CHAPTER II

THE TURNING POINT IN THE FORTUNES OF WELD COUNTY; THE LINK THAT JOINS THE PRIMITIVE FIRST WITH THE HIGHLY DEVELOPED SECOND GREAT HISTORICAL PERIOD.

This historical development, beginning as it did in the very earliest days of 1870, and, for its inception even back of that, rightly belongs for its beginning in the First Period of this History; and because of this it seems imperative to carry forward the rather fantastic conceit of a single individual living on the site of the Weld County Court House from the beginning up to the point where he merges into the civilization that envelops and absorbs him. The first few pages of this Chapter will tell of his emergence, and absorption.

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In the 1850's and 60's you really began to have neighbors, people who settled along the banks of the Platte and the Poudre and raised things to eat. That was far enough away so that you didn't mind it, but in 1870 came a lot that crowded up close around you and did the most unaccountable things to your grounds clear up to the door of your tent. They plowed furrows, not like your neighbors down in the bottoms to make places for planting things, but just single furrows, long and straight; and when they got one done they left it and plowed another somewhere else, generally at right angles with the first And then they drove down stakes, lots of them, till you concluded, just as some one else did about that same time, that they were all crazy.

But this was not the first thing that had threatened your future security as monarch of all you surveyed. Some months before you had noticed a foolish kind of a trail being made, passing within a stone's throw of your tent. It was made of two long shiny pieces of something that looked like the same kind of thing as that used by your neighbors down on the bottoms for turning the ground upside down; only longer; in fact long enough to mark the trail as far as you could see north and south;

and between them were pieces of wood that did not seem to have any use whatever.

And then one day you heard a noise, louder than any thing you had ever heard before; it was a screach and a roar and a grind all at once; and when you looked up, there came tearing down that queer kind of a trail the queerest and most terrifying thing you had ever dreamed of; and it roared along the trail, eating up distance and throwing into the sky a great roll of thick black smoke filled with cinders and sparks of fire; and when it got near you it gave an awful snort and stopped, and one of your neighbors from the bottoms said to another, "So that's the iron horse, is it?" "Iron horse?" you snorted, "there ain't no sich animal." And your neighbor from the bottoms looked at you and sort of smiled as you went on to state that the thing had neither legs nor feet nor mane nor tail, and no sort of a place for either saddle or bridle; and then your neighbor said: "But she runs, don't she?"

Well, you either had to admit that she did or go home; so you went home. And there you thought it over. Yes, she did run; that was a fact. Ran faster than anything you ever saw; ran faster than that cloud of dust a good while before with a Pony Express rider in the middle of it. But how could she? You decided to watch her a good many times before admitting anything definite.

And then one day while you watched, a lot of people got off —or out—of her. They were queer looking, too. They carried baskets and bundles and babies; and after a while they began to mill around and chop down the cactus and sage brush and prickly pear, and level down the sand piles and put up tents. And day after day, they kept coming, and *staying,* and they were the ones that drove down the stakes and plowed the single furrows. And later when you became civilized you knew that you had seen the building of the Union Pacific Railroad that reached from Cheyenne on the north to Evans on the south. You had seen the first train pass over it; and you had seen the coming of the first colonists, and the staking out of the town of

Greeley that was eventually to be the County Seat of your own County of Weld, and which was to build its Court House on the site where your tent had stood for so many hundreds of years.

But you soon became a part of that new settlement and learned to like it better than you ever had your own solitude. You became a part of the new order of things; an active participant instead of an astonished on-looked as the progress of your county unfolded.

And here you drop your character as the First Inhabitant the first boni-fide, hundred per cent American. And here your story as such, is finished.

THE BEGINNING OF COLONIZATION

It was probably a very simple thing that gave colonization its first strong pull toward Colorado—the fine effective work of the land-agent. This individual is not always an unmixed blessing; but it must be admitted that in the early '70s he did good work in counteracting the influences that for years had operated against this region. First there had been the Report of Explorer Long that the region was "unfit for human habitation"; then there had been the fake Gold Rush of '59 and the chaotic state of society that followed it; and, through it all the constant reports of Indian warfare that were bad enough in fact and lost nothing in the telling to eastern audiences.

Then came, in the late '60s and early '70s, the railroad companies, with greater vision than the average men of their time, and penetrated with steel rail and iron horse the "uninhabitable desert"; and after them came the Railroad Land Agent, because the time was ripe for him; because the railroads must sell their lands that the government had so generously donated them, and to do this people must be induced to come into the country. Hence the Land Agent.

Railroad history is a most intensely—and astonishing—story; but only enough of it can be given here to show its connection with the development of Weld county. As population had grown and pushed westward the need for more rapid and

efficient transportation than that furnished by wagon train, stage coach or pony express was felt, and the government was urged, not to itself establish railroads, but to induce private citizens to do so. To this end, the government that had owned all the western land since the Indian had been induced to put thumb mark on paper and thus transfer the title, made attractive offers of vast tracts of land and sums of money to companies that would build the railroads. The Union Pacific was one of the companies that accepted.

According to the Congressional Globe of July, 1862, a law was passed becoming effective at that time, providing that a Right of Way should be granted 400 feet in width along the full length of its surveyed pathway, and that each alternate or odd numbered section of land extending ten miles on each side should be granted the company. The enterprise was also "bond-aided" at the rate of $16,000 per mile of ordinary roadway, and for 300 miles of the mountainous parts; this aid raised to three times the ordinary $16,000, or, $42,000 per mile. This provided for the line that should span the distance from the Missouri River to the Pacific coast.*

The turn of the year 1870 found a branch of the Union Pacific connecting its north line passing through Cheyenne with its south line that was to pass through Denver completed as far as Evans, and it was by way of this branch that most of the colonists reached Greeley.

