

Biography of Lemuel Flower

Lemuel Flower, a legendary division agent, for Ben Holladay's Overland Mail company epitomized the spirit of the pioneer west. Enduring hardships of severe weather, long hours on the road, and surviving injuries incurred from Indian attacks. Lemuel worked thirty-five years in the transportation of freight, mail, and passengers spanning the entire continent of the United States from coast to coast.

William F. Cody, places Lemuel Flower in Wyoming, working as an Assistant Division Agent at Three Crossings, with Jack Slade near the end of the Pony Express days, stating, "About the middle of September of 1861 the Indians became very troublesome on the line of the stage road along the Sweetwater. Between Split Rock and Three Crossings they robbed a stage, killed the driver and two passengers, and badly wounded Lieut. Flowers, the assistant division agent,"

Promoted to a Division Agent in 1862 by Ben Holladay, Lemuel arrived in western Wyoming the 16th of April 1862, to replace William A. Reid, as manager of the stations from Pacific Springs to Miller's Crossing near Fort Bridger in western Wyoming. A group of nine men in two stage coaches were attacked by Indians on the 17th of April 1862. During the four hour attack six of the nine men were wounded, namely: **Lemuel Flower, James Brown, William Reid, Philip Rogers, Arthur Stephenson, and James Anderson.** Lemuel Flower was gravely wounded, with a gunshot wound that passed through the hip lodging in his back, and one in the groin, lodging near the kidneys. The nine men waited almost three weeks at the Three Crossings station, tending to their own wounds, before being transported by military escort to Fort Bridger, where they received medical attention.

The unlucky Lemuel Flower, the Division Agent, scarcely well recovered from the effects of his wounds at Split Rock, before he found himself, three months later, on his first trip eastward, right in the midst of new Indian fights. A few hours outside of the Pacific Springs Station, in the Wyoming Territory, Mr. Flower encountered an Indian fight while escorting two passengers from California and a lady from Carson."

The Overland Stage Company relocated its northern Wyoming stage stations one-hundred miles south to a safer trail called the old Cherokee Trail, July 11, 1862. The new route included Jack Slade's division which extended from Denver to the crossing of the North Platte, where Flower's division began and continued to Millersville (Green River), the beginning of Bromley's division to Salt Lake City. Lemuel Flower was subsequently assigned to replace Jack Slade, as division agent of the Denver to North Platte section on November 18, 1862.

Lemuel worked next as the Seneca Station Agent, with offices housed in the "Smith Hotel," as known as the "Seneca Hotel" in Seneca, Nemaha County, Kansas, located eighty miles due west of St. Joseph, Missouri in 1865. Mr. Flower filed an affidavit, dated November 15, 1865, in Congressional Hearings, testifying to the Indian attacks, and damage inflicted on the stage stations, and loss of stock and forage located at the Wyoming stations in his division of Ben Holladay's Overland Stage Company.

Heeding the beckoning call of the West, Lemuel moved west sometime before May of 1868, to Golden City, Jefferson County, Colorado Territory. Lemuel managed the Overland House, and was a Wells Fargo stage agent, located at 1117 Washington Avenue in the Loveland Block. Lemuel transferred to the Guy House, located at the mid-point of the wagon road to Central City in 1870. Lemuel next managed the Michigan House, located three miles up the canyon from Guy Gulch, a stage stop for the Colorado Stage Company, located before the turnoff to Smith Road, which traversed southward to Black Hawk and Central City. Lemuel died on the 20th of October 1871, while managing the Michigan House. The funeral procession was one of the largest known funeral processions in Jefferson County, Territory of Colorado.

Andrew Oliphant Patterson, Esquire, member of the 3rd and 4th Colorado Territory Legislature, wrote an eulogy about Lemuel Flower, published in the Colorado Transcript, Golden, Colorado. The eulogy cited Lemuel's employment with the transportation companies of "**Good Intent,**" "**Stockton and Stokes,**" and "**Neil, Moore and Company,**" **all transportation companies on the east coast.** Later research revealed Lemuel worked his way across the North American continent, while in the employment of the "**Butterfield Overland Mail Company,**" "**Pony Express,**" "**Ben Holladay Overland Stage Company,**" "**Wells Fargo,**" and "**Colorado Stage Company.**" .

The Early Years 1836-1860

Lemuel's eulogy states he worked for the eastern transportation companies of *Good Intent, Stockton & Stokes*, and *Neil, Moore and Company*, yet these facts could not be verified. Events in Hudson, New York and near Marietta, Ohio, close to the National Road, mention a Lemuel Flower, which could not be verified as being namely, Lemuel Flower, of Massachusetts. Being of a transient nature, Lemuel's name does not appear in census data until the year 1860.

1858 – 1861 - Overland Mail Company-John Butterfield –Southern Route to California

ANTHONY HOUSE – LITTLE ROCK, ARKANSAS

Lemuel Flower, who previously worked the “*Good Intent*” line managed by Colonel James E. Reeside, (as stated in his eulogy) is found residing in the Anthony House, located on Markham Street in Little Rock, Arkansas in 1860. The Anthony House served as stage offices for **Butterfield's Overland Mail Company, and its sub-contractors. Joseph T. Reeside, a son of Colonel James Reeside** is also present at the Anthony House, listed as a representative of the “Arkansas Stage Company.”

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SCHEDULE 1.—Free Inhabitants in the City of Little Rock in the County of Pulaski State of Arkansas enumerated by me, on the 3rd day of August 1860. J. W. Simpson Ass't Marshal
Post Office _____

Dwelling-house—numbered in the order of visitation.	Family numbered in the order of visitation.	The name of every person whose usual place of abode on the first day of June, 1860, was in this family.	DESCRIPTION.			Profession, Occupation, or Trade of each person, male and female, over 15 years of age.	VALUE OF ESTATE OWNED.		Place of Birth, Naming the State, Territory, or Country.	Married within the year.	Attended School within the year.	Whether deaf and dumb, blind, insane, idiotic, pauper, or convict.	
			Age.	Sex.	White, black, or mulatto.		Value of Real Estate.	Value of Personal Estate.					
1	2	3	4	5	6	7	8	9	10	11	12	13	14
		D. Smith	30	M		Trailer			Ireland				
		Christina	30	F		Driver			Germany				
		J. B. Brown	40	M					America				
		J. M. Smith	30	M									
		L. Flowers	45	M									
		A. W. Didwell	50	M									
		A. B. Lottay	30	M									
		W. W. Richards	38	M									
		J. W. Adams	30	M									
		Oliver Jones	40	M									
		John Wells	25	M		Saddler			Ireland				
		W. A. Sawyer	40	M		Gas br			New York				
		O. W.	25	M									
		James Donnelly	25	M									
		Frank Shaw	32	M					Germany				
		E. C. Jordan	30	M		Lawyer			W. Carolina				
		J. C. Bards	25	M		Asst. Gas Company			Tennessee				
		James Lawson	25	M		Clerk			Tennessee				
		R. B. Poley	30	M		Trav. Engineer			Arkansas				

1860 – Little Rock, Pulaski County, Arkansas Federal Census

August 3, 1860¹

¹ 1860 Federal Census, Little Rock, Pulaski, Arkansas Federal Census, page 72, 446/447, Anthony House Hotel: “L. Flowers, 45, Driver, America, (line 5), and J. T. Reeside, 25, Arkansas Stage Co., Tennessee, b. ca. 1835 (line 17)

ANTHONY HOUSE – LITTLE ROCK, ARKANSAS

Joseph T. Reeside, and John E. Reeside, sons of Colonel James E. Reeside, co-owners of the “*Arkansas Stage Company*” along with business partners **Peter Hanger, William Rapley, Richard Gaines, and James B. Price**. The Arkansas Stage line ran from Helena, via Wittsburgh, along up to Gainsville, and from Little Rock to Fort Smith, Arkansas. In addition, **John E. Reeside** was a co-owner of the “*Chidester and Reeside Company*,” sub-contractors for Butterfield, **servicing the line between Memphis and Little Rock and Fort Smith in 1858**.

John E. Reeside, prior to arriving in Arkansas, was awarded a 4-year contract in 1854 **for the monthly service in the state of Utah** commencing from Independence, Missouri by way of Westport, Fort Leavenworth, Fort Kearney, Fort Laramie, Independence Rock, and Fort Bridger. The same crew travelled the full 1,200 miles with one light mule wagon for passengers and another for the mails bags. “Indian depredations along the Wyoming route led to the withdrawal of Reeside and, later, McGraw’s release from the contract in August of 1856.” One can only speculate that Lemuel worked the Utah line that traversed through the state of Wyoming for John E. Reeside. ^{2 3}

The *Overland Mail Company also known as the Butterfield Mail Company*, founded by **John Butterfield**, president of the American Express Company, with associates **William G. Fargo, William B. Dinsmore, James V. P. Gardner, Marcus L. Kinyon, Alexander Holland, and Hamilton Spencer**, won a six-year contract with the U. S. Government, on September 16, 1857, valued at \$600,000, to carry the monthly mail from southern locales on the Mississippi River to California. Two eastern terminals on the Mississippi River, St. Louis, Missouri and Memphis, Tennessee would converge at Little Rock, Arkansas. Thence to Fort Smith, Arkansas, traversing the Oklahoma Indian Territory, southward to El Paso, Texas, Tucson, Arizona, Fort Yuma, near the border of Mexico, then headed north to Los Angeles and San Francisco.

John Butterfield was ousted as president of the Overland Mail Company in March of 1860 and replaced by members from the board of directors of Wells Fargo.

Skirmishes with the Confederates on the Butterfield Overland Trail, also known as the “Ox Bow Trail” at the onset of the Civil War in 1861 resulted in the U. S. Postmaster shutting down service to the southern Overland Route to California. Focus on travel services shifted back to the Central Overland Route from Kansas to California with the U. S. Government awarding new contracts on the Central Overland California Route, starting in St. Joseph, Missouri, and terminating in Placerville, California.



U. S. Postal 100-year
1858-1958
Commemorative Stamp⁴

Image of an Overland Mail Coach under attack. Background consisting of a southern United States map with the Butterfield Overland Mail Route marked

² United States Department of the Interior, National Park Service, From, Historic U. S. Post Offices in Wyoming, “Establishment of Early Mail Service in Wyoming,” April 17, 1987, page 32 <http://pdfhost.focus.nps.gov/docs/NRHP/Text/64500740.pdf>

³ Executive Documents , House of Representatives, 2nd Session, 33rd Congress, 1854-1855, Washington, A. O. P. Nicholson, Printer, 1855.

⁴ U. S. Postal “Overland Mail 1858-1958” stamp from the personal stamp collection of Barbara Lewellen



Russell, Majors, & Waddell, established itself as the largest firm of overland freighters in the early history of the development of the west. Established in 1848 by William H. Russell and Alexander Majors, the firm “**Russell & Majors Company**” started out freighting on the Santa Fe Trail, with twenty wagons and two hundred oxen completing a trip once a year to the south, from Independence, Missouri to Santa Fe, New Mexico, in 92 days.

In one decade the freight company expanded to 5,000 wagons and 20,000 oxen, responsible for transporting all government troops and ammunitions to U. S. Army outposts, covering the entire present-day Western United States. The freight company transported 16 million tons of government supplies to U S troops in Utah. In addition 100 stage coaches were added for service to Sacramento, California. William B. Waddell, a banker, joined the firm, which thus became “**Russell, Majors, & Waddell.**”

On July 1, 1859, Russell, Majors and Waddell under the company name “**Leavenworth and Pikes Peak Express**” bought the John M. Hockaday, U. S. mail contract which provided bi-monthly service between St. Joseph, Missouri and Salt Lake City, Utah. In early 1860 the “Leavenworth and Pikes Peak Express” was absorbed by the “**California Overland Company and Pikes Peak Express Company (COC&PPE).**”

Pony Express - 3 April 1860 to November 20, 1861

William H. Russell, Alexander Majors, and William B. Waddell, co-partners of the *Central Overland California and Pikes Peak Express Company*, conceived the idea of a relay system of men on horseback called the *Pony Express*. Pony Express riders passed the mail bag to a new rider with a fresh horse at relay stations set up at approximately sixty mile intervals from Elwood, Kansas, to Sacramento, California. Steamboat service completed the segments from St. Joseph, Missouri to Elwood, Kansas, and Sacramento to San Francisco via the Sacramento River. The Pony Express service covered 2,000 miles in 10 days. Mail service cost \$5 per half-ounce. The Pony Express operated from April 3, 1860 to November 20, 1861, and ended one month after the completion of the transcontinental telegraph line on October 24, 1861

U. S. Postal Service 100-year Pony Express Commemorative Stamp ⁷

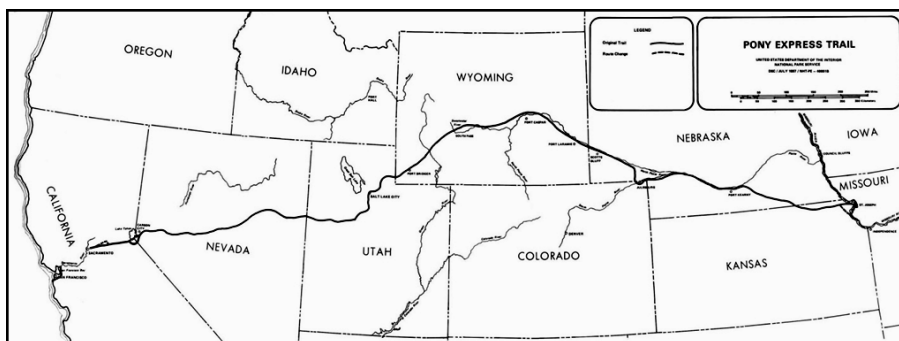


Featuring a Pony Express Rider with a map depicting the route from St. Joseph, Missouri to Sacramento, California

Pony Express Time Table

From St. Joseph To	Time in Hours	Time in Days
Marysville	12	0.5
Fort Kearney	34	1.4
Laramie	80	3.3
Fort Bridger	108	4.5
Salt Lake	124	5.2
Camp Floyd	128	5.3
Carson City	188	7.8
Placerville	226	9.4
Sacramento	232	9.6
San Francisco	240	10.0

Pony Express Trail Map ⁸



⁵ Rocky Mountain News, “Russell, Majors & Waddell” Advertisement, April 25, 1860, Page 4

⁶ Fort Collins Courier, “Alexander Majors, Freight Pioneer Dies”, April 27, 1882, Page 1

⁷ U. S. Postal “Pony Express 1860-1960” stamp from the personal collection of Barbara Lewellen

⁸ Anthony Godfrey, Ph.D., “Pony Express National Historic Trail” Historic Resource Study, August 1994, U. S. Department of the Interior National Park Service. Pony Express Trail Map < http://www.nps.gov/history/history/online_books/poex/hrs/hrst.htm>

The Central Overland California and Pike's Peak



EXPRESS COMPANY

This old established Company have recently extended their Line
TO THE MOUNTAINS,
And offer to the Public the same
Facilities, Despatch and Security
 For the transmission of
Passengers, Treasure and Letters
 Which they have ever given for like service to and from the States.
 They have placed upon the route the best of stock and will make
DAILY TRIPS
TO & FROM THE MOUNTAINS
 Central City and its Vicinity,
QUICKER THAN ANY OTHER LINE.
 FORWARDING
Express Matter and Letters
 placed in their charge,
To All Parts of the Union,
 with
SAFETY, PROMPTNESS AND DESPATCH!
 Running in connection with their
TRI-WEEKLY EXPRESS
 —FROM—
DENVER TO LEAVENWORTH AND ST. JOSEPH.
 they prevent to the mountain community a
Quicker, More Frequent, Certain & Reliable
 communication with the States, than can be otherwise obtained.
 THROUGH TO
ST. JOSEPH or LEAVENWORTH
From the Mountains in Seven Days,
FROM DENVER IN SIX DAYS.
 At all times **AHEAD OF ANY OTHER EXPRESS OR STAGE LINE.**
 This is
THE ONLY TRI-WEEKLY LINE
 TO THE STATES, and has
NO CONNECTION, WHATSOEVER,
 With any other.
TREASURE, EXPRESS FREIGHT & LETTERS
 forwarded by every Coach, in charge of an
Efficient & Trustworthy Messenger
Solely in the employ of the Co.
 Letters taken through from any point in the mountains to St. Joseph and Leavenworth for ten (10) cents each, newspapers five (5) cents each. Government stamped envelopes, bearing our Express Stamp, for sale at our offices in Denver and the mountains. Principal Mountain Agency at Central City.
 BB* Address Letters
Care of C. O. C. & P. P. Express Co.
 St. Joseph, or Leavenworth.
 JAK. B. JONES, Agent
 Denver, October 27, 1860.

