be found in the San Juan Mountains. The first significant discoveries were along the Animas River and its southern tributaries. Later discoveries were along Mineral and Cement Creeks.

All but one of the post offices in San Juan County owe their existence, no matter how short, to mining. The exception was Grassy Hill which was a rest station on the road from the Rio Grande Valley over Stony Pass to Howardsville and on to Silverton. Even it would not have existed but for the lure of the mines to the west of the Continental Divide.

Mineral production was primarily silver. However many of the ores contained sufficient gold values such that when silver was demonetized in 1893 many of the San Juan County mines continued to operate until a lack of good ore or other economic factors forced them to close. In addition to gold and silver; lead, zinc and copper were produced in quantity.

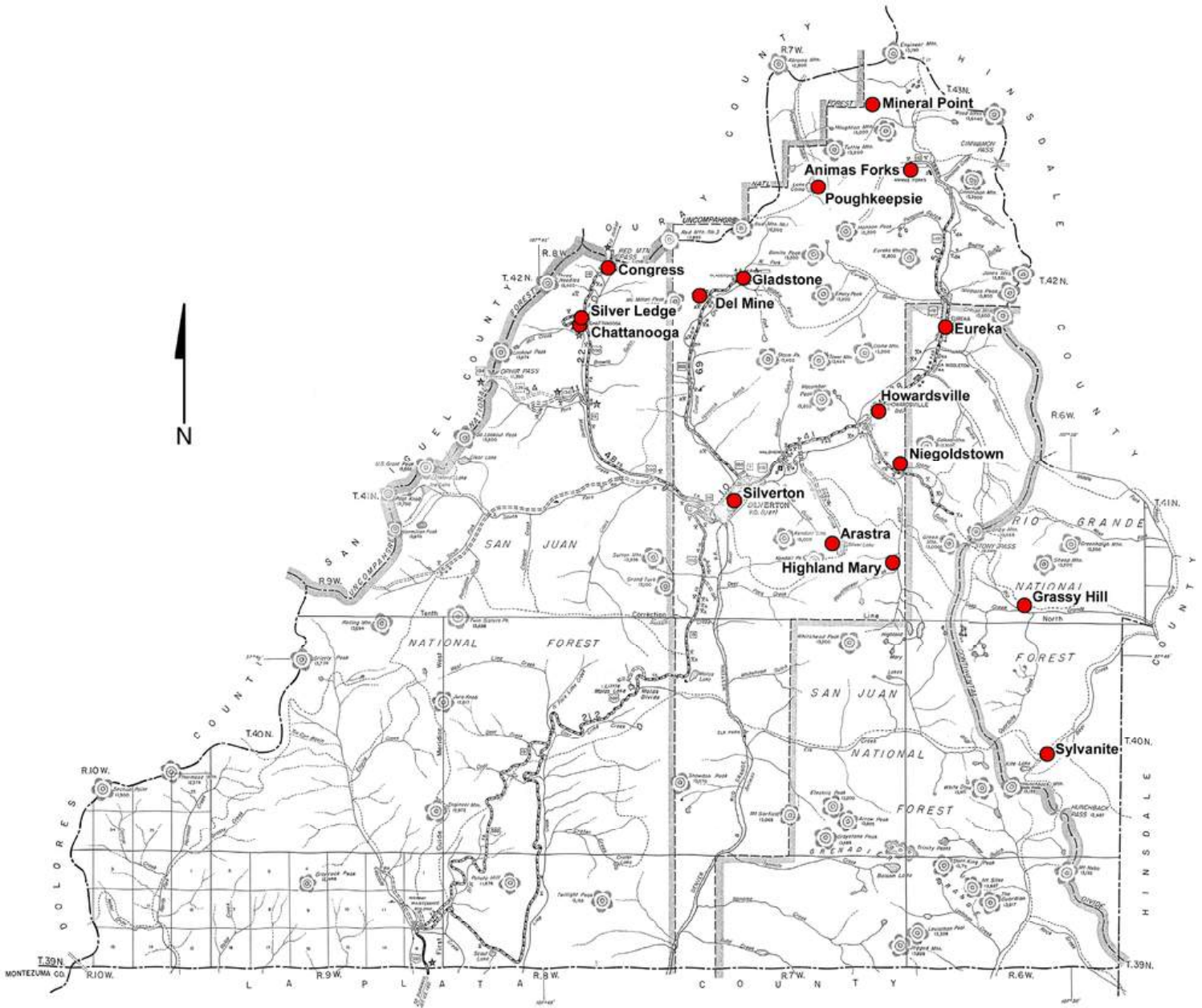
Successful economic exploitation of the mineral wealth depended on transportation, thus the arrival of the Denver and Rio Grande Railroad at Silverton in July of 1882 provided the means for transporting supplies in and ore out from the district. In the 1890's Otto Mears moved into the railroad business from operating a series of toll roads. The Silverton Railway was built north over Red Mountain Pass as far as Ironton in Ouray County. But even Otto Mears could not conquer the Uncompaghe Canyon to reach Ouray with his railroad. Mears also built the Silverton, Gladstone, and Northerly Railroad up Cement Creek to the rich mines at Gladstone. A third short railroad, like the other two, originating at Silverton, followed the Animas River to Eureka, and in 1904 to Animas Forks. These three railroads provided the necessary transportation for the outlying mines to access the Denver and Rio Grande at Silverton.

During the twentieth century mining went through a steady decline and as the end of the century approached the last of the mines closed. The end of mining spelled the end to all of the outlying communities and today only Silverton survives. Had it not been for the Denver and Rio Grande Railroad, and for the construction and eventual improvement of US Highway 550, it is questionable if Silverton would have survived.

With a decline in freight traffic, the Rio Grande observed that tourists were willing to pay to ride the train from Durango to Silverton and back. The trip offered spectacular scenery and in the diesel age the thrill of riding a steam-driven train. The Rio Grande no longer owns the railroad, it having passed into private hands, but the trains continue to carry a large number of passengers to Silverton each day during the summer months.

There are some people that have summer homes in Silverton and the surrounding countryside.

The influx of tourists brought by the train and those coming by automobile via US 550 makes Silverton a booming mountain town for a few months before the snow settles down for the winter. During the summer months the surrounding mountains offer adventures in hiking or driving the Jeep trails. ATVs and mountain bikes are increasingly common on the remote back roads of San Juan County. Hunting and fishing are also prominent summer activities.



Post Office Location Map – San Juan County



Downtown Silverton, Colorado

The only remaining open post office and center of population in San Juan County

Photograph by Cody Wellons

From <https://www.uncovercolorado.com/counties/san-juan/>

ANIMAS FORKS

In 1875 silver ore was discovered on the headwaters of the Animas River at an elevation exceeding 11,000 feet. However, it was two years before a townsite was laid out and the community of Animas Forks appeared on the map.

Early names for the camp included Three Forks, Forks of the Animas and La Plata. The choice of Animas Forks was an obvious one, noting its location at the junction of the North and West Forks of the Animas River.

The economy of the town was based solely on mining. There were numerous mines on the surrounding mountains and the ores from those mines were brought to Animas Forks for processing. The Dakota and San Juan Smelting Company and the Gold Prince were the largest operations.

For several years the town flourished but on October 22, 1891 a disastrous fire destroyed nearly everything but the Gold Prince Mill. Recovery was slow and following the 1893 repeal of the Sherman Silver Purchase Act activity at Animas Forks nearly ceased.

In 1903 the owners of the Gold Prince Mill bought the Sunnyside Extension Mine and began to work it heavily. This brought a new period of growth to Animas Forks and in 1904 Otto Mears extended his Silverton Northern Railway to Animas Forks. This was no simple task as the four-mile grade from Eureka averaged nearly six percent.



A view of Animas Forks, Colorado and the remaining buildings

Photograph by James L. Ozment

September 16, 2000

In 1904 the post office that had been discontinued after the October 1891 fire was reopened and for another ten years Animas Forks was an active mining community. However, as the ore reserves were depleted activity slowed down. In 1917 the Gold Prince Mill was moved to Eureka and by 1923 the town was deserted. The railroad remained in place until 1936, making occasional runs to haul ore to the mill at Eureka. A few mines continued to produce ore as late as the 1940's.

ANIMAS FORKS – Continued

The trip to Animas Forks is not particularly difficult. Drive straight through Silverton and continue northeast through the sites of Howardsville and Eureka. For most of the trip you will be driving on the grade of the Silverton Northern Railroad.

To Eureka the road is a gentle grade and well traveled. At Eureka you will cross the Animas River and begin the four-mile climb to Animas Forks. This stretch of road is more challenging. It is steep, narrow and can be rough. However, with caution most vehicles can traverse it.

Your arrival in Animas Forks is obvious as you will cross the stream just below the prominent foundations of the Gold Prince Mill and then enter the townsite. A few buildings remain and have been preserved for viewing. Among these is the famous “bay window house” that dominates the scene.

The trip to Animas Forks offers other possibilities for exploration. Less than a mile up a side road to the northwest is the large Frisco Mine, much of which is still standing. Continue north from Animas Forks and you can cross Engineer Pass to Lake City or go on west to Ouray. Mineral Point is also accessible from that road. Another road from Animas Forks climbs steeply over Cinnamon Pass and also goes to Lake City. However, these roads are not meant for the normal passenger car. They are four-wheel drive roads. Further, they receive very minimal maintenance and in 2004 I was advised against trying to drive the road from Ouray to Animas Forks.

The area around Animas Forks is also a favorite for ATV and motor bike enthusiasts, particularly on weekends.

Latitude = 37:55:52 North Longitude = 107:34:15 West



ANIMAS FORKS, / COLO.

October 20, 1881

Chronology of the Post Office

Feb 6 1875	---	No description given At the forks of the Animas River
Feb 8 1875		Established
Feb 8 1875		Randall, William W.
Jun 5 1875	---	No survey 10 rods west of the Animas River, opposite the mouth of Cimmaron Creek (sic)
May 9 1876		Hobson, Jonathan B.

ANIMAS FORKS – Continued

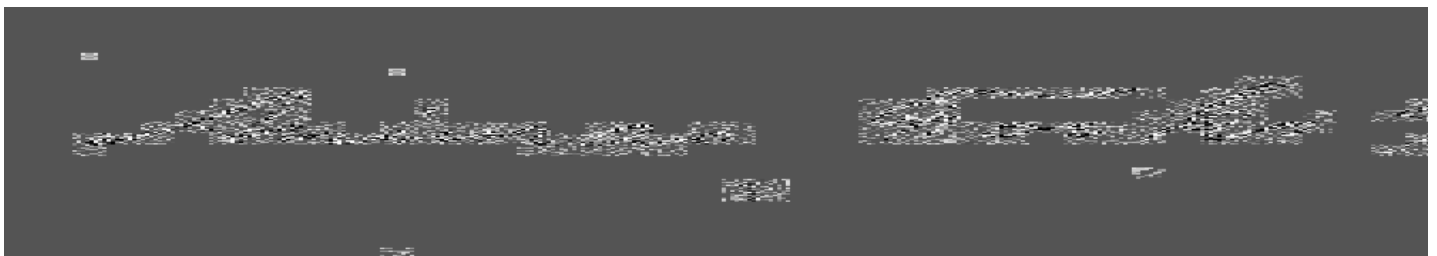
Jan 2 1877	Brown, Edwin M.
Aug 19 1878	Garrison, Mrs. Fanny A.
Aug 14 1879	Mercer, Lewis D.
Aug 15 1879 ---	No Survey On south side of Animas River 1/2 mile west of Pucune [sic] Creek
Jan 5 1883	Stanley, James L.
Oct 22 1883	Kimber, Mrs. C. E.
Nov 19 1883	Kimber, Mrs. Mary [SRM: Both Kimbers listed in <i>Appts.</i>]
Jun 11 1888	McFarlane, William
Feb 26 1889	Discontinued Mail to Mineral Point
Oct 21 1889	Re-established
Oct 21 1889	Crether, Frank W.
Nov 14 1891	Discontinued Mail to Mineral Point
Jun 21 1904 ---	SE/4 Sec 6 T42N R6W 30 rods west of the Animas River 1/2 mile southeast of Cinnamon Creek About 50 rods west of the Silverton Northern Railroad Proposed postmaster - Thomas J. McKelvey
Jul 25 1904	Re-established
Jul 25 1904	McKelvey, Thomas J.
Oct 4 1909	Mullen, Thomas
Dec 15 1910	Lockwood, Walter P.
Oct 26 1912	Sherwood, Frank O.
Nov 30 1915	Discontinued Mail to Eureka

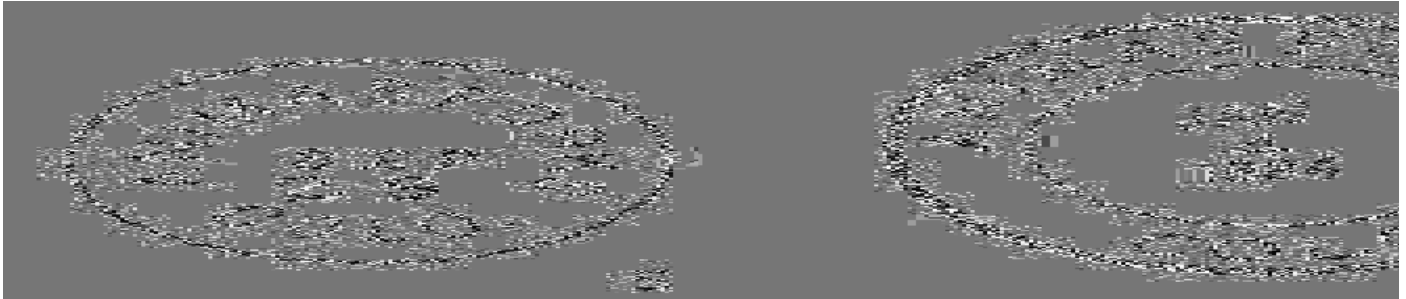
Confirmed types of postal markings

1	Animas Forks MS	Mscp Not recorded	July -- 1875 Aug 24 18??
2	ANIMAS FORKS / COLO. CI 10P 25.0	Hstp No killer	Jul 2 1877 Oct 23 1879
3	ANIMAS FORKS, / COLO. CI 20P 27.0/26.0	Hstp Cork, smudge	Mar 5 1880 Aug 22 1882
4	ANIMAS FORKS, / COLO. CI 11H 32.0/18.0	Hstp Fancy, Positive star; Target	Mar 31 1882 Jul 7 1883
5	ANIMAS FORKS / COLO. CI 10P 27.0	Hstp Cork, 8-segment pie	Sep 29 1882 Jan 26 1883
6	ANIMAS FORKS, / COLO. CI 21P 33.5/32.0/21.0	Hstp Target, 4-ring 18mm	May 11 1883 Feb 12 1886
7	ANIMAS FORKS, / COLO. CI 10P ????	Doane Type 2, with 1 [NOT AVAILABLE FOR ILLUSTRATION]	Jan 19 1905 Jul 23 1906
8	ANIMAS FORKS, / COLO. CI 10P 30.0	4bars S-23x13mm	Oct 14 1909 Apr 13 1911

AUXILIARY MARKING

A1	ADVERTISED	---	--1883
	SL 00R 34.0 X 4.5	Hstp	No killer; Used with type 6



ANIMAS FORKS – Continued**ARASTRA**

In August 1870 a party led by Dempsey Reese, Adnah French and a Captain Cooley came into the area and began to prospect in what would become Arastra Gulch. They left for the winter but returned, and slowly development of mines near the head of the gulch took place.