Weld county had three colonies that year, four if Platteville is to be counted, as it should be; for, though different from the others, it was a colony. In the order of their coming these colonies were: Union Colony that organized in New York late in 1869 and located in Greeley in the spring of 1870; the St. Louis-Western that organized in Oakdale, Illinois, in November 1870 and located in Evans early in 1871; the South-Western, which named its location Green City, and Platteville both locating early in 1871.

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*(The above facts are taken from a History of the Union Pacific written and copyrighted by the company in 1909.)

First in point of time as well as staying qualities. comes Union Colony, not only because of the leading part it played in the development of the county, but also because of the prominent place it won in the history of the state.

UNION COLONY

From The Time of Its First Inception to The Time When, In A Sense, It Lost Itself In The Town It Founded.

The history of Union Colony reads like a romance. It *was* romance in that, in its first inception and early development were bound up all the essential qualities of romance, the spirit of adventure, the beauty and compelling power of idealism, the dreams of achievement and unswerving devotion to high ideals and noble purposes. It is a history of hardships bravely endured, of problems met and solved and of obstacles overcome. It is a history that only strong men and women could have made. It *was* romance, but it was more. It went beyond the dreaming of dreams to their realization; beyond idealism to realism; beyond the inspiration of noble purposes to their incorporation into the life of the colony. To reach this achievement the colonists passed through hardships unforeseen, over roads thickly strewn with difficulties, through mistakes and disappointments to a calm place, not of full realization—for that would have taken a life time, but to a vantage ground from which the goal was in sight.

So far as heroism in the face of hardships and difficulties on the part of the colonists is concerned, much the same can be said of all the colonies whose pioneer work laid the foundation for this great commonwealth.

ITS FIRST INCEPTION

Union Colony had its origin in the dreams of Nathan Meeker. He had long been conscious of the ills of society and had dreamed of a better day. Through such writers as Fourier he had caught a vision of a better order and believed that through

some sort of co-operation it might be brought about.

In the 1860's he was what would now be called a columnist on the New York Tribune. He worked out a plan of colonization which he submitted to John Russell Young, managing editor. Mr. Young liked the plan and in turn submitted it to Horace Greeley, editor in chief and owner; Mr. Greeley liked it too, and promptly sent for the writer. In the interview that followed Meeker elaborated his plan and Greeley, endorsing it all, said in deep sincerity, "I wish you *would* take hold of this plan for I believe it will be a great success. If I could I would go with you." And he promised Meeker unlimited use of the columns of the Tribune and whatever further co-operation he could give.

With such encouragement Meeker wrote the famous "Call" that brought together from far and near the people who founded Union Colony. This Call set forth the objects to be attained and the principles on which the organization should be founded, and requested all those in accord with such objects and principles to respond by letter. Mr. Greeley had predicted a possible thousand answers, but there were over three thousand.

The Call appeared on December 14, 1869. Nine days later a meeting was called for Cooper Institute for the purpose of taking steps toward organization.

The meeting, on December 23, was well attended, the New York Tribune reporting the hall "filled to overflowing." Horace Greeley was Chairman. Plans were formulated for the building of a practical enterprise "on high moral principles." A permanent organization was effected by the election of Nathan Meeker as President, General R. A. Cameron as Vice-President and Horace Greeley as Treasurer. On suggestion of John Leavy the name of "Union Colony" was adopted. The plan of co-operation outlined by Meeker and adopted by the organization did not involve communal ownership of things of personal use, such as homes and farms and their furnishings, but only the things of social use, such as public buildings, grounds, streets and roads and the waterways that would be essential to the success of the commonwealth.

An Executive Committee was elected, whose first duty was the selection of a Locating Committee. In the course of the proceedings it had been decided that the scene of the new enterprise should be somewhere in the West. Both Nathan Meeker and Horace Greeley had traveled through the western country and both favored the Territory of Colorado. Meeker described the region that is Weld county as in his mind the best that could be found, and Greeley supported the choice.

However it was not thought best that the exact location should be decided upon at that meeting but that it should be left to the Locating Committee. Moreover it was thought best that a public statement of the exact location should not be made, lest by the time the Colony could be ready for locating the land might be bought up by speculators and held at exhorbitant prices.

The executive committee named Nathan Meeker, R. A. Cameron and Richmond Fisk as Locating Committee. However, it later developed that Fisk could not serve and that Henry T. West of Omaha took his place. West met the other two at Omaha on the westward way.

The membership roll signed that day in Cooper Institute numbered 438; later 297 others joined, making a total of 735. Not all were active colonists, some only honorary, which meant that they paid their assessments and dues and thus helped the enterprise but remained in their eastern homes. Each member paid $5 for current expenses and $150 for a fund for the purchase of land and equipment.

The Locating Committee set out for the West early in February, 1870. They traveled over the Union Pacific to Cheyenne, thence southward to Evans, the terminus of the road. From Evans they traveled by stage to Denver where they were met by Ex-Territorial Governor Hunt. The Governor gave them much valuable assistance.

How near Union Colony and the town of Greeley came to being located in the Pike's Peak neighborhood, or above Pueblo, or in the San Luis basin is fully described by David Boyd in his

History of Union Colony; but it need only be mentioned in passing that it might have been at another place had not Nathan Meeker first seen Weld county.

