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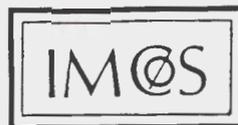
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Cover map: Nova Hispania Nova Galicia Guatemala,

by Arnoldus Montanus/John Ogilby. 1671. *Courtesy:* Jens Bornholt

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How the Gold Rush Put Colorado on the Map

by Wesley A. Brown

'We were very much disappointed to find so large and flourishing towns, we saw lots of men, women and children, all busy apparently as contented as people are in Decatur. What a great and sudden change, eight months ago not a single tent: now a moving, living and energetic people are building a great metropolis.'¹ This observation from the diary of Charles Post on 27 June 27 1859 dramatically indicates that in contrast to most large cities that grow over a long period of time, Denver arose rapidly. The Denver area had no permanent inhabitants in the spring of 1858, but by the close of 1859, up to 100,000 persons had come to the location, and although many returned to their eastern

homes, thousands remained to build the city. This article describes the Pikes Peak Gold Rush, a stampede to an area centred on the confluence of the South Platte River and Cherry Creek, now Denver, Colorado. The stampede would prove to be only the first of many for mineral wealth over the next fifty years, but it was the one to focus interest on Colorado and put it and the city of Denver on the map.

Because most travellers across the western part of the United States aimed to get to the West Coast, the extensive mountain chains in the western half of Colorado made this area the last place most of them wanted to be. Almost all who headed west went north along the North

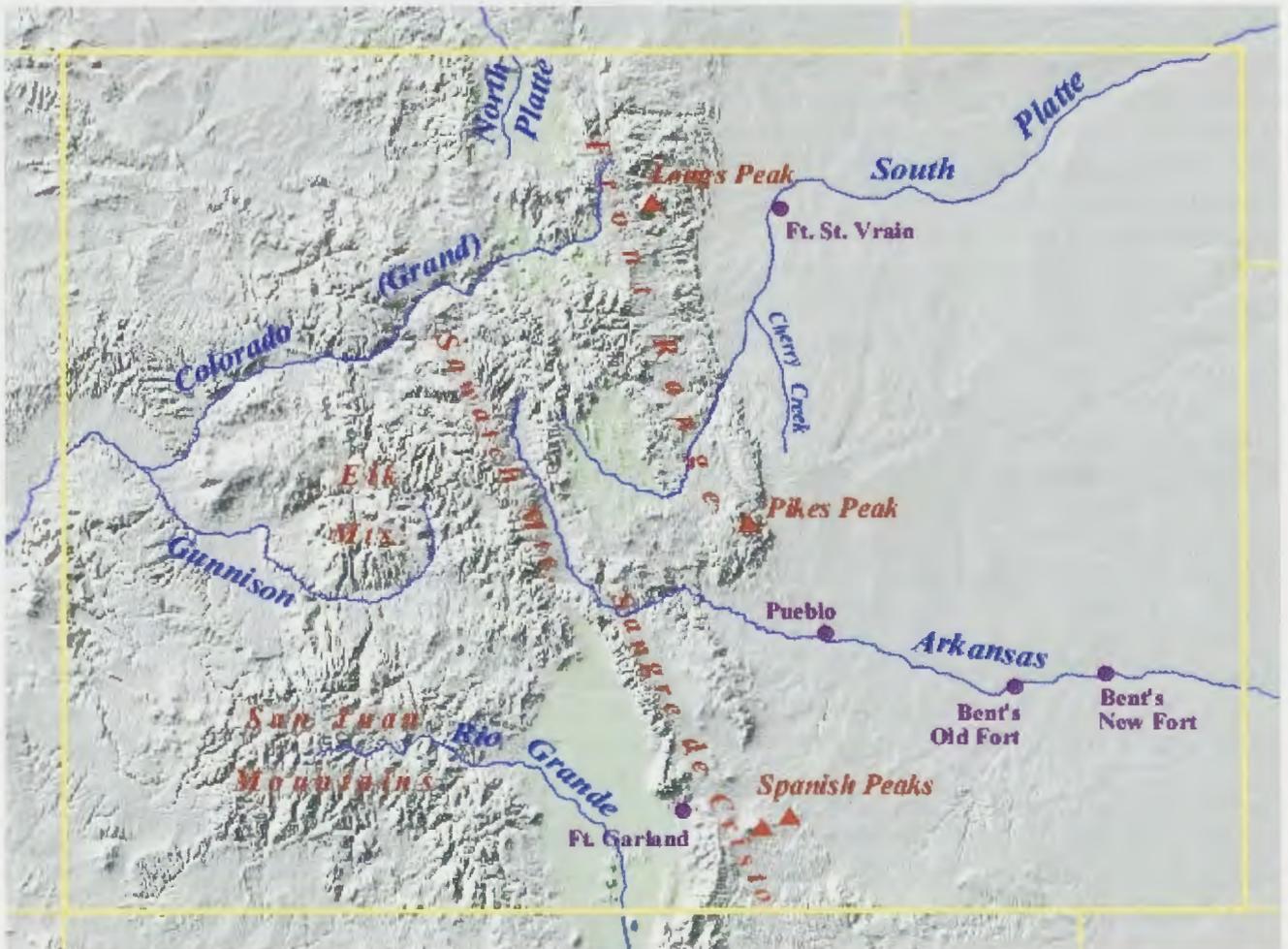


Fig. 1. Principal geographic features of Colorado (using modern names) depicted on maps before the discovery of gold in 1858.

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Platte River through what is now Wyoming or south through Santa Fe or Albuquerque in what would become New Mexico. Therefore, before the gold rush, the land now identified as Colorado was known only to the native population, a few trappers and traders on the eastern plains, and inhabitants of several small Hispanic villages in the extreme southern part of the state. Fig. 1 is an overlay of the principal geographic features of Colorado depicted on maps before the discovery of gold on a modern image of the topography.