Arastra Gulch drains from Silver Lake. At 12,200 feet the lake is above timberline in a glacial cirque surrounded by mountain peaks that exceed 13,000 feet.

The name Arastra is an Americanization of the Spanish “arrastre,” a crude device used for crushing rock. The device consists of a shallow stone basin in which a large millstone is dragged in a circular motion around the basin by a horse or mule. Ore and water are added to the basin. The crushed ore is flushed out and sorted by panning or a similar means. The result is far from efficient.

The principal mines were the Silver Lake and the Iowa Tiger. The Silver Lake Mill was built in 1890 and replaced in 1907 by one of a more modern design. The Guggenheims purchased the property in 1903. Later the property was acquired by the American Smelting and Refining Company and became a part of the Shenandoah Dives Mining Company. The concentrate from the mill made its way to the Animas Valley floor by means of an aerial tramway. Activity at Arastra ceased shortly after the end of the World War I.

By 1899 Arastra consisted of the mine, a four-story boarding house, some cabins for employees, the mill, an office building and a power plant. The tramway was three miles in length. All the buildings were connected by telephone and the post office was in the mill office building.

Arastra is a difficult place to visit. You can not drive to Silver Lake. It is possible for a four-wheel drive vehicle to go about half way but from there it is hike of more than a mile up a long steep grade. I have not made the trip; forty years ago it would have been an adventure. However, thanks to Larry Piekenbrock, who made the climb in the summer of 2003, I have several photos that show the setting and what remains. Larry’s photos show that several small buildings still stand but may soon collapse. The surrounding area is littered with debris from the mining activity and structures that have collapsed. From the photos it is obvious that the setting is spectacular and there is much to see. Pick a warm summer day, pack your gear and make the trek.

Chronology of the Post Office

Jun 5 1895	---	T41N R7W At the head of Arastra Creek
		Proposed postmaster - Frank Bernard
Jun 15 1895		Established
Jun 15 1895		Bernard, Frank
Oct 4 1895		Presnell, John H.
Sep 23 1896		Eye, Clyde M.
May 26 1898		Cooper, Ray H.
Sep 11 1899		Grebles, Fred C.
Jan 21 1901		Singer, Gustave H.

ARASTRA – Continued



CHATTANOOGA

In the late 1870's some decent but short-lived silver mines were located near where Mill Creek joins Mineral Creek in northern San Juan County. The first small settlement there was known as Sweetville. As the community grew Jim Sheridan became an important figure. He ran the hotel, the saloon and a livery stable; the place was often referred to as Sheridan Junction.

By the time a post office was acquired in 1883 the town had adopted the name Chattanooga, supposedly being named for the city in Tennessee.

The settlement was at the base of the steep climb from the somewhat level Mineral Creek Valley to Red Mountain Pass. With the development of mining north of Red Mountain Pass, Chattanooga became a key point for the transfer of supplies from wagons to pack animals. In 1884 with the completion of a toll road to Red Mountain, that importance decreased and it ended in 1888 when Otto Mears Silverton Railway replaced his toll road.

In August 1891 a fire destroyed a large portion of the town. The 1893 repeal of the Sherman Silver Purchase Act hit the economy hard. Soon thereafter a snow slide struck the town, destroying most of what remained. By 1898 only two persons remained from a peak population that in 1880 was estimated at 300.

From Silverton, drive north on US Highway 550. At the upper end of the Mineral Creek Valley the highway swings sharply to the west and makes a horseshoe turn across Mill Creek to begin the climb to Red Mountain Pass. Chattanooga was located in the flats along Mineral Creek and Mill Creek at that point. Today very little remains. There are a few small cabins of a later date and scattered remains of the early mining activity. Snowslides, floods and highway construction have removed nearly everything.

Latitude = 37:52:25 North Longitude = 107:43:29 West

Chronology of the Post Office

- Mar 21 1883 --- SW/4 SE/4 Sec 28 T42N R8W 200 yards east of Mineral Creek,
close to east side of Mill Creek
- Proposed postmaster - Francis M. Carell
- Apr 4 1883 Established
- Apr 3 1883 Carell, Francis M.

CHATTANOOGA – Continued

Sep 28 1883	Brown, Benjamin S.
Apr 7 1884	Sanford, Thomas B.
Mar 21 1890	Ragan, George W.
Apr 15 1892	Strayer, Franklin
Jun 4 1894	Discontinued Mail to Red Mountain



CHATTANOOGA / COL.

December 29, 1888

Confirmed types of postal markings

- | | | | |
|---|------------------------------------|--------------------------|-------------------------|
| 1 | Chattanooga Colo
MS | Msep Not recorded | Jun 18 1883 |
| 2 | CHATTANOOGA / COLO.
CI 10P 27.0 | Hstp Target, 4-ring | Jul 12 188- |
| 3 | CHATTANOOGA / COLO.
CI 10P 27.0 | Hstp Target, 4-ring | Sep 30 1886 Jul 28 1887 |
| 4 | CHATTANOOGA / COL.
CI 10P 27.0 | Hstp Target, 4-ring 18mm | Jul 16 1888 Dec 29 188- |



CONGRESS

The discovery of rich silver deposits on the north side of Red Mountain Pass led to the establishment of several mining towns stretching from southern side of the pass to the north end of the valley at the head of the Uncompahgre Canyon. The most important of these camps was Red Mountain. At first there were two Red Mountains: Red Mountain City north of the pass and Red Mountain Town south of the pass. The confusion between the two faded with the 1881 discovery of the Congress Mine and Red Mountain Town then became more familiarly known as Congress or Congress Town. The 1880 census reports Congress with a population of forty, thus it is possible that the mine took its name from the town, not vice versa.

The Congress Mine was briefly a good producer. In 1883 it shipped ore valued at \$220,000 and then virtually died. When the mine died, so did the town.

The location of Congress was on the pack trail from Silverton to Red Mountain which later became the route of Otto Mears toll road and then his Silverton Railway. US Highway 550 passes the site less than a half-mile south of the summit of 11,018-foot Red Mountain Pass.

Near the pass there are a couple of short dead-end roads that lead to hiking trails and in 2000 there was one large building and a couple of small buildings, all in reasonably good condition.

Chronology of the Post Office

- Mar 19 1883 --- Sec 11 T42N R8W On the west side of Mineral Creek
Proposed postmaster - Charles H. Stockman
- Apr 2 1883 Established
- Apr 2 1883 Stockman, Charles H.
- Jul 10 1883 Edwards, J. E.
- Jan 7 1884 Discontinued Mail to Chattanooga



**Congress, Colorado – Abandoned buildings along south side of US Highway 550,
near the summit of Red Mountain Pass**

Photograph by William H. Bauer

September 16, 2000

CONGRESS – Continued

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM CONGRESS

DEL MINE

This is perhaps the most obscure of the post offices in San Juan County. From sketchy information it seems that it was located on Cement Creek at the mouth of Prospect Gulch. As with Chattanooga on Mineral Creek, Del Mine seems to have been a place where goods were transferred from wagons to pack animals before climbing out of the valley to Red Mountain Pass.

A small community did develop and the 1880 census lists Del Mine with a population of twenty-five. The pack road from Del Mine to Red Mountain had to cross over an unnamed 12,500-foot pass. When Otto Mears completed his toll road from Chattanooga to Red Mountain this secondary route was quickly abandoned. The settlement name has also been reported as “Del Mino,” “Del Mine” and “Dela Mino.”

Ray Newburn, in *Postal History of the San Juan* discusses the odd name thusly:

The name is as obscure as the location. "De la mina" would be perfectly good Spanish for "of the mine." De la mino gives "mine" the wrong gender, and del mine gives "the" the wrong gender and Anglicizes "mine." There is no reference to an actual mine by the name of Del Mine in any standard reference and Mrs. Wolle's information makes me think the name is just bad Spanish.

From Silverton drive north on Colorado Highway 110 towards the location of Gladstone. It is difficult to pinpoint the exact location of Del Mine but I believe it was about a half-mile below the mining complex at Gladstone. At that point there is a stream and a poor side road to the west. There is some evidence of mining activity that would have occurred after Del Mine disappeared. The area is heavily overgrown with timber and brush.

Chronology of the Post Office

Jun 7 1883	---	SE/4 Sec 20 T42N R7W On [?] Cement Creek Sketch map shows it on west side.
		Proposed postmaster - George Williams Bachman
Jun 22 1883		Established
Jun 22 1883		Bachman, George W.
May 19 1884		Discontinued Mail to Silverton

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM DEL MINE

EUREKA

In 1860 the Baker Party entered the upper valley of the Animas River. They did find evidence of gold and silver but until the Brunot Treaty of 1873, the San Juan Mountains were the province of the Ute Indians and the prospectors did not remain. One of their camps is reported to have been at the northern end of the broad portion of the Animas Valley near what would become the site of Eureka. The valley became known as Baker's Park.

In the early 1870's prospectors began to filter back into the Baker's Park area. In 1872 three prospectors erected a cabin at the future site of Eureka. More cabins followed. In 1873 George Howard located the claim that would become the Sunnyside Mine. By 1875 other mines, including the Silver Wing, were under development and a town grew.

The name Eureka was taken from Eureka Gulch. Eureka is a Greek word understood to mean, "I have found it!"

EUREKA – Continued

The Sunnyside Mining and Milling Company was the major force in the growth of Eureka, owning the majority of the buildings. During 1874 the town of Eureka was reportedly laid out and streets platted. However, another source claims that the town plat was not filed until 1881 and it was 1883 before Eureka was incorporated. In 1878 Eureka gained a hotel and in 1879 a liquor license was granted and the town's first saloon was opened. I find it difficult to believe that a mining town would be in existence more than five years before a saloon opened.

Otto Mears' Silverton Northern Railroad reached Eureka in 1896.

The Sunnyside Mine was a major producer and the accompanying mill was one of the largest in the San Juan Mountains. The ore was sufficiently rich that the mine survived the 1893 repeal of the Sherman Silver Purchase Act and continued active until 1938. More than \$50 million dollars in metals were produced. The mine operated continuously until 1931 and intermittently for a few years after that.

The *Silverton Standard* reported in December 1939 that the Eureka Post Office was to close on December 30. However, the Post Office Department records contain a 1941 Geographic Site Location Report and give the closing date as April 30, 1942. There is no mention of the 1939 closing in the Post Office Department records.

In 1942 many of the useable buildings that remained at Eureka were moved to house workers at the Idarado Mine whose output was necessary to the war effort. In August 1948 most of the remaining buildings together with the mill, mines and equipment were sold in bankruptcy court to the U.S. Smelting, Refining, and Mining Company. The mill was dismantled leaving only its large, stairstep concrete foundation to mark its location.

In 1976 The State of Colorado decided the town had had no municipal government for the preceding five years, and Eureka was declared formally abandoned.

To visit Eureka, drive east from Silverton on Colorado Highway 110. As you approach the site of Howardsville the road crosses to the south side of the Animas River and continues on that side the remaining distance to Eureka.



Eureka, Co

Manuscript postmark

June 14

EUREKA – Continued

My first visit to Eureka was in 1972. At that time there were still a few remaining abandoned cabins scattered on flats along the Animas River. Later in the 1970's a major flood swept the valley and when I returned in 2000 only the foundations of the Sunnyside Mill on the west side of the river remained to indicate that this was once a thriving mining community.

Today the valley is a broad expanse of coarse gravel and cobblestones. Highway 110 crosses the Animas River on the way north to Animas Forks. There is a campground to the north of the highway, just before the road crosses the river.

Latitude = 37:52:47 North Longitude = 107:33:52 West

Chronology of the Post Office

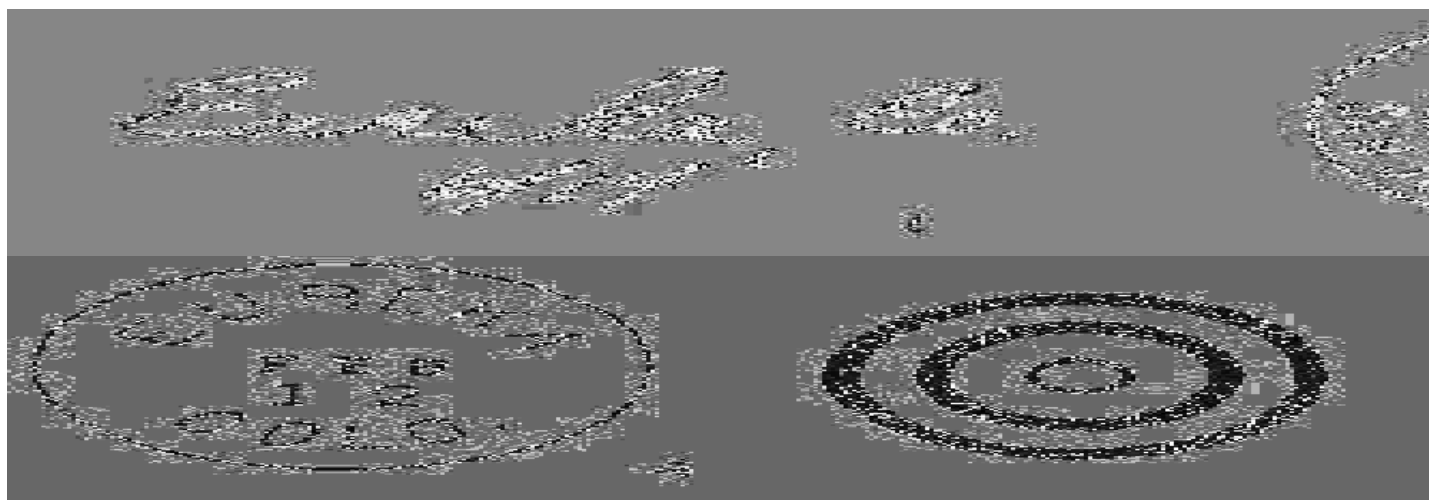
Jul 16 1875	---	Unsurveyed On the east side of the Animas River, opposite the mouth of Eureka Creek	
Aug 9 1875		Established	
Aug 9 1875		Blaisdell, Frederick	
Oct 27 1875		Weeks, Thomas	
Feb 24 1876		Andrews, Thomas G.	
Jun 24 1880		Candee, Fred J.	
Nov 20 1882		White, William G.	
Jan 12 1888		Dyes, Albert	
Sep 19 1888		Helmboldt, Sophia C.	
Apr 11 1901		Martin, Samuel G.	
Dec 21 1901		Jellick, Anna	
Oct 23 1902		Helmboldt, Adolph W.	
Apr 15 1905	---	Not given 200 feet east of Animas River 1/8 Mile north of Eureka Creek 248 feet south of the Silverton Northern	
Dec 23 1905		House, Chesley T.	
Apr 16 1907		Cole, John C.	
Apr 16 1907		Ordered closed	
Oct 26 1908		Closing order rescinded	
Nov 19 1908		Terry, William L.	
May 12 1910		Molan, Patcie C.	
Aug 5 1911		Heath, Charles C.	
May 21 1914	---	NE/4 Sec 30 T42N R6W 200 feet east of Animas River 500 feet northeast of Eureka Creek	
Jan 6 1917		Smith, Philip H.	
May 28 1918		Sands, Maud	
Mar 5 1919		Vinyard, Robert L.	
Apr 1 1921			Office made Presidential
Dec 15 1921		Noll, Arthur R.	P&S [Apptd. by President & confirmed by Senate]
Jul 12 1922		Wagenshiffer, Henry B.	Acting
Feb 12 1923		Noll, Arthur R.	
Feb 23 1924		Thompson, Charles	Acting
May 4 1925		Vinyard, Robert L.	Acting
Sep 30 1925		Vinyard, Robert L.	Appointed
Jul 1 1926			Office made Presidential
Jul 2 1926		Vinyard, Robert L.	Appointed
Jul 1 1930		Vinyard, Robert L.	Office relegated
Sep 30 1932		Vinyard, Robert L.	Confirmed
Feb 25 1933		Vinyard, Robert L.	Commissioned
Sep 10 1934		Leeson, Mrs. Ruby	Assumed charge
Oct 3 1934		Leeson, Mrs. Ruby	Acting
Nov 1 1934		Leeson, Mrs. Ruby	Confirmed
Nov 15 1934		Leeson, Mrs. Ruby	Commissioned