Evans was considered, but the reason it was not selected was, according to Boyd, that it already had a town with charactistics of its own; a railroad population that did not meet the committee half way on the subject of temperance. The Call issued by Nathan Meeker had stated that: "I propose to unite with the proper persons in the establishment of a colony, etc" and Horace Greeley had interpreted the word "proper" to mean "temperate, moral, industrious and intelligent." Evans might be all the rest, but was not "temperate" according to the definition of the committee. Temperance was to be the basis of the new society, and upon no other rock did they believe they could build. And upon that they did build, and the structure has outlived the life-span of most of its builders, serving to the present day as a check-rein to the influences of intemperance that have constantly beaten upon it from the uncomprehending outside.

So, because of the fact that liquor was being sold in the railroad town of Evans, with no probability of its being discontinued, the committee moved on a few miles northward before driving their stake. But just as the hammer was lifted over the stake B. F. Eaton stepped into the picture. He advised them to see the Box Elder valley before driving the stake; he thought the land north of Evans was poor and would likely give out after a year or two of cropping. But even this failed to win the Committee from their first love, and the stake went down.

Then came the colonists.

The first to pitch a tent (see footnote) was John F. Sanborn on April 18, 1870, the second Mrs. Agnes Benson, April 19. The working body of the colonists came during the spring and summer of that year.

One who read the manuscript of this History before publication asked the question: "Were there really tents, or is this simply figurative language?" There were, really tents; not many, but several. They generally served only until more substantial structures could be built.

April 5 has gone down in history as the anniversary of the Colony, but that means the date on which the final legal location was effected.

A box car, housing the telegraph and ticket offices, with a rough platform made from cast-off railroad ties formed the station.

After the location had been definitely decided upon, both Meeker and Cameron returned to New York, but West stayed to receive the arriving colonists and, as far as possible, to make arrangements for their comfort pending the time they could establish their own homes. He bought and moved from Cheyenne a large wooden building, placed it on the location and converted it into a hotel. It was necessarily a primitive structure, but was destined to become a famous land mark under the high-sounding name of "The Hotel de Comfort." It was reinforced after its uneasy journey over fifty uneven miles, and placed at the corner of what is now Seventh avenue and Eighth street, but what was first named Jefferson and Main streets. After it was properly propped and braced, a lean-to kitchen was added. A board wall divided it through the middle, the east side being for bachelors and "temporary" widowers, and the west side for families. This was made "home-like" by a double row of bunks running along each side with a narrow passage way between leading southward to the added kitchen which was also dining room. A long pine table running through the center with benches fastened to the floor completed the furnishing of the dining room, and a cook stove performed the same office for the kitchen. An unappreciative, perhaps dispeptic, early colonist dubbed this hostlery the "Hotel DIS-Comfort". But another, with gentler spirit and more poetic soul, named it: "An Elim of delight, with pine trees and wells of pure water for the weary traveler from off the Arabian desert; a safe refuge and abiding place . . . with always room for one more." Such was the difference in colonists.

As fast as houses could be built or tents put up families moved out of the Hotel de Comfort, leaving room for the next arrivals. Even the "temporary" widowers often built their houses

and surprised their families by being all ready for housekeeping on their arrival.

The houses erected were small and primitive, and the women of the colony had to be as strongly imbued with the spirit of the pioneer as were the men to make homes of them at all. But they were so imbued and they did make homes. Max Clark in his "Colonial Days" says the burdens fell heaviest upon the women; their world was home, and this was such a travesty. But they met its hardships as bravely as did the men. To illustrate the general type of house the following story is given:

Mrs. L. L. Wyatt, who passed away in 1933, was a member of the Beetham family. She and the other children had their bed on the floor of their little tent house, and one windy night she was awakened by a slap on her face followed by a terrific gust of wind and cutting sand. The tent had been lifted and carried away and the slap she had felt was the canvas in passing. The father and mother did their best to hold the bed clothes down over the children for the balance of the night. At break of day they gathered up their little brood and flew to the friendly shelter of the Hotel de Comfort.

