

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name GRAVES CAMP RURAL HISTORIC DISTRICT

other names/site number GRAVES RANCH / 5LR.11694

2. Location

street number _____ not for publication

city or town WELLINGTON vicinity

state COLORADO code CO county LARIMER code 069 zip code 80549

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Kelly Kathryn Norton
Signature of certifying official/Title

Deputy State Historic Preservation Officer 10/24/14
Date

History Colorado

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government _____

4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register determined eligible for the National Register

determined not eligible for the National Register removed from the National Register

other (explain:) _____

Signature of the Keeper _____

Date of Action _____

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5. Classification

Ownership of Property

(Check as many boxes as apply.)

- private
- public - Local
- public - State
- public - Federal

Category of Property

(Check only **one** box.)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
8	1	buildings
2	0	sites
5	0	structures
0	2	objects
15	3	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

AGRICULTURE / agricultural field

AGRICULTURE / animal facility

AGRICULTURE / agricultural outbuilding

TRANSPORTATION / road-related

DOMESTIC / secondary structure

Current Functions

(Enter categories from instructions.)

AGRICULTURE / agricultural field

AGRICULTURE / animal facility

AGRICULTURE / agricultural outbuilding

DOMESTIC / single dwelling

7. Description

Architectural Classification

(Enter categories from instructions.)

NO STYLE

Materials

(Enter categories from instructions.)

foundation: CONCRETE

walls: METAL

roof: METAL

other:

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NARRATIVE DESCRIPTION

Summary Paragraph: The Graves Camp Rural Historic District is located in a remote area of far northeastern Larimer County between Fort Collins, Colorado and Cheyenne, Wyoming. More specifically, the Camp is situated five miles west of Interstate 25 just south of the Colorado-Wyoming state line. Almost two square miles in size and abutting the state line on the north, the district consists of rolling terrain and open prairie that have served for 140 years as livestock range. A historic stage and wagon road traverses the landscape from southwest to northeast, and ranch roads run through the district in various directions. Centered within this expanse is the Graves Camp, a complex of historic ranch buildings dating from the second decade of the twentieth century. The nominated district has a long history of use as a transportation corridor and livestock facility for the gathering, sheltering and processing of sheep, along with a smaller number of cattle.

General Features (photos 1-13; Map 1): Located on the short-grass prairie of northeastern Larimer County, far from developed features that remind visitors of the twenty-first century, the Graves Camp and its surrounding grounds are just a small part of the much larger ranching landscape. Rolling open prairie extends in all directions as far as one can see. Low eroded bluffs run along the Colorado-Wyoming state line to the north and northwest. Soft ridges rise about one-half mile to the east, blocking the view of what lies beyond. To the south and southwest, the unobstructed landscape extends for many miles, with the horizon dominated by the alpine heights in and around Rocky Mountain National Park.

The nominated property's high point along the Colorado-Wyoming state line sits at about 6,400' above sea level. Sloping generally downward toward the southeast, the lowest area is at about 6,200' at its southeast corner. Located at the center of the property, the Graves Camp sits at about 6,300' above sea level. Passing along the east side of the Camp is Graves Creek, a spring-fed drainage that originates among the hills to the north and runs toward the southeast. The field directly north and northeast of the Camp is bisected by the creek and is essentially an irrigated meadow. The presence of this natural drainage is likely to have been a key factor that led to development of the Graves Camp at this particular location.

The largely undisturbed natural setting underscores the district's remote character despite the fact that it is just five miles from an interstate highway. In other words, the Graves Camp Rural Historic District appears isolated, is not easy to reach, and is dwarfed by the expansiveness of the surrounding rangeland. Because the surrounding landscape is so important to the character and historic use of this ranching district, the nominated property encompasses almost two square miles of ground (1,171.74 acres) with the Graves Camp at its center. The entire district has been owned by the City of Fort Collins since 2004 and forms just a small part of a much larger holding of more than twenty-nine square miles known as the Soapstone Prairie Natural Area.

The Graves Camp itself is a complex of agricultural buildings, along with associated corrals and fenced pastures. Most of its developed features are historic and date from the early years of the twentieth century. These form an intact ranching resource that will make an excellent public learning environment in the future. Although much of the Soapstone Prairie Natural Area has been opened to the public in recent years, the Graves Camp remains closed to visitation and is used as an operating cattle ranch. The City of Fort Collins would like to open it to the public under controlled conditions and is in the process of developing plans for visitation and special programs.