EUREKA – Continued

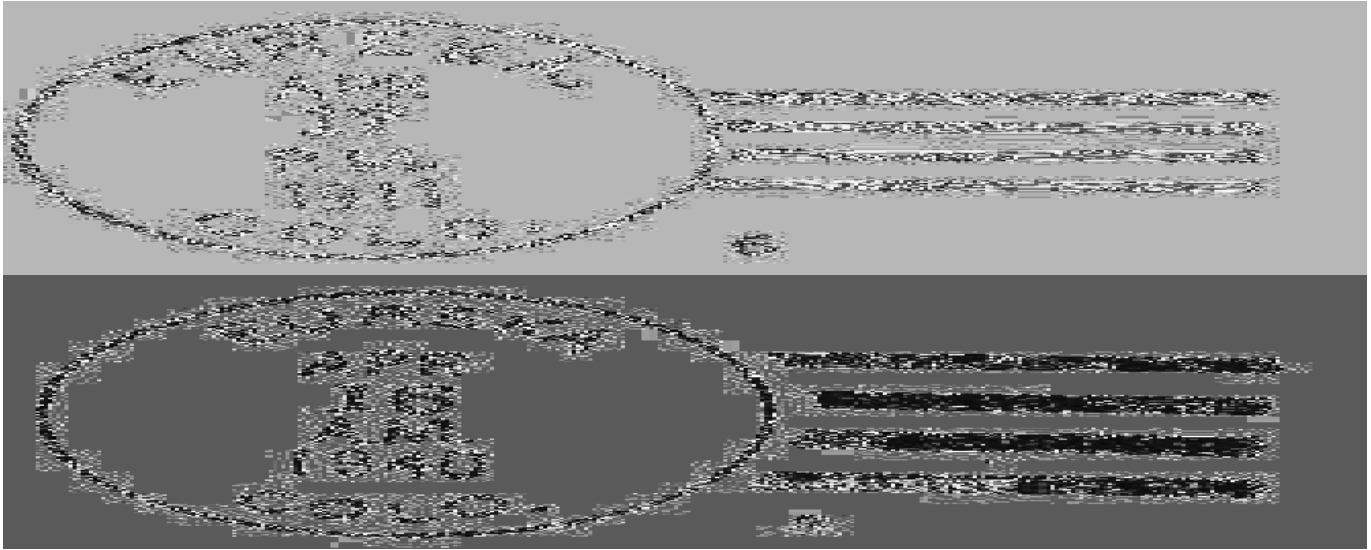
Dec 16 1939	Ordered closed	
Dec 30 1939	Discontinued Mail to Silverton	
Dec 31 1939	Conder, Mrs. Mabel J.	Assumed charge
Jan 13 1940	Conder, Mrs. Mabel J.	Acting
Feb 15 1940	Conder, Mrs. Mabel J.	Confirmed
Jun 11 1940	Conder, Mrs. Mabel J.	Commissioned
Oct 19 1941	Rathbun, Mrs. Gertrude J.	Assumed charge
Oct 23 1941	--- Sec 29 T42N R6W Las Animas River	350 feet west of post office
Oct 28 1941	Rathbun, Mrs. Gertrude J.	Acting
Dec 12 1941	Rathbun, Mrs. Gertrude J.	Confirmed
Dec 24 1941	Rathbun, Mrs. Gertrude J.	Commissioned
Apr 30 1942	Discontinued Mail to Silverton	

Confirmed types of postal markings

1	Eureka, Co. MS	June 14 187-
2	EUREKA / SAN JUAN CO. COL. CI 11P 27.0/18.0	Mscp Cork, smudge, blue Jul 22 1877
3	EUREKA, / SAN JUAN CO., COLO. CI 21P 27.5/26.0/17.0	Hstp Not recorded Aug 3 1880 Sep 8 1882 Hstp Fancy, positive star in circle; Target, 3 ring 22mm in black
4	EUREKA / COLO. CI 10P 26.5	Sep 18 1883 Jun 26 1888 Hstp Cork, Smudge: Target, 3-ring 22mm; Fancy, positive star in circle
5	EUREKA / COLO. CI 10P 28.0	Sep 1 1895 May 9 1901 Hstp Target, 4-ring; Cork, smudge
5.1	EUREKA / COLO. CI 10P 28.0	Jul 1 1890 Hstp Not recorded
5.2	EUREKA, / COLO. CI 10P 28.0	Dec 18 1900 Hstp Not recorded
5.3	EUREKA / COLO. CI 10P 28.0	Jul 24 1904 Hstp Not recorded [NOT AVAILABLE FOR ILLUSTRATION]
6	EUREKA, / COLO. CI 10P 32.0	May 17 1909 Sep 28 1915 4bars S-25x14mm
6.1	EUREKA / COLO. CI 10P 30.0	May 8 192- Dplx Grid, 9-bar oval
7	EUREKA / COLO. CI 10P 35.0	Aug 12 1936 Sep 8 1937 4bars S-26x20mm
8	EUREKA / COLO. CI 10P 33.0	Jan 20 1938 Apr 16 1940 4bars S-24x19mm
9	EUREKA / COLO. CI 10P 34.0	Oct 15 1940 Nov 6 1941 4bars S-24x20mm



EUREKA – Continued



GLADSTONE

In 1877 the San Juan Lixiviation Company laid out the site of Gladstone at the forks of Cement Creek. A chlorination and lixiviation plant was erected to treat ores from mines in the surrounding mountains. However, the process did not prove effective and the mill was closed. In this early period Gladstone consisted of the mill, a few cabins and a boarding house to accommodate employees of the mines and mills in the area.

Gladstone was named for British Prime Minister William E. Gladstone (1809-1898) likely by admirers who may have been British subjects.

In 1882 the Sampson Mine was opened and Gladstone began a new period of prosperity. The most important mine was the Gold King discovered in 1887. It was sold to W. Z. Kinney who represented eastern developers. With solid financing and good ore, the Gold King grew rapidly and the Gold King Mill was, “one of the finest in the country.” In April 1899 stockholders of the Gold King Mine chartered the Silverton, Gladstone, and Northerly Railroad. Operations to Gladstone began on August 4, 1899 using locomotives leased from the Denver and Rio Grande Railroad.

By 1910 the mine was encountering litigation and other problems that curtailed production. Operations on the railroad ceased in 1924 and it was abandoned in 1937.

Mining and processing at Gladstone continued into the late twentieth century. There was an extensive network of underground shafts and tunnels. In the 1960’s a tunnel was driven to connect to the Sunnyside Mine at Eureka. Mining came to a sudden end when the roof of one of the stopes in the Sunnyside beneath the high mountain Lake Como collapsed and the lake suddenly drained into the mine. This disaster fortunately happened on a Sunday; no one was working and no loss of life was incurred.

On the eastern edge of Silverton turn north on Colorado Highway 110. It is a little more than six miles to Gladstone, which is at the end of the road. This road is a subsidiary portion of Colorado Highway 110. The main section of this road runs east and north from Silverton, through Howardsville and Eureka to Animas Forks.

In 2000 there were still several buildings at the location; however it was obvious that the site was being closed down and cleaned up. By now very little may remain to be seen.

GLADSTONE – Continued

[SRM: Gladstone and the Gold King Mine received much notoriety in 2015 when an EPA clean-up crew inadvertently allowed about three million gallons of naturally occurring, acidic mine waters to flood into Cement Creek and the Animas River. The media had a field day ranting about something that is entirely natural in mining terrain. See this report: [https://www.hcn.org/articles/acid-mine-drainage-explainer-animas-pollution-epa-gold-king.](https://www.hcn.org/articles/acid-mine-drainage-explainer-animas-pollution-epa-gold-king)]

Latitude = 37:53:25 North Longitude = 107:38:59 West



Remains of the older mine buildings at Gladstone, Colorado
Photograph by William H. Bauer September 16, 2000

Chronology of the Post Office

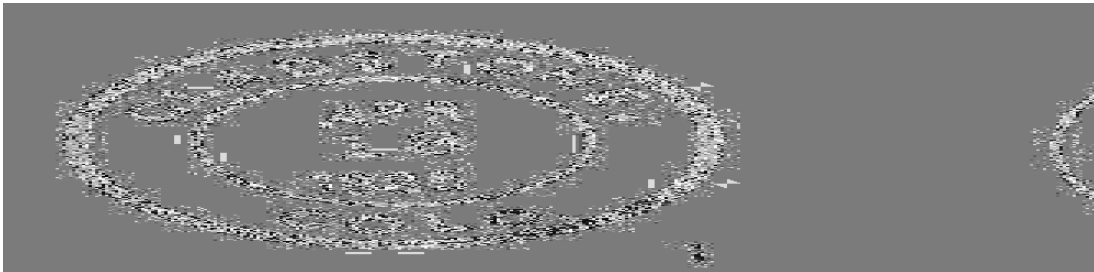
- | | | |
|-------------|-----|---|
| Jan 5 1878 | --- | Unsurveyed P.O. to be at the forks of Cement Creek
NOTE: "Gladstone is the site of the San Juan Reduction Works which next season will furnish employment to a large no. of men. The camps of Pokeepsie (sic) Gulch and Grey Copper Falls will be also benefited as they now get their mail from Silverton." |
| Jan 24 1878 | | Established |
| Jan 24 1878 | | Watson, William O. |
| Mar 9 1878 | --- | Unsurveyed Land At the forks of Cement Creek |
| Nov 6 1879 | | Discontinued |
| Jun 12 1883 | --- | On the Florence Placer Claim Cement Creek 1/2 mile southeast of post office site
Proposed postmaster - John James McDonall |
| Jun 25 1883 | | Re-established |
| Jun 25 1883 | | McDonall, John J. |
| Oct 24 1883 | | Emery, Moses W. |

GLADSTONE – Continued

Dec 17 1887	Discontinued Papers to Silverton
Mar 7 1898 ---	T42N R7W On the northwest side of Cement Creek Seven miles north of the Animas River
	Proposed postmaster - Mrs. Rosa (Thomas) Allen
Jun 17 1898	Re-established
Jun 17 1898	Bowman, James C.
Dec 21 1901	Ashley, Julia E.
Dec 15 1904	Pollock, Laura D.
Jul 18 1906	Grebles, Frederick C.
Feb 19 1907	Warner, Edward S.
Dec 11 1908	Grebles, Frederick C.
Dec 8 1910	Garves, James P.
Jan 15 1912	Discontinued Mail to Silverton

Confirmed types of postal markings

1	GLADSTONE, / COLO. CI 21P 28.0/27.0/17.0	Hstp Target	Apr 18 1885
1.1	GLADSTONE / COLO. CI 10P 26.5	Hstp Not present	Feb 20 190- Jul 18 1901
2	GLADSTONE, / COLO. CI 10P 31.0	Doane Type 3 with 5; S-23X13mm	Oct 4 1906 Dec 21 1910



GRASSY HILL

In 1878 William Downing Watson established a way station on the eastern side of the Continental Divide. Located at the foot of Grassy Hill, from which it took its name, this was the final chance for travelers to rest before making the difficult trip over 12,588 foot Stony Pass and down Cunningham Gulch to Howardsville. Watson offered accommodations and meals, ran a saloon and attended to other needs of travelers. A reported partner, Shaw, operated a forwarding and commission house, managed a store and ran pack trains to Howardsville and Silverton.

Improvements to the road reduced the business at Grassy Hill and when the Denver and Rio Grande Railroad reached Silverton in July 1882, traffic over Stony Pass virtually ceased.

The road over Stony Pass is believed to still be passable but only to four-wheel drive vehicles. It is described as “moderately difficult.” That description leads me to guess that it would best be driven in the company of other vehicles in the event there is trouble along the way.

I have not made this trip but if you are adventurous, then from Silverton drive east on Colorado Highway 110. At Howardsville turn right on County Road 4 and head south following the signs to Stony Pass. The summit is six miles from Howardsville. From Stony Pass you will be descending the headwaters of the Rio Grande River. Grassy Hill was about four or five miles from the summit, where Quartzite Creek joins the Rio Grande. It may be possible to continue on to the Rio Grande Reservoir by way of Forest Service Road 520 and from thence to Colorado Highway 149 and Creede or Lake City. If the road is indeed open it is possible that starting from the reservoir would be an easier trip to Grassy Hill. From all I have read, nothing remains at Grassy Hill and it would be difficult to identify the site.