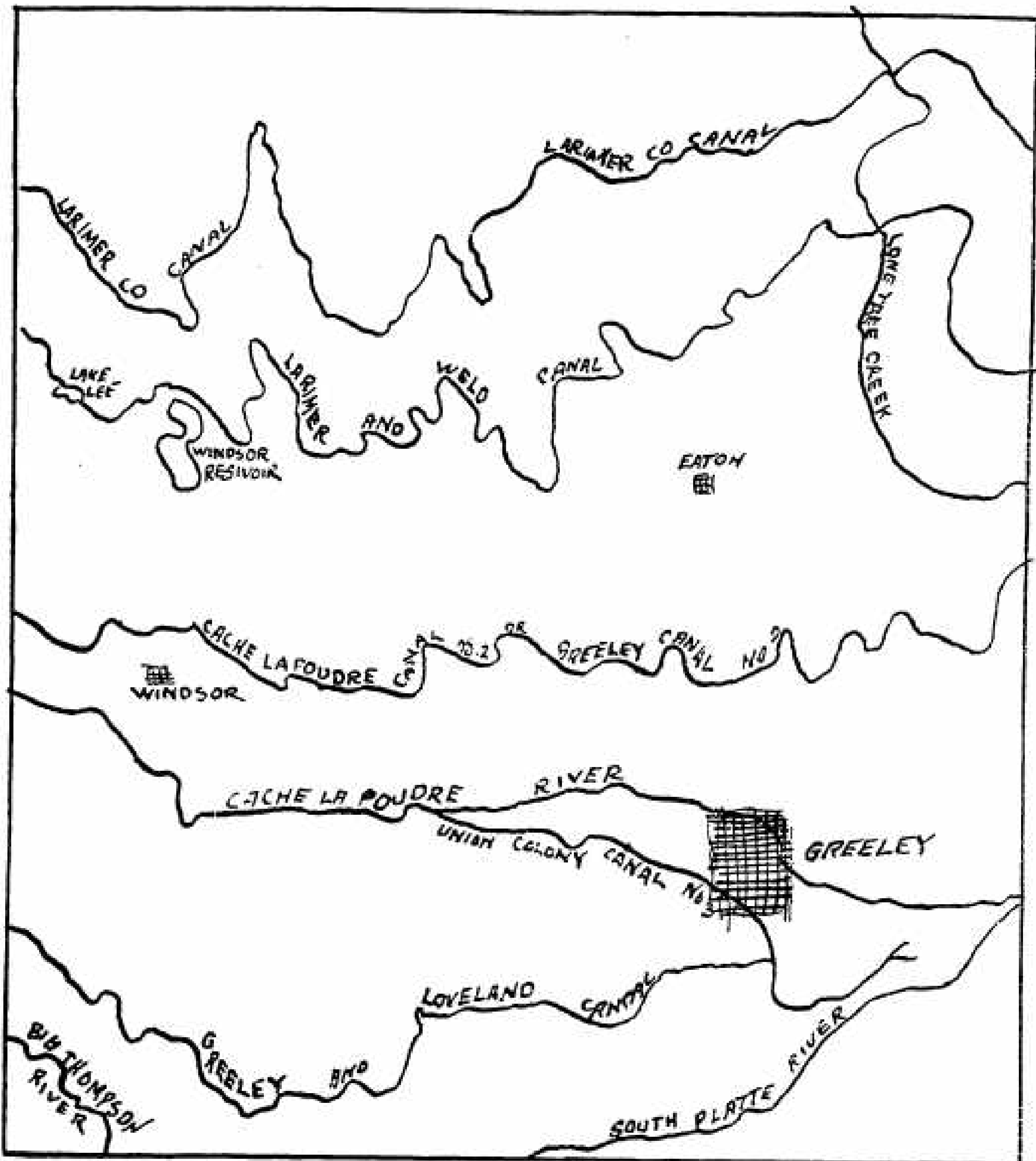
WATER, THE FIRST AND BIGGEST QUESTION

Until the first wells were dug water had to be carried from the river in buckets and hauled in barrels. Water in the first wells was not good and typhoid fever took a number of colonists. Then some of the wells were sunk to artesian depth and good water secured. But not all wells reached that depth. One that did occupied a place in the center of Lincoln Park, served the town for many years and is now marked by a rock fountain.

But something more than wells was needed to supply the fields if grain was to be raised, therefore three canals were laid out and numbered 1, 2 and 3. This numbering was according to the point at which they were taken from the river; No. 1, the "high line," was to tap the river at the farthest point; No. 2 at a point less distant and No. 3 but a few miles from the settlement; all from the Poudre river.

No. 3 was first constructed; No. 2 next and No. 1 not at all until much later when it was merged into another enterprise. However, there was a ditch already operating when the colonists came, known as the Boyd ditch because built by Robert Boyd; but it was built to supply only the lands lying under it and was, of course, not equal to the new demand the colony created.

Canals No. 1 and 2 were communal property, financed and built by the colonists and enlarged as time went on to meet the growing needs of the colony.



THE TOWN OF GREELEY, WHEN SURVEYED, BY WHOM, AND HOW THE STREETS WERE NAMED.

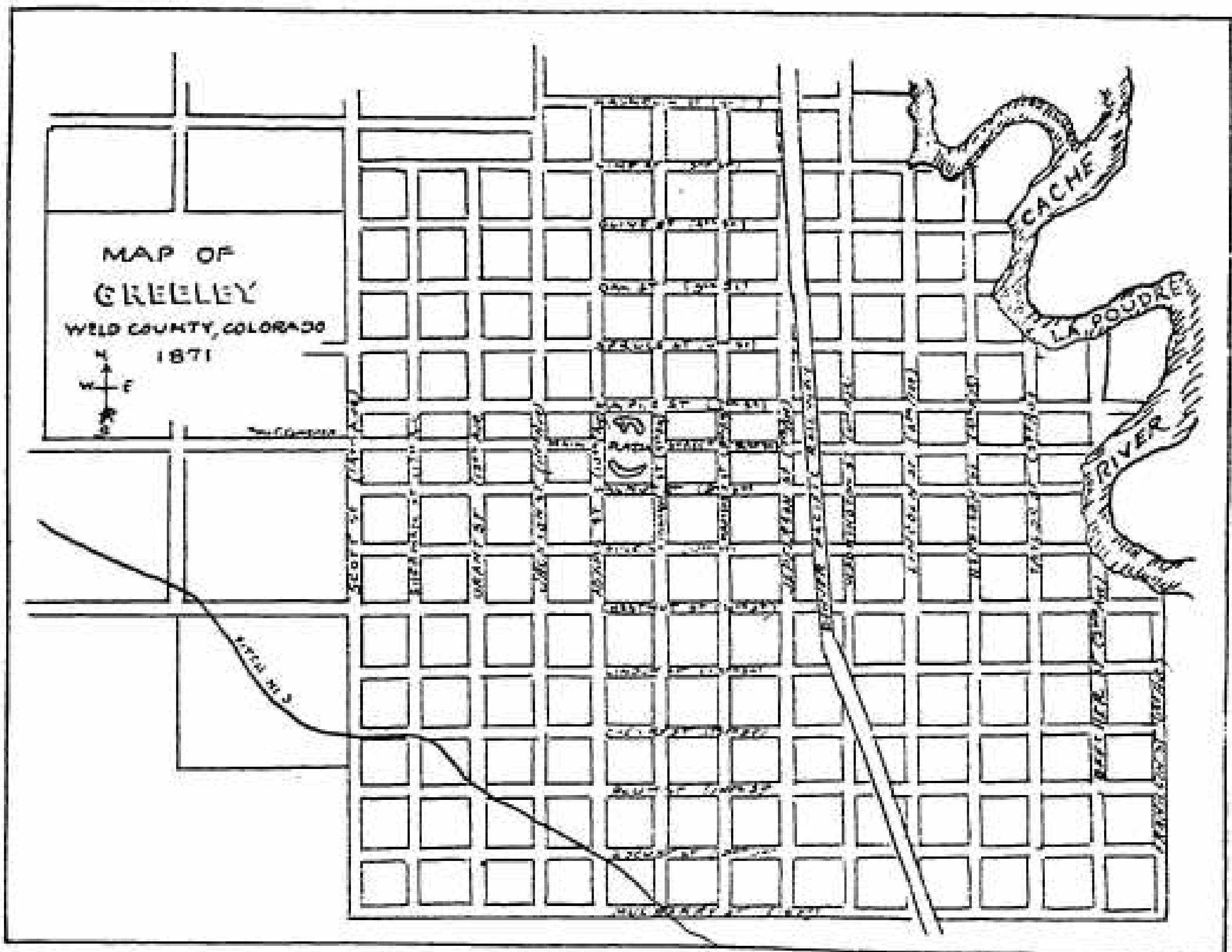
The survey was made by E. S. Nettleton and Frank C. Avery. One square mile was laid out according to a map drawn by John F. Sanborn, patterned after the town of Plainsville, Ohio. (This information from the Memorial Edition of the Greeley Tribune, June 10, 1910.) A re-drawing of the map was made by J. L. White in March 1871, on fine parchment paper and is now in the Meeker Memorial Museum.