The initial gold rush, referred to as the Pikes Peak or Cherry Creek gold rush, took place around the area that became Denver, then the western part of Kansas Territory. This area was barely revealed on published maps as late as 1858, just before the gold rush. Remarkably, no part of Colorado had been illustrated on a printed map until Baron Alexander von Humboldt produced his great map of the Kingdom of New Spain which made use of manuscript material from the Dominguez-Escalante expedition of 1776. Humboldt's map was prepared in 1804 and was shared at that time with President Thomas Jefferson, but it was not published until 1811. About the same time—1810, the findings of Captain Zebulon Pike's expedition up the Arkansas and into the south-central mountains of Colorado were published. In 1823 the South Platte was first noted on a map as a result of the expedition by Major Stephen Long. Captain John Charles Frémont's great map of the West, printed in 1845, was the first to show the three northern parks (providing some knowledge of the north-central mountains of Colorado) and the first to name Cherry Creek, a small body of water that joins the South Platte from the southeast. Expeditions conducted independently in 1853 by Superintendent E. F. Beale and Captain J. W. Gunnison up the Arkansas River and through the southern mountains provided rudimentary information about the western mountains. The geographic information garnered over the first half of the 19th century was skilfully put together by J. H. Colton for a series of maps first published in the *Atlas of the World* in 1855. Fig. 2, a close-up of one of Colton's maps, represents the best that was commercially available before 1858, the year the gold rush began. Note how little information was actually known about the area of what is now eastern Colorado (a region approximately the size of the state of Pennsylvania).

Rumours Inspire Action

For decades, the presence of gold had been rumoured in Colorado. William Bent, the famous Indian trader, was quoted as saying: 'The existence of gold had been known to the Indians ever since [my] residence among them [the 1830s]. The Indians, however, have always remonstrated against the knowledge being made to the whites. The country is their richest hunting grounds; their best wintering country, and as one old chief told Bent, if the white man ever found the gold they would take from them their 'best and last' home.'² In 1850 on the way to California, a Cherokee party found some gold in the Cherry Creek area, but the group continued on to the West Coast bonanza. It wasn't until 1857 that one of them, John Beck, mentioned the incident to fellow gold miners in Georgia. Beck'ell, a professional gold miner, to form a party that included many experienced Cherokee miners to head to western Kansas Territory. Along the way, other parties from Missouri joined them. By June 1858, 104 men were gathered in the Cherry Creek area to prospect. Although gold was found, it was not in paying quantities and within a short while all except for Russell and twelve companions had abandoned their hopes and returned to the east. Those who remained finally discovered a modest quantity of drift gold on 4 July and began obtaining low yields that seemed worth the effort. As one of the miners wrote, 'Our joy knew no bounds, we huzzaed, whooped and yelled at the prospect of being loaded with gold in a few months, and gave vent to any amount of hisses and groans for our apostate companions that were making all speed for home.'³

During all of July, the small company prospected in fear of InCantrell, a trader from Fort Laramie, happened on the miners. After a few days' stay, he left with a bag of gold dust to return to the civilized Missouri region. Soon after his bag was assayed, an article appeared in the *Kansas City Journal of Commerce* on 26 August 1858, announcing the discovery to the world.

A month behind the Russell company, a second group (this one from Lawrence, Kansas), came to the Cherry Creek area quite independently. They had acted on the rumours of Indian scout Fall Leaf, who had accompanied Major John Sedgwick on his campaign to subdue the Utes in 1857 and had picked up small amounts of gold in the Front Range. The

Lawrence group became discouraged after panning around Pikes Peak (seventy miles to the south) and other southern areas and was probably on the verge of quitting when the men heard rumours of Russell's discovery and raced north to the Denver area. There they began building cabins for the winter at a spot they named Montana (six miles upstream from Cherry Creek on the Platte River at the confluence with Dry Creek at a location that is in Englewood today).



Fig. 2. Detail of J. H. Colton's 'Territories of New Mexico and Utah', 1855, showing eastern Colorado today.

Beginnings of Denver

The Russell party began building winter quarters in a town they founded southeast of the intersection of the South Platte with Cherry Creek. They named it Auraria, after Russell's hometown in Georgia and based on the Latin word for gold. Shortly thereafter, the Lawrence party abandoned Montana and moved its town just north on the other side of Cherry Creek from Auraria, naming it St. Charles. This claim was soon jumped by a group of professional town developers led by General William Larimer who named the new town Denver City. (It takes confidence to found a town of one log cabin and name it a city!)

After the initial reports of discovery, many would-be prospectors were excited by exaggerated accounts, but most would not dare risk a winter along the Front Range of Colorado and waited until the spring of 1859 to venture out. However, dozens of the more ad-

venturous did make the journey in the fall of 1858. By October, the towns of Auraria and Denver (formerly St. Charles) were beginning to grow; at first they consisted of tents, and then of log cabins cut from the rich nearby cottonwood stands. About 125 houses were erected during the winter. Virtually all had dirt floors and roofs and no windows. 'The rain usually continued three days inside after the weather cleared up out-doors!'⁴

A Trickle Becomes a Stampede

Most miners were receiving meagre returns, so none of the hearty souls who camped around Cherry Creek could have imagined the storm that was brewing back east where 'the news swept over the land like a prairie fire before the wind.' According to William Hartley, a miner, 'There is a good deal of excitement at Lawrence [Kansas] on the subject; gold dust is exhibited in many public places, and nine-tenths of the young men in town seem to contemplate going out

next spring.⁵ E. H. N. Patterson's amazement was reflected in his diary entry: 'The number of people in this section of Iowa who are going to Pike's Peak is astonishing—a company of over sixty will leave Fairfield next week, and nearly every man you meet is bound for the Peak in a few weeks.'⁶ The *Chicago Tribune* reported: 'The Pike's Peak fever has become an epidemic in Wisconsin, Northern Illinois and Iowa, not unlike the California rage of 1849; and it may ... result in a remarkable emigration next spring and summer, to the east slope of the Rocky Mountains.'⁷

By the spring of 1859, the number of immigrants was astonishing. According to Patterson: 'We see on the road men on foot with packs on their backs—men with handcars—men without anything but a blanket and a brazen face—all bound to Pike's Peak.'⁸ One of these men, A. M. Gass, exclaimed: 'Today we traveled north eight miles, then came in sight of [the] Arkansas river, and Jerusalem, what a sight! Wagons—wagons—Pike's Peak wagons. Well! There were a few of them—I presume three hundred ox wagons, in sight.'⁹

In a glaring example of human recklessness, thousands came who had absolutely no idea how to mine gold. More than 100,000 are estimated to have travelled to the mines in 1859. What prompted the enormous migration to Colorado in the spring of 1859? First, there were exaggerations in the media. F. R. Grider clearly overstated the reality: 'You can find gold anywhere you choose to look for it. Old California miners say that this is the richest country in the

world.'¹⁰ Prospector E. R. C. was particularly encouraging in his letter printed in the *Leavenworth Times* in November 1858.

