

THE FIFTY-NINER

Quarterly newsletter of the
Colorado-Cherokee Trail Chapter
Oregon-California Trails Association
April 2009

UPCOMING CHAPTER EVENT

Saturday, June 20, 2009
Convention planning meeting in Loveland
1:00 – 4:00 p.m.
Loveland Public Library
300 North Adams
Loveland, CO 80537



This meeting will be preceded by an informal lunch at 11:30 a.m. at Applebee's, 213 East 29th Street, about a seven-minute drive from the Library.

RSVP to Camille Bradford: bradford@usa.net or 303-460-0371.

Notes from the President

By Camille Bradford

Nearly all our chapter's recent activity has been centered on plans for OCTA's 2009 Convention in Loveland, August 18-22. Since the last issue of the newsletter we have held two convention planning meetings in Loveland and have a further meeting scheduled on June 20, as noted above.

The chapter's convention website contains a full description of convention events, pre-convention tours, registration information and updates. Please utilize the website to keep up-to-date with all our plans: www.octa-colorado.org.

Plans are progressing well for the convention and we have been gratified by the tremendous support OCTA is receiving from the City of Loveland and organizations in the area, including Engaging Loveland, Inc., Loveland Historical Society, Berthoud Historical Society, Loveland Public Library, Virginia Dale Community Club and Wolf Thunder Run, and many individuals who are generously donating their time.

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WELCOME TO OUR NEW CHAPTER MEMBERS:

- Janet Elliott – Fort Myers, Florida
- Ralph Gamboa – Elko, Nevada
- James McGill and Patti King-McGill – Nampa, Idaho
- Loren Pospisil – Bayard, Nebraska
- Wayne Sundberg – Fort Collins, Colorado
- Patrick Surrena – Centennial, Colorado
- Charles and Mary Weickert – Marysville, Kansas
- Joan and Dick Young – South Lake Tahoe, California

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We continue to seek volunteers to assist in two-hour shifts at the convention. Please contact Nancy Houtz if you would be able to volunteer: njhoutz@comcast.net or 970-593-9180.

We also continue to seek donations for the Raffle/Auction. Please contact me if you have any items to donate: bradford@usa.net or 303-460-0371.

Many thanks to everyone involved in plans for the convention. Your ongoing support is contributing to what we know will be a great convention!

Membership Memo

By Duane Iles, National Membership Chair

We continue to hold our own in maintaining our membership. It is always a challenge in the climate we find ourselves in lately to get people to become involved. But, in adversity there is opportunity. As people cancel travel, we can offer entertainment close to home. We can offer recreational, educational service to our heritage and great companionship for a small investment.

Those of our membership who live in the northern parts of the West but go south for the winter have a great opportunity to participate in OCTA with the Southwest Chapter. The southern trails offer a wealth of fascinating history, vistas and western emigrant heritage. Join the Southwest Chapter and participate with them when you can, they have a huge area they cover.

As we start making plans for our seasonal projects it is a good time to think about getting members. When it is cold out, volunteer to give programs to service and fraternal clubs. Tell them what is planned and ask for their help. The national office will provide all the material you wish. Wear a hat with the OCTA patch on it. Let people know of all the work OCTA does, the thousands of hours donated to preserving our heritage.

Volunteer to be a merit badge counselor for the scouts. There are many awards that you would be a great advisor for. Take some scouts along on a trek to get them awarded the Historic Trails Award. Then, give them a one year student membership in OCTA!!!

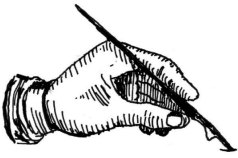
Visit with your local AARP organizations. Invite new retirees to meetings, events and trail events. The Boomers are retiring in large numbers and looking for fun, interesting things to do.

You are each a member of the Membership Committee. Preserve OCTA!!

A smile takes but a moment, but the memory of it lasts forever!!