Streets running east and west were given the names of forest trees and those running north and south the names of distinguished persons, mostly Presidents. It was the plan to carry out the street forest tree names in a scheme of street decoration; as, for instance, on Spruce street only spruce trees to be planted; on Elm, Pine, Walnut and others same as the name. And one cannot but wonder if the beauty of the town might not have been enhanced, uniqueness emphasized and convenience improved had this never been changed; and if the study of forestry might not have had a stronger appeal to the citizens if so attractive an object lesson had always been before them.

But this was not to be. Before the growth of trees could establish this scheme of decoration a mayor was elected whom the people so respected that they gave up their dream of a novel and artistic street decoration because, in his judgment, numbering both ways would be better, the course of streets east and west, north and south to be designated only by the appellation of "streets" and "avenues". This was Mayor Hunter, in the year 1884.

As will be seen, the street farthest north was named Magnolia. Following southward in their order were: Vine, Olive, Oak, Spruce, Maple, then Main which was supposed to be the center of town and is the present Eighth street; then on southward, Walnut, Pine, Chestnut, Linden, Cherry, Plum, Locust and Mulberry.

Then, running north and south as the avenues today, beginning at the east end of town were: Franklin, Beecher, Taylor,



Harrison, Lincoln, Washington, Jefferson, Madison, Monroe, Adams, Jackson, Grant, Sherman, Scott. The Park lay between Monroe and Adams, and Maple and Walnut, with Main street running the two blocks constituting the Park. Each division of the park had a lake and the whole was known as "The Plaza."*

The Cache la Poudre has changed its course somewhat since the laying out of the town of Greeley, but the map shows its original course.

In 1884 the street names were changed as follows: beginning at the north end of town and taking the streets running

*The early maps show but one Park, not divided by Eighth street; show Eighth coming up to it from both east and west but not crossing it. No record can be found showing when Eighth street was opened through the Park, yet it is not within the memory of the oldest inhabitant, so far as this History has been able to find, when that street did not cross the Park just as it does now.

So the conclusion is that traffic always crossed the park, and that when the time came to grade and curb the streets that driveway was curbed and graded same as all others.

east and west; now bearing the appellation of "street"; Magnolia, 2nd; Vine, 3rd; Olive, 4th; Oak, 5th; Spruce, 6th; Maple, 7th; Main, 8th; Walnut, 9th; Pine, 10th; Chestnut, 11th; Linden, 12th; Cherry, 13th; Plum, 14th; Locust, 15th; Mulberry, 16th.

Running north and south, now avenues: Franklin, 1st; Beecher, 2nd; Taylor, 3rd; Harrison, 4th; Lincoln, 5th; Washington, 6th; Jefferson, 7th; Madison, 8th; Monroe, 9th; Adams, 10th; Jackson, 11th; Grant, 12th; Sherman, 13th; Scott, 14th. All avenues.

TREE CULTURE UNDER GREAT DIFFICULTIES

Almost without exception the colonists had come from wooded countries, and a country without trees was to them a barren waste. They had known before they came that this was a prairie country, but a full realization of what a prairie country would be like came only with their arrival. It brought a shock and a great disappointment to many, and naturally their first thought was to convert the barren land into a wooded country, which did not seem to them a difficult thing to do; but that was before they tried it. Some, knowing in a general way that they were coming to a prairie country, brought with them shrubs and saplings, and these they immediately planted around their new homes. Jesse Edward Billings was one of these, and his daughter, Mrs. Gene Williams, says that after the roots were planted he carried water in buckets to keep them alive until a well could be dug. David Boyd, in his *History of Union Colony* states that N. C. Meeker bought a car load of trees, both fruit and shade, for which he paid $1,400; that the shipment arrived before the water was available and that he "heeled them in" down by the river to await the water. It came in June of that first year and all trees were set out, but few of them survived that first winter and none the second, which was the record-breaking hard winter of 1871-2. That was the worst winter ever yet known in this region, claiming not only the lives of trees and shrubs, but also of man and beast.