GRASSY HILL – Continued



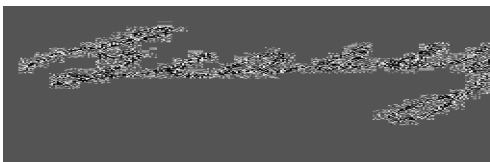
Manuscript postmark Grassy Hill Colo. May 17, 1879

Chronology of the Post Office

- Jan 18 1879** --- **Unsurveyed lands 1/16 mile north of the Rio Grande,
(may also have been on or near Deep Creek - referred, but no distance given)
Proposed postmaster - Nancy Ann Watson**
- Jan 30 1879** **Established**
- Jan 30 1879** **Watson, Mrs. Nancy A.**
- Jul 15 1880** **Discontinued**

Confirmed types of postal markings

- 1 Grassy Hill Colo May 17 1879**
- MS Mscp No killer**



HIGHLAND MARY

Highland Mary was a small mining camp that grew around the Highland Mary Mill at the head of Cunningham Gulch. The Highland Mary Mine, one of the best in Cunningham Gulch, was above the mill and townsite.

The story goes that in 1875 the Innis brothers of New York consulted a spiritualist and paid her \$50,000 to select a mine site for them. She pointed them to a remote location southeast of Silverton, Colorado. The brothers spent \$1,000,000 driving a mile-long tunnel into the mountain, following random directions from the spiritualist. They did find some ore but finally went broke in 1885. Another more prosaic version attributes the discovery to J. C. Dunn who sold the property to the Innis brothers.

Later, under systematic exploration by new owners, the mine became successful and produced more than \$3,000,000 between 1901 and 1907.

HIGHLAND MARY – Continued

Several reports give the name of the bothers as Ennis. The Post Office Department Records of Postmaster Appointments list Edward Innis as the name of the one and only postmaster at Highland Mary. Therefore, I believe Innis is the correct spelling. [SRM: He signed a letter spelling his name as Innis.]

The post office operated only during the ownership of the Innis brothers. It did not reopen during the later time when the mine was being successfully operated.

From Silverton, drive east on Colorado Highway 110 toward Howardsville and turn south on San Juan County Road 4. One mile from that junction there is a fork in the road. Stay to the right on Road 4. The other branch goes to the Old Hundred Mine, which operates as a tourist attraction (2000). From the fork it is three and seven-tenths miles to the practical end of the road, at the head of Cunningham Gulch. When you reach that point you will see the foundations of a large mill structure and other debris from the mining operations.

The location for Highland Mary provided by the Post Office Department Geographical Site Location Report is not very definitive. In September 2000 Jim Ozment and I visited the site described above. We were not really certain that we had actually reached Highland Mary. Later in the day, in the dining room of the Grand Imperial Hotel in Silverton, Jim called my attention to a picture on the wall that was labeled Highland Mary Mill. It was clearly the place we had just visited.

Latitude = 37:47:07 North Longitude = 107:34:55 West HIGHLAND MARY MINE



HIGHLAND MARY / COLORADO. June 14, 1884

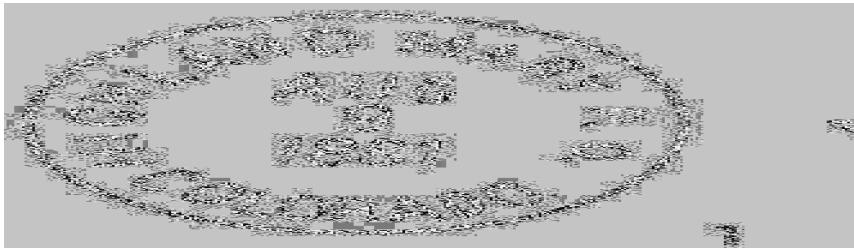
Chronology of the Post Office

- Dec 25 1877 --- This county has not been surveyed into townships and sections
Four miles south of the Animas River, less than 100 feet west of Cunningham Creek
- Mar 26 1878 Established
- Mar 26 1878 Innis, Edward
- Jun 29 1885 Discontinued Papers to Silverton

HIGHLAND MARY – Continued

Confirmed types of postal markings

- | | | |
|---|---|--|
| 1 | HIGHLAND MARY P.O. / COLORADO.
CI 10P 28.0 | Aug 9 1881
Hstp Fancy, Positive star |
| 2 | HIGHLAND MARY / COLORADO.
CI 10P 28.0 | Aug 4 1883 Jun 14 1884
Hstp Fancy, Positive star in circle 20mm |



HOWARDSVILLE

Howardsville is on the upper reaches of the Animas River in the part of the San Juan Mountains known as Baker's Park, so named for the prospecting party that visited the area in 1860.

George W. Howard built the first cabin at this location in 1872. It is possible that he was the Lieutenant Howard that accompanied the Baker Party in 1860 when they prospected in the San Juan Mountains. [SRM note: Allen Nossman, in *Many More Mountains Vol. I: Silverton's Roots* agrees the town was named for Howard but doubts he was with Baker in the 1860 party.]

Prior to 1873 the Ute Indians resisted the incursion of prospectors into the San Juan Mountains. In that year the Brunot Treaty was negotiated and by 1874 prospectors were flocking to the newly opened territory. Soon a small community began to grow around the cabin belonging to George Howard. At first it was called Bullion City but it soon took the name of Howardsville.

The first commercial enterprise at Howardsville was a combined saloon and general merchandise store operated by Henry Gill and G. S. Flagler.

Howardsville became a center of activity in Baker's Park and on January 31, 1876 when the Territorial Legislature authorized San Juan County, Howardsville was designated the county seat. A courthouse was built but was in use for only a short time before the county seat was moved to the faster growing Silverton.

After removal of the courthouse to Silverton, Howardsville stagnated. It was still a supply center for miners working further up the Animas Valley and for the developing mines in Cunningham Gulch to the south. In addition, it was the first bit of level ground encountered by travelers and freighters coming from the Rio Grande over Stony Pass to Baker's Park. As such it became a transfer point from pack trains to wagons for delivery beyond Howardsville. The Denver and Rio Grande Railroad reached Silverton in July 1882 and the traffic over Stony Pass slowed to a trickle. In 1896 Howardsville gained a railroad with the construction of Otto Mears' Silverton Northern Railroad.

Although Howardsville could be called a community, it was never platted and never had an organized civil administration. It continued to be a supply center and a mill site well into the twentieth century.

Howardsville is located on Colorado Highway 110, five miles east of Silverton. For that distance the highway is on the north side of the Animas River. As you approach Howardsville the road turns to cross the river and you have a good panoramic view of Howardsville. There are a number of buildings. Some are obviously recent but there are several much older structures, most of those in various states of disrepair.

HOWARDSVILLE – Continued

When I first passed through Howardsville in 1972 the older buildings were totally neglected and rapidly deteriorating. In 2001 I observed that there had been attempts at preservation of the older structures. The large mill building and some other smaller buildings had acquired new bright red metal roofs.

The more recent buildings give evidence to some continuing activity at Howardsville; although I suspect that it now is connected to environmental cleanup rather than to metals extraction.



HOWARDSVILLE, COLO. / P. F. Lobanof, P. M. August 26, 1882

Chronology of the Post Office

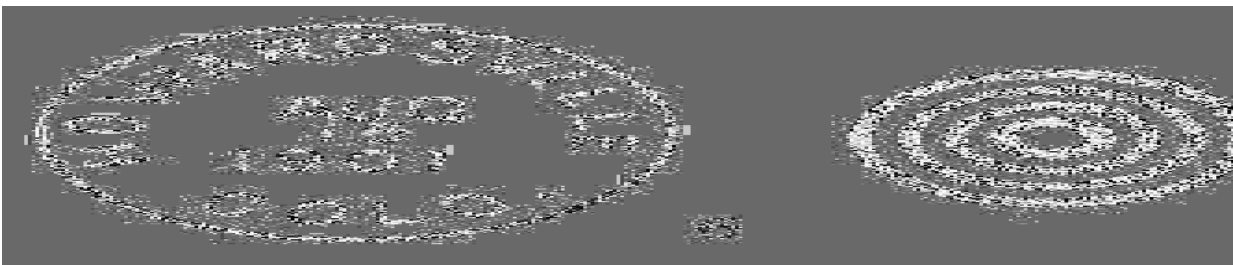
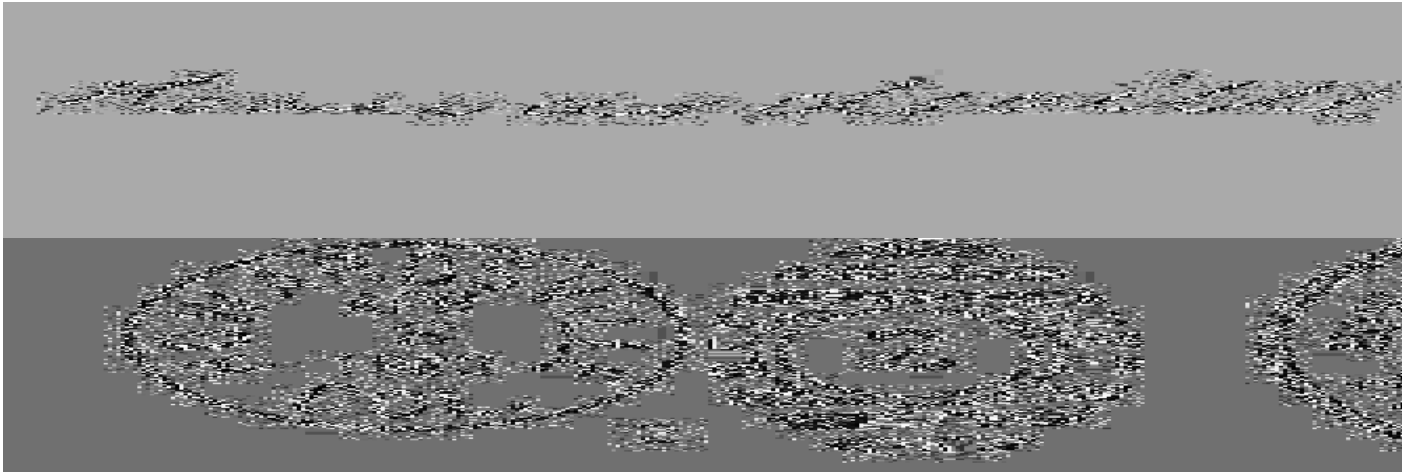
- Apr 30 1874 --- Unsurveyed Land On the east side of the Animas River, at the mouth and on north side of Cunningham Creek
- Jun 24 1874 Established
- Jun 24 1874 Wilson, Matthew
- Feb 8 1875 Coddington, Martin O.
- May 18 1875 Nichols, William H.
- Jan 9 1880 Brendel, Albert
- Jun 29 1881 Lobanoff, Paul F.
- Jun 4 1883 Gordon, Martha M.
- Nov 28 1884 Brendel, Albert M.
- Jul 10 1886 Garber, Charles J.
- Jan 5 1889 Nelson, Louisa
- Jan 17 1895 Forsyth, Louisa
- Nov 10 1896 Forsyth, Henry
- Sep 1 1906 Heath, Charles S.
- Nov 28 1910 Grabowsky, Theodore
- Jun 22 1912 Forsyth, Henry
- Dec 27 1913 Nelson, Anna A.
- May 19 1914 --- First page of document is unreadable Second page indicates survey not available
- Aug 8 1922 Forsyth, Henry Acting

HOWARDSVILLE – Continued

- Sep 30 1922 Discontinued Mail to Silverton
- Jan 18 1923 Re-established
- Jan 18 1923 Forsyth, Henry
- Oct 4 1926 --- Estimated: SW/4 Sec 11 T41N R7W 600 feet east of the Animas River
200 feet north of Cunningham Creek About 500 feet east of the Silverton Northern track
- Oct 5 1939 Ordered closed
- Oct 31 1939 Discontinued Mail to Silverton

Confirmed types of postal markings

- | | | | |
|-----|--|---|-------------------------|
| 1.A | Howardsville
MS | Mscp Pen cancel | Apr 4 1875 Nov 4 1879 |
| 1.B | Howardsville Col.
MS | Mscp Pen cancel | Aug 27 1875 Apr 17 1876 |
| 1.1 | HOWARDSVILLE / COL.
CI 10P 25.0 | Hstp Indistinct | Aug 21 187- |
| 2 | HOWARDSVILLE / COL.
CI 10P 24.0 | Dplx Grid oval with circle and 2 | Sep 6 1880 Apr 9 1883 |
| 3 | HOWARDSVILLE COLO. / P.F.Lobanof, P.M.
CI 10H 34.0/13.0 | Hstp Cork, Negative X-roads | Oct 19 1881 Aug 26 1882 |
| 4 | HOWARDSVILLE. / COLO.
CI 20P 28.0/26.0 | Hstp Target, 4-ring with perforated outer ring; Cork smudge | Jan 8 1885 Feb 28 1891 |
| 5 | HOWARDSVILLE / COLO.
CI 10P 28.0 | Hstp Target, 4 ring | Jul -- 1885 Oct 7 1893 |
| 6 | HOWARDSVILLE / COLO.
CI 10P 28.0 | Hstp Target, 4 ring | Aug 31 1900 Aug 15 1901 |
| 7 | HOWARDSVILLE COLO.
CI 10P ???.? | Doane Type 2 with 2
[NOT AVAILABLE FOR ILLUSTRATION] | Jul 21 1906 |
| 8 | HOWARDSVILLE, / COLO.
CI 10P 32.0 | 4bars S-24x19mm | Oct 5 1909 Jan 12 1922 |
| 9 | HOWARDSVILLE, / COLO.
CI 10P 31.0 | 4bars S-23x14mm | Sep 12 1907 Oct 31 1939 |



MINERAL POINT

In 1873 A. W. Burrows and E. W. McIntyre staked out claims near the headwaters of the east flowing Animas River and the west flowing Uncompaghre River. A mining camp developed that was first called Burrows Camp and then Mineral City. The miners preferred the latter name but it became better known to the outside world as Mineral Point.

The name was chosen because of a prominent sixty-foot knob of white quartz from which radiated several quartz veins. At 11,174 feet, it was at one time the highest town in the San Juans and was nicknamed "The Apex of the Continent".

By 1880 George Croffut found it to have several businesses and enough cabins for 200 people. The population was largely seasonal. The winters were long and hard so most of the miners retreated to a more hospitable scene for the winter.

The community was never platted and there was no organized town, merely a scattering of cabins and businesses on the edges of what today is a wide sometimes marshy meadow. The following report indicates how its neighbors perceived Mineral Point.

Mineral City is held and carefully watched over by Ed Tonkyn who is mayor of the city, street supervisor, postmaster, proprietor of the Forrest House, and deacon of all the churches. Monday morning he takes up a collection of the poker chips and sweeps out cigar stubs - *Ouray Times*, Feb 7, 1880 [SRM: [Article not found in coloradohistoricnewspapers.org](#)]

In twenty-two years of operation Mineral Point had sixteen different postmasters. That should tell us something about the desirability of living in Mineral Point.

The demonetization of silver in 1893 presaged the end for Mineral Point. The high altitude, harsh winters and low-grade ores could not justify continuing occupation.