After working and prospecting in the gold region for three months past, I feel able to give a reliable account of the mines as they exist. Gold exists throughout all this region. It can be found everywhere—on the plains, in the mountains, and by the streams.... the whole region is one immense gold field. It would seem as though the gold had first passed through a sieve on high, and then become mingled with the earth by elemental action.... In fact, there is no end to the precious metal. Nature would seem to have turned into a most successful alchemist, by converting the very sands of the streams into gold.¹¹

The second cause of the migration was the competition of the outfitting towns that fanned the flames as all hoped to cash in on the stream of immigrants. The towns employed agents to promote the routes departing from their particular locales. This competition spawned significant cartographic development as many of the handbills and broadsheets the agents distributed contained maps that were designed to promote routes through the towns that sponsored their printing. A rare broadsheet (Fig. 3) that was posted in rail stations promoted the Toledo, Wabash & Great Western link to St. Joseph on the Missouri. An example of the puffery in such texts can be found in the

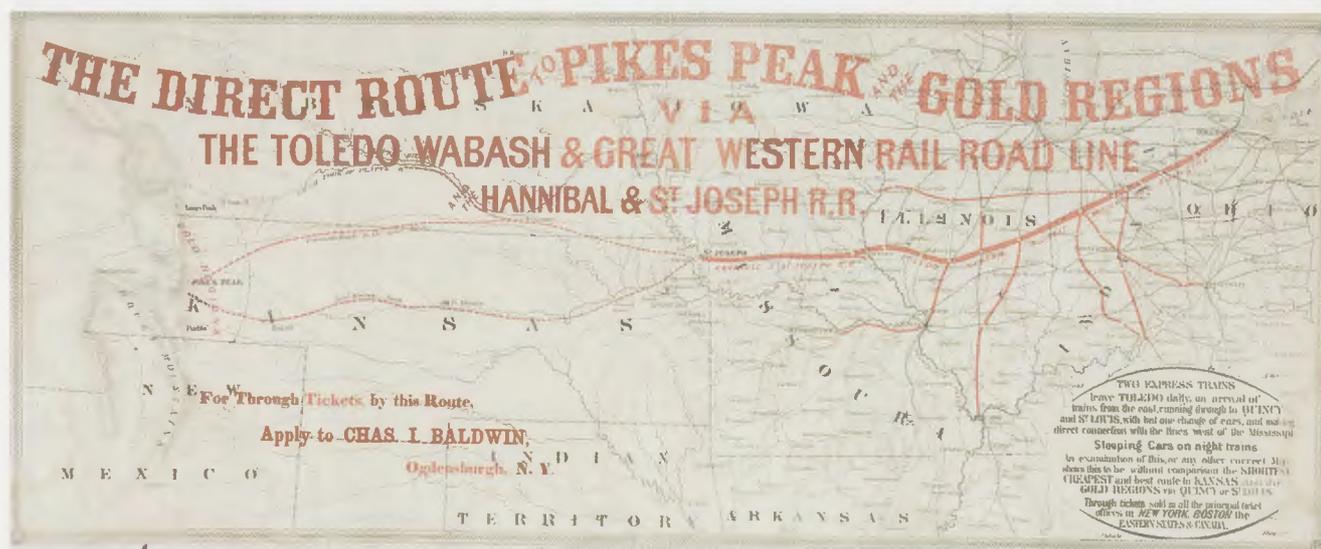


Fig. 3. A rare broadsheet, 'The Direct Route to Pikes Peak', published by Toledo, Wabash and Great Western Railroad, 1859. Courtesy: Yale Collection of Western Americana, Beinecke Rare Book and Manuscript Library.

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Eastin guide promoting Leavenworth.

To those proposing to start for the gold mines in the spring, we have only to say, consult your maps, not the bogus affairs concocted by the little aspiring towns upon the Missouri, but maps of authority and accuracy, and you will discover that in order to give us the 'go-by,' you will be compelled to lose more than one hundred miles of travel, either to Pike's Peak or the Cherry creek section. From Leavenworth you have a well beaten, beautiful road, a great portion of the route over rolling prairies, well watered and sufficiently timbered, abounding in game and clear of Indians, who do not molest the traveler upon Uncle Sam's roads. Independent of the interest we feel in the advancement and increase of Leavenworth, and as an act of pure benevolence we would advise all proposing to visit the gold mines to come straight to Leavenworth, where they can secure their outfit on more reasonable terms, and from an infinitely greater variety of goods, and can arrive at their destination several days earlier than from any other point, over a better, safer, and more frequented road.¹²

A third important impetus for the stampede was the Panic of 1857 which had left the country in one of its greatest recessions with unemployment compara-

ble to those reached in the 1930s. Tens of thousands of men had nothing to do and leapt at the chance to gain riches in the gold fields. A fourth factor had to be proximity. Unlike those who left for the California gold rush ten years earlier, a Midwesterner could arrive at the Colorado gold fields in only six weeks. A trip from the Missouri outfitting towns to the Cherry Creek district was only 450 miles versus 1,600, as the crow flies, and immigrants did not have to cross the Rockies, a vast desert, and the Sierra Nevadas.

Publications for Prospectors

During the winter of 1858/59, many publications for the prospectors were produced. Most were pamphlets and books called immigrant guides, many given away by promoters and agents. One such was the *Miners Handbook*, which contained a 4 3/4 x 21-inch map with text on the back; when folded up it became a 3 x 5-inch pamphlet. Others, such as Redpath & Hinton's *Hand-Book to Kansas Territory and the Rocky Mountains' Gold Region*, contained 177 pages of text, a generous number of advertisements, and three fold-out maps all in a cloth-covered binding. This top-of-the-line guide cost \$1.00.