HINCKLEY & COMPANY^{9 10}

*Hinckley & Company, founded by C. S. Hinckley and John Sowers, ran an Express, tri-weekly from St. Joseph to Denver via Omaha, over the **Western Stage Company** line. The company transported old dust, coin, packages and light freight. Messengers left daily for Golden City, Golden Gate, Gregory's, Black Hawk Point, Mountain City, Russell's Gulch and Idaho (Springs); and tri-weekly for Boulder City, Tarryall, Hamilton, Breckenridge, Fairplay, Platte City, Sacramento and California gulch.*

The Central Overland California and Pike's Peak Express Company purchased Hinckley's company in 1861.¹¹

COC & PPE


John Stykes Jones, Denver Agent of the *Central Overland California & Pike's Peak Express*, reported that:¹²

"In live stock the company owns upwards of 1,200 mules, and not far from 300 horses. For the Pike's Peak and the Salt Lake Line together, there are more than 200 coaches used and scattered about at the various stations, to be ready in case of accident. The coaches are the "Concord" make, and cost, at the Missouri River, not less than \$600 apiece.

Three hundred and fifty men are employed in its various departments. Twelve hundred and seventy-five miles of road are passed over by their coaches; 700 miles of the distance having a tri-weekly service each way, and the remainder a semi-monthly.

The distances between the stations of the company average about 25 miles and these are built on the whole route from the Missouri River to Salt Lake. The Pony Express makes its semiweekly trips each way from St. Joseph Missouri to Placerville, California, cities 1,800 miles apart, at a rate of ten miles per hour. From the Missouri to Salt Lake is over the regular mail route, but beyond that point the road is at some seasons of the year almost entirely deserted." The coaches are nearly always filled, and both they and the pony make time with the regularity of railway trains."

HINCKLEY & CO.'S
EXPRESS



ARE NOW RUNNING REGULAR MESSENGERS OVER
WESTERN STAGE CO.'S
LINE,
 From the Mountains and Denver to Fort Kearney,
 connecting with
UNITED STATES EXPRESS CO.,
 FOR
 OMAHA,
 ST. JOSEPH,
 ST. LOUIS,
 CHICAGO,
 BOSTON,
 NEW YORK,
 and all other cities and towns in the
United States and Europe.
 THROUGH RECEIPTS GIVEN FOR GOLD DUST which is forwarded in charge of
 "Sober, Faithful and Reliable Messengers,"
 Solely in the employ of the Company.
 Time to Omaha.....4 1-2 Days.
 Time to St. Joseph.....Six Days.
 Time to New York.....Nine Days.
The Facilities and Reliability
 Of Hinckley & Co. and United States Express Co.'s, surpass those of any other Company running into the Rocky Mountains.
Light Freight and Packages
 from the States brought through on as quick time, and at **less prices,** than by any other Express.
 BB* Order Goods by **United States Exp. Co.,** care of **Hinckley & Co.'s Express, Fort Kearney.**
 This company have no connections with Stage Lines, and are the
Only Legitimate Express Company in the Mountains.
 BB* Letters in "Government Stamped Envelopes" taken from the Mountains and Denver to the States and mailed for **seven cents each.**
Government Stamped Envelopes,
 BEARING OUR STAMP, FOR SALE at all our Offices
 Direct letters **CARE HINCKLEY & CO.'S EXPRESS** St. Joseph, or Omaha.
C. S. HINCKLEY, Sup't.
 Agents of United States Express Co., are authorized of Hinckley & Co.'s Express at all points.
 nov18&wt

⁹ Hinckley & Company Advertisement, Rocky Mountain News, Friday, April 26, 1861, page 3.

¹⁰ Central Overland California and Pikes Peak Express Advertisement, Rocky Mountain News, Friday, April 25, 1861, page 4

¹¹ Hinckley & Company Advertisement, Rocky Mountain News Weekly, Wednesday, September 19, 1860, page 4.

¹² Western Mountaineer, Golden City, December 6, 1860, page 2 "The Central Overland California & Pike's Peak Express"

Pony Express –Three Crossings, Wyoming - Assistant Division Agent – Lemuel Flower



Three Crossings Station ¹³

The biography “The Life of Hon. William F. Cody” places Lemuel Flower in Wyoming at the very end of the Pony Express days working near the Three Crossings Station in Wyoming. William F. Cody nicknamed “Buffalo Bill,” a Pony Express rider related in his biography, an Indian attack near Three Crossings, Wyoming involving **assistant division agent, Lieut. Flowers**, a nickname which Lemuel earned from fellow drivers.¹⁴

“Between Split Rock and Three Crossings they (the Indians) robbed a stage, killed the driver and two passengers, and badly wounded Lieut. Flowers, the assistant division agent.”¹⁵

A second biography about Buffalo Bill titled “The Great Salt Lake Field” embellished the Indian attack extensively:

“While driving stage between Split Rock and Three Crossings, he (Cody) was set upon by a band of several hundred Sioux. Lieutenant (Lemuel) Flowers, **assistant division agent**, sat on the box beside Cody, and there were half a dozen passengers well armed inside. Cody gave the reins to Flowers, applied the whip, and the passengers defended the stage in a running fight. Arrows fell around and struck the stage like hail, wounding the horses and dealing destruction generally, for two of the passengers were killed and Flowers badly wounded. Cody seized the whip from the wounded officer, applied it savagely, shouting defiance, and drove on to Three Crossings, thus saving the stage.”¹⁶

¹³ The Denver Public Library, Western Art Collection, watercolor by William H Jackson. Call No. WHJ-10654

¹⁴ Rocky Mountain News Weekly, October 25, 1871, Page 3, Column 4. “DIED-FLOWER-“Lt. Lem, as he was familiarly known”

¹⁵ By Bill, Buffalo, “The Life of Hon. William F. Cody, known as Buffalo Bill, the famous hunter”, an autobiography, published by Frank E. Bliss, Hartford, Connecticut, 1879, pp 102-106. William F. Cody, a pony express rider, hired by Jack Slade, late summer of 1861, was stationed out of Three Crossings when this Indian attack on Lieut. Flowers occurred.

¹⁶ By Inman, Colonel Henry and Cody, Colonel W. F. Cody, “The Great Salt Lake Trail,” Crane & Company, Topeka, 1914, p. 220

Pony Express - 3 April 1860 to November 20, 1861

Congress did not renew the COC&PPE freight contract in 1861 resulting in the dissolution of the company and the resulting purchase of the California Overland Company and Pike's Peak Express Company by Ben Holladay of the Wells Fargo Company.¹⁷

1861 to 1866 – Overland Stage Route - Ben Holladay^{18 19 20}

MEXICAN STEAMSHIP LINE.
 BEN. HOLLADAY, Proprietor.
 I. The Favorite Steamship
OREGON,
 WILL BE DISPATCHED
**For Cape St. Lucas, Mazatlan,
 Guaymas and La Paz,**
ON MONDAY, MAY 4, 1863.
At 9 o'clock A. M.
 No goods will be received after 12 o'clock M. on
 the day prior to sailing.
 For Freight or Passage, apply to
JESSE HOLLADAY, Agent,
 S. W. cor. Front and Jackson sts., up stairs.
 N. B.—Shippers of merchandises must make out
 Spanish Invoices, and have the same cleared at the
 Mexican Consulate. Also, make duplicate man-
 ifests for clearances at the Custom House. No bills
 of lading will be signed unless so cleared.
 Bills of lading will be furnished to shippers. No
 others will be signed. ap29-3ptd

The U. S. Government paid Ben Holladay \$1,000,000 yearly for carrying a daily mail from the Missouri River to Placerville, California, a distance of about 2,000 miles over the Overland Route between the years 1861 to 1865. Holladay owned a line of steamers based out of San Francisco, which provided service on the Pacific Coast, with a line between San Francisco, Oregon, Washington Territory, the Columbia River, Puget Sound, and San Diego. Foreign ports included Guaymas, Sonora, and Acapulco, in order to develop trade with Western Mexico. **Jesse Holladay**, brother of Ben Holladay managed the Steamship Sales Office in San Francisco. Ben Holladay subsequently sold the line to the Wells Fargo Company in 1866.

CALIFORNIA & OREGON S. S. LINE.
 BEN. HOLLADAY, PROPRIETOR.
 FOR
Eureka, Trinidad & Crescent City,
TOUCHING AT MENDOCINO.
 THE STEAMSHIP
Panama, +
HENRY J. JOHNSTON,.....COMMANDER
Will Leave Folsom Street Wharf,
FOR THE ABOVE PORTS
ON TUESDAY,.....MAY 5, 1863,
At 4 o'clock P. M.
 For Freight or Passage, apply on board, or to
JESSE HOLLADAY, Agent,
 Office S. W. cor. Front and Jackson sts., up stairs.
 Bills of Lading will be furnished to shippers of
 cargo. No others will be signed. ap29-td

Lemuel Flower Division Agent - Ben Holladay Overland Stage Route²¹

Lemuel Flower replaced William A. Reid, as Division Agent, on April 16, 1862, managing the stage lines between Pacific Springs and Miller's Crossing, in western Wyoming. Previously Lemuel was an Assistant Division Agent working under Jack Slade.

Robert J. Spotswood, an employee of the Overland Stage Company described the duties of a Division Agent:

“A Division Agent was in charge of from 150 to 200 miles of road daily, which was stocked. It was his duty to see that the stock was properly taken care of, and that the coaches over his division were on time with the mail, and that the mails were taken care of properly and safely conducted over his division. He had full charge of the drivers, station-keepers, local agents, stock-keepers, and all the employees of his division. It was his duty to see that they performed their duties. He was responsible for everything. He reported from time to time to the general superintendent of losses of stock, & c. A division agent has a position of great responsibility.”²²

¹⁷ United States Department of the Interior, National Park Service, From, Historic U. S. Post Offices in Wyoming, “Establishment of Early Mail Service in Wyoming,” April 17, 1987, page 34 <http://pdfhost.focus.nps.gov/docs/NRHP/Text/64500740.pdf>

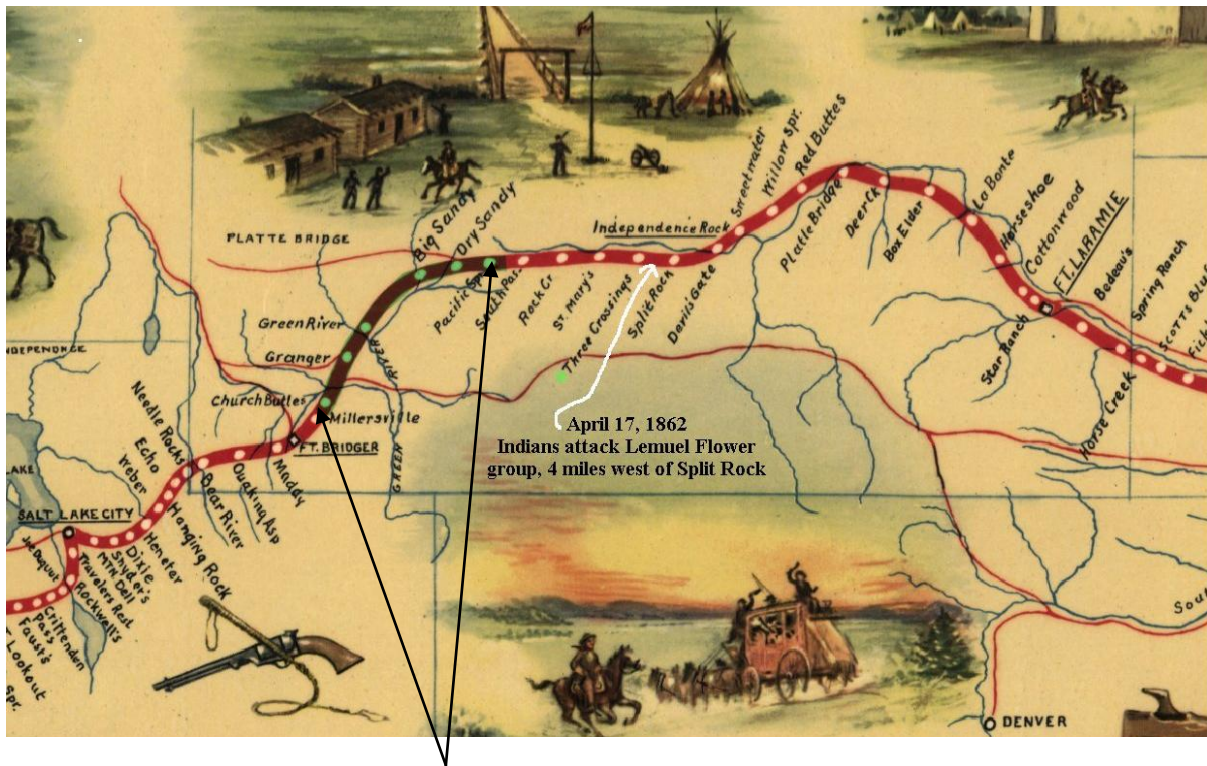
¹⁸ Ben Holladay, October, born October 14, 1819, Nicholas County, Kentucky, son of William Holladay and Margaret Hughes. William Holladay, born Spotsylvania County, Virginia, was a guide for wagon trains through the Cumberland Gap. Benjamin Holladay learned the freight business at an early age. Served in the Mormon War in 1838, and was a merchant supplier for General Stephen Watts Kearney during the Mexican American War. Moved from Missouri to Salt Lake City, Utah in 1862

¹⁹ Stone, Wilbur Fiske, “The History of Colorado” Volume 1, Page 475

²⁰ Sacramento Daily, Union, March 4, 1861, Page 2. “Ben Holladay, purchases six steamers”

²¹ Library of Congress Geography and Map Division-Digital Map Collection. Pony express route April 3, 1860-October 24, 1861, by W. H. Jackson; issued by the Union Pacific Railroad Company in commemoration of the Pony Express, October 24, 1961.