Access to the district is gained by way of two primary routes. The eastern route starts at Interstate 25 north of the Colorado-Wyoming state line and heads west along a ranch road that passes through several gates. After several miles in Wyoming, the road turns to the southwest and drops back into Colorado near the Graves Camp. A more winding route from the southwest begins at the Soapstone Prairie Natural Area's main entry

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gate north of Waverly, Colorado. From there, the visitor must negotiate a series of gated dirt roads that travel for miles across the open prairie. Directly south of the Graves Camp, an old two-track road heads due south.

CULTURAL LANDSCAPE FEATURES

Land Use Activities: Prior to the mid-nineteenth century, the arid rolling short-grass prairie landscape that now forms the northeastern corner of Larimer County and the 18,728-acre Soapstone Prairie Open Space had been traversed for millennia by nomadic prehistoric and historic native tribes in search of food, supplies and shelter. Evidence of the earliest human presence there is found five miles due west of the Graves Camp Rural Historic District at the renowned Lindenmeier Archaeological Site, designated a National Historic Landmark in 1961 (NRIS.66000249; 5LR.13) and listed in the National Register of Historic Places in 1966. Dating back over 11,000 years, this well-preserved Folsom site is widely recognized as one of the most significant archaeological finds associated with prehistoric humans in North America.

Various Native American tribes are known to have visited the Soapstone area during the past few centuries, and starting around the late 1700s it became part of the Northern Arapaho homeland. However, the nomadic Arapaho were permanently pushed north into Wyoming in the late 1860s by the United States government. Evidence of aboriginal presence on the land has been located among the rolling hills and open prairie around the Graves Camp Rural Historic District. These finds are documented through site forms and reports archived with the Colorado Office of Archaeology and Historic Preservation, and include camp sites, stone circles, and artifacts such as stone and bone tools, scrapers, and projectile points. Only about 25 percent of the Soapstone area has been surveyed to date, leaving much archaeological investigation to be done, including within the nominated Graves Camp property.

Limited archaeological investigation was completed on the Graves Camp property a decade ago, focusing upon the low ridge that rises to the east-northeast of the camp complex. Atop the ridge, archaeologists found a small lithic scatter along with ten low stone mounds. Although the lithic scatter provides evidence of a possible aboriginal hunting location, it is unclear if the stone mounds were associated with hunting or served as nineteenth-century trail/road markers. Due to this lack of clarity, aboriginal archaeology is not included in this nomination as an area of significance, but may be revisited in the future as additional investigation is completed.

Starting around the 1830s, Euro-American and French-Canadian trappers began using a north-south trail that ran through the nominated property. Whether it had already been established as a Native American trail by that time is no longer known. The Trappers Trail provided travelers with a dedicated route between the northern Rocky Mountains of present-day Colorado and trading forts located along the Laramie River in what would become southeastern Wyoming. Trappers and traders continued to use the trail through the 1850s, by which time the mountains had become largely depleted of fur-bearing animals and the eastern market they supplied had begun to change. A number of the men who survived the ordeals of frontier life took on Native American wives, had children, and built log cabins along the Cache la Poudre River just east of where it exited the mountains in a small settlement they called Laporte.

During the 1850s and 1860s, the trail segment passing through the nominated property became part of the Fort Laramie Road. This road spanned the 100-mile distance between Laporte and the nearby military post of Fort Collins, Colorado (established 1864) along the Cache la Poudre River, with Fort Laramie, Wyoming (established 1849) along the Laramie River to the north. Soldiers and migrants used the road regularly, and in 1862 the Overland Stage Line established regular coach service along the route. Five years later, the City of Cheyenne, Wyoming, was established by the Union Pacific Railroad sixteen miles northeast of the Graves Camp Rural Historic District. During the early 1870s, the City of Fort Collins, Colorado emerged about twenty-seven miles to the south after the fort there was closed and the land released for settlement.

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Travel along the road increased over the following decade, as it became the primary wagon and stage route between the growing communities of Fort Collins and Cheyenne. After purchasing the Overland Stage Line in 1866, Wells Fargo incorporated the route into its Denver and Cheyenne Stage Road, with stagecoaches passing through the nominated property daily. Although the road seems to have continued to be used through the 1890s, traffic decreased when the Colorado Central Railroad built its line in 1877 between Fort Collins and Cheyenne, entirely bypassing the Graves Camp property.

In 1877, the nominated property was first settled by the Graves family, which operated a sheep ranch there over the following decade. This was sold to the Warren Live Stock Company of Cheyenne in 1887, and the firm incorporated it into its massive sheep ranching operation that extended across several hundred thousand acres in northern Colorado and southern Wyoming. Around 1915, the company demolished the ranch buildings that had been erected there by the Graves and built the sheep camp that remains within the district today. All of the known historic buildings dating from a century ago remain standing in the ranch complex, and these are described below. Nothing remains of the original Graves Ranch, and exactly where its buildings stood is unclear although they are believed to have been located close to Graves Creek at the location of the current ranch complex.