The guides typically began with a general discussion of the existence of gold in paying quantities; the early guides in particular tried to authenticate the claims. This section was often followed by discus-

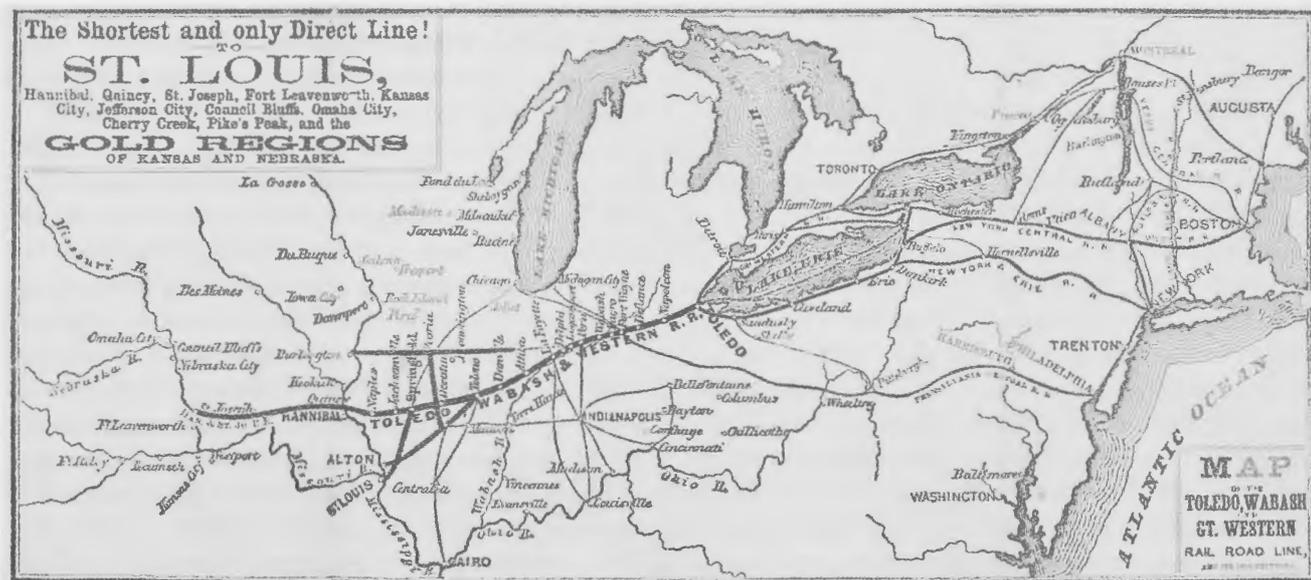


Fig. 4. S. R. Olmstead's map promoting the Toledo, Wabash and Western Railroad, 1859. Courtesy: Denver Public Library Western History Collection.



Fig. 5. Routes to the Pikes Peak Gold Region.

sions of climate and the native population with some references to Indians being highly respectful and others quite derogatory. Usually there was a recommended supply list, the so-called Miner's Outfit, which mandated six months of provisions, given the scarce game and the enormous expense of food at the mining towns. The guides invariably included a description of the routes to be taken to get to the mines and usually contained a map.

Getting to the New Eldorado

Once the hapless immigrant succumbed to gold fever, the first goal was to arrive at the western supply towns along the Missouri River on the eastern edge of Kansas or Nebraska. To get started, the would-be miner obtained a map that provided various routes to the supply towns. Olmstead's map, for example, promoted the Toledo, Wabash & Western Rail Road to St. Joseph on the Missouri (see Fig. 4). The text that accompanied the map was clearly focused on motivating travellers from New England: 'New England, especially, has always been awake to any and every movement calculated to advance the interest of the world, and especially their own and consequently it is seen that in all the popular movements of the present day, New England is always first and foremost.'¹³ The text that went with the map of the Ohio & Mississippi Rail

Road has a glowing description of Cincinnati: '[H]ere the traveler is fairly on his way to his new home and a certain future, whether he goes to delve in the mines of Pike's Peak and Cherry Creek or to seek the hidden treasures of the rich Western Prairie. Here he finds the Great Through Route from East to West, the Broad Gauge Ohio & Mississippi Railroad, to take him on his way rejoicing to the Mound City [St. Louis].'¹⁴ It is probable that the only parties 'rejoicing' on the crowded rail cars were the owners of the line!

Having arrived at one of the various Midwestern supply towns, the immigrant had to choose a route to the gold regions around Cherry Creek. Fig. 5 shows the four routes the immigrant could follow. The Southern Route, along the Arkansas, utilized the old Santa Fe Trail for its eastern half and was the safest but longest route to the area. It was the route first used by the initial parties of 1858. The Northern Route followed the Platte River and then left the well trodden Oregon Trail to follow the South Platte to the Cherry Creek area. It was a little shorter than the Southern Route, sandy in spots, but also safe. It became popular in the fall of 1858. By early spring 1859, two central routes were created that were intended to be shortcuts. The Republican River Route and Smoky Hill Route followed smaller rivers that ended hundreds of miles before reaching the Cherry Creek area which left the

travellers having to negotiate a complex and more dangerous trek to the final destination.

Each route had its advantages and a principal one stemmed from latitude and proximity to a supply town which served as a natural beginning point for a particular route. For example, an immigrant travelling west from Kansas City logically followed the Southern Route along the Arkansas, while one from Omaha would use the Northern Route along the Platte. By extolling the virtues of a particular route (the one most closely departing from its locale), each town would increase the likelihood of immigrants choosing its community to purchase supplies. Thus the supply towns became true actors in the drama of cartography. The Parker & Huyett guide, favouring the Northern Route, included this endorsement: 'Mr. Majors (of the firm of Majors, Russells & Waddell, Government outfitting contractors) says the Fort Kearney road [Northern Route] is the best natural road on the continent, and he believes it the best in the world. His opinion and judgment may be relied upon as correct. Wynkoop and Steinberger have passed over two routes, and say this is 200 miles shorter, and immeasurably better.'¹⁵ The Pratt & Hunt guide, seeking to disparage the Southern Route, noted: 'The route via Bent's Fort, is extremely circuitous, and a scarcity of wood and water will always prevent it being a favorite route.'¹⁶ In fact, this route had the most reliable wood and water of any of them!