²² 46th Congress, 2nd Session, Senate, Mis Doc No. 19, Page 43, Description of a Division Agents duties in the testimony of Robert J. Spotswood.



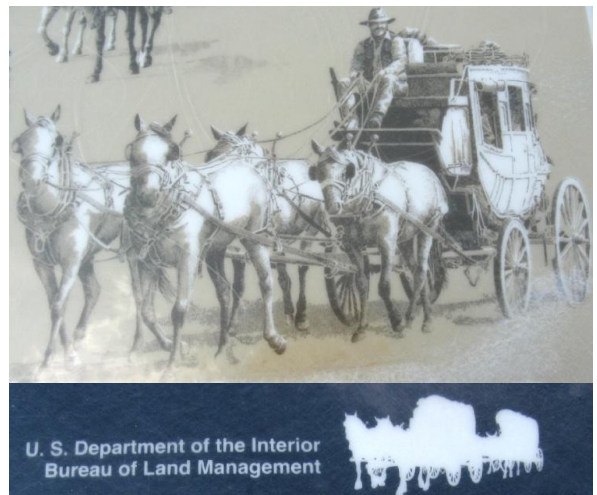
Lemuel Flower, Division Agent covering Millersville, near Fort Bridger, eastward to Pacific Springs, Wyoming
Highlighted in map above with green dots.



Photo by Barbara Lewellen—July 2012

Split Rock Historical Marker, Highway 287, between Muddy Gap and Jeffrey City. Split Rock Station was located across the valley, with the distinctive landmark Split Rock.

“A detachment of the 1st Independent Battalion Ohio Cavalry, which later became the 11th Ohio Cavalry, was garrisoned here in 1862. The troops provided escort for stagecoaches and emigrant wagon trains and protected the new telegraph lines.”



Above image from storyboard at Split Rock Historical Site-Wyoming

²³ Library of Congress Geography and Map Division-Digital Map Collection. Pony express route April 3, 1860-October 24, 1861, by W. H. Jackson; issued by the Union Pacific Railroad Company in commemoration of the Pony Express, October 24, 1961.

1862 April 17 – Indian Attack near Split Rock Station

Barely one day into his new job assignment as Division Agent of the western branch of Wyoming, Lemuel Flower and eight other men were attacked on April 17, 1862 **near the Split Rock Station**, located in the middle of Lemuel Flowers Division. Six of the nine men in the group were wounded. The most gravely wounded were Division Agents, **Lemuel Flower**, and **William Reid**. **Arthur Stephenson**, lead driver, **James Brown**, messenger, and **James Anderson**, a stage employee, suffered bullet wounds, while **Phil Rogers**, stage employee, was shot by two arrows. **Thomas S. Boardman**, Carson City stage agent, **Richard Murray**, driver, and a man named Andrews, a passenger in the coach escaped injury.²⁴

News of the Indian attack spread quickly over the telegraph wires, partly due to Thomas S. Boardman, Carson City Overland Mail Stage Agent, one of the nine men in the attacked party, who wrote a letter to his father, Mr. T. D. Boardman, of Brisbane, Australia, upon arrival at Fort Bridger, Utah Territory on May 5, 1862. Boardman's letter was published in the *Courier Brisbane*, in Queensland. Thomas Boardman also related the story to "*The Silver Age*" a Carson City newspaper, whereupon national newspapers copied the article in their publications.

After the attack the nine men in **Lemuel Flowers group waited three weeks to be removed from the Three Crossings station to Fort Bridger**. They all managed to survive the attack, tending to their own injuries.^{25 26}



Indians Attacking an Overland Express Coach²⁷

²⁴ *A Desperate Fight with Utah Indians*” The Courier, Brisbane, Queensland, Thursday 23 October 1862. Australian Newspapers, <http://newspapers.nla.gov.au/ndp/del/article/4608767> Letter written by Thomas S. Boardman, May 5, 1862, relating an attack by Indians on the Overland Stagecoach passengers and crew, on April 17, 1862, near Split Rock, in southwest Wyoming. Thos. S. Boardman, son of Mr. T. D. Boardman of Brisbane, was lately appointed an agent of the Overland Express Company, and was on his way to Utah, when the party was attacked by forty Indians, armed with rifles and bows and arrows. (Published, Hartford Time, United States)

²⁵ Gray, John S, “Cavalry & Coaches, The Story of Camp and Fort Collins,” Fort Collins Corral of Westerners Publishing, 1978, Page 14. “Indian Attack on group of nine led by Agent Flowers”

²⁶ Fort Bridger was built by Jim Bridger and Louis Vasquez in 1843, which became a U. S. Army Post in 1859. Both the Pony Express and the Overland Stage Line used Fort Bridger as a station stop.

²⁷ Harpers’ New Monthly Magazine, Volume 51, Page 324, June-Nov, 1875 “Indians Attacking an Overland Express Coach”

“THE LATE INDIAN TROUBLES ON THE OVERLAND ROUTE”²⁸
as published in the *Silver Age*, Carson City

Mr. T. S. Boardman, arrived in Carson City on the 20th, was one of those engaged in the recent fight with the Indians on the mail route beyond Salt Lake, and furnished the *Silver Age* with a few items in relation thereto, which will be found worthy of perusal, and at the same time reliable:

“I left Atchison, (Kansas), April 2nd; on the 16th the mail party, consisting of two coaches and nine men, left Sweet Water Bridge, scarcity of stock-it having been stolen by Indians-and **a heavy snow storm compelled us to remain at Plante’s Station over night**. On the 17th left Plante’s in a heavy snow storm, about 6:30 a. m.; had two or three drifts to dig through; reached Split Rock Station at 10 o’clock, a. m. This place had been abandoned some days previous, on account of the stock being stolen and two men killed by the Indians; found some hay and remained long enough to feed the mules, when we proceeded on our way.

After traveling about four miles we came to a sport where the sage brush grew very rank and thick, sand knolls, & c., when the cry was raised, “The Indians are coming!” A party of them was seen riding rapidly towards us, and at the same time shots were fired upon us from the brush nearby. **Arthur Stephenson**, who was driving the head coach, was shot at this moment, the ball making a deep graze, two and a half or three inches long, across the left breast, directly over the heart. We wished to reach the hill in front of us, but as Indians were upon that as well as on all other sides, we drove to the top of a slight elevation to the left of the road; the other coach was driven up alongside, distant about teen feet; mules badly frightened; one of them was shot through the mouth, and the bullets whistling rapidly among them, it was thought best to let them go. They were accordingly cut loose, and were soon driven up a canon to the southwest of the road, by some ten or twelve Indians.

Everything that could afford protections, mail, sacks, blankets, buffalo robes, etc., were thrown out of the coaches and from the front boots, and were placed upon the north and south sides between the coaches, against the wheels and along the east side of us, behind which we barricaded ourselves. **James Brown**, who was standing by the hind wheel of one of the coaches, then received a shot in the left side of the face, under the eye, the ball passing round under the ear. The blood gushed from the wound, and he fell, exclaiming, “I’m killed!” **Lem Flowers** (Division Agent) was then struck in the hip, the ball lodging over the kidneys, he afterwards received another ball just below the groin, the ball passing through the upper part of the hip. **Phil Rogers** received two arrows in the right shoulder. **James Anderson**, who was in one of the coaches with a rifle, concealed by the canvas, and watching the movements of the Indians and shooting as he got a chance, received a ball through the left leg, above the knee. **Wm. Reed** (Reid) was shot through the small of the back, the ball coming out for or five inches from the place it entered, passing over the spine and under the skin.

Bullets pattered like hail upon the sacks that protected us. We returned the fire with the rifle and our revolvers whenever we got sight of any of the foe, reserving most of our revolver shots for their charges. They charged upon us twice, but the volleys that we poured upon them, repelled them. About 4 o’clock, p. m., they withdrew in parties of twos and threes. We kept quiet for awhile, and seeing no Indians near us, the firing having ceased, **we went to work to better our fortification by throwing up the ground**. We soon gave this up, however, and determined to get away if we could-with the wounded-to the next station.

²⁸ Daily Alta. California, Volume XIV, Number 4482, May 26, 1862, page 1. “The Late Indian Troubles on the Overland Route” related by T. S. Boardman, copy from “The Silver Age” Carson City.

“THE LATE INDIAN TROUBLES ON THE OVERLAND ROUTE”

Brown, whom we supposed dead, we found by assistance, was able to walk, though very weak from the loss of blood. **Thinking it impossible for Flowers and Reed to walk, we uncoupled the front carriage of one of the coaches, spread our blankets and robes upon it, and attempted to draw them.** It was slow work, and we had not gone more than a quarter of a mile when we saw the Indians returning. **We lifted the two men from the truck, and by a man on each side of them, managed to walk on at quite a brisk pace.**

The Indians came to the coaches, and, soon after, seeing smoke and fire in that direction, we were forced to conclude that everything was being burned. **After a fatiguing walk of eight miles we reached the station of “Three Crossings.” Here we found the station keeper, wife, and three children, and the men employed by the Company,** who informed us that Indians-probably the same band-had stolen all the mules and eight head of cattle the night before; that they were very numerous, and they dare not go out the door. The wounded were first attended to, and we were much gratified to find that none of the wounds were likely to prove fatal. They suffered much, however.

Through the night close watch was kept. **In the morning we tore down one of the houses between the one we reserved and the stables, so that in case of an attack, if they fired the stables it could not connect with us.** With the logs of the house, and with loop holes in the rear, we made for ourselves quite a strong fortification. On this day, the man stationed on the Butte, back of the stable, reported that he saw one Indian a long distance off. A large fine calf was killed, which furnished us with meat. Each night of our stay here strict watch was kept on all sides of the house, but no disturbance.

On Saturday, five of the missing cattle returned. Sunday, two men came down from Lee Springs afoot. Monday, 21st, we yoked three of the oxen and the cow to one wagon and one yoke of oxen to the other, forming two stage teams, for the removal of the family and wounded men. **It was a tiresome trip of 13 miles-part of the way through deep sand-but we arrived at Ice Springs just before dark.** Here we obtained two mule teams, and the party of men strengthened to 14 in number, we proceeded on-picking up what few mules were found at most of the stations, men and families.

The passage over Rocky Ridge was very arduous, many of the party getting snow-blind. At Sweet Water Station we captured a squaw and papoose, and retained her as a prisoner till we left the station. She was of the Snake tribe, and the Indians who attacked the mail party were supposed by most people to be Arapahoes.

We left **Ice Springs** before daylight, in order to take advantage of the frozen snow, but it would not bear the weight of the sleighs, and the teams floundered almost out of sight in the deep snow. We made five miles that day, and camped till morning. After leaving the Ridge the many difficulties were not lessened, mud was deep, the roads washed away **and the creeks so high that we had to swim them, and make boats of wagon boxes to carry over the wounded, and women and children.** At Green River, where John Malloy was killed a family and a strong force of men were left, well armed. **The party reached Fort Bridger on the 2nd and 3rd of May, where the wounded were properly cared for in the hospital.**²⁹

Signed T. S. Boardman

²⁹ Sacramento Daily Union, Volume 23, Number 3466, Page 3, Column 3, May 8, 1862, California Digital Newspaper Collection. “On the 19th twenty-four Indians, either Snakes or Arapahoes, attacked Green River Station, killed station keeper, John Malloy, took five horses-all that was at the station-destroyed all the harness, tore up all the grain sacks, took off all the clothing and whatever they could carry, and fired into the house, but injured no other person.”

LEMUEL FLOWER

Flowers, the division agent, could travel no further westward than Weber, forty miles from here. His sufferings were greatly augmented by travel, and he had to lay over with host Stevenson at that station. Dr. Wash. F. Anderson, a former practitioner in California, went over to him on Monday and extracted the ball that threatened to worry him to death. When the affair occurred at Split Rock, it would have been an easy matter to remove the ball; but from the length of time which elapsed, the ball had gravitated to the most depending portion; in the zigzag course it had taken in his body, and so caused quite an extensive operation. Another ball that has been less troublesome, Brother Lemuel concludes to leave in its present habitation in his corporosity.³¹

JAMES W. BROWN³²

Young “Jim Brown,” the messenger, who got shot at the same time, is walking about with a terribly disfigured countenance. The ball struck him on the left cheek bone, and glanced round to, under the left ear. In its course I have probably injured directly or pressed against one of the principal nerves of the face, causing complete paralysis of the left cheek and temple. He thinks that he will have to go on to California to undergo the operation of extracting the ball. Anderson is skillful, and could doubtless do everything properly; but being alone, Brown probably lacks confidence in the ability of one surgeon.

The bullet lodged under the left ear of James Brown was removed two years later by Surgeon Dr. Glick in Virginia City, Territory of Montana on Wednesday, October 12, 1864.

SURGICAL FEAT – Wednesday last, one of the most successful surgical operations was performed by our townsman, Dr. J. S. Glick, which speaks well for his skill. The particulars, we learn are as follows:

Mr. Jas W. Brown, in the summer of 1862, when in the employ of Ben Holladay received a gun shot in the left cheek, in a fight with Indians which took place on Sweetwater-9 whites fighting for four hours and six getting wounded. Mr. Brown’s wound being dangerous, Ben Holladay took him to San Francisco to have the ball taken out, but the surgeons could not find it, supposing it to lay close to the occipital bone.

He went to New York and Philadelphia but no ball could be found and he had to make up his mind to carry a half ounce of lead for life. Mr. Brown has been a resident among us for some time and all who know him will have noticed the scar on his left cheek where the ball entered.

On Wednesday Dr. Glick casually observed that he thought he could find the ball. Mr. B. was ready immediately for the operation, which was successfully performed in twenty minutes. The Dr. first extracted a piece of the superior maxillary, of which 13 pieces had been removed on previous occasions, and then found the ball to have lodged at the extreme lower portion of the ear and removed it by forceps through the cavity of the ear.

³⁰ Sacramento Daily Union, 7 June 1862, Page 1, “The Wounded from the Plains”

³¹ Americanisms-old & new, a dictionary of words, phrases and colloquialisms, compiled and edited by John S. Farmer, Thomas Poulter & Sons, London, 1889, page 173. Definition of Corporosity “The human body. A Pennsylvanian idiom.”