Prior to 2004 I had the opinion that Mineral Point was a place that could be visited only by a long hike at very high altitude – one beyond my physical capability. However, in reading Charles A. Wells *Guide to Colorado Backroads & 4-Wheel Drive Trails* I became aware that perhaps by driving the Jeep road that commences a short distance south of Ouray and goes to Engineer Pass or to Animas City I would at least be able to look down on the site of Mineral Point. Fortunately, before trying that road, I queried a Jeep tour operator in Ouray. He advised me not to attempt it, even with my Jeep. The lower portion of road was receiving little maintenance and the tour operators were considering abandoning it as a tour route. With that information I decided to try the other direction, from Animas City. Thus Jim Ozment and I followed the well-traveled road to Animas City and from there set out towards the Engineer Pass Road. Two miles from Animas Forks you will reach San Juan County Road 18 to the west. Take that road and keep to the right, the lesser-traveled road, at the first fork. One and a half miles from the start of Road 18, the road ends. It ends at a mine dump and on the hillside above the mine there is a clearly visible vein of white quartz. There is (2004) some abandoned equipment scattered around the mine dump. I suspect that this was the Big Chief Mine, one of the best at Mineral Point. The "town" was around the curve of the hill on the edge of a large meadow. Reportedly nothing remains of the town. This trip is not a particularly bad one with a four-wheel drive vehicle but do not attempt it with a passenger car.

Latitude = 37:57:13 North Longitude = 107:35:49 West

Chronology of the Post Office

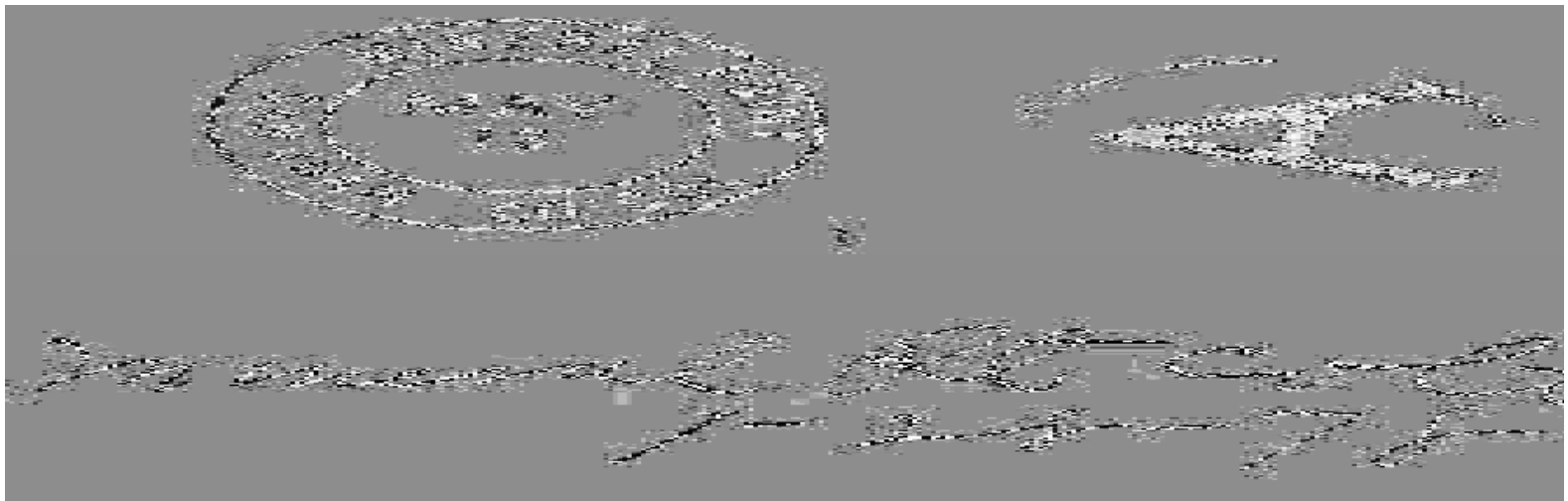
Oct 10 1875 --- None available [Appears they weren't even certain of the county]
One mile west of the Uncompaghre 3 miles west of Henson Creek
2 miles northerly from Animas Forks NOTE: "This county is still unsurveyed into townships & the distances are only imaginary. I have taken from Hayden's report the enclosed, again as nearly as possible. W. W. Randall, P.M. Animas Forks"

MINERAL POINT – Continued

Oct 29 1875	Established
Oct 29 1875	Codding, M. O.
Mar 20 1876	Hofer, Elwood
Dec 11 1876	Cooper, Clement N.
Oct 14 1878	Discontinued
Apr 23 1879	Established
Apr 23 1879	Kurig, Theodore
Jun 12 1879	McEntee, James
Nov 4 1879	Brassford, Henry E.
Apr 6 1880	Toukyn, Ed K.
Aug 5 1880	Brassford, Henry E.
Oct 18 1880	Adams, Charles D.
Oct 12 1881	Dams, Joseph F.
Oct 16 1882	Burrows, Fred M.
Jan 8 1883	McEntee, James
Nov 28 1884	Brown, Edwin M.
Apr 30 1886	Beatty, Park B.
Aug 8 1888	Harvey, Sanford
Jul 17 1890	Richter, Fred
Jan 28 1897	Discontinued Mail to Ouray

Confirmed types of postal markings

1	MINERAL POINT / SAN JUAN CO., COL. CI 11P 27.0/17.5	Aug 30 1876 Mar 12 1883 Hstp Fancy, cork, Positive "A", narrow spacing 'SAN JUAN TO CO'
2	MINERAL POINT / COLO. CI 21P 30.0/26.0/19.0	Aug 9 1881 Aug 13 1881 Hstp Grid, 9-bars in 23mm circle; Target 4-ring
3	MINERAL POINT / SAN JUAN CO COL CI 00R 27.0/17.0	Jul 28 1882 Sep 14 1882 Hstp Cork, Smudge
4	MINERAL POINT / SAN JUAN CO COL CI 11P 27.0/17.0	Nov 29 188- Mar 12 1883 Hstp Cork, Smudge, Fancy, tiny 6-petaled flower
5.A	Mineral Pt Colo. MS	Jan 28 1878 Mscp Pen cancel
5.B	Mineral Point Colo MS	Mar 5 1886 Jun 28 1889 Mscp Pen cancel
6	MINERAL POINT / COLO CI 10P 29.0	Aug 27 1886 Hstp Grid, (non-standard) 9-bar oval Italic lettering
7	MINERAL POINT / COLO. CI 10P 28.0	Jul 20 1888 Aug 21 1891 Hstp Target, 4-ring



NIEGOLDSTOWN

Niegoldstown was a mining camp that developed in Cunningham Gulch between Howardsville and Highland Mary.

The town was named for the three brothers – Reinhart, Gustav F. and Oscar Simon Niegold who, with their half brother, Oscar Roedel, built a concentration works to mill the ores from the Philadelphia and Pride of the West Mines. Other mines in the immediate area were the Green Mountain, Shenandoah and the Bruce.

The records of Postmaster Appointments show that Reinhart Niegold was postmaster and that Otto Niegold was also postmaster at Niegoldstown. For the remote San Juans, the brothers enjoyed an elegant lifestyle with imported wines, tobacco and even a grand piano.

Activity at this location began as early as 1875 and the settlement expanded slowly as the need for accommodations for workers in the sawmills and the reduction works grew.

As with other towns that depended on the production of silver, the 1893 repeal of the Sherman Silver Purchase Act shut down all but the richest mines and Niegoldstown soon disappeared.

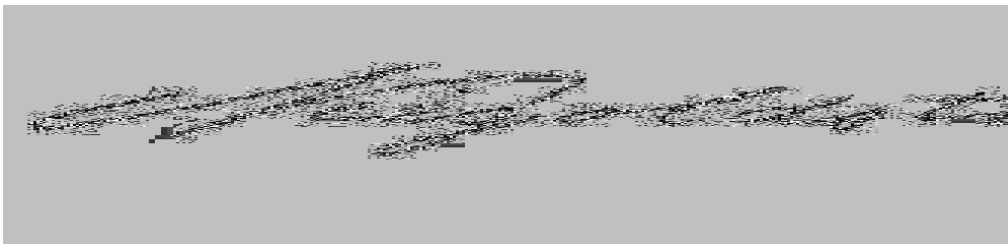
From Howardsville on Colorado Highway 110, turn south on San Juan County Road 4. A little less than two miles from Howardsville you will observe a large structure above the road. Supposedly this was a storage facility for ore prior to milling. The building appears to have been renovated and now used as a residence, undoubtedly only during the summer months.

Chronology of the Post Office

Dec 18 1877	---	Unsurveyed Two miles southeast of the Animas River 1/4 mile northwest of Cunningham Creek Document signed by Otto Simon Niegold
Jan 10 1878		Established
Jan 10 1878		Niegold, Otto Simon
Aug 19 1878		Niegold, Reinhart
Aug 15 1881		Discontinued

Confirmed types of postal markings

1	Niegoldstown, Colo. MS	Mscp Pen cancel	Nov 20 1878 Jun 25 1879
2	NIEGOLDSTOWN / COLO. CI 210P 27.0/25.5	Hstp Pen cancel	Aug 7 1880



POUGHKEEPSIE

In 1874 discoveries were made in the area to the north of Lake Como. However, development was next to impossible until a road was constructed up Cement Creek and over the ridge. Eventually roads did connect Poughkeepsie with Silverton, Howardsville and Animas Forks. There were no processing facilities at Poughkeepsie, the nearest being at Animas Forks.

POUGHKEEPSIE – Continued

The ore values were decent but they could not support the cost of transportation to a mill. Also, at an elevation of 12,050 feet the season during which the mines could be worked was very short. For a few years Poughkeepsie thrived – at one time having a newspaper and a reported population approaching 200. Better opportunities soon drew the miners away and Poughkeepsie died.

I have found no explanation for the name of the town and the gulch in which it was located. I can only suppose that Poughkeepsie, New York was the hometown of one of the early prospectors.

The site is extremely difficult to reach. There are four-wheel drive roads into the area but they are all difficult at best and should not be driven without accompaniment.

There are at least three approaches to the location. One is from Animas Forks, following the road that goes by the Frisco Mine. This requires a steep descent through several switchbacks to reach the valley floor where Poughkeepsie was.

The second possibility is to take the road from Animas Forks towards Engineer Pass to San Juan County Road 18 (See Mineral Point). At the fork, keep to the left and this should bring you into Poughkeepsie Gulch. A third is a road, Forest Road 876, that departs from the Mineral Creek Road that connects US Highway 550 to Engineer Pass (Again, see Mineral Point for comments on that road.)

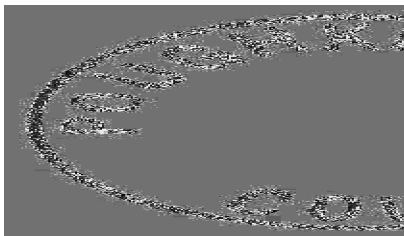
I have not visited this site but reportedly only scattered bits of lumber remain.

Chronology of the Post Office

Dec 16 1879	--	Unsurveyed At the head of Poughkeepsie Creek Proposed postmaster - William Boot
Jan 12 1880		Established
Jan 12 1880		Boot, William
Aug 15 1881		Discontinued

Confirmed types of postal markings

**FAKE POUGHKEEPSIE / COLO.
CI 10P 27.0**



Apr 16 1885

**FAKE Fancy, star in circle; Struck on a cover
with a LEADVILLE/COL. cds of that date,
4 years after the Poughkeepsie post office
was discontinued FRAUDULENT**

SILVER LEDGE

The Silver Ledge Mine was located on Mineral Creek, a half-mile north of the site of Chattanooga. The impetus for a post office at Silver Ledge was the construction in 1904 of a mill that could successfully separate zinc from the Red Mountain ores.

The location of the Silver Ledge Post Office is open to question. It could have been at the mine, or it could have been at the former site of Chattanooga. The Post Office Department Geographic Site Location Report does give a Federal Land Survey Grid location. However, that is not much help since the high mountain country has been poorly surveyed and maps do not show the land grid.

The Silver Ledge Mine and Mill complex had its share of problems. In 1891 the shaft house at the mine caught fire, igniting forty pounds of dynamite and scattering the associated buildings over the landscape. The mine buildings were rebuilt. In 1919 the Silver Ledge Mill burned to the ground and it was not rebuilt. That effectively ended activity at Silver Ledge.

SILVER LEDGE – Continued

The name reflects the type of ore that was being mined. When the application for a post office was submitted, should Silver Ledge be unacceptable, the Post Office Department was offered several alternative names: Rattle, Blende, Arms, Booth or Bently.

The shaft house of the Sliver Ledge Mine is still visible (2004) from US Highway 550 as you make the ascent to Red Mountain Pass from the Silverton side. Leaving the site of Chattanooga the highway makes a sharp loop west then back east. Each arm of the loop is about a mile in length. The road then more or less turns northeast. In less than a half-mile from that turn north you can see a portion of the shaft house below the highway embankment. This is not easily visible descending from Red Mountain Pass. Unfortunately there is no convenient parking place at that point so you have to find another place and walk back to the location.

Of course, if Silver Ledge was at old Chattanooga, that presents no problems for a parking place. The most likely place there was straight ahead, at the foot of the hill as you approach from the south.

Chronology of the Post Office

Jul 14 1904	---	SE/4 Sec 21 T42N R8W “as near as can be determined” [SRM: T-R-S appears to be in error. Google Earth with T-R overlay places this location in the mountains several miles west of Chattanooga.] 8 miles north of the Animas River On north side of Mineral Creek By sketch map this is on the road to Red Mountain, from Silverton [SRM: And appears to be at or very near Chattanooga] Name originally proposed as RATTLE - crossed out, Silver Ledge written in NOTE: "If the name Silver Ledge cannot be allowed, select one of the following, giving preference in the order given herewith: Rattle, Blende, Arms, Booth, Bently." Proposed postmaster - D. Edward Carmichael
Sep 6 1904		Established
Sep 6 1904		Carmichael, D. Edward
Feb 25 1905		Ordered closed
Mar 30 1905		Discontinued Mail to Silverton

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM SILVER LEDGE

SILVERTON

The first Anglo-Saxon party to penetrate the heart of the San Juan Mountains was led by Captain Charles Baker. In late 1860 he brought a party of seven to the upper reaches of the Animas River and to the valley that is the largest piece of reasonably level ground in San Juan County. They did find some placer gold and some of the party spent the winter in what would become known as Baker’s Park.

The next year more prospectors filtered into the San Juans but the remote location, the harsh winters and the impending Civil War soon discouraged development.