Maps to the Gold Fields

Most of the immigrant guides contained maps. Some of the maps were truly excellent; an example was that produced by William Hartley, a trained surveyor, who was a member of the Lawrence party that founded St. Charles. With winter approaching in 1858, he returned to Lawrence in October and shortly thereafter produced a handsome map of the gold regions, which was published in December in a hardback pamphlet containing eight pages of text. This map (Fig. 6) was the first to show the Pikes Peak gold region

and the only one produced in 1858. Note that Hartley showed only one town in the Cherry Creek area: St. Charles, the town he helped to found. Little did Hartley know as he prepared his map that St. Charles had already been superseded by Denver City.

Some guide maps were meant to be sold and others were meant to be given away. Those who were selling the maps competed with each other through advertisements. An ad for *Gunn's New Map of Kansas Territory and the Gold Mines* warned buyers: 'Beware of Eastern Maps gotten up by parties who have never been in the Territory. Their Maps are wholly inadequate to the wants of the public, and, in most cases, are in detail purely imaginary. Buy only Gunn's Map of Kansas. Price One Dollar.'¹⁷ The author was correct! Indeed, many of the maps, mostly those given away, gave excellent detail of the various railroad lines and shipping routes used to transport immigrants to the supply towns along the Missouri, but they gave little

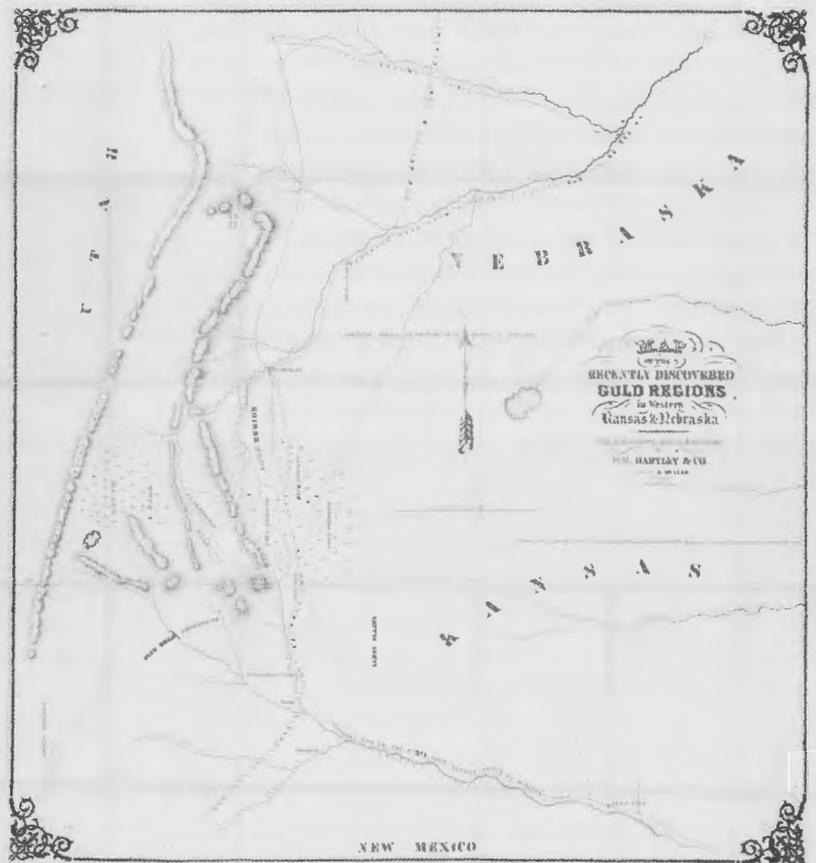


Fig. 6. William Hartley, *Map of the Recently Discovered Gold Regions in Western Kansas and Nebraska*, 1858.

Courtesy: Denver Public Library Western History Collection.

information about the area of greatest concern to the would-be miner the land across the prairie to the gold region. A 4 3/8 x 22-inch map entitled North Platte Route by J. E. H. allocates only one square inch to the final 200 miles of the journey.

I have located twenty-one different guidebooks and pamphlets containing maps and four additional loose maps to the gold fields created between 1858 and 1859. As these items are less than 150 years old, one might expect the maps to be common. On the contrary, all but a few are extremely rare and exist in only one or a handful of specimens. It must be remembered that these objects were meant to be used, and those purchased were carried west by their owners and subjected to exposure to the elements and other hazards. Much like the disposable maps of ski areas today, they almost never made it back to eastern libraries where they might have been preserved. Take the Eastin guide, for example (Fig. 7). This eight-page guide, printed in newspaper format, displayed a map on the first page. Twenty thousand copies were printed. Meant to be given away by shop owners, they were priced at 10¢ per hundred copies. In an auction at Christies in June 2005, one copy sold for \$84,000. It appears the greatest holdings of the maps to the Colorado gold fields are in Yale's Beinecke Library, the Denver Public Library, the Newberry Library, the Library of Congress and the Colorado Historical Society.

As an integral part of the guidebooks, many maps were underwritten by supply towns and specifically created to enhance the appeal of a particular route. A study of these cartographic tricks can be quite amus-



Fig. 7. Major R. Hawn & O. B. Gunn, 'Map of the Gold Mines and Three Prominent Routes Thereto', in Eastin's Guide, 1859. Courtesy: Denver Public Library Western History Collection.