³² The Montana Post, Virginia City, Montana Territory, October 15, 1864, Page 3. “Surgical Feat” Dr. Glick, removed a gun-shot ball that had lodged at the extreme lower portion of the ear of Mr. James W. Brown, who in the summer of 1862, when in the employ of Ben Holladay received a gun shot in the left cheek, in a fight with Indians which took place on Sweetwater.

1862 – 1866 - Division Agent for the Ben Holladay Overland Stage Route



Photos by Barbara Lewellen – July 2012

1862 April 22 – Dispatch to Sacramento by Division Agent, Lemuel Flowers ³³

ICE SPRING, April 22d

“Left Sweet Water Wednesday, April 16th, nine of us and two coaches-went to Plant’s station the first day. Next day we started for Three Crossings, was attacked by forty or fifty Indians, about four miles west of Split Rock. After a fight of four hours, got off with the loss of coaches, and mail and mules; six out of nine wounded, three seriously. **William Reid, Arthur Stephenson, James Anderson, Jim Brown, Philip Rogers and myself** are the wounded, all doing well buy myself-have a ball in my back and another in my hip. No stock between Ice Springs and Plant’s. Impossible to do anything without protection; no use to put any stock on the road. They have taken everything from the Three Crossings. The country is full of Indians-I think they are Sioux. On the 16th, Indians took twenty-two head of stock from Three Crossings. We lost nine.

LEM FLOWERS

1862 July 2 – More Indian Troubles – News from Great Salt Lake City ³⁴

The first intimation of the present difficulties with Indians was learned at Bridger by telegraph from Pacific Springs, on Saturday afternoon. It appears that **a detachment of the Iowa troops under Lieutenant Glenn was attacked by a large number of Sioux and Cheyennes, about twelve miles to the east of the Springs.** The detachment had 18 men, and the Indians are set up at some figure between 400 and 1,000. A fight ensued, resulting in two killed of the Lieutenant’s men, and one Indian.

About the time of the fight the wire was cut, and afterwards reported by the Indians to a train of passing emigrants, to be their special handiwork. Colonel Collins, the commander of the regiment, came up to the scene of difficulty on Sunday morning, and having a glimpse of the men on the other side of the Sweetwater, essayed unsuccessfully to cross his men.

On the evening of the attack, the stock of the Mail Company was run off from two temporary stations on the Seminole Cut-off, between the head of Sweetwater and the Warm Springs; ten animals from each station are supposed to have been stolen.

The unlucky Lemuel Flowers, the Division Agent, had scarcely well recovered from the effects of his wounds at Split Rock, before he found himself, on his first trip eastward, right in the midst of this new difficulty. He had left Pacific Springs a few hours only before the fight took place, escorting two passengers from California and a lady from Carson. Nothing further has been heard from them, but that gives no concern, as the break in the line keeps us from hearing; we hope they are all well.

³³ Sacramento Daily Union, Volume 23, Number 3446, 8 May 1862, Page 3, Column 3, California Digital Newspaper Collection, “The Troubles on the Eastern Mail Route”

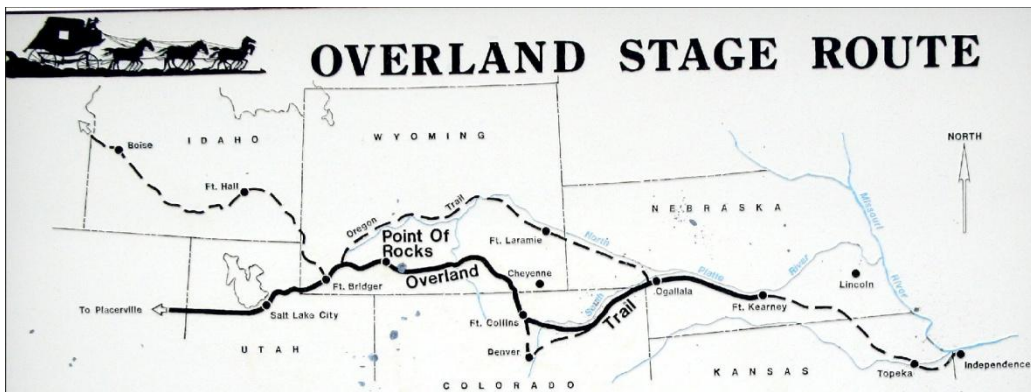
³⁴ Sacramento Daily Union, Volume 23, Number 3521, 11 July 1862, Page 1, Column 6 “More Indian Troubles” report from Salt Lake City, dated July 2, 1862

Ben Holladay Relocates Overland Stage Route to Cherokee Trail

The U. S. government instructed Benjamin Holladay to cease operations of the stage line and move to a more southern route on the old Cherokee Path. Superintendent Isaac A. Eaton, superintendent of the Overland Stage line from the Missouri to Salt Lake City ordered the mail delivery rerouted via the steamship route to California from late April to June of 1862.

Ben Holladay ordered his division agents to prepare for the removal to the Cherokee trail on July 8. The new route included **Jack Slade's division** which extended from Denver to the crossing of the North Platte, where **Flower's division** began and continued to Green River, the beginning of **Bromley's division**.

Military Escort to New Overland Stage Route



Map from a Wyoming State Parks Marker on Interstate 80, 26 miles east of Point of Rocks, Sweetwater County, Wyoming



Photo by Barbara Lewellen, July 2012

Almond Stage Station

One of the new stations built on the Cherokee Trail in 1862 by the Holladay Stage Company.

Brigadier General Craig reported receiving a request on July 11, from the stage company to provide two troop escorts to guard the removal of the line to the new route. Major John O'Ferrell, with Captain Francis M. Shipley's **Company A, Ohio Cavalry**, left the lower Sweetwater with coaches, stock and personnel gathered from Flower's division and started south. On reaching the **Cherokee trail**, the escort found an inviting plain suitable for a military post at the northern base of Elk Mountain, establishing **Fort Halleck**.

Ben Holladay Overland Mail Losses due to Indian Attacks 1862-1865

Indian uprisings between the Spring of 1862 to the Autumn of 1865 resulted in a total loss of \$545,893 to the Holladay Overland Mail Company. Losses on the northern Overland Trail amounted to \$169,443 while losses on the Southern-Cherokee Trail amounted to \$376,450.

Total losses of horses, mules, cattle, and oxen amounted to \$120,450, which included 553 horses and mules, 67 head of cattle, and 31 oxen. Total losses of barley, oats, and hay amounted to \$164,317. The Express Box and Treasure was lost in the burning of the Julesburg Station on February 2, 1864, valued at \$15,658.

Two employees were killed in 1862—a stock tender named Visey at the Split Rock Station, and John Mallory, the Dry Sandy station keeper at Green River. Lives lost from August 1864 to December 1865 amounted to 148 persons, including employees, citizens, and soldiers. Lieutenant John S. Brewer of Co. F., 2nd Iowa Cavalry lost 37 soldiers, while Captain Edward B. Murphy of Co. A, Iowa Cavalry, lost 17 soldiers in encounters with Indians.



Jack Slade, Division Agent, built a new stage station on the Cherokee Trail, in northern Colorado, and named it after his wife Virginia.

Slade managed the North Platte line from July 1862 to his dismissal in November of 1862. Lemuel Flower replaced Slade, managing the division for almost two years until October of 1864 when Robert J. Spotswood assumed command.

Joseph “Jack” Slade Troubles

Jack Slade, division agent at the newly built Virginia Dale Station on the Cherokee Trail, assisted by fellow stage line employees, **Hiram Kelly**, **Naylor Thompson**, and **Robert Scott**, wrecked the grog-shop of **George A. Sanderson**, in LaPorte, on October 15, 1862, after Mr. Sanderson refused to quit selling liquor to stage employees.

Lemuel Flower replaces Jack Slade

Slade arrested in Denver, appeared before Denver **Judge Hall**, on November 18, 1862, accused of destroying the grog-shop. Two days later the Rocky Mountain news published an announcement of **the appointment of Lemuel Flower, replacing Jack Slade.**^{36 37}

“We are pleased to learn that **Lem Flowers**, formerly division agent on the Overland Stage Line between North Platte and Millersville, **has been transferred to the line between Denver and North Platte, (Laramie, Wyoming) formerly in charge of Mr. Slade.** The numerous friends of Mr. Flowers in this city will rejoice by this transfer they will be enabled to meet and greet that gentleman oftener than heretofore. Mr. F. is one of the very best agents on the line, and we shall look forward to improved conditions of affairs on the division in question.”

A memorial marker erected by the State Historical Society in 1935 states “Robert J. Spotswood replaced Slade” as the Division Agent assigned to Virginia Dale Station, which is in direct conflict with Spotswood’s’ testimony recorded in Congressional Hearings held in March of 1878. Robert Spotswood testified in both his sworn affidavit and oral testimony that he took over management of Virginia Dale, October 1864, six months after Slade died on March 10, 1864 in Virginia City, Montana.

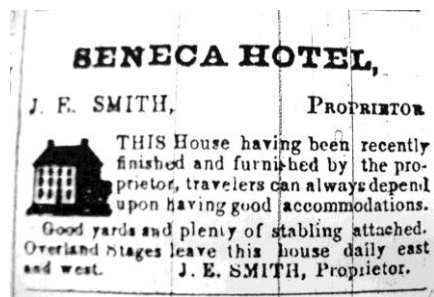
Spotswood joined the Overland Mail Company in 1862, working as an express messenger for company lawyer Bella Hughes; then was appointed **Division Agent from Julesburg to Denver**; and from there to Central City, in the mountains, 45 miles from Denver. In 1864 he was sent west by Mr. Holladay to assist in stocking the road from Salt Lake City to Virginia City, Montana, for six months. Then **he assumed management of the first division out of Denver, to North Platte, including the Virginia Dale Station, from October 1864, to the fall of 1866.**^{38 39 40 41}

³⁵ The Denver Public Library Western Digital Collection. Virginia Dale Station, Lamont Johnson, ca. 1900, Call No. X-21899

³⁶ John S. Gray, “Cavalry & Coaches, The Story of Camp and Fort Collins, Fort Collins Corral of Westerners, © 1978, pages 12-23.

³⁷ Rocky Mountain News Weekly, Volume 4, No. 31, Thursday, November 20, 1862, page 3, column 2. Lem Flowers transferred to Virginia Dale Station.

³⁸ 46th Congress, 2nd Session, Senate, Misc Doc No. 19, page 87, Testimony of Bella M. Hughes, “Attorney and general agent for the Overland Stage Line, starting in March, 1861.”



Seneca Nemaha Courier
April 9, 1864, page 3, column 6
Kansas Historical Society
Microfilm No. S611

Lemuel Flower next managed the Overland Mail Station in Seneca, Nemaha County, Kansas, in the summer of 1865. Seneca, was the first stage stop, located 80 miles west of Atchison, Kansas located on the main overland road to the west. Stage drivers working at the Seneca station included **John Warner**, 28, of New York; **William Baker**, 31, of Ohio, and **George Helen**, 32, of Iowa.

The Overland Mail Station was located in the “Seneca Hotel” managed by John E. Smith, age 35, was a native of Saugus, Essex, Massachusetts, and wife Agnes Williams, age 31, a native of Burlington, Vermont. The hotel became familiarly known as the “Smith Hotel.”

1865 Seneca, Nemaha, Kansas State Census, Household/Dwelling No. 41/39 Head of Household: John E. Smith, hotel keeper, Lemuel Flowers, 46, Massachusetts, Stage Agent, wife Harriet Flowers, 36, Vermont; John Warner, 28, New York, Stage Driver; William Baker, 31, Ohio, Stage Driver; George Helen, 32, Iowa, Stage Driver;

1866 – Military Protection for Pioneer Convoys Heading West Special Order No. 65 ⁴²

Lemuel Flower and wife Harriet moved to west to Golden, Colorado sometime between 1866 and 1868, possibly travelling in a convoy under military protection against ongoing Indian attacks in Nebraska, Wyoming, and Colorado.

Special Order No. 65 issued to Clinton Monroe Tyler, on March 25, 1866, by H. B. Carrington, of the 18th U. S. Infantry, Commander of the Ft. Kearny Post, Territory of Nebraska, illustrates the measures of protection implemented by travelers following the Battle of Sand Creek Massacre, of 29 November 1864. The forty men equipped themselves with a total of 81 guns, for protection against possible attacks.

Clinton M. Tyler established the Black Hawk, Colorado volunteer Cavalry Company, which participated in the Battle of Sand Creek in 1864. After the attack Tyler was promoted to Captain and headed the military unit on the South Platte, providing protection for the wagon trains. Clinton Tyler with partner James P. Maxwell organized a wagon toll road from Central City to Boulder in 1869.

1866 – Holladay Overland Stage Company sold to Wells Fargo Express

Ben Holladay sold his Overland Stage Company stage routes to Wells Fargo Express in 1866 for \$1.5 million. The Wells Fargo Company founded in 1851 in San Francisco, first provided transportation of Gold Rush pioneers, mail service and gold transport in California. Wells, Fargo & Company operated in Colorado from 1866 until 1869, with lines from Denver to Georgetown via Black Hawk, Kansas, and Wyoming.

³⁹ 46th Congress, 2nd Session, Senate, Misc Doc No. 19, “Testimony as to the Claim of Benjamin Holladay for Losses and damages sustained by him on the Overland Stage line during the years 1862, thru 1866.” Affidavit of R. J. Spotswood, affidavit of losses at Virginia Dale Station, July to August 1864, (pages 32-34) and Congressional Hearings Testimony, page 43-44.

⁴⁰ Fort Collins Weekly Courier, Fort Collins, Larimer County, Colorado, Thursday, July 27, 1899, Page 2 “Pioneer Days Recalled”

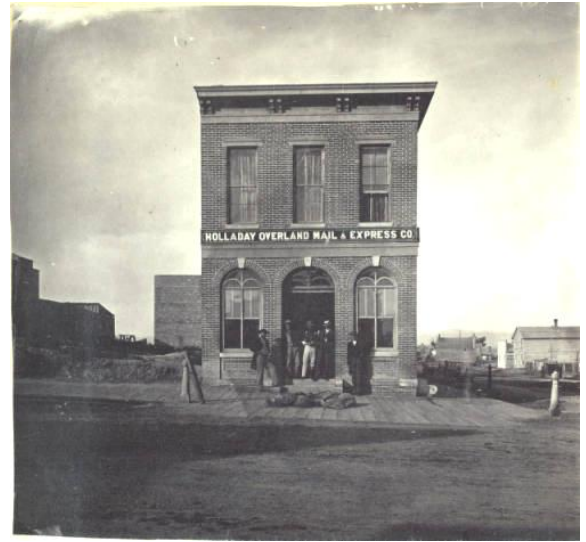
⁴¹ Fort Collins Weekly Courier, Fort Collins, Larimer County, Colorado, Thursday, April 21, 1910, Page 1 “Robert Spotswood Dies in Littleton” Biography quotes; “Six months after being hired as a messenger, Spotswood was appointed division superintendent of the first division, from Denver to Julesburg in 1862, Assigned the Denver to North Platte division June 20, 1864”

⁴² Union Provost Marshals’ File of Papers Relating to Individual Civilians, M345, Roll 263, Names beginning with “Taylor” The National Archives, Washington, D. C. Denver, Colorado NARA repository, May 26, 2000.