Silverton began in 1871 when Francis M. Snowden built a small dirt-roofed log cabin on a grassy flat at the base of Anvil Mountain. Others soon joined him and a settlement began to develop. The major influx of prospectors did not begin until 1873, after the signing of the Brunot Treaty with the Ute Indians. That treaty opened the mountains to exploitation.

The town of Silverton was platted in 1875 and was incorporated November 15, 1885. The popular legend is that the name was coined when a prospector exclaimed, “We may not have much gold, but we’ve got silver by the ton.” A more prosaic explanation is that the name is simply a combination of silver with a contraction of town. Other names that were briefly attached to the settlement were Quito, Greenville and Reeseville.

SILVERTON – Continued



SILVERTON / COL.

August 26, (1875)

Silverton was platted and incorporated by Dempsey Reese, Thomas Blair, William Mulholland and Francis Snowden.

In 1875 Silverton became the county seat of San Juan County.

In July of 1882 the Denver and Rio Grande Railroad reached Silverton by way of the Animas River Canyon. No longer owned and operated by the Rio Grande, the railroad operates seasonally and is perhaps the most famous tourist railroad in the United States.

With a reasonable amount of level ground, Silverton became the principal town serving the surrounding mining camps. It was the commercial center from which supplies were dispatched to the other mining camps. Silverton was the site for several reduction mills and smelters. In the later portion of the nineteenth century it became the point from which the Silverton, Gladstone, and Northerly; the Silverton Northern; and the Silverton Railroad radiated to the other important mining centers in San Juan County.

In 1893 the repeal of the Sherman Silver Purchase Act brought economic disaster to most of the silver mining districts of Colorado. The crash had a lesser effect on Silverton as there was sufficient gold content in the ores to make continued mining profitable.

Eventually, as with almost all precious metal mining, the ore runs out or the economics become unfavorable. This happened at Silverton but not until late in the twentieth century. There is still good ore in the mountains but environmental concerns and restrictions make it unlikely that there will be a revival of the industry.

Beginning in the 1950's, as the mining activity continued to decline, tourism commenced to gain in importance. The spectacular scenery of the San Juan Mountains coupled with the improvement of Colorado Highway 550 brought a growing tide of visitors to Silverton. The Rio Grande was losing freight traffic but they realized the attraction of carrying tourists from Durango to Silverton and return. That became a very successful venture and has continued under subsequent owners.

SILVERTON – Continued

Today the economy of Silverton relies on tourism and outdoor recreation. The town does its best to maintain the appearance and character of an historic mining camp. The summer months are busy but when winter comes most businesses close and the resident population declines precipitously, only to revive when spring returns.

Silverton is on US Highway 550, the “Million Dollar Highway.” This highway, between Durango and Ouray, offers the traveler some of the most spectacular scenery in Colorado.

Latitude = 37:48:43 North Longitude = 107:39:50 West



The Grand Imperial Hotel, Silverton, Colorado
Photograph by James L. Ozment September 26, 1998

Chronology of the Post Office

- | | | | |
|-------------|-----|--|-----|
| Jan 21 1875 | --- | Country unsurveyed On the west side of the Animas River
On both sides of Cement Creek | |
| Feb 1 1875 | | Established | |
| Feb 1 1875 | | Hanks, Jacob N. | |
| May 22 1875 | --- | On unsurveyed lands On the west side of the Animas River and
both sides of Cement Creek | |
| Dec 29 1875 | | Hanks, Jacob M. | |
| Nov 22 1877 | | Copeland, Matthew E. | |
| Oct 27 1879 | | Chestnut, Thomas | |
| Jun 16 1880 | | Chestnut, Thomas | P&S |
| Jan 13 1886 | | Hollingsworth, Marie | P&S |
| Dec 21 1889 | | Buzzard, Jacob M. | P&S |
| Jan 29 1894 | | Flisher, Daniel | P&S |

SILVERTON – Continued

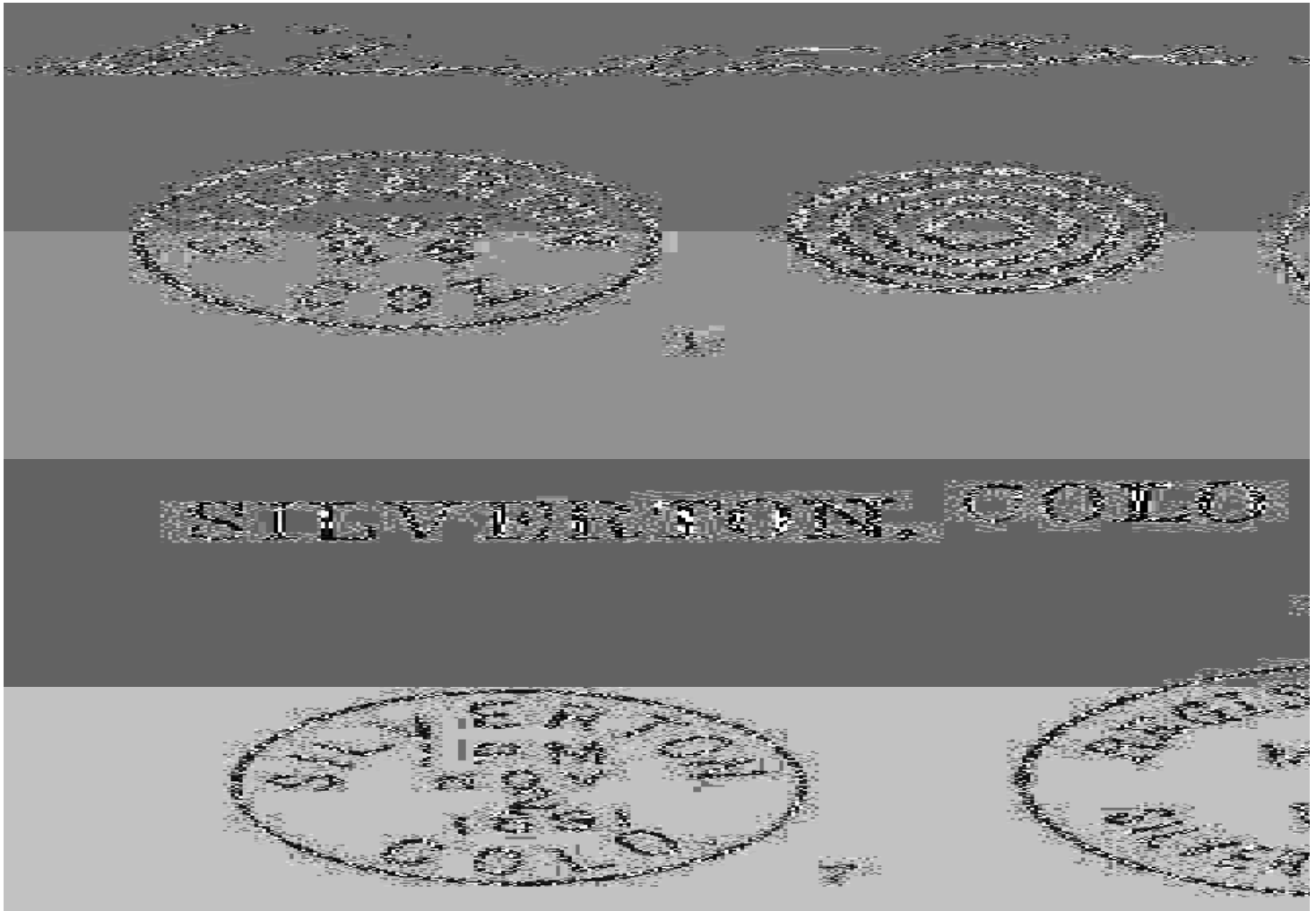
May 6 1896	Tulley, Thomas H.	P&S
Nov 12 1897	Harris, John	P, Not Commissioned
Nov 19 1897	McCartney, Robert J.	P
Jan 10 1898	McCartney, Robert J.	P&S
Mar 13 1900 ---	SE/4 Sec 17 T41N R7W 1/4 mile west of the Animas River 1/8 mile west of Cement Creek	
Apr 12 1904	Reed, Austin M.	P&S
Jan 14 1909	Reed, Austin M.	P&S
Dec 1 1910	Grimes, Lee M.	P&S
Jan 10 1911	Kinney, W. Z.	P&S
May 8 1914 ---	Sec 17 T41N R7W 1/3 mile northwest of the Animas River 1/4 mile west of Cement Creek	
Jan 12 1915	Haas, Walstien N.	P&S
Aug 20 1919	Haas, Walstein N.	P&S [first name spelled both ways in <i>Appts.</i>]
Feb 1 1922	Brown, Richard H.	Acting
Jun 13 1922	Brown, Richard H.	Appointed
Jan 28 1927	Shaw, Ralph R.	P&S
Apr 12 1932	Sutherland, Erick F.	Nominated
Jun 10 1932	Sutherland, Erick F.	Confirmed & Appointed Presidential
Jul 5 1932	Sutherland, Erick F.	Commissioned
Jul 13 1932	Sutherland, Erick F.	Assumed charge
Apr 13 1936	Cooper, FLoyd E.	Nominated
Apr 21 1936	Cooper, FLoyd E.	Confirmed
Jun 10 1936	Cooper, Floyd E.	Appointed
Jun 11 1936	Cooper, FLoyd E.	Commissioned
May 20 1940	Cooper, FLoyd E.	Nominated
May 24 1940	Cooper, FLoyd E.	Confirmed
Jun 10 1940	Cooper, Floyd E.	Appointed Presidential
Jul 25 1940	Cooper, FLoyd E.	Commissioned
Oct 20 1941 ---	Sec 17 T41N R7W 1333 Green Street	
Nov 5 1942	Salfisberg, Frank W.	Acting
Nov 6 1942	Salfisberg, Frank W.	Assumed charge
Jun 2 1943	Salfisberg, Frank W.	Nominated
Jun 12 1943	Salfisberg, Frank W.	Confirmed
Jun 14 1943	Salfisberg, Frank W.	Appointed Presidential & Commissioned
Aug 18 1943	Salfisberg, Frank W.	Possession
May 1 1973	Rhoades, Mrs. Fadona Mae	Officer in charge
Nov 10 1973	Cecil, Mr. Lyman D.	Appointed
Oct 7 1976	Rhoades, Ms. Fadonna	Officer in charge
Jul 16 1977	Rhoades, Mrs. Fadonna	Appointed

Confirmed types of postal markings

0.1A	Silverton Col		Feb 23 1875
	MS	Mscp Pen cancel	
0.1B	Silverton		May 9 1875
	MS	Mscp Pen cancel	
1	SILVERTON / COL.		Jul 15 1875 Apr 24 1876
	CI 10P 24.5	Hstp Target, 4 ring 18mm	
2	SILVERTON / COLO.		Nov 4 1875 Aug 27 1881
	CI 10P 25.5	Hstp Cork, smudge; 4 double chevrons forming X-roads; Target, heavy 2-ring;	
3	SILVERTON, COLO. (J.M. HANKS, P.M. / CORRECT.) / REGUSTERED.		Sep 14 1876
	CI 10P 30.0	Hstp Pen cancel	
4	SILVERTON, / COLO.		Aug 1 1881 May 6 1881
	CI 10P 27.5	Hstp Cork, smudge	

SILVERTON – Continued

4.1	SILVERTON / COLO. SL 00R 52.0x5.5	Aug 1 1881 Hstp No killer, 2 piece handstamp used on registry receipt card serif lettering
5	SILVERTON / COLO. CI 10P 26.5	Oct 31 1882 Oct 26 1886 Hstp Cork, smudge, Negative X-roads
6	SILVERTON / COLO. CI 10P 26.5	Jan 5 1887 May 6 1890 Hstp Cork, Negative X-roads; smudge
7	SILVERTON / COLO. CI 10P 26.5	Aug 6 1890 Jul 12 1897 Hstp Cork, smudge, Negative X-roads
8	SILVERTON, COLO. // REGISTERED CI 11P 33.0	Aug 17 1891 Mar 23 1895 Hstp Cork, smudge
9	SILVERTON, COLO. // REGISTERED CI 11P 35.0/22.5	Jul 18 1896 Jul 18 1896 Hstp Cork, smudge, small star at each side of cds
9.1	SILVERTON / COLO. CI 10P 28.0	Jul 21 1898 Dec 6 1898 Hstp Not present
10	SILVERTON / COLO. CI 10P 28.0	Jun 2 1897 Jul 8 1905 Dplx Grid, 9-bar oval
10.1	SILVERTON, COLO. CI 10P 25.0	Jul 12 1904 Jul 21 1904 Dplx Grid, oval with 1 and circle



SILVERTON – Continued

10.2	SILVERTON / COLO. CI 10P 30.0	Apr 1 1905 Killer not present, used as a receiver
10.3	SILVERTON, COLO. SL 00R 56.0x4.5	May 6 1905 Hstp No killer, used on registry receipt card, sans serif lettering
10.4	SILVERTON, COLO. // REGISTERED OV 2T 49.5x30.0/48.0x28.5	Nov 20 1905 Hstp No killer, On incoming registered letter
10.5	SILVERTON / COLO. CI 10P 25.5	Jul 21 1906 Dplx Grid, oval with 2 and circle
11	SILVERTON / COLO. CI 10P 25.0	Mar 12 1907 Nov 21 1931 Dplx Grid, oval with 3 and circle
11.1	SILVERTON, / COLO. RC 10P 36.0x19.0	1920s Hstp No killer, Parcel Post Box [NOT AVAILABLE FOR ILLUSTRATION]
11.2	SILVERTON. COLO. / REGISTERED CI 11P 29.0/20.0	Jun 10 1925 Hstp No killer
12	SILVERTON / COLO. CI 10P 22.5	Nov 14 1929 Mar 27 1947 Mach 7 wavy lines
12.1	SILVERTON, COLO. / PARCEL POST CI 11P 28.0 19.0	Jul 16 1934 Hstp
12.2	SILVERTON, / COLO. RC 10P 35.0x18.0	Jul 16 1934 Used with 12.1
13	SILVERTON / COLO. CI 10P 30.0	May 25 1938 Sep 3 1948 Dplx Grid, diamond with 1
14	SILVERTON, COLO / REGISTERED CI 11P 28.0 18.0	Feb 22 1948 Apr 3 1954 Hstp No killer