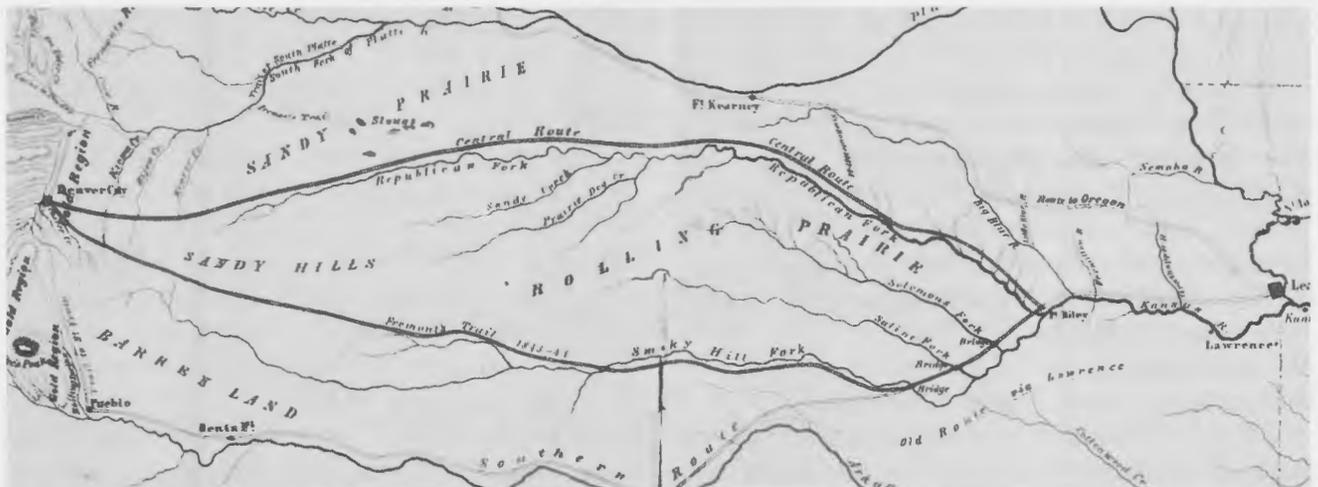


Fig. 8. W. O. Oliver, Map of Routes to the Gold Region of Western Kansas, 1859. Courtesy: Yale Collection of Western Americana, Beinecke Rare Book and Manuscript Library.

ing. The Oliver guide is a good example; the accompanying map (Fig. 8) was drafted unabashedly to promote travel to the mines only from Leavenworth City (shown to the extreme right of the close-up). The two central routes (Republican and Smoky Hill) Oliver sought to promote are indicated in heavy double lines while the Southern Route is shown in a lighter double line. The Northern Route is not even identified and only shown in the slightest of dashes. Leavenworth is the only supply town even shown. The alluring legend *Rolling Prairie* appears between the Republican Route (labelled *Central Route*) and the Smoky Hill Route (labelled Fremont's Trail), while the foreboding legend *Barren Land* appears near the Southern Route. Other maps were similarly distorted. On the Pacific Rail map, favouring the Smoky Hill Route, the designation of *Gold Regionis* seventy miles south of its correct location so it appears to be closer to the Smoky Hill Route than it was. The Pratt & Hunt map, biased toward the Northern Route, intentionally shows Denver and Auraria north of their true location and just below Fort St. Vrain, which makes the distance to the gold fields via the Northern Route appear shorter. Mendenhall's map, created for an opposite purpose, seeks to frighten travellers from the Northern Route by positioning legends about the Indians nearby. The map in Parson's guide, which favours the Northern Route, shortens this trail by drawing the route (boldly labelled 'Emigrant Road') straight across the open prairie where it did not exist.

The Trek to the Cherry Creek Gold Fields

Distortions of routes were no laughing matter. The Republican and Smoky Hill trails were largely unexplored and extremely difficult to traverse. Imagine a 20-foot-wide stream being the largest landmark in fifty miles of open prairie. A comparison of different descriptions of the Smoky Hill Route indicates how misleading they could be. W. D. Baker provided an idyllic picture.

Added to all these advantages, the Smoky Hill Fork route is well supplied with wood, grass and water, and is at least three weeks earlier in the spring than the more northern routes. But this is not all; the streams are all bridged, and the present settlements extend to within two hundred and fifty miles of Pike's Peak, affording the greatest safeguard against Indian depredations. Added to all this, the emigrant

will save one hundred and fifty miles of travel, and will be able to arrive at the Mines at least one week earlier.... In gold mining, a week is sometimes a fortune.¹⁸

However, validation of this route's nickname Starvation Trail is found in the diary of Albert Richardson. 'Emigrants who have come by the Smoky Hill tell us they have suffered intensely, one traveling seventy-five miles without water. Some burned their wagons, killed their famished cattle and continued on foot.'¹⁹ Mr. Hamilton also had a terrible journey. 'For nine days the party had nothing to eat but prickly pear and wild onions, and were three days and nights without a drop of water. The only flesh they had during two weeks was a rattlesnake killed and ate the day before they reached the Arkansas.'²⁰ A more horrendous account appeared in the *New York Semi-weekly Tribune*:

[A] Stage Agent reports picking up a man named Blue, who was reduced to a skeleton from starvation. He had started with his two brothers. One of them had died, and the remaining two ate his body. Another died, and he in turn was nearly devoured by the survivor. A man named Gibbs had reached the mines in a starving condition, and he expressed the opinion that his party, numbering nine, had all perished. Many graves are reported along the route, and much property had been abandoned and destroyed on the road.²¹

Of the thousands who made the trip by the various routes, few were pleased. The *Cherry Creek Pioneer* reported: 'Men are coming in here daily who have not any provisions or money, and they will stay two or three days at the farthest, and then return to the States venting their spleen against the country and the people.'²² From February through April 1859, the number of departures from the mines about equalled the arrivals. No more than one in ten stayed in Colorado and few advanced their financial well-being. The vast number returned disgusted, worn-out, and worse off than when they began.

As a result, by the spring of 1859, there was heavy traffic on the Northern and Southern routes in both directions. Those headed west would become discouraged by the grumblings of the so-called *returners*. One diary recorded reactions, 'Here we saw a mound of dirt purporting, from an inscription on a buffalo skull, to be the grave of Samuel Curtis, of

Council Bluffs. Mr. C. gave favorable accounts from the mines last winter.... Many of those who first turned back, whom we met near Fort Kearney, threatened to kill Mr. Curtis if they met him. ²³ At the professed grave of Mr. Oakes, the epitaph read: 'Here lie the remains of D. C. Oakes, who was the starter of this damned hoax!' ²⁴ The diary also recalls, 'Met a physician from Fulton county, whose name has escaped me, who assured us that some men had claims that paid as high as ten and fifteen dollars a day; but, having tried mining, he found that it was hard work—he never had done a hard day's work in his life—and he'd be damned if he wasn't going back to where he could practice medicine for a living.' ²⁵

But the natives who lost their land suffered the most. For the Arapahoe and Cheyenne, the Platte and Arkansas valleys were their historical wintering grounds. The winter was the lean time for their population. Without running water, willows for winter feed, and cottonwoods for fuel, the tribes could not survive. Imagine showing up in October at a stretch of stream your family had wintered at for generations only to be told by some of the thousands of immigrant miners, waving guns, that the property was theirs because they had been there for three whole weeks! Wise Indians knew that fall that their way of life was ruined. Although the occupation of Indian territory was a strict violation of law, the laws were ignored, and the Indians were killed or moved on.