The Warren Live Stock Company continued to operate the Graves Camp into the early 1960s and used the facility as its primary lambing location in northern Colorado. Throughout the entire period from the 1870s to the 1960s, the land was used for grazing thousands of sheep. Herds were moved about the landscape by sheepherders and then brought into the ranch complex for protection from harsh weather and for spring lambing. Since the 1960s, when the property was sold to a new group of owners, it has continued to be utilized as a cattle ranch. For several decades, the Soapstone Grazing Association ran cattle on the land and used the ranch complex and its corrals.

Since 2004, the property has been owned by the City of Fort Collins as part of the larger Soapstone Prairie Natural Area. Under municipal ownership, hiking and biking trails have been established and the land is leased to the Folsom Grazing Association, which still runs cattle there. Today the historic buildings remain in place although they are not as intensively used as in past decades. While minor repairs have been made, they retain virtually all of their historic features and materials. The ranching landscape is also intact and occupied by small herds of cattle and a few horses, along with pronghorn, coyotes, rattlesnakes, and other wildlife.

Boundary Demarcations: The boundaries of the nominated Graves Camp Rural Historic District run along established survey lines and encompass an area of 1,171.74 acres. This includes all of Section 21 in Colorado lying south of the Wyoming state line and all of Section 28 to the south in Township 12 North, Range 68 West. The Colorado-Wyoming state line forms the property's northern boundary. To the east, west and south, the boundaries run along the section lines. A non-historic barbed wire fence exists at the northern boundary. Because the nominated property is part of much larger property, the east, south, and west boundaries are not fenced. The boundaries were chosen to include all of the features within an area that encompassed the building complex and center of activities of the sheep-ranching operations of the modernized Graves Camp that the Warren Live Stock Company established circa 1915, which includes a segment of the Trapper's Trail (also known as the Fort Laramie Road and the Denver and Cheyenne Stage Road).

Topography: The topography of the nominated property influenced its history of development and use, and played a role in its patterns of spatial organization. The nineteenth-century trail and road that traverses the property was established on an alignment that ran between northern Colorado and southern Wyoming. This passes through a gap in the low hills and ridges to the northeast. While other routes could have been created, this one took travelers past a natural spring-fed drainage that came to be known as Graves Creek. Emerging from the low hills along the state line to the north, the creek ran throughout the year and provided migrants and their animals with a much-needed source of clean drinking water. This continues to provide the ranch with water for livestock today. The elevation varies through the district and is the lowest in the southeastern portion at about 6210'. It gradually rises to about 6310' at the building complex, and then continues to rise toward the northern portion of the district with an elevation of 6400'.

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Although the open prairie would have been attractive for ranching, land was abundant and available in all directions. The primary feature that seems to have drawn the Graves family to this location, when they established their ranch there in the 1870s, was the flowing stream. Secondly, it was located along the main road between Fort Collins and Cheyenne. The creek provided the family with water for domestic use and was available to their herds, an important factor in an arid environment with scant precipitation, few streams and no natural lakes. In addition, the drainage watered the fields to the north for grazing. More than any single natural feature on the nominated property, the creek probably had more to do with its historic settlement and use. The road provided easy access to the closest communities in the area.

The only other significant features related to the district's topography are the low rocky hills and ridges that dominate the landscape to the north and east, along with the open rolling prairie in all directions. Ranch roads and fence lines cross the land in a few locations, and are the only man-made characteristics aside from the buildings associated with the Graves Camp. All of these features are dwarfed by the expansive landscape. Today the Graves Camp Rural Historic District's terrain conveys an excellent degree of integrity and it has changed little since the nineteenth century. No current threats to its features and setting are known to exist.

Vegetation: Most of the acreage within the nominated district consists of the same shortgrass prairie that makes up as much as 70 percent of the Soapstone Prairie Natural Area. This is characterized by grama grass and buffalo grass, and is largely devoid of trees. Prickly pear cactus is also present on the property. The prairie does not appear to have ever been broken for the planting of crops. Graves Creek supports a limited prairie wetland/riparian system along its drainage that includes grasses and flowering plants that require a regular source of water. Included among the vegetation there are sedges, along with the possible presence of the more rare Colorado butterfly plant, Rocky Mountain blazing star, and pale blue-eyed grass. This ecosystem supports a variety of bird species that frequent the wetland near the Graves Camp.