1906



10.5



1907

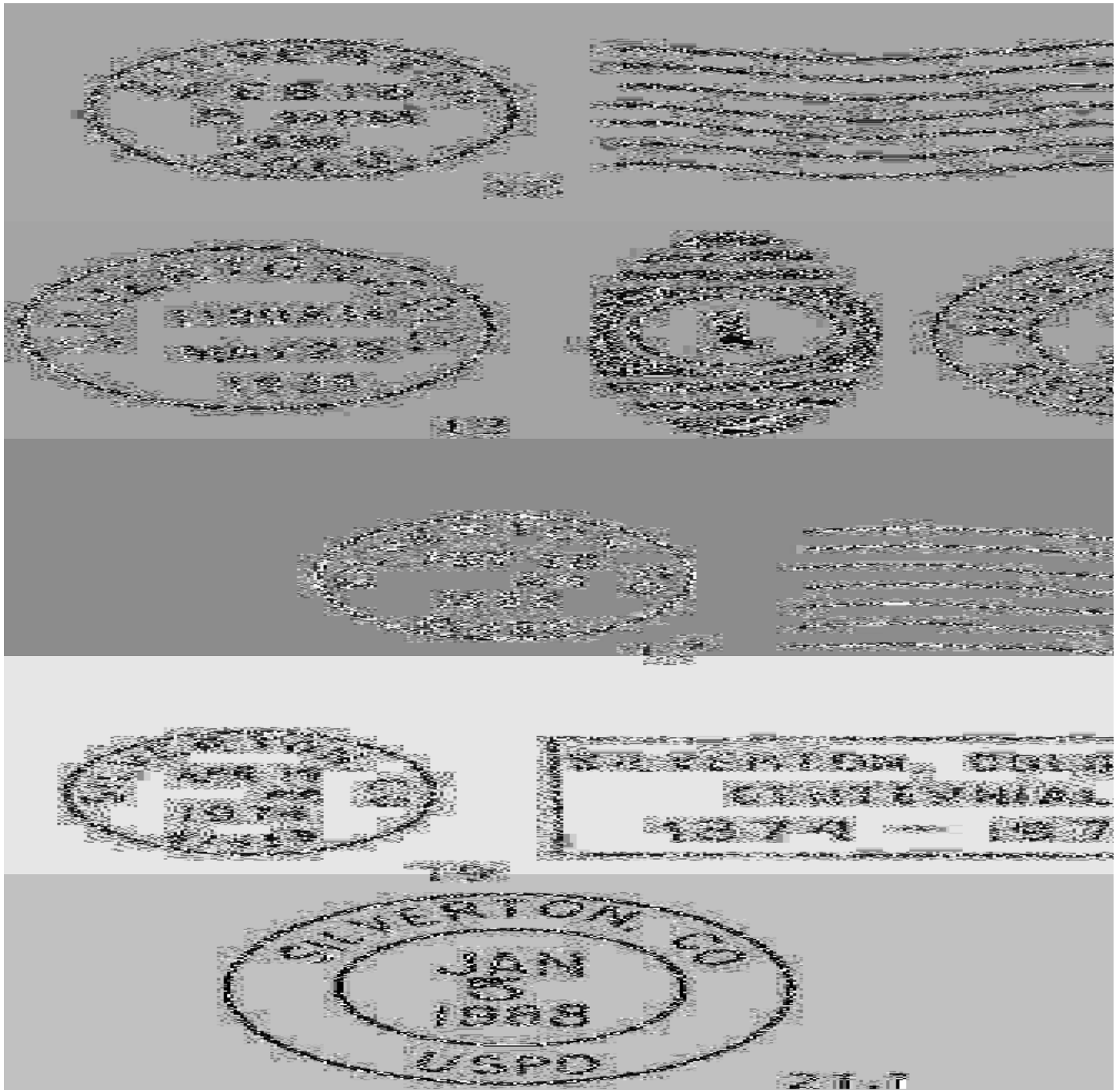


11



11.2

SILVERTON – Continued



- | | | | |
|----|---|--|-------------------------|
| 15 | SILVERTON / COLO.
CI 10P 30.0 | Dplx Grid, diamond with 1 | Mar 21 1950 Jun 5 1965 |
| 16 | SILVERTON / COLO.
CI 10P 21.0 | Mach 7 wavy lines | Nov 23 1953 Jul 8 1962 |
| 17 | SILVERTON, CO / 81433
CI 10P 20.0 | Mach 7 wavy lines | May 30 1966 Apr 15 1976 |
| 18 | SILVERTON, CO 81433
CI 11P 32.0/23.0 | Rolr 7 wavy lines | Mar 28 1967 Sep 3 1976 |
| 19 | SILVERTON, CO / 81433
CI 10P 20.0 | Mach Slogan in box w/bars; SILVERTON,
COLORADO / CENTENNIAL / 1874 - 1974 | Apr 19 1974 |

SILVERTON – Continued

20	SILVERTON, CO / USPO CI 11P 27.0/18.0	Hstp No killer	Sep 3 1976 Nov 10 1981
21	SILVERTON, CO / 81433 CI 10P 21.0	Mach 7 wavy lines	Mar 3 1986 May 23 1993
21.1	SILVERTON, CO / USPO CI 11P 31.0/19.0	Hstp	Jan 5 1988
21.2	SILVERTON, / CO 81433 RC 10P 47.5x16.0	Used with 21.1	--- -- 198- Jan 5 1988
22	SILVERTON, CO 81433 / USPS CI 11P 28.0/18.0	Hstp No killer	Jul 26 1994 Jul 24 2002

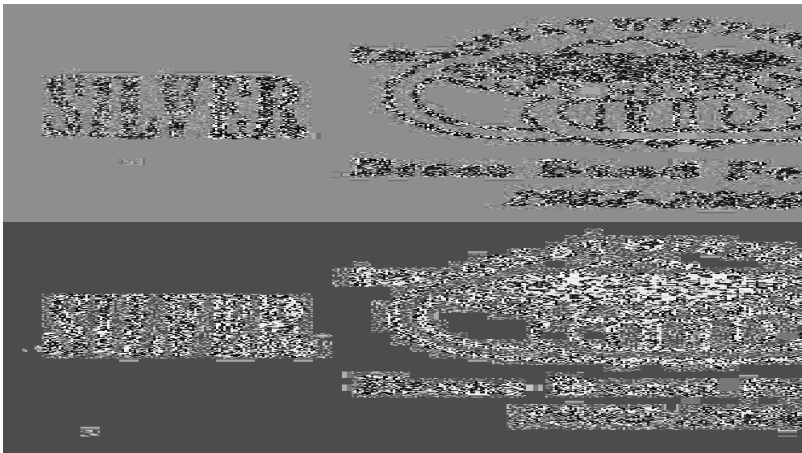
FESTIVAL STATION

Chronology of the Post Office

Aug 18 - 19 2006 Operated as a Special Commemorative Station

Confirmed types of postal markings

- 1.1 Silvertown, Colorado 81433 // Festival Station Aug 18 2006
IR 00R 95.0x25.0 Pict Scene - Bugle; Text - GREAT WESTERN /
ROCKY MOUNTAIN / SILVER JUBILEE /
Brass Band Festival / 1982-2006
- 1.2 Silvertown, Colorado 81433 // Festival Station Aug 19 2006
IR 00R 95.0x25.0 Pict Scene - Bugle; Text - GREAT WESTERN /
ROCKY MOUNTAIN / SILVER JUBILEE /
Brass Band Festival / 1982-2006



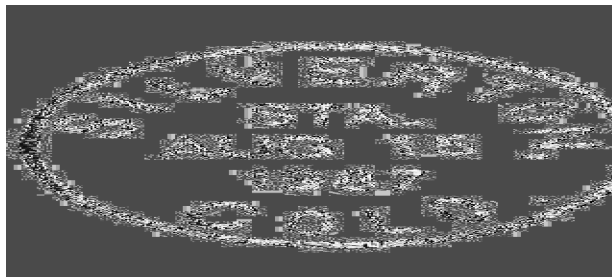
SILVERTON STATION

Chronology of the Post Office

Aug 15 1987 Operated as a Special Commemorative Station

Confirmed types of postal markings

- 1 SILVERTON, (STA.) COLO. :: 81433 Aug 15 1987
CI 10P 26.0 Pict Scene - SILVERTON & DURANGO RPO cancel
with ZIP code in RMS grid



SYLVANITE

Sylvanite was the short-lived post office for a mining camp better known as Beartown. The camp was also called Bear Creek, Silvertip and Gold Run. The area was first prospected in 1878 but it was not until early 1893 that any attempt was made to exploit the prospects. That was an unfortunate choice in timing as the repeal that year of the Sherman Silver Purchase Act doomed all but the richest silver mines. The mines at Beartown did not meet that criterion.

A tiny community did develop, on a small piece of level ground about a half-mile below the mines. There were stores operated by merchants from Creede and briefly a newspaper was published at Sylvanite.

Muriel Sible Wolle reports that following his appointment in the fall of 1893, the postmaster was unable to get to Sylvanite. I wonder if he even made it there in the following year.

Access is questionable, and it would absolutely require a four-wheel drive vehicle. One would start from Colorado Highway 149 turning onto Forest Service Road 520 just short of the Mineral-Hinsdale County line. Continue west on Road 520 beyond the Rio Grande Reservoir to the Lost Trail Ranch. To that point the road is no problem but that is where things get tough. From Lost Trail the road climbs up a steep and rocky grade to the crest of a ridge before dropping back to the Rio Grande through a series of tight switchbacks. Jim Ozment and I did get to the top of the ridge, although it took the better part of an hour from the Lost Trail Ranch. The weather was not looking good and although we could see the road along the river we decided that the required effort was not worth what we might find when we reached our destination. Our goal had been Timber Hill/Jennison, another four miles ahead. Sylvanite would have been several miles beyond that. The further journey to Sylvanite would have continued on Road 520 to Forest Service Road 506 and then four miles to Sylvanite/Beartown. I am not even certain that Road 506 is still open to vehicular travel.

Considering our possibilities, Jim and I turned around and barely made it back to Highway 149 before the rain commenced. As with other places in San Juan County this is one that warrants a joint expedition with other vehicles interested in what could very well be an overnight trip. It sounds like fun if I was only forty years younger.

Chronology of the Post Office

Jul 17 1893	--	T40N R6W 5 miles south of the Rio Grande On north side of Bear Creek
		Name requested as Gold Run - Sylvanite substituted
		Proposed postmaster - Ira Albert Scott
Sep 20 1893		Established
Sep 20 1893		Scott, Ira A.
Oct 26 1894		Discontinued Mail to San Juan

Confirmed types of postal markings

NO POSTAL MARKINGS HAVE BEEN REPORTED FROM SYLVANITE

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Chapter IV - San Juan County, Part 1 - January 1976

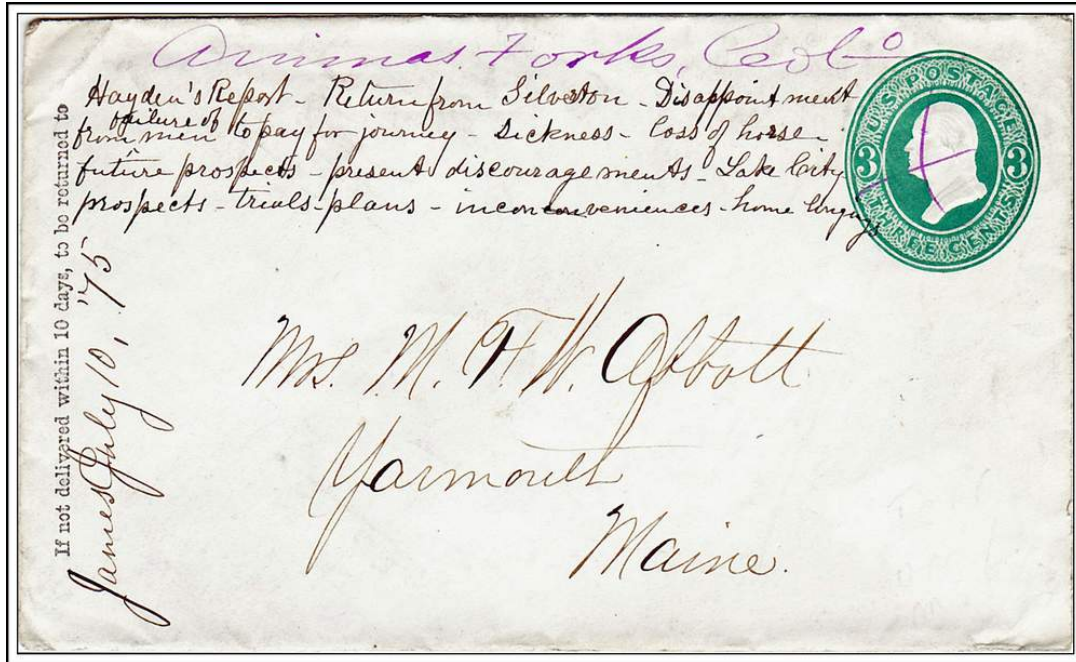
San Juan County, Part 2 - April 1976

San Juan County, Part 3 - July 1976

GEOGRAPHIC SITE LOCATION REPORTS OF THE POST OFFICE DEPARTMENT

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

A GALLERY OF SAN JUAN COUNTY COVERS



Animas Forks, Colo

July 10, 1875

Note docketing regarding the Hayden Survey. Mrs. Abbott's son, James, accompanied Prof. Hayden and W. H. Jackson on first geological survey of the San Juans.



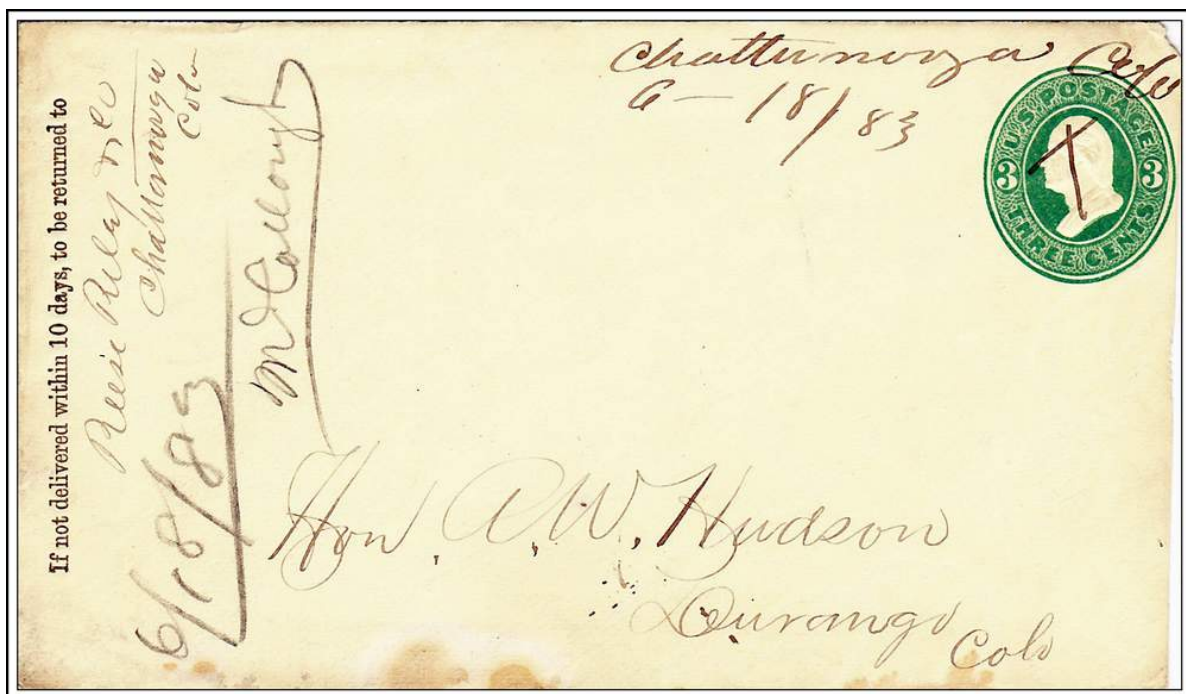
ANIMAS FORKS, / COLO.

