U.S. Department of the Interior
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Geologic Investigations Series I-2745
Pamphlet accompanies map

Historic Trail Map of the Trinidad 1° × 2° Quadrangle, Southern Colorado

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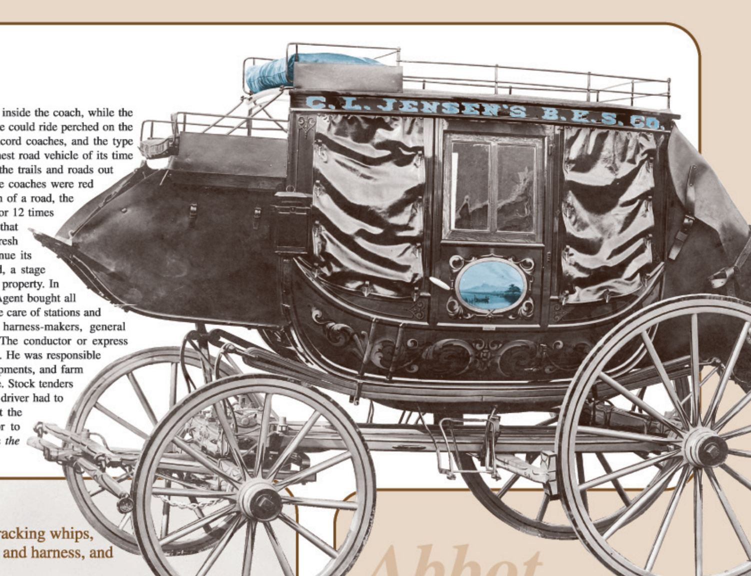
Prepared in cooperation with
The Denver Public Library, Western History and Genealogy Department

The Concord Stagecoach

The Concord stagecoach had a capacity of 12-13 people—as many as nine passengers sat inside the coach, while the driver and several other passengers rode on top of the stage. For short distances 10-12 people could ride perched on the top of the stage, making for a total of over 20 people. There were various models of Concord coaches, and the type used in the Old West weighed about 2,500 pounds. It was considered by many to be the finest road vehicle of its time and the finest coach the world has ever known. Probably most of the coaches saw use on the trails and roads out West. No two coaches had the same color scheme; however, the favorite colors used on the coaches were red for the body and yellow for the trim. Depending on the steepness, roughness, and condition of a road, the stage might be pulled by 2-6 horses. The stage drivers changed horses (or mules) about 10 or 12 times in 24 hours, and did it nearly every time in 4 minutes. The change took place when a pin that attached the team's harness to the wagon tongue was pulled, the old team was led away, a fresh team was backed into place, and the pin was re-inserted, making the stage ready to continue its journey. The stage normally traveled 8-10 miles an hour. For each 200-250 miles of road, a stage company had a Division Agent or Division Superintendent who had charge of all company property. In addition to having charge of all the property belonging to the stage company, the Division Agent bought all the hay and grain. He looked after the stock, the scheduling of the stages, and checked on the care of stations and the performance of their keepers. He hired the drivers, stock tenders, blacksmiths, harness-makers, general superintendent, attorney, paymaster, conductor, express messenger, and other employees. The conductor or express messenger rode on the stage and had complete charge of the passengers, mail, and baggage. He was responsible for safekeeping and transport of all valuable items including payrolls, merchandise, ore shipments, and farm shipments. He usually sat beside the driver and he carried a shotgun loaded and ready to use. Stock tenders cared for the teams and made sure the horses were ready when a stage pulled in. The stage driver had to be expert, fearless, sober, and reliable. Drivers were forced to make quick decisions about the horses, the roads, and the passengers. When the driver was in his box he was superior to everyone on the stage. *(Information from McCullough, 1998, and other references listed in the "Sources of Information" in the text pamphlet that accompanies this map.)*



(LEFT) A brand new Concord stagecoach photographed at the factory of Abbot, Downing, and Company in Concord, New Hampshire. Most of the Concord coaches that were built saw service on the dusty trails throughout the plains and mountains in the western United States. The new stagecoach came with adjustable leather side curtains, leather boot attached to the back of the stage, top deck seat, hand-operated brakes, lamps, and fancy hand-painted ornamental sides. In this view, the shiny leather side curtains are rolled down over the front and back side windows. The "strong box," which contained valuables, was kept under the driver's seat. Passenger's luggage and mail sacks were stowed in the leather boot at the back of the stage. Inside, nine passengers shared three leather-covered seats, and for short distances as many as 10-12 people could ride perched on top of the stage. The coach was beautiful to look at—two hand-rubbed coats of paint were applied, followed by two coats of spar varnish. Photographer unknown. Between 1880 and 1900. (X-21797)

"On the horizon down the trail, a cloud of yellow dust appears.