1866 - Wells Fargo, & Company Denver and North Platte Overland Mail Division



Wells Fargo Employees
Denver, Colorado, ca. 1870-1880⁴³



Holladay Overland Mail
and Express Co.
Denver Station, ca. 1861-1870⁴⁴



Wells Fargo Stagecoach at River Front Park - Denver, Territory of Colorado⁴⁵

⁴³ The Denver Public Library, Western Digital Collection, Wells Fargo Employees, ca. 1870-1880, Call No. X-21867

⁴⁴ The Denver Public Library Western Digital Collection, Wells Fargo, Denver Station, ca 1860-1870, Call No. X-19266

⁴⁵ The Denver Public Library, Western Digital Collection, Wells Fargo, at River Front Park, ca 1870-1880, Call No. X-21839



View of the 11th block of Washington Street, in 1867 by M. H. Tornberger.
Golden History Museum, City of Golden, Collection ⁴⁶

OVERLAND HOUSE,
• WASHINGTON AVENUE,
Golden City, - - Colorado,
LEM. FLOWER, Prop'r.,

IS NOW OPEN FOR REGULAR AND TRAN-
sient custom, which is respectfully solicit-
ed. The rooms are all light, airy, and comfort-
ably furnished, and the tables will be set with
the best the market affords.

Good Stabling

Provided for guests with their own conveyan-
ces.
This being the office of Wells, Fargo & Co., of
which Mr. Flower is the agent, tickets can be
obtained for all points where the coaches run.
Golden City, May 20, 1868. 2317

Colorado Transcript, May 20, 1868-Advertisement



1117 Washington Avenue –Overland House – ca. 1909⁴⁷

⁴⁶ Golden History Museum, City of Golden Collection, 1100 Block-Washington Ave. Future Overland House second from right, photo taken ca. 1867, by M. H. Sornberger.

⁴⁷ Denver Public Library, Western Digital Collection, Old Overland Hotel, photo taken between 1900-1908, Call No. X-10057.

1868-1869- Overland House, Golden City, Territory of Colorado
now part of the Buffalo Rose Restaurant



Photo by Barbara Lewellen, 2012

1100 Block – Washington Avenue, Golden, Colorado

**Overland Champion
makes
Automobile History**



Both seats adjust forward and back for tall and short people.



Big, business seat by reaching feet about 4-in. up to 10-in. up.

We have never seen the public flock to a car the way they are flocking to the new Overland Champion! It's a revelation — how much they wanted such a car! Study these pictures — you'll understand. Then realize that the low price also secures regular sliding gear transmission, all standard accessories, bigger new engine, Triplex springs, cord tires, and all Overland superiority. Come in.

NEW Overland \$695
cash - trade
CHAMPION

Churches Garage
Wash. Ave., Golden, Colo.

The Overland House address of 1117 Washington Avenue was demolished on Sunday, November 14, 1910 by the Woodman of the World (W.O.W.) Camp No. 15, who purchased the building in an estate sale.⁴⁸

The W. O. W. never built on the property, and subsequently sold the lot to Churches Garage in 1922 which sold **Overland automobiles**.⁴⁹

The address 1117 Washington Avenue no longer exists. The Buffalo Rose Restaurant, at 1119 Washington Avenue includes the lot previously occupied by the Overland House.

⁴⁸ Colorado Transcript, Golden, Colorado, Feb 11, 1909, Administrator's Sale of Real Estate of Edward L. Berthoud, Parcel No. 1, Lot five in block three (except 10 by 71 feet thereof, being the E. 71 feet of the S. 10 feet of said lot), on the south side of Clear Creek in the city of Golden. Parcel No. 1 contains the "Overland House."

⁴⁹ Colorado Transcript, Golden, Colorado, Nov 22, 1923, Advertisement. Churches Garage selling Overland Automobiles

1868-1869- Overland House, Golden City, Territory of Colorado

Lemuel Flower assumed management of the Overland House from George Sumner in May of 1868. Lemuel Flower, age 52, a native of Massachusetts⁵⁰ with the assistance of his wife Harriet Flower, 42, of Vermont, established a reputation of fine food, good service and accommodations. **The Overland House, a Wells Fargo stage stop**, was located in **the Loveland Block**, site of the capitol of the Territory of Colorado legislature from 1862 to 1867 before moving to Denver.

Golden newspaper the *Colorado Transcript* noted: “**Lem Flower, one of the oldest stage men in the West**, has taken charge of the Overland House in this town, and is prepared to welcome his old friends in a hospitable manner. Passengers by both the mountain and Cheyenne coaches stop here for breakfast, and their encomiums upon the house are universal. This is the local office for Wells, Fargo & Co’s stage lines, of which Mr. Flower is agent. Travelers stopping there may be assured of the best of treatment.”⁵¹

General William Tecumseh Sherman,⁵² a presidential candidate, **Ulysses S. Grant**,⁵³ and **Sherman’s son** stayed at the Overland House while touring Colorado in the summer of 1868. General Sherman arrived in town quietly, but word quickly spread of his presence. President Sherman, delighted with the service at the Overland House returned the next year for another visit. It was noted in wife Harriet Flower’s obituary that “Generals Sheridan, Grant and Sherman were guests at her home during visits to Golden.”⁵⁴

The Overland House served as the center of social activity in Golden. The Ladies’ Mite Society, held meetings at the Overland House, and invitations were sent by Mrs Ayers and Mrs. Hermans. “Mr. Harrison is getting everything in shape for his Washington’s Birthday party, at his hall on Monday evening next. Arrangements are made for supper at the Overland, where Mr. Flower will be glad to see all his friends. He has his commodious new stables completed, where guests from a distance will find plenty of forage and careful attendants. Come to the dance.”^{55 56}

The Rocky Mountain News made note on July 14, 1869 that a group of noted travelers visited various manufacturing establishments in Golden, then dined at the Overland House, where Mr. Flowers provided a most substantial and excellent repast, and returned to Denver in the evening. Members of the party included Hon. George M. Chilcott, Colonel William Craig, General H. C. Thatcher, M. D. Thatcher Esquire; George F. Hall Esquire, Judge S. F. Baird, W. H. Chapman Esquire, Sam McBride of the *Chieftain*, A. T. Seabring Esquire, D. J. Hayden, Esquire; F. Barndollar Esquire, Hon. W. F. Stone, V. B. Hoy Esquire, R. E. Whitsill, G. C. Noble, W. Hodgson, and W. R. Thomas.⁵⁷

“Stage passengers as well as everyone else who falls into the hands of Uncle Lem Flower are high in praise of the table set for them at the Overland house. If any man in Colorado can keep a hotel, that man is, the said Lem Flower,”⁵⁸

⁵⁰ 1870 Golden City P. O., Jefferson, Colorado Census, Lemuel Flower, 52, Inn Keeper, MA, and wife Harriet Flower, 42, of Vermont

⁵¹ Colorado Transcript, Golden, Colorado, Wednesday, May 20, 1868, Page 2. Lemuel Flowers-Overland House

⁵² **William Tecumseh Sherman** (1820-1891), born in Lancaster, Ohio. Foster son of Thomas Ewing. Graduate of the U. S. Military Academy at West Point (1840), Union Army General during the Civil War (1861-1865), who served under General Ulysses S. Grant, and Commanding General of the Army (1869-1883). Died in New York City, (1891).

⁵³ **Ulysses S. Grant** (1822-1885), born in Point Pleasant, Clermont, Ohio. Graduate of the U. S. Military Academy (1843), Mexican American War (1843), Union Army General, Civil War, (1861-1864), Lieutenant General with command of all the U. S. Union Armies (1864-1865); U. S. President (1869-1877). Died 1885, Mount McGregor, NY

⁵⁴ Denver Post, Tuesday, May 17, 1921, Page 7, Column 1. “Aunt Hattie” Reno, (formerly Mrs. Harriet A. Flowers) Obituary

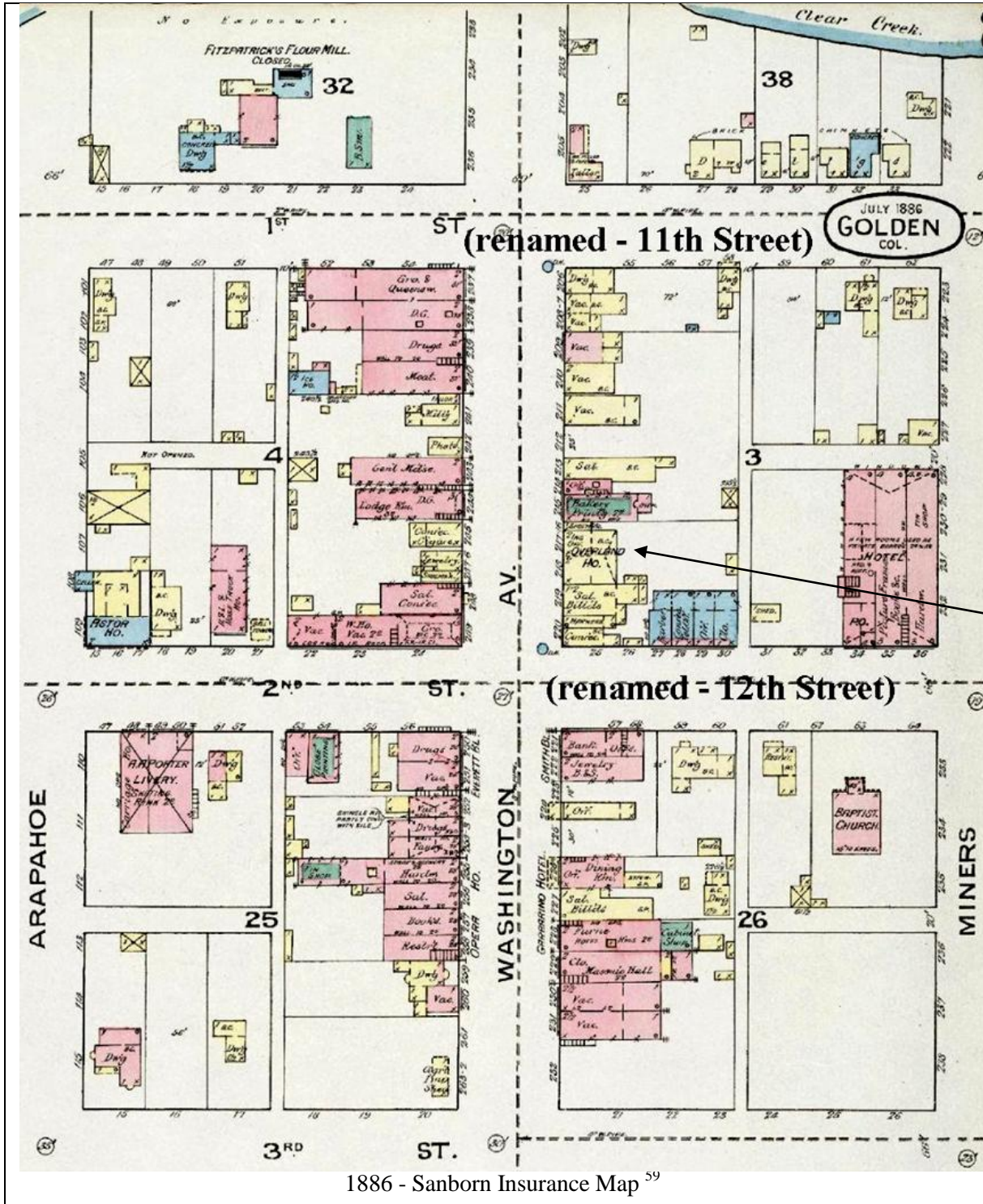
⁵⁵ Colorado Transcript, January 8, 1869, page 3. “Ladies’ Mite Society meets at Overland House”

⁵⁶ Colorado Transcript, February 17, 1869-“The Ball-Washington’s Birthday Party, ”dinner at Mr. Lemuel Flowers Overland House.

⁵⁷ Rocky Mountain New Weekly, Denver, Colorado, July 14, 1869, Page 3

⁵⁸ Colorado Transcript, Golden, Colorado, Wednesday, July 21, 1869, Page 3. Uncle Lem Flower-Overland House

Overland House – near 2nd and Washington Street



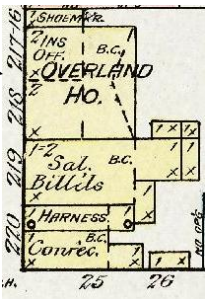
1886 - Sanborn Insurance Map ⁵⁹

1886 Sanborn
Fire Insurance
Map
Descriptions

2-story framed
building with
Shingled Roof



Front



Back

Brick & Cement
Back Wall

Front & Back Small Photos by Barbara Lewellen, 2012

⁵⁹ Sanborn Map Company, Boulder, CO, Colorado, Sheet 2 (map) 50 ft to an inch, Sanborn Map Company, from the University of Colorado Boulder Libraries, University of Colorado Digital Library, The Sanborn Fire Insurance Map Collection, <http://libcudl.colorado.edu/sanborn>.

Overland House/Hotel History
 Advertisements from the Colorado Transcript, Golden, Colorado

July 3, 1867

OVERLAND HOUSE,
 WASHINGTON AVENUE,
 Golden City,
 CYB. AYRES, Proprietor.

Having fitted up the commodious hall over J. J. BUSH'S store for a Hotel and Restaurant, I am now prepared to furnish meals or day board. My old customers are invited to give me a call.

The Overland House opened July 3, 1867 under the management of Cyrillus Buenas Ayres, a native of Pennsylvania, and wife Marcella, widow of William Wright, of Herkimer County, New York. Cyrillus previously worked as a hotel clerk, at the Nicholas Hotel, in Central City, which was under the management of Mrs. Marcella Wright in 1866.

November 22, 1867

Overland Hotel,
 WASHINGTON AVENUE,
 Golden City, Col.

THIS new and commodious Hotel,
IS NOW OPEN.

For the reception of transient guests and regular boarders.
 The tables will be supplied with the best in the market, cooked and served up in the most approved style and it will be the aim of the proprietors to make this in every respect the best Hotel in the Territory.
 The coaches of Wells, Fargo & Co., for Denver, Central and Cheyenne, stop at this house, and we have a
GOOD STABLE.
 With careful attendants for the accommodation of travelers with their own conveyance.
 CY. B. AYRES,
 B. M. HERMANS,
 Golden City, Colorado, 1867. 19-11

Benjamin M. Hermans, of Saugerties, Ulster, New York, a son-in-law of Mrs. Marcella Ayres, joined the proprietorship changing the name to the Overland Hotel

March 4, 1868

Overland Hotel,
 WASHINGTON AVENUE,
 Golden City, Col.

THIS new and commodious Hotel,
IS NOW OPEN.