But trees the colonists felt they must have, if not the larch, the spruce and the evergreen, then at least the humble cottonwood. This tree covered the river banks, thriving without special care, thus proving not only its nativity, but its sturdy health and consequent power of resistence to unfavorable conditions. The following spring many shoots and saplings were pulled up from their native sands along the river banks and transplanted by the hundreds throughout the town and over the country; and when the next winter came these sturdy children of the plains stood up undaunted and snapped their fingers in the face of Old Man Winter.

But—and it looked somewhat like ingratitude—years later when the people of Greeley had learned the art of cultivating trees of a finer breed, they began their ruthless war of extinction of the cottonwood. Of course, the cottonwoods did shed their cotton and spoil the looks of lawns and gardens, and so had to go; but deep down in many a pioneer heart there must have been a tender sentiment and a lingering regret for the good old cottonwood that had proven itself so truly a "friend in need."

THE COLONY FENCE

The parting injunction of Horace Greeley to the colonists about to start westward had been, "No fences and no rum." From this it would seem that in the estimation of the great editor fences and rum belonged in the same category, as things to be shunned and never admitted into the colony. But at that time neither the great editor nor his people knew the West as it was. Rum might be kept out, but the fence was an imperative need, sometimes.

This region was not supposed to have been intended by the All-wise Creator for agriculture. Explorer Long had said so, General Pope, Military commander for the Western Division, had said so and the cattlemen believed it, so came in and took possession. Then along came a lot of what seemed to the cattle men *"impractical"* easterners and founded an agricultural colony right in the very heart of the cattle range. Naturally the

cattleman looked on in disgust. Those easterners needed a lesson, and they were going to get it. The cattle were going to range at their own free will as they had always done, and if somebody planted a garden patch on their wide domain, the cattle would undoubtedly enjoy the change of diet.

So they watched the foolish easterners plant gardens, plow fields and sow seed; watched them working day and night to dig ditches to carry the water to the thirsty patches; and, to their astonishment, saw green things begin to grow; not very well, but better than could have been expected. The long-horned Texans saw it too, and it looked good to them.

The country had not yet emerged far enough from its original chaos to have laws covering all contingencies. Protection of agriculture from stock was too new a need to have, as yet, laws on the statute books regarding it; so the owners of the long-horns were not held responsible for the gratification of the animals' taste for the tempting green vegetables and grains of the colonists. So, if the colonists wanted the vegetables and grain for themselves, clearly there was but one thing to do, and that was to fence in their acres. And the friction between the rangers and the ranchers, the cattlemen and the farmers, grew more marked with each passing day.

It was just at this critical time that Horace Greeley visited the colony, and of course the colonists turned to him for advice. And Greeley was equal to the emergency. Promptly he set aside his motto of "No fences and no rum" so far as the fences were concerned, and advised his people to build a fence all around their whole domain.

It was a collossal undertaking and one not counted in on their expense fund; but it had to be done; without it their whole plan must be wrecked. So they built it. It cost about $400 per mile, a total of about $20,000, and it made a serious inroad into their dwindling treasury. But after it was completed and the $20,000 spent, they still were without full protection. They were not permitted to put gates across the public roads, so all the cattle had to do was to follow the fence to where a gap would be

found and pass around it into green pastures and the fine free lunches awaiting them.

The colonists wondered what they could do next. But they put their heads together and a plan evolved; it was the establishment of a cattle pound.

THE CATTLE POUND AND WHAT CAME OF IT

The plan was to build an inclosure within the town of Greeley, and whenever cattle were found tresspassing on fields or gardens to drive them in, fasten and guard the gate and release them only on payment of damages by their owners. Looked like a good plan, but difficulties developed; they had to feed the cattle while in the pound, which rapidly depleted the supplies on hand for their own stock. If they were not fed the inclosure would hardly be strong enough to hold them, which was a consideration in addition to the cruelty involved. And guards would have to be kept at the gate day and night. At least the colonists at first supposed so, but as time went on and no spectacular attempt was made to release the captive cattle, their vigilance relaxed to the point of keeping only one man on duty at the gate.

And that was how it happened that upon a Sabbath day when all the men were at church—of course—but the guard at the gate, and he as sound asleep as if he had been, a raid was made by the cattlemen, the gate thrown open and the cattle rushed over the hills toward Evans. Not that Evans had a thing to do with it; it was only a co-incidence; but the relations between the two towns were not so brotherly even at that early date but what the collective colonist wagged the collective head and said: "Uh-huh, I told you so."

Finally permission was obtained from the legislature to put gates across the public roads and keep them closed during the growing season of seven months. This was by the legislature of 1872-3, and at the next session a bill passed allowing communities to form "fence districts." But this was so bound up and tied down with red tape that it was of little use to the farmers. The bill provided that the county commissioners should

pass along the fence and decide whether or not it was a "legal" one. If two of the commissioners happened to be stock men, it seldom was a legal one. The colonists would then have to reconstruct the fence at their own expense or accept the consequence of a legally non-existent enclosure. And when they did reconstruct the fence they were dubbed "Greeley Saints," and accused of trying to fence themselves in "from the heathen hereabouts." And so, "between the devil and the deep sea," they generally chose the deep sea, enduring the name of "Saints" with what equanimity they could command.

But as agriculture spread, gradually encroaching upon the cattle range, the cattlemen drove their dwindling herds farther to the west and north, leaving the field to the farmers without further protest. And so a time of leveling down both fences and prejudices arrived, and now both are comparatively but a memory. This time did not come, however, until the late '70s or early '80s.