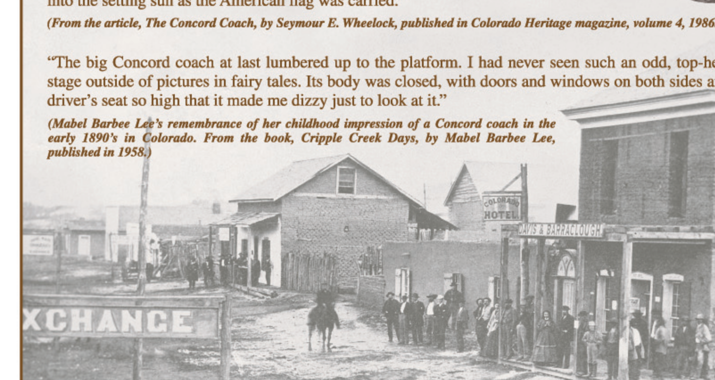
….the stagecoach careens into town to the accompaniment of cracking whips, the barking of hysterical dogs, the squeak and rattle of the body and harness, and the thunder of plunging hooves.

….for this is a Concord coach, as familiar as the Colt revolver or an Apache arrow as far into the setting sun as the American flag was carried."

(From the article, The Concord Coach, by Seymour E. Wheelock, published in Colorado Heritage magazine, volume 4, 1986.)

"The big Concord coach at last lumbered up to the platform. I had never seen such an odd, top-heavy stage outside of pictures in fairy tales. Its body was closed, with doors and windows on both sides and a driver's seat so high that it made me dizzy just to look at it."

(Mabel Barbee Lee's remembrance of her childhood impression of a Concord coach in the early 1890's in Colorado. From the book, Cripple Creek Days, by Mabel Barbee Lee, published in 1958.)



Trinidad in 1867. Looking east on Main Street from Beech Street. The walls of some of the buildings are constructed of adobe brick. Photograph by O.E. Aultman. (X-1875)

Abbot, Downing, and Company

(BELOW) Unused passenger ticket for a round trip from Ludlow to Trinidad on the Colorado & Southern Railway and a letter from a customer requesting a 55-cent refund for the ticket. Fifty-five cents was a lot of money in those days, especially when you consider that an entire day's wages were less than $5.00 for most working people. The cost of living at that time was about a twentieth of what it is today. So, 55 cents in 1905 would be worth about $11 today. Letter and ticket courtesy of Colorado Railroad Museum.

GEO. S. ELSTUN PROPRIETOR
H. F. KNIGHT MANAGER
The Alamo
Colorado Springs, Colo.
Pueblo Colo 11/11

C&S Ry
Denver, Colo.
Gentlemen:-
Attached please find unused ticket Ludlow to Trinidad, I came on up to Pueblo and do not know when I will be down that way again, kindly remit for the unused portion.
Yours very truly
E W Mumford

COLO. & SO. RY. RECEIVED DEC 20 1905 Genl. Passr. Office

Colorado & Southern Ry. Passenger Department. No. 6002

"THE COLORADO ROAD" COLORADO & SOUTHERN RAILWAY
ROUND TRIP TICKET.—(Return Coupon.)
Good for ONE FIRST CLASS Passage
LUDLOW, COLO.
TO
TRINIDAD
Form Local 3.
Gen'l Pass'r & Ticket Agent

Base from U.S. Geological Survey, 1988
Projection and 10,000-meter grid, zone 13
Universal Transverse Mercator
100,000-foot grid ticks based on Colorado coordinate system, south zone

SCALE 1:250 000

CONTOUR INTERVAL 100 METERS
SUPPLEMENTARY CONTOUR INTERVAL 50 METERS
(To convert meters to feet, multiply by 3.2808)
1927 North American Datum and National Geodetic Vertical Datum of 1929

See figure 3 (pages 33–37 in the accompanying pamphlet) for a detailed map of the many coal-mining camps in the coal-producing region of the Trinidad quadrangle

1988 magnetic declination from true north varies from 11.5° easterly for the center of the west edge to 10.5° easterly for the center of the east edge