July 8, 1884



ARASTRA, / COLO.

March 28, 1913



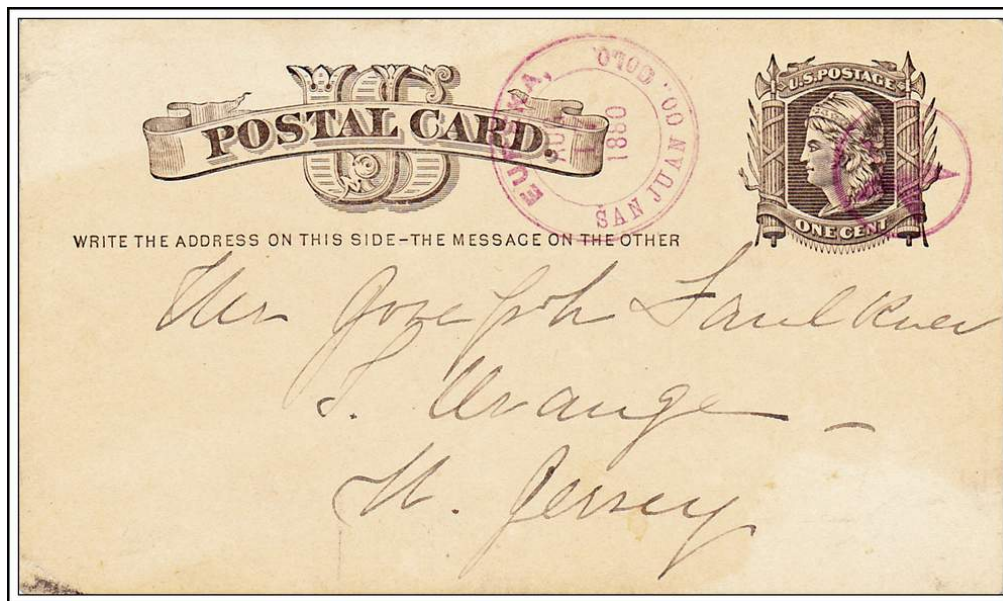
Chattanooga Colo

June 18, 1883



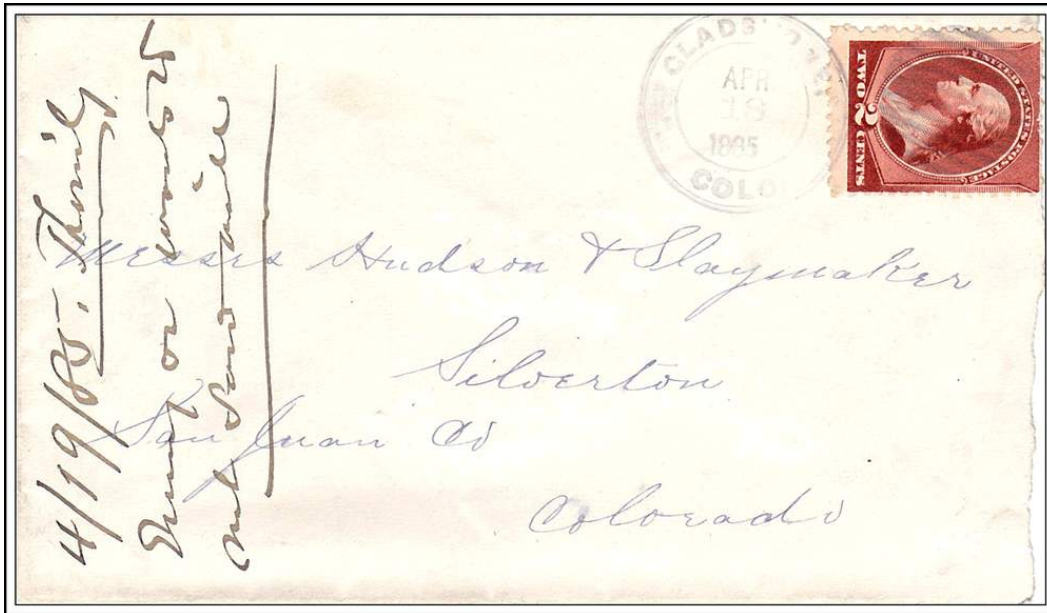
CHATTANOGA / COLO.

July 28, 1887



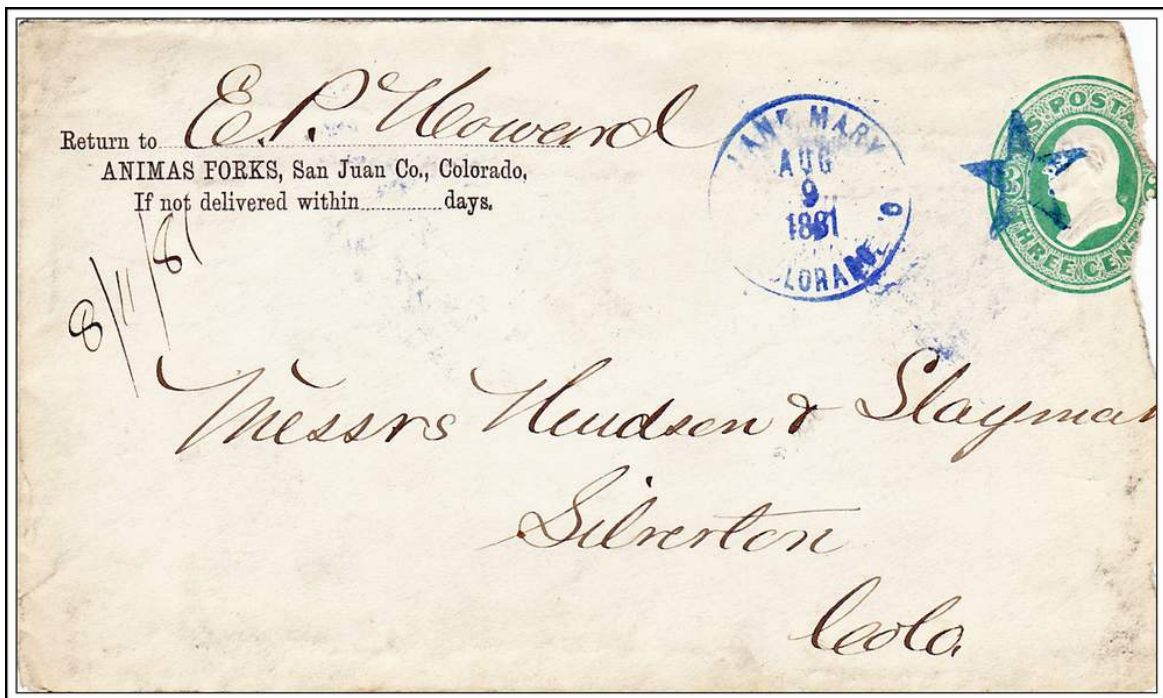
EUREKA, / SAN JUAN CO. COLO.

August 17, 1880



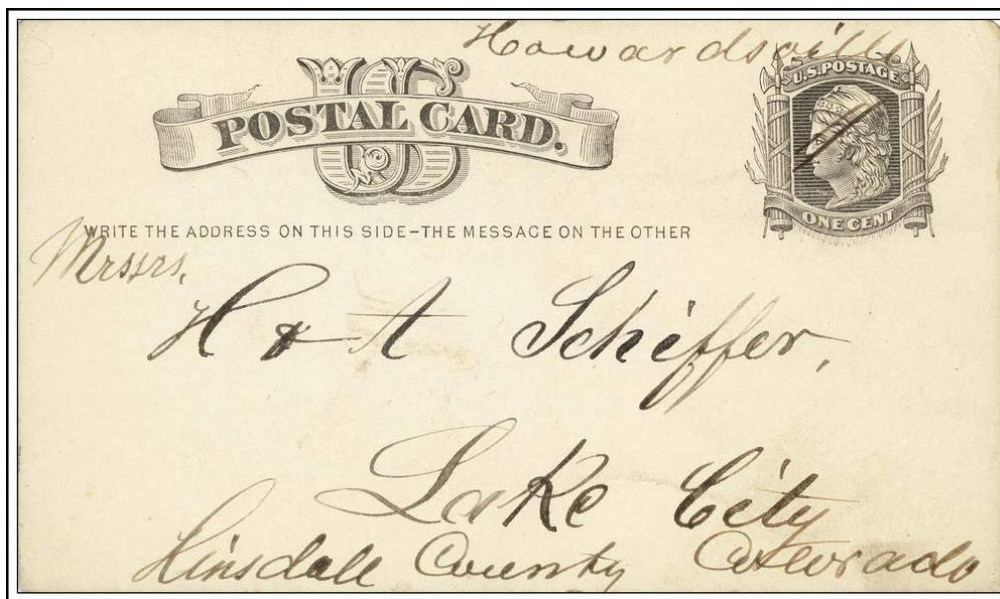
GLADSTONE, / COLO.

August 18, 1885



HIGHLAND MARY P.O. / COLORADO.

August 9, 1881



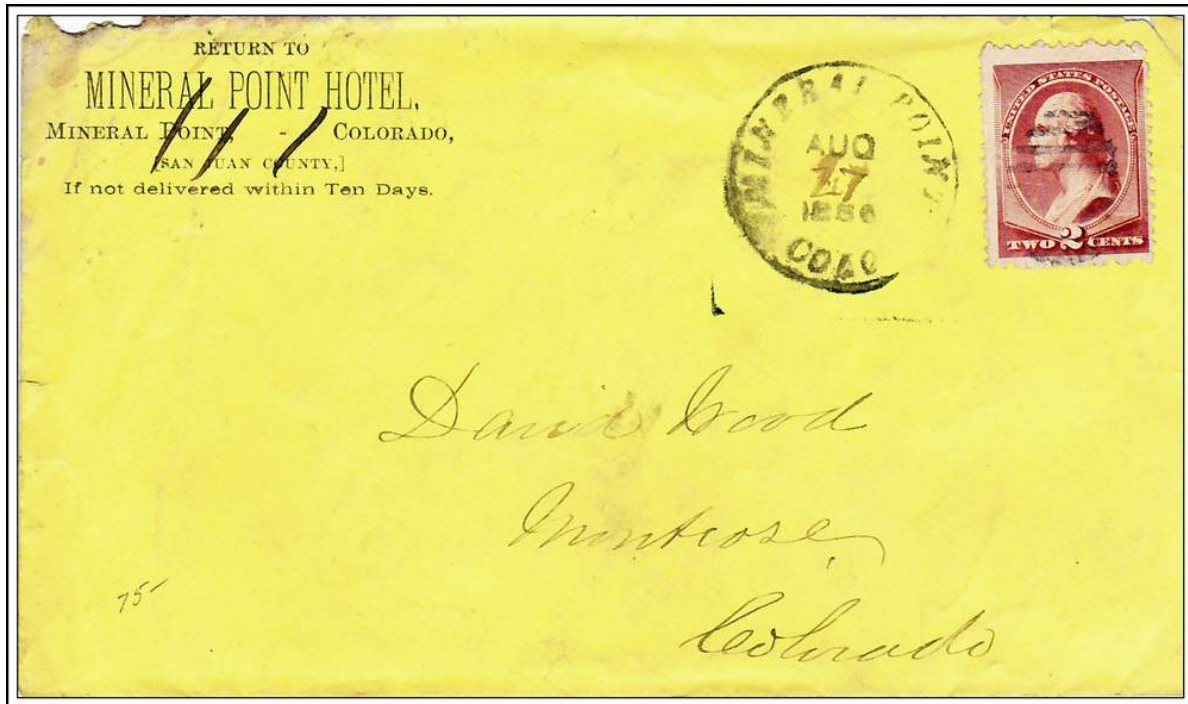
Howardsville

(November 4, 1879)



HOWARDSVILLE. / COLO.

October 20, 1885



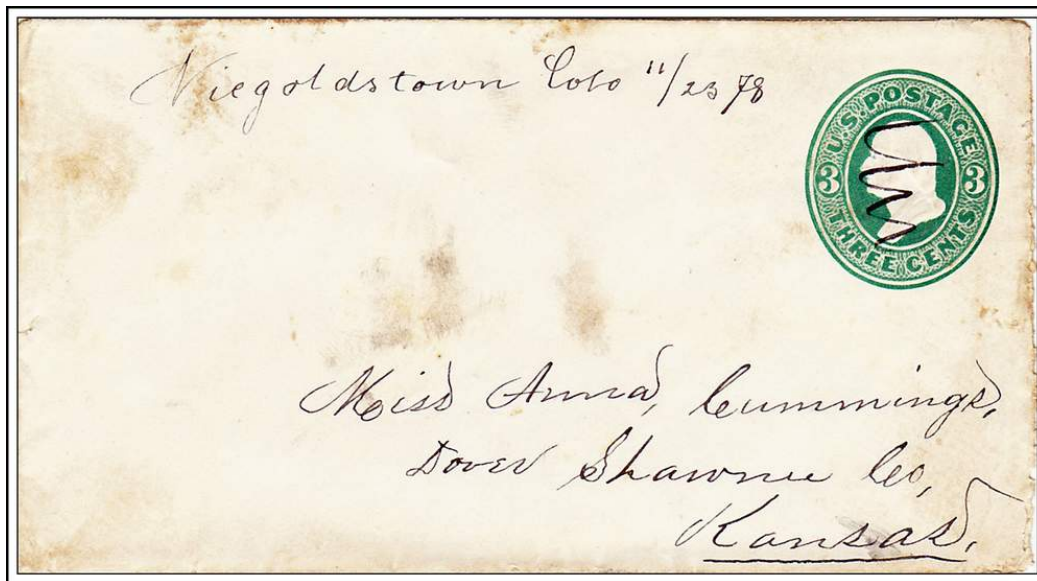
MINERAL POINT / COLO.

August 27, 1886



MINERAL POINT / COLO.

August 21, (1891)



Niégoldstowm Colo

November 23, 1878



NIEGOLDSTOWN, / COLO.

August 7, 1880



Silverton

May 9, 1875



SILVERTON / COL.

July 23, 187-



SILVERTON, COLO. (J.M.HANKS, P.M. / CORRECT) REGISTERD
September 14, 1876