OTHER COLONIES.
FIRST, THE ST. LOUIS-WESTERN

The first meeting calling for the organization of the St. Louis-Western Colony took place at Oakdale, Illinois, November 29, 1870. It was held in the Reformed Presbyterian Church and Rev. A. C. Todd was its chairman. The deliberations were opened with prayer by the Rev. Todd, after which he told of his recent visit to the Territory of Colorado, his favorable impressions of the country, of what was being done by another Colony at Greeley and what he believed could be done by a colony at Evans. James W. Pinkerton, who had been in at the founding of the Greeley colony, gave valuable information regarding the western country and the advantages of colonization.

As the first step toward organization a committee consisting of James W. Pinkerton, John M. McCutcheon and James Beall was elected to draft a constitution and select a name. The constitution was drafted and the name, "The St. Louis-Western Colony" adopted. Rev. Todd was made President of the organ-

ization, J. W. Pinkerton, Vice-President, C. F. Hartman, Secretary and J. M. McCutcheon, Treasurer. These with N. C. Cole, brother of the mayor of St. Louis, and Cotton C. Bradbury of Boston constituted the board of trustees. J. M. McCutcheon was formerly a member of the Illinois legislature and a wealthy and enterprising citizen.

The meeting was harmonious, and later meetings are described (in *Experiments in Colonization*, by Willard and Goodykountz, p. 364) as attracting much attention, the church being crowded each time and great interest manifested.

The selection of Evans as the site for the new Colony met with universal approval. There were 400 members when the colony arrived and 75 others who were already citizens of Evans, joined the organization.

Colorado papers gave the new colony a cordial welcome, the Rocky Mountain News leading off with the statement that "Colorado Territory was very fortunate in securing the location of the colony." The Daily Tribune of Denver said: "The men at the head of this movement are all prominent and influential in the localities from which they came, and they bring with them material for a population that Colorado may well be proud to get."

The colony was to have complete control of the town site, and a tract of 40,000 acres of what was known as the Evans & Carr lands.

Surely never did a colony start out under more favorable circumstances nor with brighter prospects than did the St. Louis-Western at Evans. The Daily Tribune of Denver in its issue of March 27, 1871, said: "There is no point in Colorado with more natural advantages nor surer to come up by reason of them than Evans."

The Greeley Tribune, then about four months old, published a welcoming article from which it might be deduced that the glories of Evans had dimmed a little before the coming of the colonists, but would now be fully restored, because, "last Monday the last fountain of supply of Old Man Adam, the grog-shop,

was reported as dried up. We understand the colony is composed of nice folks, part of them being from Boston and a large portion from St. Louis, the leading element being of the Covenanter persuasion, to which we extend the right hand of fellowship."

Relative to the "glories" that might have belonged to Evans and dimmed somewhat before the arrival of the colonists, the Denver Daily Tribune of October 20, 1869, spoke of Evans as the "County seat of Weld county." But this was a technical mistake, as the County Seat at that time was Latham. But Latham, being only a stage station and fort, and no territorial limits being fixed for Evans, that young and aspiring town might easily have extended its sheltering arm over the little fort and thereby claimed the County Seat.

The town of Evans, named for Hon. John Evans, Governor of the Territory and official of the U. P. Railroad, was enthusiastically spoken of as "the hub of the universe." It was even a rival of Denver for future state honors. As one Drake, a writer for the Cheyenne Argus, expressed it: "Evans is about fifty-five miles from Cheyenne, and maybe a little farther from Denver; but as that place amounts to so little it makes no difference how far it is from there."

This was in the halcyon days of Evans, the days that gave promise of growing brighter as time should go on. Temperance had no foothold in those days. The Denver Tribune, speaking of improvements rapidly going forward, stated that the Denver Ale Company had purchased a number of lots and would "improve" right away by building business places upon them; and that Murray & Drake had also bought lots and would erect thereon a wholesale liquor store.

So improvements went on, for a time, but, according to the Greeley Tribune Evans must have shown symptoms of an early decline. Then came the new colony with a new blood transfusion and it revived and gave promise of a bright future. The colony was made up mostly of Covenanters; its organization had been opened with prayer which was more than could be said for Union colony, and was therefore expected to take and hold the

lead in all matters of morality and religion and to banish strong drink for all time. Union colony therefore extended the right hand of fellowship, acknowledging leadership.

But alas for the uncertainty of human expectations. The saloon remained in Evans, which led Editor Meeker to say, April 26, 1871, "As they are only just beginning not much can be said of their movements; but we would remark that we do not understand how a religious people, as we have believed them to be, can be willing to locate where a liquor store is running full blast and a brewery brewing ruin."

However, in justice to the Covenanters it should be explained that the continuance of the saloon was not of their doing; it was strictly against their principles, but it was also against their principles to *vote*; hence when it came to a decision the saloon element had its way. This explanation was probably not known to Editor Meeker, and might not have been considered valid if it had been, for it was his conviction that whatever people wanted they should vote for.

After eight months the Greeley Tribune pointed out that the difference between the two colonies was now quite distinct, and that the different attitudes on temperance marked that distinction, and he said, almost mournfully: "Evans has saloons; Greeley has none; when the circus comes along it makes its ring at Evans, and if the Greeleyites want to see its wonders they must patronize their worldly neighbor with whom the Greeley Puritanism is a jest and a by-word."

Evans was the barometer by which the progress of the region was read; crops found any where were accorded to the country "round about Evans"; all shipping was through Evans. One dealer reported having received 300 tons of hay valued at $7,000 through Evans. Also such reports as 22,000 bushels of wheat; 75,000 of potatoes, etc., including $1,000 from the sale of asparagus, all credited to Evans. One writer said: "This large and rich county of Weld represents opportunities for growth and advancement not found in any other county in the state. And Evans is its capitol."