2008-2009	Apr	May	June	July	Aug	Sep	Oct	Nov
Corporate	3	3	3	4	4	4	2	4
Emigrant	1,011	1,007	1,004	1,009	988	965	967	978
Pioneer	415	415	420	415	413	409	403	405
Institutional	5	6	6	5	6	6	6	6
Libraries	62	61	61	62	61	62	63	60
Life/Meeker	75	75	75	75	75	75	75	75
Trail Patron	50	52	54	54	54	56	58	58
Students	16	18	19	43	39	39	41	41
Educator	9	10	10	12	12	14	14	15
Merrill Mattes	7	7	7	8	8	7	7	6
Total	1,651	1,652	1,657	1,685	1,660	1,635	1,636	1,646

2008-2009	Dec	Jan	Feb	March
Corporate	4	4	2	2
Emigrant	986	986	987	980
Pioneer	403	399	396	397
Institutional	5	6	6	6
Libraries	61	61	61	60
Life/Meeker	75	74	74	74
Trail Patron	57	57	51	51
Students	42	41	40	38
Educator	15	13	14	15
Merrill Mattes	6	7	7	8
Total	1,652	1,646	1,638	1,631



A History of Loveland, Colorado

By Kenneth Jessen

Settlers in the Big Thompson Valley were scattered on small farms along the banks of the river. To the west of the present-day city of Loveland was a community started in 1858 by Spanish-speaking Mariano Medina. Medina ran a trading post and operated a toll bridge over the Big Thompson River. The small settlement went under various names including Miraville, Merival, Big Thompson and Mariano's Crossing. In 1862, it became a stage stop on the Overland, and in 1868, a post office was established under the name Namaqua.

Another settlement near Loveland was located about a mile to the southeast. It took the brand name of the flour produced by a mill constructed in 1867 by Andrew Douty and was called St. Louis.

When David Barnes and his wife, Sarah, lived in the boomtown of Golden, they became friends with the incomparable William Austin Hamilton Loveland. Loveland was a merchant, one of Golden's founders, a member of the Territorial Legislature and President of the Colorado Central Railroad. Loveland invited David and Sarah Barnes for the first trip over the Colorado Central between Golden and Denver.

In 1873, Barnes and his family moved to a 320-acre farm north of the Big Thompson River and began raising wheat. In 1877, Barnes was delighted to hear that Loveland had secured the money to extend the Colorado Central from its terminus Longmont to Cheyenne. The survey for the railroad went through their wheat field.

Barnes reacted immediately to the news by platting a new town on an 80-acre site. Some suggested that it be called "Barnesville," but Barnes picked the name "Loveland." Barnes also donated the land for the railroad's right-of-way.

After he harvested his wheat in November, Barnes laid out Loveland's streets. The Fort Collins Courier boldly announced, "Loveland has risen from a bare field of stubble in 77." The Boulder County News wrote, "Loveland – Prospects of New Town – Wonderful Wheat Land – Light Taxes."

In October, a couple of Colorado's pioneer merchants, Lewis Hertizinger and S. B. Harter, took a gamble on the new town and purchased lots 22, 23 and 24 in Block 14 from David Barnes for \$350. Hertizinger and Harter immediately began work on a substantial two-story brick building, the first such structure in Loveland. On the ground floor, they opened a mercantile business in January 1878. They sold dry goods including hardware, clothing, furniture, stoves and some groceries. Built at a cost of

\$4,500, the two merchants grossed \$29,000 during their first year of operation. The second story of the Hertizinger and Harter building was purchased for \$1,000 by the Grangers for use as their Grange hall. This old store is still standing on the northwest corner of Cleveland Avenue and Fourth Street.

When Loveland was founded, residents of nearby St. Louis realized that their town could not survive without rail service. Shipments of farm products were hardly practical over the area's primitive wagon roads passable only in good weather. Many St. Louis merchants moved their businesses to Loveland.

The Colorado Central erected an 80-foot by 30-foot brick depot, completed in December 1877. It was located on the west side of the tracks close to Fourth Street. Unfortunately, trains stopped at the depot blocked traffic. The depot, built at a cost of \$2,000, had a ticket office, passenger waiting and freight room. This structure was replaced in 1902 by the present-day depot, and the bricks from the old depot were used for the sidewalk.