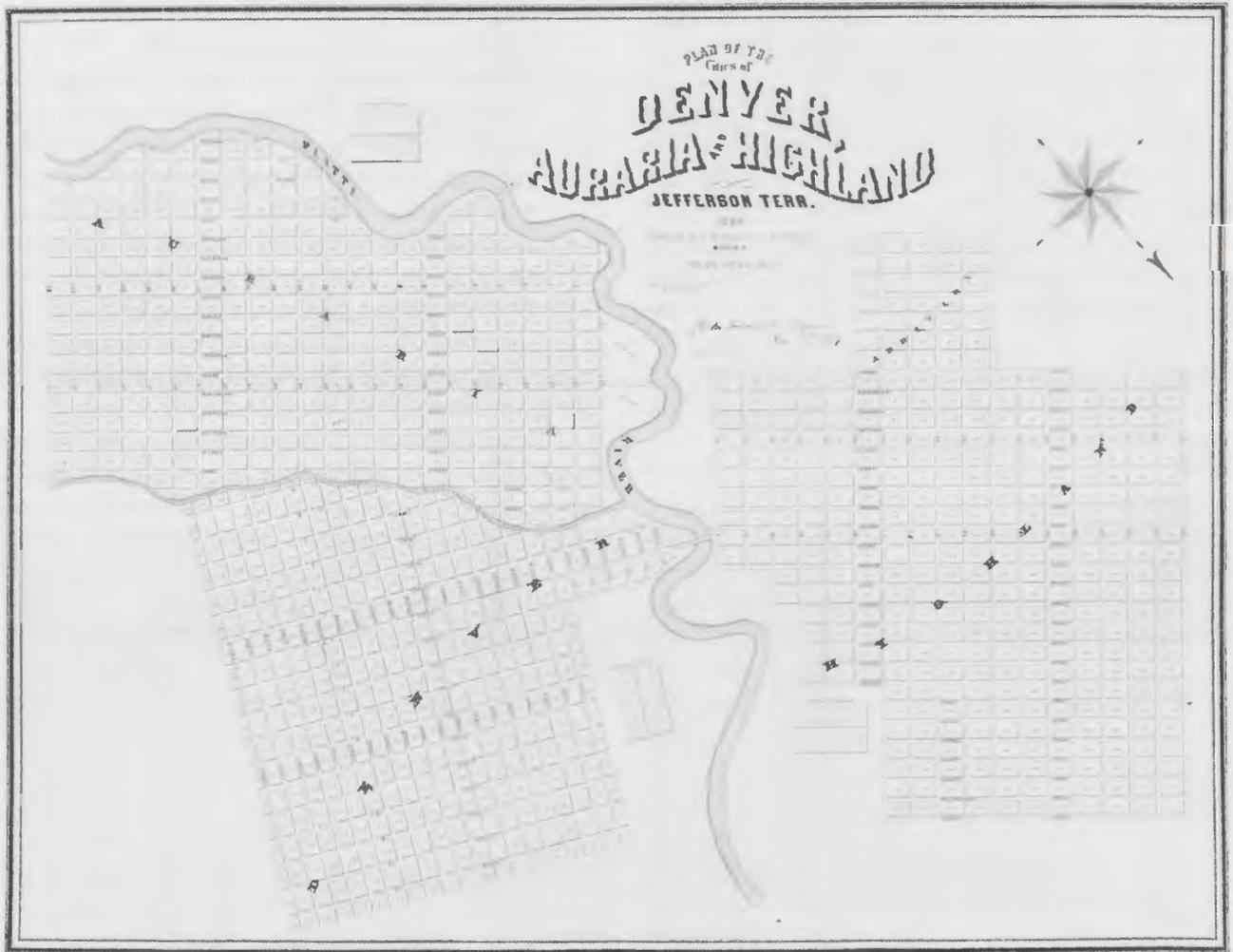


Fig. 9. First map of Denver. H. M. Fosdick and L. N. Tappan, 'Plan of the Cities of Denver, Auraria and Highland / Jefferson Territory', 1859.