But in face of it all the Greeley Tribune said, "We do not yet see how they can succeed with three liquor shops and a gambling saloon running. True these were there when the colony came, so no violence should be done; but they should be disposed of in some quiet way and then when another tries to push in, give it Hail Columbia."

These were great days in Evans. They celebrated the completion of the big bridge across the Platte with supper and song; their printing press had arrived and they were telling the world what they were doing. A first class hotel had started while Greeley was still living in the Hotel de (or dis) Comfort; they had horses and buggies, a good livery barn, a brick yard, and a merchant from Cheyenne opened a general store and they all went on a picnic on the Fourth of July; while Greeley had to be content to stay at home and raise a flag pole in the Park.

But by and by, irrigation making headway in the Greeley neighborhood and extending northward, Weld county began to be allied more with her northern neighbors, and Greeley therefore became nearer the center of activity than Evans. And also there is no doubt but the long drawn-out contest between Greeley and Evans over the County Seat (as explained elsewhere in this History) with its final loss to Evans had its effect. At the sixty year milepost the U. S. census gives Evans a population of 540, Greeley 12,203. Without a doubt economic causes as well as the liquor question effected this result; but the observation may be made that the "larger liberty" of Evans did not save the day nor the "Puritanism" of Greeley defeat it.

THE SOUTHWESTERN COLONY THAT FOUNDED GREEN CITY

Dilligent search among histories and documents has failed to afford the slightest clue to the actual beginning of the Southwestern Colony. It has been easy to trace the Union and St. Louis-Western back to their first inception, but not so the Southwestern; so if this History gives more space to the others than to this it must not be attributed to unfairness, but only to the

fact above stated. In the absence of definite knowledge of its origin, we may have to conclude that, like the famous "Topsy" in "Uncle Tom's Cabin," it "just growed."

The first tangible evidence of the existence of the Southwestern colony was given by the Rocky Mountain News on February 15, 1871, when it was stated that it had been organized by David S. Green, of Memphis, Tennessee, and would soon reach Denver with twenty-seven of the members to locate in this territory. Then, a month later, the Denver Tribune stated that it was here and would locate on the Platte about 75 miles below Denver (eastward). Then the Greeley Tribune stated that a colony had located about 28 miles below Greeley. So, whatever its origin it can reasonably be stated that it arrived. The Denver Tribune said the colony had taken up about 5,000 acres of government land and had about twenty-five members on the ground with at least a hundred more expected. And that its location had been named Green City in honor of its founder.

It seemed not to have been based on any definite co-operative plan as was Union and St. Louis-Western, nor yet to have been strictly "on its own" as was Platteville. And its founders seem not to have had much of an object other than to emigrate and to take up land and build a ditch to irrigate it.

The Denver Tribune, however, declared the idea was to form a mining company. This guess was based upon the statement made to the Denver Tribune that a good proportion of the money subscribed had been set aside for the purchase of mining machinery, "to work 300 feet of the Rolls County lode, and 500 feet of the Egyptian lode on Quartz Hill."

That paper further stated that this idea had been somewhat modified, which gave evidence of good judgment on the part of the management, since, so far as is known, there has never been a "Rolls County," nor an "Egyptian lode," nor a "Quartz Hill" in this region.

But out of this Southwestern colony seems to have developed a "Colony Farm Joint Stock Company," with a capital stock of $20,000, whose corporate life was to extend only to the

end of 1871 unless otherwise ordered by the stock holders. And at the end of that time the stock, implements, produce, etc., were to be sold and the proceeds divided among the stock holders. An irrigating ditch was to be constructed with sufficient water to supply each farm of 160 acres. This was to have a life of twenty years, but there was no mention of the Joint Stock farm after that first year.

There was a time, according to the *Hand Book of Colorado* published in Denver in 1872, when the Southwestern sought a division of Weld county, the cut-off to be called Platte, with Green City as its County Seat. But there is no record of this ever having been done.

Many interesting stories have been told of this unique colony. It has not been possible to penetrate to their sources to determine their truth or falsity, but some of them are too interesting to pass by. Here is one of them: It has to do with the advertisements sent abroad through Tennessee and elsewhere, one of which states that passengers buying tickets to the colony location would be "transported by rail to the junction of the Platte and *from thence by steamboat the balance of the way.*"

To Weld county citizens in this year of 1938 who know the Platte river to be narrower in places than many of the irrigating ditches this sounds like a good joke, but to the colonists of 1871 it may not have been such a joke after all, for a deeper research into the records furnished by the newspapers of a still earlier date disclose evidence that tend to rob the joke of its point altogther.

Back in 1859 the Rocky Mountain News carried a department under the heading of "Boat Departures"; *The History of Agriculture In Colorado* on page 188 gives five quotations from that department. The issue of April 29, 1859, states that three boats had left within the last three days "with emigrants bound for the states." September 10 of that year notes the departure of "three scows, the Ute, the Cheyenne and the Arapahoe," the last named being "bound for New Orleans with passengers and freight." Another issue in the same September quotes the Clipper Pittsburgh with eight passengers bound for Pittsburgh, to trans-

fer to a St. Louis steamer October 6, 1859, and lists the "Empire State" as sailing for St. Joseph, Missouri.

The last departure noted was on June 14, 1862, when "three gentlemen had built a boat and furnished it with sleeping and cooking accommodations so that they need not land nor lay over until the end of the voyage at Plattsmouth in Nebraska.