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Pamphlet accompanies map

Historic Trail Map of the Denver 1°×2° Quadrangle, Central Colorado

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INTRODUCTION

This map contains the equivalent of 30 miles the size of the Denver quadrangle, and each one contains about 7,200 square miles. The Denver quadrangle contains all or parts of 10 counties, named here with dates of founding:

Adams 1902	El Paso 1859
Arapahoe 1855	Elbert 1874
Boulder 1861	Grand 1874
Clear Creek 1861	Jefferson 1861
Douglas 1861	Park 1861
Douglas 1861	Teller 1899
Elbert 1874	

The western part of the Denver quadrangle was originally in Arapahoe County, which was the western part of Kansas Territory. The eastern part of the Denver quadrangle west of the Continental Divide was in Utah Territory, according to Brown (1976, p. 15). Kansas Territorial Legislature established Arapahoe County in 1855, but this divided it in 1861 and divided that area into five new counties: Montana, El Paso (this Brookfield), and Pleasant (designations but never only a short-lived Jefferson Territory was subsequently established in 1859, in which at the time territory on Congressional to after the Interior from Kansas Territory. The Second Colorado Territory was established on February 28, 1861, and Colorado officially became a state in 1876. Settlement of the Denver quadrangle area had started in 1858 when gold was first discovered. The first problem that faced the gold-seekers was how to get into the mountains where the gold was. At that time there were no wagon roads, and access was most difficult for settlers because of the boulders in mountain valley bottoms.

HISTORIC TRAILS AND WAGON ROADS

Many of the historic trails in the Denver quadrangle were used by Indians long before the white man reached the area. The earliest recorded use of the trails by white men in the Denver quadrangle was in the 1820's or 1830's, the trails with the Indians. Most, however, was of the trails made after 1858 when roads were built into the mountains from the new settlement of Denver. Discovery of gold in the Rocky Mountains in central Colorado in 1858 led to the surveying and initial passage of several new roads from the east to the Denver city of Denver. Access to the newly discovered gold fields in the nearby Front Ranges. These trails included (1) the overland Trail, a branch from the Oregon Trails, which was continued along the southern side of the South Platte River from Julesburg and Greeley to Denver; and (2) the southern part of the Fort Morgan Cutoff, which as a branch of the Overland Trail went essentially straight southwestward from Fort Morgan to Denver, then varying nearly 40 miles of travel. Coming to Fort Saskatchewan the city phase of modern Colorado from the Leavenworth and Pikes Peak Express Road and the Smoky Hill North, Smoky Hill Middle Overland Trail, and the Smoky Hill South Trails. Travelers north on the west side of the mountain was the Cherokee Trail, was branched off from the Smoky Hill Trail at Fort Lyon, Colorado, and took up the Arkansas River, then Jefferson Creek, Cache Creek, up to Colorado City, and to through Denver to Virginia Dale, and the Wyoming Ranges. The Platte River Road, which came southward from Fort Laramie, was nearly coincidental with the Overland Trail through the Denver quadrangle.

Stage lines and routes were established on the Overland Trail, the Fort Morgan Cutoff, the Leavenworth and Pikes Peak Express Road, and the three Smoky Hill routes. From the stage coach built an effort was made to shorten travel times. However, very little grading was done, so the bumpy, rough, of course, were necessarily minimum. Stages were drawn by horses, mules, or oxen, and built up the other side to were feeding stations. Patterned the necessarily give accounts of the stages moving over what surrounding stages along surface. The stages travelled as rapidly as the drivers could get the horses or mules to run. Some were changed about every 10–15 miles, or halfway where there were stations to change to another team. Travel was regularly conducted with the Overland Trail through the Denver quadrangle.

Our of the gold rush the stage companies came from the transport and and freight. The stage companies were in business for the money in the trade, and the competition among some stage lines was very keen, even though the profit was somewhat meager. Although the stage lines were established by the mail contractors to haul mail and passengers, the income was also used by freighters, passengers, and gold seekers. Some most of the time the trade was small, and it was lucrative for several reasons. Northern Lines owned one but the Indians were interpreted by the natives at the silver camps and their native lands; therefore, the Indians tried to discourage settlement. The Arapahoe, Cheyenne, and Utes were particularly troublesome to the Denver settlements. Treaties between the tribes and the government were signed by, but were not kept by either the Indians or the other natives. In the early years (1859–1861) there were less than ten Indians in Colorado, there was much less trouble than in the later years (1864–1869) when never increased. The trouble escalated when the Indians attempted to prevent the Indians from harassing the travelers along the stage lines. Retaliation by the Indians became more active after the Sand Creek massacre on November 29, 1864, at a big bend of Big Sandy Creek in Cheyenne, in Kiowa County, about 10 miles southeast of Eastern. Troops along all of the stage lines into Colorado was needed to accomplish the several months after the massacre (Scott, 1971). To protect the travelers along the stage routes, the U.S. government furnished and stationed troops at some of the existing stage stations, here from the most patronized with other, small garrisons of troops were also set up along some of the stage. Travelers were forced by travel in groups, and the cavalry controlled the number of wagons in each travelling group and generally escorted the group. Some Indian attacks, a commonly offered to sell all the boxes on the plains and then deprive the Indians of their scalps. Food supply probably accomplished more than any other method to stop the depredations of the Indians and have their new settlements and mines in peace.

FAR WEST STAGELINE NOTICE TO PASSENGERS

Adherence to the following rules will insure a pleasant trip for all:

1. Attendance from depot is required, but if you must drink, chew the tobacco, do so otherwise nature you appear either sick or drunkenness.
2. If ladies are present, Gentlemen are urged to forego smoking cigars and pipes at the time of arrival or departure to the Gentle Sex. Chewing tobacco is prohibited.
3. Passengers will be allowed 25 lbs of baggage to the provisions of Leather, and of Subject.
4. Buffalo robes are provided for your comfort during cold weather. Dragging robes will not be tolerated and the offender will be made to ride with the Driver.
5. Drivers cannot handle while changing or take your driver passenger's shoulder for a pillow, for the safety may not unnecessary and furnish may cause.
6. Firearms may be kept on your person for use in emergencies. Do not fire them for pleasure or shoot at wild animals as the sound vibrs the horses.
7. In the event of runaway horses, remain calm. Jumping from the coach in panic will leave you injured, as the safety of the passenger, South Indians and hungry Grizzlies.
8. Prohibited topics of discussion are Religion and civilization and Indian agentage.
9. Under pledge of strict adhesion behavior toward Lady Passengers will be one of the Stage. If a Lady wish back, it need to be Wear a collar-coat.

PLATTE HOUSE!
Greeee