For the reception of transient guests and regular boarders.
 The rooms are large pleasant and comfortable. The table will be supplied with the best in the market, cooked and served up in the most approved style and it will be the aim of the proprietor to make this in every respect the best Hotel in the Territory.
 The coaches of Wells, Fargo & Co., for Denver, Central and Cheyenne, stop at this house, and we have a
GOOD STABLE.
 With careful attendants for the accommodation of travelers with their own conveyance.
 GEORGE SUMNER,
 Golden City, Colorado, 1868. 11-11

Benjamin M Hermans removed to Denver, and Cy B. Ayres removed to the mountain community of Leadville, both providing freighting services. George Sumner, who formerly managed the Rocky Mountain house, took over management of the Overland Hotel,

May 20, 1868

OVERLAND HOUSE,
 WASHINGTON AVENUE,
 Golden City, - - Colorado,
LEM. FLOWER, Prop'r.,

IS NOW OPEN FOR REGULAR AND TRAN-
 sient custom, which is respectfully solicited. The rooms are all light, airy, and comfortably furnished, and the tables will be set with the best the market affords.

Good Stabling

Provided for guests with their own conveyances.
 This being the office of Wells, Fargo & Co., of which Mr. Flower is the agent, tickets can be obtained for all points where the coaches run.
 Golden City, May 20, 1868. 231

Lemuel Flower of Massachusetts, and wife Harriet, of Vermont, assumed management of the Overland House from George Sumner in May of 1868. The hotel assumed its previous name the "Overland House."

February 23, 1870

OVERLAND HOUSE,
 Washington Avenue,
GOLDEN CITY, - - - COLORADO.
H. M. HOWELL, Prop'r.

HAVING NEWLY REFITTED and FURNISHED this old and popular house, I am now prepared to accommodate regular and transient custom with the best the market affords. A good stable attached to the house.
 This being the office of WELLS & CO'S COACHES, Mr. HOWELL is the agent. Tickets can be obtained for all points to which their coaches run.
 GOLDEN CITY, Feb. 23, 1870. 11-4-11

December 20, 1871
Overland House,
 GOLDEN, COLORADO.
 Mrs. H. Hiney & H. Sanders, Lessees.

HAVING leased this old established house, we are now prepared to receive guests. Good stabling for teams. 22-5-11

Proprietors Mrs. H. Hiney
 & H. Sanders, Lessees.

March 8, 1876

The enterprising proprietor of the Overland has decided to change the name of his hotel. It will hereafter be known as the Reno House.

Change in Proprietorship-Mr. O. S. Buell is retiring, and Mr. Thomas T. Reno and wife Mrs. Reno-formerly Mrs Lem Flower, are stepping in.

July 3, 1872

OVERLAND HOUSE,
 GOLDEN, COLORADO.
Harry Sanders & Co., Prop'r's.

This old-established house is now fully prepared to receive transient guests or regular boarders at reasonable rates. Spring beds and well-furnished rooms. Good stabling for teams.

Harry Sanders father purchased the Overland House and place his son in charge as proprietor

June 9, 1875

Overland House !
OLIVER S. BUELL, PROPRIETOR.
 GOLDEN, COLORADO.

This favorite house has been thoroughly refitted, and newly furnished throughout, and is now open for the reception of guests.
Good Rooms with New Beds,
 And as
GOOD BOARD
 As the market affords, with **LOW PRICES** is therein. 231

June 1, 1876

Mr. O S. Buell assumed control of the Overland House as landlord, having leased the building for a term of years. Mr. Reno surrendered the control.

1870 – Guy House – Gregory Wagon Road – Golden Gate Canyon

Hughes & Company Coaches – Guy House

The Guy House, with stables and a corral, serviced the Hughes & Company Coaches on the Gregory Wagon Road, midway between the town of Golden and Central City in Golden Gate Canyon.

A change of proprietors at the Overland House and Guy House was announced in the Colorado Transcript on February 2, 1870. “We learn that a change is being arranged in the landlords of those two popular houses, the Overland in this town (Golden) and the Guy House. About the 15th inst. **Mr. Flower and Mr. Howell change places**, Mr. Howell assuming control of the Overland and **Mr. Flower going to the Guy House**. The traveling public will lose nothing either way as both houses are “on the road.”⁶⁰

Lemuel Flower incurred a bout of rheumatism and acute neuralgia, during the first of February 1870, being quite sick and abed.⁶¹ Despite his illness Mr. Flower proceeded with the exchange of management between the two hotels on February 15, 1870. “The prince of landlords, Lem Flower, has assumed control of the popular Guy House. Under his management it will lose none of its popularity.”⁶²

In August of 1870, the Board of County Commissioners appointed Lemuel Flower, a Registrar, for the Guy Precinct, Board of Registration.⁶³



Colorado Transcript, Golden, Colorado
February 16, 1870



Guy House⁶⁴ - Golden Gate Canyon

⁶⁰ Colorado Transcript, February 2, 1870 “Guy House and Overland House” proprietors to switch management positions

⁶¹ Colorado Transcript, February 9, 1870 “Mr. Lem. Flower of the Overland House has been quite sick during the past week, having been confined to his bed most of the time. His disease is rheumatism and acute neuralgia. We hope to see him about again soon.

⁶² Colorado Transcript, February 16, 1870, “Lem Flower assumes control of the Guy House”

⁶³ Colorado Transcript, August 3, 1870. “Board of County Commissioners”

⁶⁴ Denver Public Library Western History Digital Collection. The Guy House, Call No. X-9418.

1870 - COLORADO STAGE COMPANY

COLORADO STAGE COMPANY



ARE NOW RUNNING
A DAILY LINE
—OF—
SIX-HORSE CONCORD COACHES
—FROM—
Denver to Georgetown
—FROM—
Golden City to Central,
AND FROM
Central to Idaho, Georgetown,
AND CARIBOO,
Close connections made at Denver with the
Kansas & Denver Pacific Railway,
And at Golden with the
COLORADO CENTRAL.
Also, TRI-WEEKLY from
Denver to Hamilton, Fairplay,
AND THRU
South Park Country,
LEAVING DENVER ON
Mondays, Wednesdays and Fridays,
Conveying the
U. S. Mail, Wells, Fargo & Co's
and the **U. S. Express.**
Coaches leave Denver for
MOTEL OFFICE
Georgetown at 6:30 a. m. 7:15 a. m.
Fairplay at 6:30 a. m. 7:00 a. m.
For Tickets or Information apply to
J. H. JONES, Agent.
nov1870

Advertisement published in the Rocky Mountain News Weekly Denver, Colorado Wednesday, Oct 19, 1870

The Colorado Stage Company's coaches leave Golden on the arrival of the 8:20 a. m. **Colorado Central Railroad** train for Black Hawk, Central, Idaho, Georgetown and the mining districts of Summit, Lake and Park counties, and the new mines of Grand Island; returning, connect with the 2:30 p.m. train for Denver and the East.⁶⁵

"The coaches of the CSC will commence running on Sundays, on and after Sunday next, leaving the depot at Golden on the arrival of the morning trains, and arriving to connect with the afternoon trains of the Colorado Central. Leave Golden at 6:30 a. m. and 2 p. m. Leave Denver at 7:30 a.m. and 6:15 p.m.

The managers of the Stage Company are prepared to increase their facilities for transporting passengers when required, and will maintain their well-earned popularity with the traveling public.

Their coaches are now heavily loaded, and double dailies will shortly be put on, to both Central and Georgetown," "Better late than never."



George Keith Kimball, freight and passenger agent for the Colorado Central Road ca. 1870-1873 transports a load of passengers from the Colorado Central Railroad Depot in Golden to Central City.
66 67

"Six-Horse Concord Coaches"⁶⁸

THE COLORADO STAGE COMPANY
On and after Monday, Sept. 26, will run a
DAILY LINE
Of Six-Horse Concord Coaches
FROM
GOLDEN CITY
TO
Central and Georgetown, and from
Central to Idaho,
Making close connection with the
COLORADO CENTRAL RAILROAD
At Golden City 41-417

Anyone who has watched the transfer of passengers from the trains at Golden to the coaches of the Stage Company during the past three or four weeks, cannot have failed to see that the arrangements for the accommodation of those enroute to the mountain towns were woefully deficient.

Enough people arrived by each morning train to fill two coaches, and the company gave but one. That filled, the remainder must either remain in Golden until the following morning, or hire a livery team or foot it through.

Whether these were the only good reasons for their failure to accommodate the traveling public, we cannot determine, but presume Mr. Bogue fully understood the situation, and did the best he could with the facilities at command.

Still he has been subjected to very severe denunciation by a large number who expected conveyance and were denied. We are now advised that ample means are provided to meet the objections complained of, and that hereafter all reasonable demands upon the company for transportation will be supplied.⁶⁹

⁶⁵ Colorado Transcript, Golden, Colorado, October 19, 1870, Page 3. Colorado Central RR and Colorado Stage Company schedule

⁶⁶ Denver Public Library, Western Digital Collection. "Overland Stage at George Kimball's" ca. 1870 Call No. X-21823. George K. Kimball, born March 26, 1831, Boston, Massachusetts. Arrived in Central City via Cherry Creek in 1860. Served in Company E, Second Colorado Cavalry, attaining the rank of Major Escort to Paymaster Fillmore, at Fort Craig, New Mexico and assistant adjutant general on the Santa Fe Road. Superintendent of the Lode Star Mining Company at Russell Gulch from 1866 to 1870; freight and station agent and passenger conductor for the Colorado Central Railroad, in Golden, 1870-1873; and Postmaster of Golden 1873-1884. Died April 8, 1907 in Golden, Colorado.

⁶⁷ Colorado Transcript, April 11, 1907, Page 1 "Captain Kimball Answers to "Taps" Prominent Pioneer, Soldier and Mason Taken"

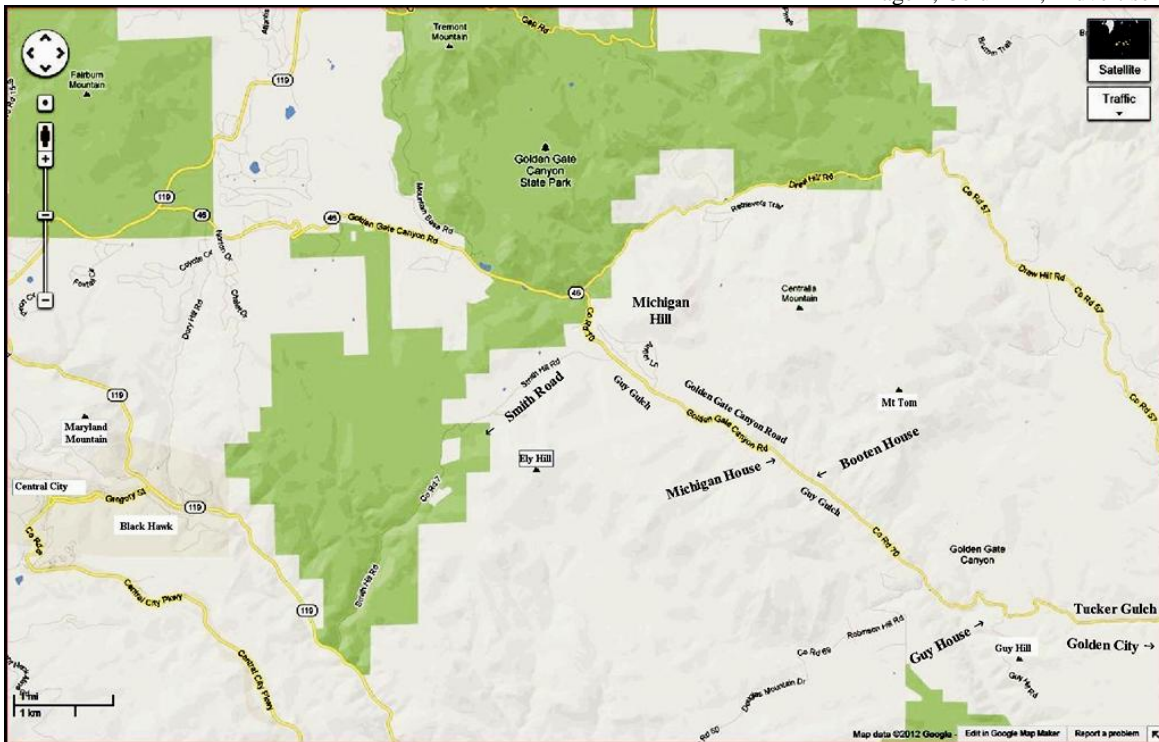
John Hughes, owner of *Hughes & Company Coaches*, sold his mountain stage lines the 23rd of August 1870 to investors **Fred A. Clark, Robert Spotswood,⁷⁰ and Francis Newton Bogue**. The investors renamed the stage line “*The Colorado Stage Company*.” Mr. Clark, of Georgetown, is one our largest capitalists; Mr. Bogue, of Idaho (Springs), has a wide experience as a stage man, while Col. Robert Spotswood, late of Hughes & Co., has a reputation second to no stage manager in the far west.⁷¹

Colorado Stage Company purchased eighty-four head of horses, six Concord coaches, four Concord hacks, and the barns, harness and property, and moved their equipment from Denver to Golden the first week of October, 1870. In addition big barns and sheds were erected, and the Concord coaches were refitted.⁷² Mr. Spotswood informs us that as soon as horses can be bought, a double daily line will be put on between the town of Golden and Central City. This company understands its business, and will do all in its power, to accommodate the public, in the future, as in the past.⁷³

Lemuel moved from the **Guy House** to the **Michigan House** located three miles further up the Golden Gate Canyon, **servicing the stage coaches of the Colorado Stage Company** travelling to the mining towns. The Michigan house was located eleven miles east of Central City.

MICHIGAN HOUSE,
CENTRAL CITY ROAD.
 The reputation of this old established and popular resort of travelers is still kept up. There are no better accommodations for the public to be found on the road. The Michigan eleven miles east of Central.

Daily Denver Gazette - April 3, 1869
 Page 2, Column 4, Advertisement



Approximate locations of Michigan House, Booten House, and Guy House

⁶⁸ Colorado Transcript, October 19, 1870, Colorado Stage Company advertisement

⁶⁹ Daily Register Call, Central City, Gilpin County, Colorado, Friday, April 26, 1872, page 4. “Colorado Stage Company” review.

⁷⁰ Rocky Mountain News, Denver, Colorado, August 17, 1871, Page 1. Colonel R. J. Spotswood, who has just sold his stock in the Colorado Stage Company to Mr. F. A. Clark, and retired from the active superintendence of the line, is the oldest and most experience of Colorado stage men. He has been connected with overland staging from the beginning, and been identified with all of the various companies which have owned and controlled the line. See Appendix D for Life of Robert Spotswood.