Loveland's success was in part due to the construction of the Colorado Central linking Denver and Cheyenne. The town had an ample supply of good water from the Big Thompson River. Lots could be purchased for \$3 to \$7 payable in installments over a 5-year period. As proven by David Barnes, the area was ideal for growing wheat. Barnes dug an irrigation ditch further increasing the area's agricultural potential.

In a little over a year after its founding, Loveland had a population of 250. A second mercantile business, owned by G. W. Krouskop, opened its doors along Fourth Street. Krouskop was one of the former St. Louis merchants who elected not only to move his business but his entire store to Loveland. Dr. Taylor also moved his small frame office to Fourth Street. On the northwest corner of Railroad Avenue and Fourth Street, Mrs. Hopkins operated a small hotel and boarding house with 16 rooms. Other merchants included a drugstore, shoe store, barbershop, watchmaker, meat market and billiard hall.

Visitors were impressed by the two small churches in early Loveland. As written by a reporter for the Fort Collins Courier, "As one enters this lovely little village, the first thing that attracts his attention is the beautiful Presbyterian Church." This church once stood on the southwest corner of Fourth and Lincoln and was of Gothic style constructed of brick. It had stained-class windows, and suspended from the center of the sanctuary's ceiling was a chandelier. On the next block at Third Street and Lincoln Avenue was Loveland's second church belonging to the United Brethren.

Loveland grew at a steady rate, and by 1885, its population reached 900. By this time, it had a weekly newspaper, the Reporter.

For a more extensive look into Loveland's history, visit the Loveland Museum/Gallery at Fifth Street and Lincoln Avenue. Within the museum, historic rooms and shops have been recreated including

Mariano Medina's cabin. In addition, the museum has an excellent display of the Great Western Sugar Company.

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Ken will be one of the leaders of the Cherokee Trail/Overland Stage Route tours during the forthcoming convention.

He is best known as author of *Ghost Towns, Colorado Style*, a three volume set covering over 600 town histories. Other books include *Out the Back, Down the Path – Colorado Outhouses Railroads of Northern Colorado*, *Thompson Valley Tales*, *Eccentric Colorado*, *Colorado Gunsmoke*, *Bizarre Colorado*, *Estes Park - A Quick History*, *Georgetown - A Quick History*, *The Wyoming Colorado Railroad*, *An Ear in His Pocket*, *The Great Western Railway* and last year, *Rocky Mountain National Park Pictorial History*.

In addition to books, Jessen is the author of more than 1200 illustrated articles plus several booklets. His column on Colorado ghost towns and regional history is featured weekly in the Sunday edition of the Loveland Reporter-Herald. He is a contributor to North Forty News, Colorado Time-Table and Colorado Central Magazine. Jessen has made over a half dozen appearances on "Colorado GetAways" (KCNC Channel 4) and also had a monthly radio show on Clear Channel KCOL 600AM. In addition to these activities, Jessen gives tours of the area's ghost towns.

A life member of the Colorado Railroad Museum, Jessen is 25-year member of the Rocky Mountain Railroad Club, a Centennial member of the Colorado Historical Society and one of the founders of the Western Outlaw-Lawman History Association. He is also a patron of the San Luis Valley Historical Society. Other memberships include the Estes Park Area Museum and the Westerners. Jessen has served as a volunteer for Larimer County Parks and Open Space as well as the Loveland Museum. He has also completed 13 years on the Loveland Public Library Advisory Board and the Cultural Services Advisory Board as appointed by the Loveland City Council.

Historical Movies

By Bruce Watson

This website has quite a list of historical movies. The list is quite comprehensive but you might find it useful. The link is: <http://www.vernonjohns.org/snuffy1186/movies.html>

OREGON-CALIFORNIA TRAILS ASSOCIATION
Colorado-Cherokee Trail Chapter • www.octa-colorado.org
Camille Q. Bradford, President
11515 Quivas Way • Denver, CO 80234 • 303-460-0371
bradford@usa.net