EXPLANATION

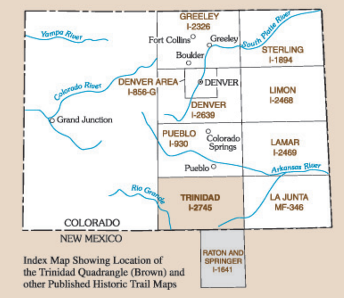
TRAIL OR ROAD—Dashed where approximately located; queried where inferred. Dates of use shown for some trails and roads. Routes plotted from General Land Office (GLO) land plats, early maps, or aerial photographs. Most trail or road names are from original sources such as land plats. Some shorter trail and road segments on the GLO land plats were omitted here to avoid cluttering the map excessively. Some trails and roads are terminated or their continuation is queried where their destination was not shown on original source materials. Locally, parts of the early trails are adjusted to better fit modern courses of streams. Trails and roads date from the 1820's to 1880's

Valdez 1910 — **TOWN OR OTHER CULTURAL FEATURE**—Approximately located; showing approximate date of founding of a town or establishment of a post office, not generally the date of the first person to arrive. Alternate town names and dates are in parentheses. Many newer town names are shown in brown. Locations of towns shown on previously published maps vary widely, and some locations shown here may be inaccurate. Abbreviations used: P.O. = Post Office; Alt. = Altitude; Jct. = Junction; Co. = Company; No. = Number

Fisher's Peak — **TOPOGRAPHIC OR OTHER FEATURE**

RAILROAD—Date shows beginning or duration of operation. Currently operating railroads are shown in brown. Abbreviations of railroad names are explained in the pamphlet. Abbreviation "N.G." indicates narrow gauge. For more details about railroads, see books about railroads listed in the "Sources of Information"

CATTLE TRAIL



Index Map Showing Location of the Trinidad Quadrangle (Brown) and other Published Historic Trail Maps

WHAT IS NECESSARY FOR AN OUTFIT.

The following table comprises the "necessaries" for a trip across the plains. There are a great many other articles that could be enumerated under the head of "luxuries," which we do not deem necessary to publish. The following is intended for a six months' outfit for four men.

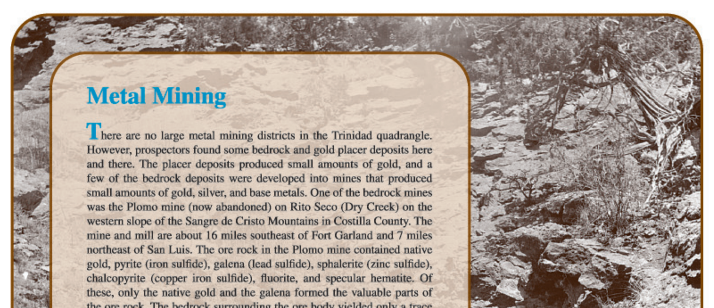
3 yoke of Oxen @ $75,....	$225,00	1 Skillet, ...	$ 1,50
1 Wagon and Cover, ...	100,00	8 pairs Blankets, ...	24,00
3 Yokes and 3 Chains, ...	18,00	4 Water Buckets, ...	1,00
1 Whip, ...	1,00	2 small Tin Buckets, ...	1,25
1 Tent, ...	15,00	75 feet of Rope, ...	2,00
10 sacks Flour, ...	30,00	6 Table Spoons, ...	40
500 lbs Bacon, ...	50,00	1 Camp Kettle, ...	1,25
80 lbs Coffee, ...	12,00	3 Sheets Iron, Long Tom,	5,00
30 lbs Star Candles, ...	7,00	4 Gold Pans, ...	3,00
10 lbs Tea, ...	5,00	4 Picks, ...	4,00
Yeast Powders, ...	4,00	4 Shovels, ...	5,00
80 lbs Salt, ...	1,50	3 Axes, ...	3,00
5 lbs Pepper, ...	1,00	2 Bread Pans, ...	75
4 bushels Beans, ...	8,00	1 Wagon Bucket, ...	1,00
10 gals. Vinegar, ...	3,00	Hand Saw and Drawing Knife, ...	3,00
25 lbs Bar Soap, ...	2,00	2 Chisels and Augers, ...	3,00
25 lbs Gunpowder, ...	7,50	1 Dutch Oven for baking Bread, ...	1,25
100 lbs Lead, ...	10,00	1 pair Gold Scales, ...	1,50
Gun Caps, waterproof, ..	1,25	1 twelve inch File, ...	40
1 gross Matches, ...	1,00	1 Shingling Hatchet, ...	75
1 ten gal. Water keg, ...	1,25	1 Crowbar, ...	1,50
1 Coffee Mill, ...	75	2 Gimlets, ...	15
2 Coffee Pots, ...	1,50	10 yds. Cotton Drilling, ...	1,20
8 Tin Plates, ...	50	10 lbs Cut and Wro't Nails	85
8 Tin Cups, ...	50	1 Whetstone, ...	20
2 Frying Pans, ...	1,50		
4 Butcher Knives, ...	2,50		
12 Knives and Forks, ...	1,50		

For Tents, see advertisement of Gilbert, Hubbard & Co.
For Hardware, see advertisement of Larrabee & North.
For Guns, Pistols and Firearms, see advertisement of Chas. A. Eaton.