⁷¹ Rocky Mountain News Weekly, August 24, 1870, Page 3. “The Stage Transfer”

⁷² Colorado Transcript, Golden, Colorado, October 2, 1930, Page 7. “Do You Remember? 60 Years Ago This Week”

⁷³ Colorado Transcript, Golden, Colorado, September 21, 1870, Page 3. Colorado Stage Company-Mr. Spotswood

Death of Lemuel Flower – Michigan House

On the evening of October 20, 1871, Lemuel died unexpectedly around 4 p. m. Notice of his death was first noted in the Central City “Daily Register” newspaper on October 21st: “Lem Flowers, an old stager, and for a considerable time keeper of the Guy House and Michigan House died yesterday as the coach passed the Michigan House.”⁷⁴ The Rocky Mountain News Weekly on October 25th, stated: “Died-at the Michigan house, on the Central City road, Friday evening, October 20, after a short illness, Lemuel Flower, aged about 64 years “**Lt. Lem**” – **as he was familiarly known-was an old stage man, literally worn out in the incomes, the pioneer who made his way across the continent, and many a hostler man will mourn his death. He was a kind hearted, amenable man.**”⁷⁵



Cemetery Hill, can be seen on the distant knoll, dotted with white picket fences that marked individual graves, ca. 1870⁷⁶

“**Mr. Flower had been a pioneer in the staging business in the west**, and as a token of respect all the coaches at this station-four in number-were ordered out by **Mr. Bogue**, the superintendent of the line, and joined the procession to the grave, loaded to overflowing by the friends and acquaintances of the deceased; there were also a large number of other vehicles in the procession, making altogether the **most imposing funeral pageant we recollect seeing in the Territory.** All heartily tender their sympathies to the bereaved widow in her sad loss.”^{77 78 79}

Central City Express Agent **George A. Patton** drove the funeral hearse from Central City, to the Michigan House, then on to the Golden “**Cemetery Hill**” on October 21, 1871. The cemetery was located at the northern edge of Golden City, situated on a knoll, about one mile north of the Overland House.⁸⁰

The large number that attended the last sad rites, and followed the remains to their last resting place on Sunday, attested the respect and esteem in which the deceased was held in the community of which he had been so long a member.

⁷⁴ Daily Register, Central City, Gilpin County, Colorado, October 21, 1871, page 4, column 2. “Lem Flowers Dies”

⁷⁵ Rocky Mountain News Weekly, October 24, 1871, Page 3, “Died-Lt Lem Flower”

⁷⁶ Denver Public Library, Western Digital Collection, View of Golden, ca. 1870, looking north. Call No. X-9789.

⁷⁷ 1870 Georgetown, Clear Creek, Colorado Census, Page 129, 117/107: Francis Bogue, 35, Vermont, Stage Line. 1880 Del Norte, Rio Grande, Colorado, 1/1, F. Newton Bogue, b. ca. 1835, VT, VT, VT, Mining Toll Road, with wife Eliza S., b. ca. 1838, Vermont, (2) John Hughes Co., operating stage lines between Golden and the mountain towns, sold their business to F. N. (Francis Newton) Bogue, Bob (Robert) Spotswood, and Fred A. Clark, operating under the name of the Colorado Stage Company, Colorado Transcript, August 17, 1870, page 3, column 4.

⁷⁸ Colorado Transcript, October 25, 1871-Death of Mr. Lemuel Flower

⁷⁹ Colorado Transcript, Golden, Colorado, October 24, 1871. Death of Lemuel Flower, Four stages ordered out by Mr. Bogue, superintendent of the Colorado Stage Company.

⁸⁰ Colorado State Archives, Probate Records of Lemuel Flower. Bill submitted by George A. Patten, to the Estate of Lemuel Flower, dated October 21, 1871, “For use of hearse from Michigan House to Golden City Cemetery, \$50.00.”

Mr. Flower, born in the town of Ashfield, Massachusetts, connected with the various stage lines that then united the East with the West. He lived to see civilization on wheels, of which he was a ruling spirit, superceded by the iron steed. The duties devolved upon him were onerous and often included great responsibilities-well has he fulfilled them. The writer hereof well recalls him, when in the freshness of youth. There were “giants in those days.” **Henry Clay**, with his “towering brow and eagle eye,” **Menifee** of Kentucky, and **Sam Houston** of Texas; **S. S. Prentiss** of Mississippi, **Ewing** of Ohio, **Phillip Doddridge**, and a host of other shining lights of that period, journeyed over the road of which our lamented friend had the management.^{83 84 85 86 87 88}

The writer hereof has frequently stood awe-struck at the sight of sixty stage coaches under the manipulation and management of **Lem Flower** and **Steve Eldred**, now of the Green Mountain Ranch, Colorado, rumbling down the western slope of the Alleghenies, freighting the wisdom of the age!⁸⁹

One by one our friends depart. The departure of each leaves a void which cannot be filled. The old, happy days of stage coaching are “gone from the earth forever” – **no funeral train behind except the shrill shriek of the iron horse**. But how many recollections of the past do the old familiar names of *Good Intent, Stockton and Stokes, Neil, Moore and Co.*, “suggest! They are among the things of the past. Peace to thy remains, Lem. While in the Earth-sphere, you did your duty nobly and whether called upon to rein the fiery chariots of the sun or not, we hope to meet you. Good, kind friend,

farewell!

**No more the dreary stager dreads, The toil of the coming morn;
No more the bustling landlord runs, At the sound of the echoing horde
For the dust lies still upon the road, And bright-eyed children play
Where once the clattering hoof and wheel Rattle along the Way. (A. O. P.)
Andrew Oliphant Patterson**

⁸¹ Golden Transcript, Wednesday, October 25, 1871, Page 2 – On the 20th, at 2 o’clock p. m., at the Michigan House, Jefferson County, Colorado, of apoplexy, Lemuel Flower, aged 52 years.”

⁸² Golden Transcript, Wednesday, October 25, 1871, Page 3 Lemuel Flower Eulogy by Andrew O. Patterson, Esquire

⁸³ **Henry Clay** (1777-1852), born April 12, 1777, Hanover County, Virginia. Education: College of William and Mary, Virginia. Admitted to the bar (1797); Lawyer, Lexington, KY “Ashland Estate” (1797); Politician (1803-1852); Nominated for the presidency by the National Republicans (1832); Candidate for the Whig nomination (1840, 1844, & 1848); U. S. Senator from Kentucky (1849). Died June 29, 1852 in Washington, D. C. and buried in Lexington, Kentucky.

⁸⁴ **Richard Hickman Menefee** (1809-1841), born in Owingsville, Bath County, KY. Education: Transylvania University (1830). Admitted to the bar, Mount Sterling, KY (1830); Commonwealth’s Attorney (1832); Montgomery County, Kentucky House of Representatives (1832); Lower House of Congress Whig, (1837); Lawyer-Lexington, Kentucky, (1839); Member of the House of Representatives (1836-1837); Whig-25th Congress (1837-1839). Died in Frankfort, Franklin County, Kentucky. The first bill he offered to the House authorized the construction of the first turnpike in Bath County and gave control of the turnpike to the **Owingsville and Big Sandy Road Company**, which was passed February 16, 1832.

⁸⁵ **Samuel Houston** (1793-1863), born just north of Lexington, Rockbridge County, Virginia. Representative for Nacogdoches, Texas, Convention of 1833; Signed Texas Declaration of Independence (1836); First (1836-1838) and third (1841-1844), President of the Republic of Texas; Representative in the Texas House of Representatives for San Augustine (1839-1840); Texas U. S. Senator (1846-1859); Opposed the Kansas-Nebraska Act of 1854, Governor of Texas (1859). Evicted from office for refusal to take an oath of loyalty to the Confederacy (1861). Died 1863 in Huntsville, Texas.

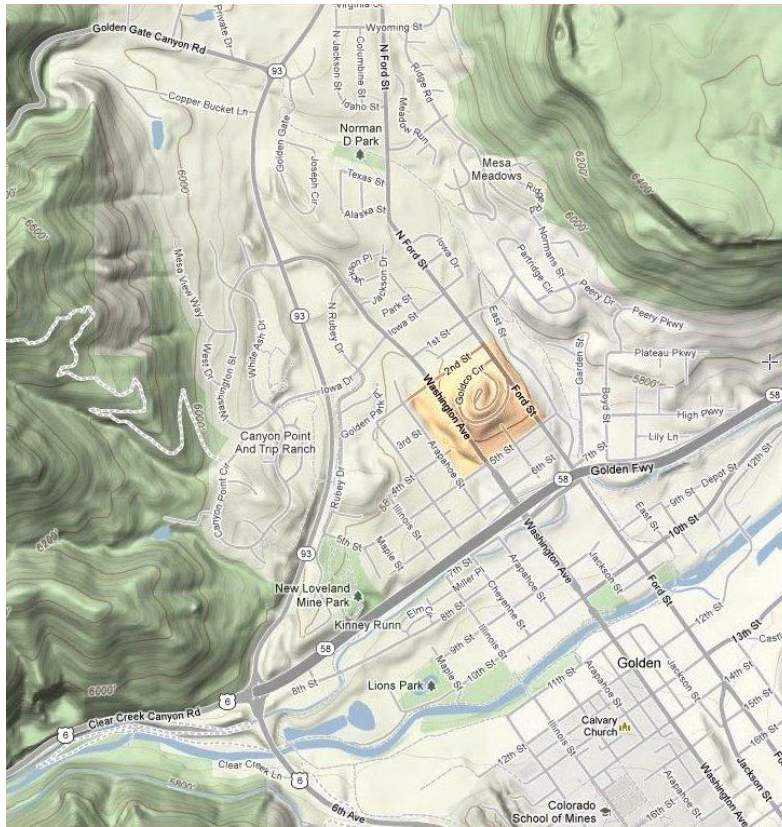
⁸⁶ **Sargeant Smith Prentiss** (1808-1850), born Portland, Cumberland, Maine. Education: Bowdoin College, Brunswick, Maine. Settled first in Mississippi, then later in Louisiana. House of Representatives for the state of Louisiana (1837); New Orleans Lawyer, and great orator. Died at Longwood, near Natchez, Adams, Mississippi (1850).

⁸⁷ **Thomas Ewing** (1789-1871), born West Liberty, Ohio County, Virginia (now West Virginia). Moved to Ohio in 1791 with his parents. Education: Ohio University at Athens-1816. Lawyer in Lancaster, Ohio, (1816); U. S. Whig Senator (1831-1837); chairman, Committee on Public Lands (24th Congress); Secretary of the Treasury (1841); Secretary of the Interior (1849-1850); U. S. Senator (1850-1851); and appointed Secretary of War but the Senate refused to confirm his appointment (1868). His foster son was General William Tecumseh Sherman. Died in Lancaster, Ohio, in 1871.

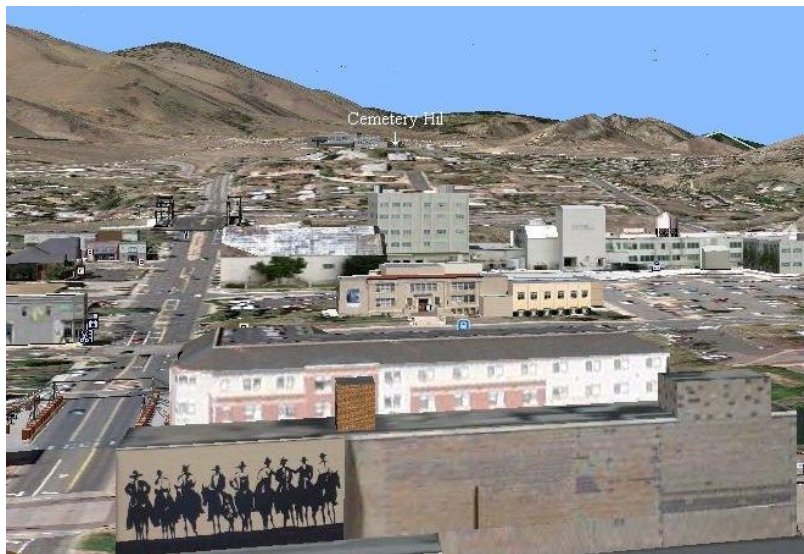
⁸⁸ **Phillip Doddridge** (1772-1832), born Bedford County, Pennsylvania. Occupation: Lawyer. Served in the Virginia General Assembly at various times between 1815-1829; U. S. House of Representatives (1829). Lived in Wellsburg, Brooke County, Virginia, located sixteen miles north of Wheeling, (1796-1832). Died while on business in Washington, D. C. (1832).

⁸⁹ **Stephen Eldred**, age 43, born in Alabama in the year 1828, and wife Margaret, b. 1837-New York. 1870 Golden, Jefferson, Colorado Federal Census, Household 5, Dwelling 5, page 352, Heritage Quest Online.

Cemetery Hill – Golden City



View north to Cemetery Hill – Golden City – 1870⁹⁰

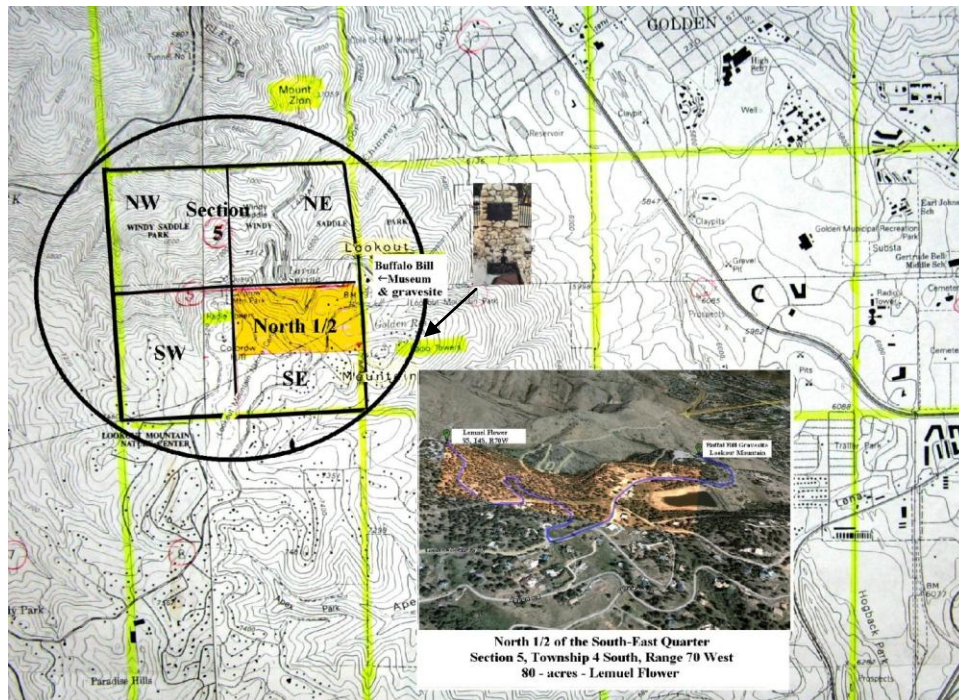


Cemetery Hill was located between Washington Avenue, on the west; and Ford Street, on the east; 2nd Street on the North, and 5th Street on the South ⁹¹

⁹⁰ AcmeMapper2.0. Topographic Map of Golden, Colorado, with site of Cemetery Hill colored in yellow. Bordered by Golden Gate Canyon Road on the North and Clear Creek Canyon Road on the south, with Highway 93 running north to south on the west..