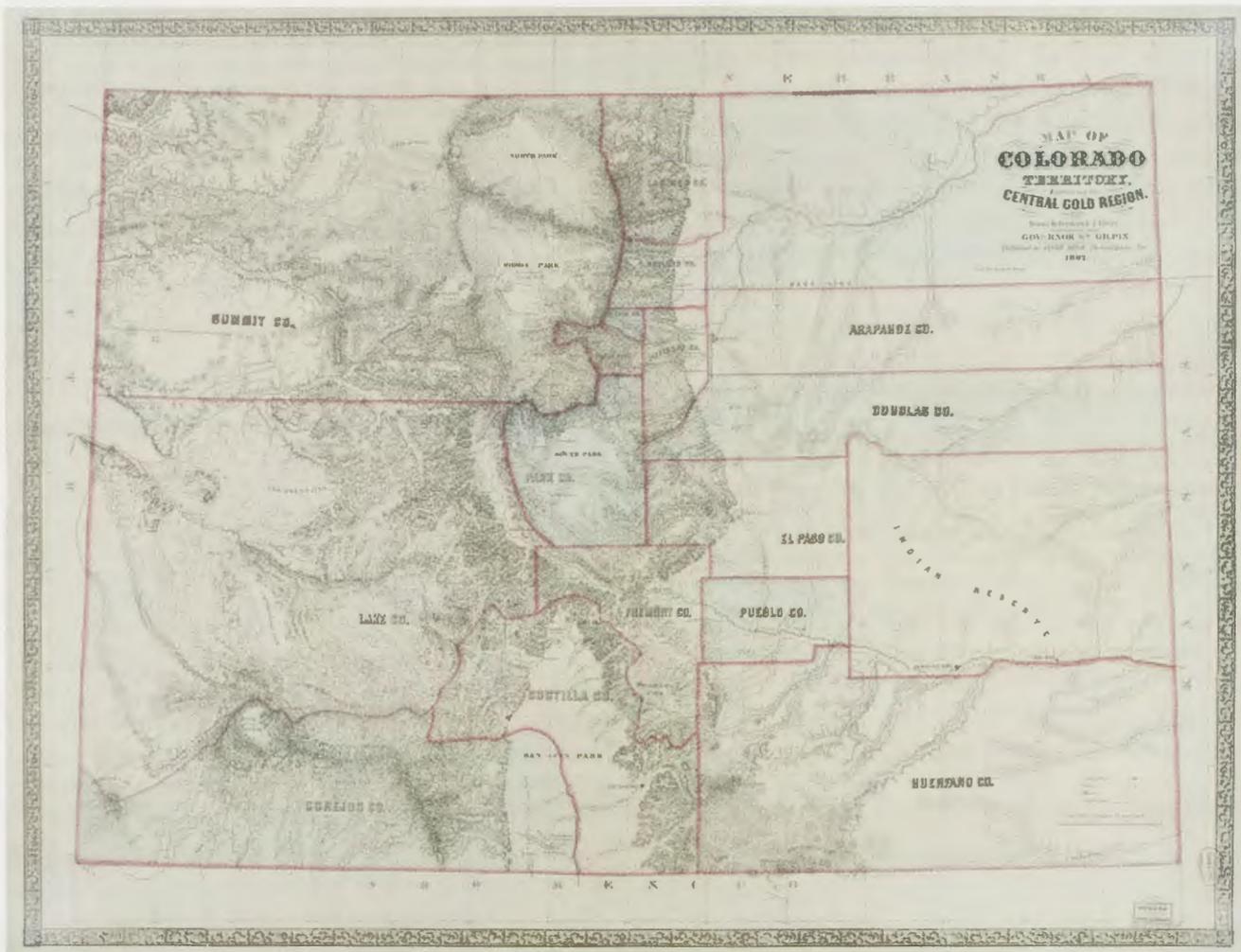


Fig. 10. Frederick J. Ebert, 'Map of Colorado Territory Embracing the Central Gold Region', 1862.

Putting Denver and Colorado on the Map

In April, Denver was on the verge of collapse; the actual gold yields around the Cherry Creek area were so low that the whole gold rush was a national scandal seemingly fabricated by commercial interests. On 6 May 1859, John Gregory discovered a vast rich load of gold twenty-five miles west of Denver in Gregory Gulch. The Pikes Peak gold rush finally had its economically viable base, and major strikes were found again and again in the mountains nearby. By the close of 1859, Denver had turned into an important municipality.

With the viability of the three upstart towns assured, the first map of them was published on 1 December 1859, with the title *Plan of the Cities of Denver, Auraria and Highland / Jefferson Territory* (see Fig. 9). The map by H. M. Fosdick and L. N. Tappan reveals the competing towns of Denver and

Auraria, across Cherry Creek from one another, and the town of Highland, consisting of only a few log cabins, on the other side of the Platte. Feeling the competitive pressure of Golden, located ten miles west on Clear Creek, the three towns decided to merge, which they did two days after the map was published.

With the explosion of commerce, political pressure mounted and on 28 February 1861, Colorado became a territory. Over the next few years, the mountains were extensively explored by miners, and knowledge of the region's geography was rapidly amassed. By 1862, this information was assembled to produce a truly magnificent map of Colorado Territory drawn by Frederick Ebert under the personal direction of Governor William Gilpin, who was himself an accomplished mapmaker. Published by Jacob Monk in Philadelphia, the large map (27 x 35 inches) explodes with tremendous detail (see Fig. 10).

Before gold was discovered in 1858, the topography we now call Colorado was known merely in rough detail and thousands of square miles were completely uncharted. The Denver area was known only as a wintering place for Indians. Just four years later, scores of towns were named, the enormous landmass had been extensively explored, and many of its previously unknown features appeared on the map for all to see.

NOTES

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3. Wm. N. Byers and Jno. H. Kellom, *Hand Book to the Gold Fields of Nebraska and Kansas*. Chicago: D. B. Cooke & Co., 1859, p. 9.
4. Henry Villard, *The Past and Present of the Pike's Peak Gold Regions*. Princeton: Princeton University Press, 1932, p. 14.
5. S. R. Olmstead, *The Gold Mines of Kansas and Nebraska*. New York: 1959, p. 12.
6. Diary of E. H. N. Patterson, *Overland Routes to the Gold Fields*, p. 75.
7. John J. Pratt and Hunt, *Guide to the Gold Mines of Kansas*. Chicago: Pratt & Hunt, 1859, p. 21.
8. Patterson, *Overland Routes to the Gold Fields*, p. 100.
9. Diary of A. M. Gass, *Overland Routes to the Gold Fields*, p. 223.
10. Olmstead, *The Gold Mines of Kansas and Nebraska*, p. 13.
11. Edwin R. Pease and William Cole, *Complete Guide to the Gold Dis-*

- tricts of Kansas and Nebraska*. Chicago: Pease & Cole, 1859, p. 18.
12. L. J. Eastin, *Emigrants' Guide to Pike's Peak*. Leavenworth City: 1859, p. 2.
13. Olmstead, *The Gold Mines of Kansas and Nebraska*, p. 1.
14. *Pikes Peak. Great Through Line Between the East and West*, Ohio & Mississippi Broad-Gage Rail Road, pp. 11, 12.
15. N. H. Parker and D. H. Huyett, *The Illustrated Guide and Hand-Book to Pikes Peak*. St. Louis: Parker & Huyett, 1859, p. 54.
16. John J. Pratt and Hunt, *Guide to the Gold Mines of Kansas*, p. 32.
17. *Ibid.*, p. 74.
18. W. D. Baker, *The Miner's Hand Book to the Gold Fields of Kansas and Nebraska*. Chicago: 1859, p. 13.
19. Diary of Albert Richardson, *Overland Routes to the Gold Fields*, p. 260.
20. Report of William Green Russell, *Overland Routes to the Gold Fields*, p. 268.
21. *New York Semi-Weekly Tribune*, May 27, 1859, p. 5.
22. *Ibid.*
23. Diary of E. H. N. Patterson, *Overland Routes to the Gold Fields*, p. 146.
24. *Ibid.*, p. 150.
25. *Ibid.*, p. 152.

Wesley Brown organised the 24th IMCoS International Symposium in Denver in 2005. He has served as the President of the Rocky Mountain Map Society and Co-Chair of the Philip Lee Phillips Society of the Library of Congress. He has been a collector of old maps for thirty years, and confines his collecting to two areas: the earliest world maps up to the year 1540; and the exploration and settlement of Colorado.

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