Trolleys in Trinidad

The Trinidad Street Railway was established in 1882 when horsecars began operating in town. By 1888 it had a mile and a half of track, two cars, and eight mules. In 1891 an additional mile and a half of track was in use, six cars were running, and the mules had been replaced by 35 horses. The horsecar system was abandoned in 1904, and a new electrical system was installed. On April 28, 1904, the Trinidad Electric Railway & Gas Company opened with 5 miles of track and five city cars in town and 9 miles of interurban track with three interurban cars. Trolleys visited the county fairgrounds, East Main Street, a loop line by way of Baca, San Juan, Pine, and Arizona Streets, and also a line went to Central Park. The interurban line extended out through the countryside to reach Starkville to the south and Sopris to the west. In 1908 the interurban line was extended to Cokedale and additional track was added to the city lines. In 1911, Federal Light & Traction took over the company and the name then became Trinidad Electric Transmission Railway & Gas Company. By 1920 the automobile had so greatly reduced the numbers of people riding the streetcars that the company asked for permission to abandon the city lines. In January 1922 permission was received and in March the local lines were closed. However, the interurban continued for another year until September 15, 1923, when it too was abandoned. Streetcar fare in town was five cents; interurban fare to the three coal camps was 15 cents. Two cars ran to the coal camps every hour. *(Information from Ormes, 1963; Wilkins, 1974; Fletcher, 1995; Ken Fletcher, written communication, 1999; and other references listed in the "Sources of Information" in the text pamphlet that accompanies this map.)*

San Luis Valley Southern Railway (S.L.V.S. Ry.) steam engine number 106 crossing Rattlesnake Gulch near Blanca, Colorado, in the San Luis Valley. Photograph by Otto Perry, 1953. (OP-15124)



Metal Mining

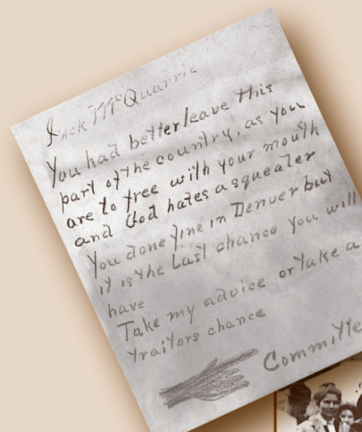
There are no large metal mining districts in the Trinidad quadrangle. However, prospectors found some bedrock and gold placer deposits here and there. The placer deposits produced small amounts of gold, and a few of the bedrock deposits were developed into mines that produced small amounts of gold, silver, and base metals. One of the bedrock mines was the Plomo mine (now abandoned) on Rito Seco (Dry Creek) on the western slope of the Sangre de Cristo Mountains in Costilla County. The mine and mill are about 16 miles southeast of Fort Garland and 7 miles northeast of San Luis. The ore rock in the Plomo mine contained native gold, pyrite (iron sulfide), galena (lead sulfide), sphalerite (zinc sulfide), chalcopyrite (copper iron sulfide), fluorite, and specular hematite. Of these, only the native gold and the galena formed the valuable parts of the ore rock. The bedrock surrounding the ore body yielded only a trace

The Ludlow Massacre

In 1913, the United Mine Workers of America (UMWA) attempted to organize the coal miners of John D. Rockefeller's Colorado Fuel and Iron Corporation at Ludlow, Colorado. For some years the UMWA had organized strikes in other coal fields. The workers in the Raton Basin coal field were an ethnically diverse group which had been galvanized by the murder of a labor organizer. They overcame barriers of language and culture and voted to strike together. Their demands included recognition of their union, a ten percent increase in wages, enforcement of the Colorado eight-hour law, health and safety regulations, and the right to select their own living quarters, eating houses, and doctors. The strike was called on September 23, 1913, after mine operators had refused their demands. Throughout the winter of 1913 and the spring of 1914 striking miners and their families, union officials, organizers, and sympathizers stayed near the mines and established a tent colony which housed some 900 men, women, and children. The union-supported colony warded off strikebreakers and the armed assaults of the Baldwin-Fets Detective Agency. At the request of county officials of Las Animas and Huerfano Counties, Colorado Governor Elias M. Ammons sent units of the Colorado National Guard to the Ludlow area and declared martial law. A military camp was established, and despite the appearance of the National Guard, the miners refused to give up their demands. On the morning of April 20, 1914, guardsmen began firing on the people in the tent village. Five miners and one militiaman were killed and tents were burned. Later it was discovered that a tent dugout was burned that housed two women and 11 children who apparently died of suffocation. The Ludlow Massacre was a public relations fiasco on a national scale for the owners and managers of the C.F. and I. Corporation. The Ludlow massacre was followed by about 10 days of burnings, dynamitings, and murders throughout the coal fields. Finally, Governor Ammons appealed to President Woodrow Wilson for intervention by the United States Army. By April 30, 1914, the Army arrived and replaced the National Guard. Negotiations finally were completed that ended the strike in December 1914. The goals of the miners finally were realized in protected conditions of work, better hours, and higher pay. *(Information from references listed in the "Sources of Information" in the text pamphlet that accompanies this map.)*