⁹¹ Google Earth Maps, © 2012. View looking north on Washington Avenue with Cemetery Hill marked.

Probate Judge, Joseph Mann, appointed Harriet Flower, administratrix of the estate of husband Lemuel Flower, on December 19, 1871. **Charles H. Danforth, John Harlan, and Stephen Booton** were assigned to appraise the goods, chattels, and personal estate of Lemuel Flowers. The inventory appraisal, submitted January 8, 1872, included a pair of horses, a lumber wagon, light concord wagon, four cows, a 2-year old steer, a sow and pigs, and two sets of double harness valued at \$535. Real estate consisted of 80 acres of land in Section 5, Township 4 South, Range 70 West, valued at \$200.



U. S. Department of the Interior, Geological Survey, Evergreen Quadrangle-Colorado-Jefferson County; and insert image Google Earth, collage using Paint Shop Pro

Approximate location of Lemuel Flowers 80 acres located in Section 5, Township 4 South, Range 70 West, near Lookout Mountain and Buffalo Bill (William F. Cody) gravesite and museum.

A civil suit settlement against Real Estate agent **Stephen S. Huddleston and Gilbert N. Belcher**, county commissioner, was settled in favor of the estate. The Probate court decided the case of “Harriet A. Flowers, administratrix, vs. S. F. Huddleston and G. N. Belcher, assumpsit,” with judgment for the plaintiff in the amount of \$230.10, on October 23, 1872. ^{93 94 95 96 97}

⁹² Colorado State Archives, December 19, 1871, Jefferson County, Colorado Probate Case Number 33. See Appendix C for papers included in the administration and final settlement of the estate of Lemuel Flower

⁹³ 1870 Golden City P. O., Jefferson, Colorado, page 349B, 114/111, Stephen Huddleston, 40, Indiana, Real Estate Agent, wife Jeanette, 37, Indiana, and daughter Ada Huddleston, 16, Indiana.

⁹⁴ Colorado Transcript, Wednesday, June 27, 1883, page 3, column 2. DIED-Stephen F. Huddleston died Saturday, June 23, 1883, the result of an accidental drowning. Mr. Huddleston was at the construction of a bridge across Grand River about ten miles below Grand Hot Springs and in some way lost his footing and was precipitated into the roaring torrent below. Mr. Huddleston was

Date	Items of Receipts	Amount	Total
1872	Amount of appraisal bill		\$535.00
	Amount of Judgment note: Against Hudleston & Belcher ⁹⁸		280.00
	Judgment against Swedes		20.00
	<u>Items of Cash paid out</u>		
Oct 21, 1871	Amount paid F. Sessler- Furniture Mfg. & Dealer & Undertaker ⁹⁹ for Medaillie "metal" coffin (1)	65.00	
Oct 21, 1871	Amount paid Geo A. Patton ¹⁰⁰ - To drive hearse from Michigan house to Golden City Cemetery (2)	50.00	
Oct 23, 1871	Amount paid Lewis Taylor ¹⁰¹ for Digging of Grave (3)	5.00	
Oct 23, 1871	Amount paid Thos Doolittle ¹⁰² Team & Carriage (4)	16.00	
January 1872	Amount paid Miliken ¹⁰³ & Craig ¹⁰⁴ To building and placing fencing in cemetery (5)	30.00	
Oct 5, 1872	Amount paid "Leach & Ward" ¹⁰⁵ acct allow (6)	20.00	
No date	Amount paid Probate Judge for cost (7)	22.15	
January 1874			
No date	Amount of Case of "Flowers vs. Bell"	29.35	
No date	Amount Paid (George) West ¹⁰⁶ for advertising-Colorado Transcript	19.00	
No date	Amount Paid DeLedua & White ¹⁰⁷ attorney fees in case against Huddleston ¹⁰⁸ & Belcher	25.00	
	Final Settlement – January 9, 1874	281.70	835.00
		Net Bal	\$553.30

one of the earliest settlers of Colorado, residing for a number of the first years at Black Hawk. He was a member of the Territorial Legislature from Gilpin County, and has been a resident of Golden since 1867.

⁹⁵ Colorado Transcript, December 14, 1870, Page 4. Advertisement. "Huddleston & Crawford, Real Estate Agents, General Brokers and Mining Agency and General Conveyancers. Will make collections, pay taxes, buy and sell real estate. Remittances made promptly and charges reasonable. Parties wishing to purchase or rent improved or unimproved City Property, Farmers or Farming Lands, Gold or Silver Mines, in any part of Colorado, will find it to their interest to address or call on us, at our office in the County Clerk's Office, in Loveland's Black, Golden City. D. C. Crawford being County Clerk of Jefferson County has facilities for furnishing abstracts of titles to property." The firm was dissolved October 1871 and J. T. Boyd replaced Huddleston in the firm.

⁹⁶ 1870 Golden City P. O., Jefferson, Colorado Census, page 373, 392/352, "Gilbert N. Belcher, 45, Pennsylvania, farmer, wife Mary C., 30-Connecticut, and son Francis Belcher, 8-Colorado

⁹⁷ 1860 – Golden, Arapahoe, Kansas Territory. No, 6922. G. N. Belcher, 25-PA, Occupation-Hotel, wife Mary C., 20-PA, and son Frank, 1-Golden City

⁹⁸ Colorado Transcript, Golden, Colorado, "The Probate court decided the case of "Harriet A. Flowers, administratrix, vs. S. F. Huddleston and G. N. Belcher, assumpsit," with judgment for the plaintiff in the amount of \$230.10, on October 23, 1872. Final settlement shows an entry of \$280.00.

⁹⁹ 1870 – Central City, Gilpin, Colorado, Page 267B, 71/70, Siegimon Sessler, 40, Baden, Grocer, wholesale & retail

¹⁰⁰ 1870 – Central City, Gilpin, Colorado, Page 532, 615/565, George A. Patton, b. ca. 1834, Maine, General Merchant, Express. Wife Mrs. George A. Patton is head of household in 1880. Daily Register, Central City August 12, 1871: "Nat Young & Co., agents of Wells Fargo & Co., made arrangements with George Patten to have all goods received at Central City. Grand Mason. Living in Idaho Springs in 1877 where he built a building 20'x50' which housed a store, with a post office next door.

¹⁰¹ Colorado Transcript, Golden, Colorado, November 21, 1888, Page 3. "Found Dead-"Old Taylor on 1st Street." Louis M. Taylor, age 60, b. ca. 1828, stone-mason, pioneer of Colorado, member of the 3d Colorado Cavalry, and participated in the Battle of Sand Creek -1864; Survived by his brother Milton Taylor, a sheep rancher between Fort Collins and Cheyenne on the old Colorado Central line called "Taylor's Siding," Buried Tuesday, November 20, 1888, Golden Cemetery. 1870 Golden City P. O., Jefferson, Colorado Census: Lewis Tayler, b. ca. 1832, Pennsylvania, living in Hotel kept by Seth Lake. 1880 – Georgetown, Clear Creek, Colorado census, Lewis Taylor, 42-IL, CT, KY, Carpenter, wife Jennie O., 29, Canada, England, Scotland, and sister-in-law, Mary Rochester, 24, Canada, England, Scotland.

¹⁰² 1870 – Golden City, Jefferson, Colorado Census, Page 348B, 90/87, Thomas Doolittle, b. ca. 1842, New York, Livery Stable Keeper, wife Elizabeth, b. ca. 1849, Illinois, and brother, Jefferson Doolittle, b. ca. 1844, New York, carpenter. Thomas Doolittle and Gertrude Elizabeth Johnson were married April 28, 1870 in Jefferson County, Colorado. After the death of Thomas Doolittle, widow Mrs. Gertrude E. Doolittle married Edward F. Rundlett, January 5, 1887, Jefferson County, Colorado.

¹⁰³ 1870 – Golden City, Jefferson, Colorado Census, Page 345A, 19/18, Robert Miliken, 40, Carpenter, Pennsylvania

¹⁰⁴ 1870 – Golden City, Jefferson, Colorado Census, Page 345B, 36/24, Stephen H. Craig, 34, Carpenter, Delaware

¹⁰⁵ Colorado Transcript, Golden, Colorado, September 13, 1871, Page 2, Advertisement: "Barnes' Premium Flouring Mills, Golden City, Colorado, Thomas Leach & Co., Proprietors: H. S. Leach, J. W. Thomas, and J. A. Ward

¹⁰⁶ Colorado Transcript, Golden, Colorado, January 16, 1867, Page 3. "The Daily Colorado Transcript, edited and published at Golden City, by George West, Esquire, late of the Denver News."

¹⁰⁷ Colorado Transcript, Golden, Colorado, January 28, 1872, Page 1, Advertisement "G. C. White, Attorney at Law, Loveland Block."

¹⁰⁸ Colorado Transcript, Golden, Colorado, November 30, 1870, Page 1, Advertisement: "Huddleston & Crawford" Brokers in Money, Mines and Real Estate.

FRED. SESSLER,

Manufacturer, and Dealer in
HARD WOOD AND OTHER KINDS
OF

Furniture

HAS REMOVED HIS

WARE-ROOMS.

TO

MORSE'S BLOCK,

MAIN STREET, CENTRAL CITY,

And is now better than ever prepared to fill all orders for Household and office furniture, including Walnut, Oak and Maple sets for Parlor, Bed Room and Dining Room.

Finishing,

Done in the best style of the Art.

UPHOLSTERING

Equal to the best in the United States,

UNDERTAKING,

Promptly attended to.

Remember, Morse's Block, Main St,
City, 10.

Daily Central City Register
Vol IX, No. 49
September 24, 1870


Payment of \$65.00
to Frederick Sessler, of Central City
for Metal Coffin



Payment of \$50.00, paid to George A. Patton
for driving hearse from the Michigan House
to the Golden City Cemetery ¹⁰⁹

GOLDEN, COL.
Best IXL Flour and Feed on hand at all times.
O. F. BARBER, PROPRIETOR.

C. O. R. R. LIVERY STABLE



THOMAS S. DOOLITTLE, Proprietor,
Miner Street, bet. Second and Third,
GOLDEN, COLORADO.
Keeps constantly
HORSES, CARRIAGES, BUGGIES, ETC.
In connection with the above is a first-class Feed and Sale Stable.
Horses boarded by the day or week, on the most REASONABLE TERMS.

Payment of \$16.00 paid to Thomas Doolittle
for team and carriage ¹¹⁰



Fenced Gravesite ¹¹¹

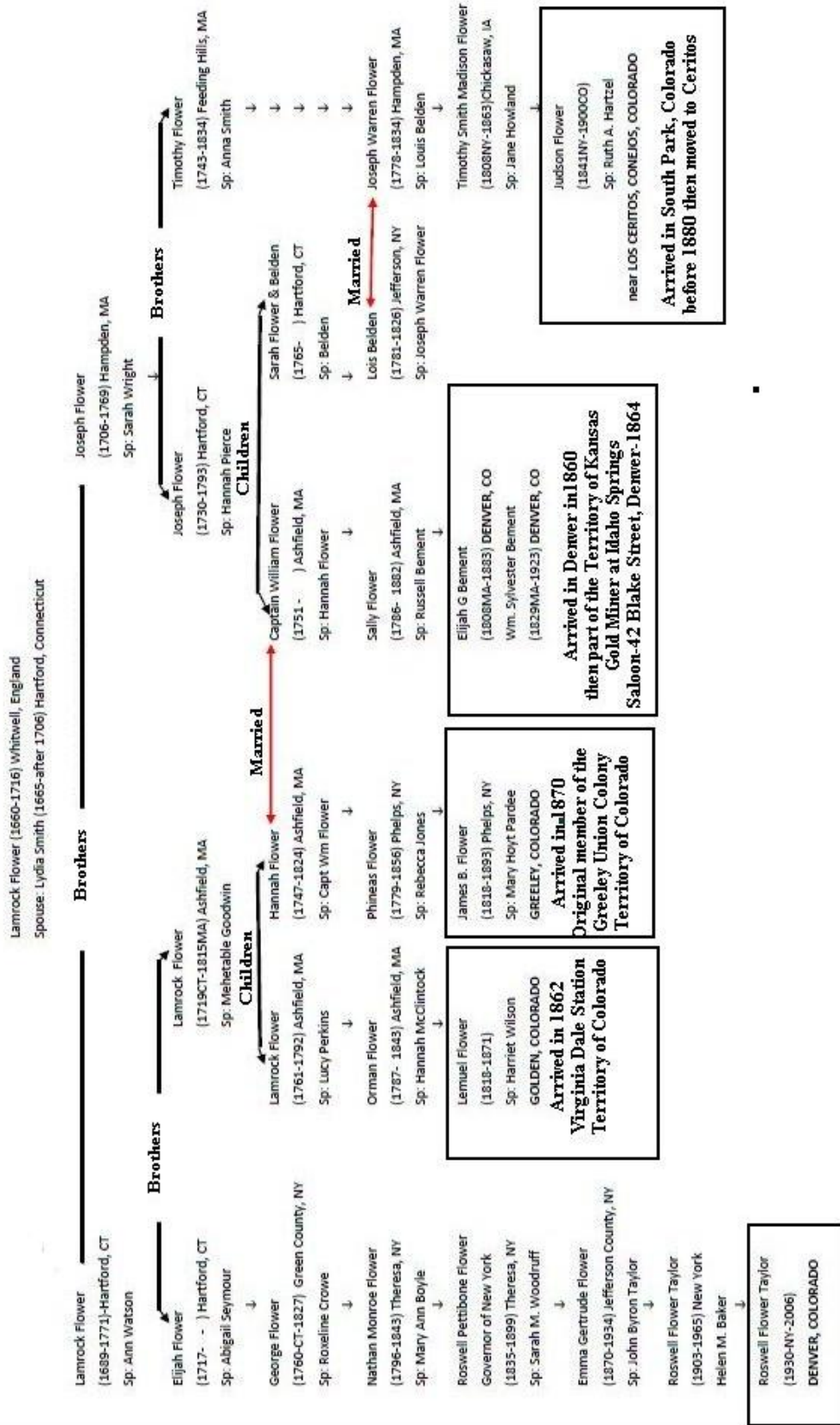
Payment of \$30 paid to Miliken & Craig
to build and place fencing in cemetery

¹⁰⁹ Postcard, #C68, "1880 Hearse" Huffine Museum, near Glacier National Park, Highway 2, east of Kalispell, Montana

¹¹⁰ Rocky Mountain Directory and Colorado Gazetteer, for 1871, S. S. Wallihan & Co., Denver, Colorado, page B102, Golden

¹¹¹ Denver Public Library Western Digital Photo Collection, Unidentified Cemetery, David F. Barry Photo Collection, File No B-439.

Flower family descendents – arrivals in Colorado



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