Coal Mines

Coal mining in southern Colorado started about 1864. However, very limited amounts of coal were mined as early as 1861, when the first wagon load was shipped out by Kroenig (Forrest and others, 1998). The earliest mines were at Starkville and Engleville near Trinidad and the Walsen, Robinson, and Cameron mines near Walsenburg. Between 1887 and 1893 new mines were opened at Sopris, Berwind, Rouse, Hastings, Santa Clara, Forbes Canyon, Pictou, Peerless, and Brodhead. Branch lines and spurs of the Colorado and Southern and the Denver and Rio Grande Railroads were built to the new mines. The coal deposits along the Purgatoire River were made accessible by the Colorado and Wyoming Railroad, and mines were then opened at Primero, Tercio, and other sites. The northern part of the coal field was opened by the extension of the Walsenburg-Pictou branch of the D. & R.G. to Strong, Tioga, Pinon, Sunnyside, and other mines. Richardson (1910, p. 437) considered the mining


Jack McQuarrie
You had better leave this part of the country, as you are to free with your mouth and God hates a squealer
You done fine in Denver but it is the last chance you will have
Take my advice or take a traitors chance
Committe

(ABOVE) Note from striking coal miners to Undersheriff Jack McQuarrie in Walsenburg during the Ludlow coal-mine strike. Note written in 1913 or 1914. (X-60379)

(RIGHT) A protest march of men, women, and children in Trinidad in 1913 or 1914 in support of striking United Mine Workers coal miners during the strike against the Colorado Fuel and Iron Corporation. Photographer unknown. (X-60493)

Mexican Land Grants

The Mexican government in the 1830's was concerned about threats from Texas to acquire the land between the Arkansas River and the Rio Grande, so they began to consider filling up that region with settlers. They also were interested in protecting their northern border along the Arkansas River, so they authorized the governor of New Mexico to establish colonies and grants in those northern areas. They awarded grants of land to petitioners who would bring cultivation and settlement to the lands. At one time a few individuals and practically all of what are now the southeastern Colorado counties of Alamosa, Archuleta, Bent, Conejos, Costilla, Huerfano, Las Animas, Otero, Pueblo, Rio Grande, and Saguache were involved in the land grants. The grants were made by Mexican Governor Don Facundo Melagres or by Manuel Armijo of New Mexico in order to induce people to live in what was then northern Mexico, which at that time was occupied sparsely, but almost solely by Indians. By colonizing the area, Mexico's claims to the area would be protected from the Texas and American acquisitiveness. But before the colonization could fully take place, the United States had annexed the Texas Republic in March 1845. Also the war between Mexico and the United States started in May 1846 and the United States soon took over the land that had been set aside for land grants.

There were originally 197 private land grants. The titles to these lands came from special grants from the government of Mexico. After being acquired by the United States these lands took on special value, and because the treaty of Guadalupe Hidalgo (1848) guaranteed to Mexican citizens their own property rights, it became necessary that all claims to land be adjudicated and their extent and boundaries fixed by the United States. Congress confirmed 13 grants on June 21, 1860. At least partly in Colorado were the Beaubien and Miranda Grant (the Maxwell Grant), the Conejos Grant (not confirmed), the Nolan Grant, the Luis Maria Baca No. 4 Grant, the Medano Springs and Zapato Grant (not confirmed), the Sangre de Cristo Grant, and the Vigil and St. Vrain Grant. *(Information from references listed in the "Sources of Information" in the text pamphlet that accompanies this map.)*

Entrance to the Luis Maria Baca No. 4 Grant, near Crestone, in the San Luis Valley, Colorado. Photograph by M.S. Wolle, 1942. (X-5540)

Luis Maria