Circulation Network: Circulation networks include the spaces and features constituting systems of movement for transporting people, goods, and raw materials through a nominated property. Already discussed above is the combined Trappers Trail / Fort Laramie Road / Denver and Cheyenne Stage Road that traversed the property throughout much of the nineteenth century. Ranch roads were also established through the property during the 1910s by the Warren Live Stock Company to connect the Graves Camp with rangeland to the west and company facilities to the east. These included the 7X-L Ranch five miles to the east, which served as the firm's southern headquarters, and the Meadow Springs Ranch seven miles to the southeast, where sheep shearing took place. These ranch roads are still visible today, and the graded road to the 7X-L (now the Terry Bison Ranch) has served as the primary road through the property for a century.

Patterns of Spatial Organization: Much of the spatial organization of the Graves Camp Rural Historic District is directly associated with the location and utilization of Graves Creek and the nineteenth-century trail/road that ran through the property. While most of the acreage is occupied by undeveloped open prairie and rolling terrain, the Graves Camp complex is centrally located along the east-west line that divides Sections 21 and 28. As discussed above, the creek seems to have been the main draw to development of the property, both in terms of transportation and agriculture, and the location of the developed camp appears to have been related to these factors more than anything else.

Since it was first developed in the 1870s as a sheep ranch, the Graves Camp has been situated next to the creek and alongside the trail/road, where it would have had direct access to water and transportation. The surviving buildings there, all of them constructed during or shortly after the mid-1910s, were purposefully oriented toward the east and south. This orientation took advantage of the winter sun and sheltered the camp from the prevailing northwestern winds and intense storms in a harsh climate and open landscape where they and their occupants were subject to being battered.

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Access to the camp complex is from the east, where the graded ranch road enters the district. Many of the buildings were clustered for easy access on foot, yet with ample space between them for maneuvering horses, vehicles and machinery. Those that were directly occupied and used by the ranch hands and shepherders were placed in the northeast area of the camp, close to the main entry and Graves Creek. These included the Bunk House, Cook House, and Chicken Coop, all related to living and eating activities. Behind them to the west were the Small Horse Barn, where a few horses and tack could be kept nearby, along with the Shop and Outhouse. The southern area of the camp was occupied by animal facilities, including the Large Horse Barn, the massive Lambing Barn, and the corrals.

North of the Graves Camp complex, the large fields watered by Graves Creek were divided into fenced pastures, each of them containing a single livestock barn. The barns and pastures periodically held thousands of sheep, which were herded there for shelter and to be fed. If the ground was clear, they were allowed to graze on the grass. Otherwise they had to be fed by the ranch hands. The distance of these outlying barns and pastures from the central camp would have kept the dust and odors away from the central camp, yet they remained within reach by horseback and motorized vehicles.

CONTRIBUTING RESOURCES - BUILDINGS

Bunk House, circa 1915 (photos 14-17): This small building, now used only for storage, is located in the northeastern area of the Graves Camp, on the south side of the drive just inside the main entry gate. Facing toward the east-northeast, the one-story wood frame building rests upon a concrete foundation and has a rectangular 16' x 20'-4" footprint. The exterior walls are constructed with wood planks that are entirely clad in horizontal corrugated metal siding panels which extend up into the gable end walls. At the building's four corners, the panels are carefully bent to form clean vertical lines. All of the nails securing the panels to the underlying boards have large diameter heads with raised centers.

The roof is side-gabled and covered with corrugated metal panels. Running along the ridgeline is a metal cap comprised of narrow panels that have been crimped along the edges. This crimping allows the ridgeline panels to overlap and fit into the adjacent corrugated metal panels that cover the roof. Once painted red, the metal roof retains this faded color today. Boxed eaves of natural wood are present along the front and back of the building. On the gabled side walls, the eaves are open with exposed purlins, fascia boards and roof decking. A stubbed metal flue pipe that once served a potbelly stove rises from the roof's west slope.

The only entrance is centered on the eastern façade. This contains a historic wood panel door that once had a light in its upper half, although this is now boarded closed. Set into a wood frame with a weathered threshold, the door retains its metal hardware. On the ground outside are four shortened railroad ties laid parallel to one another to form a small stoop. Two historic four-light awning windows that open to the interior flank the entrance. These have wood frames and surrounds, along with metal latches and hinges. Mounted on the upper eastern wall at the northeast corner of the building is a painted wood sign with faded lettering that spells out "WARREN LIVE STOCK CO. / GRAVES CAMP." This sign appears to have been painted white with black lettering, surrounded by a painted black frame band.

The north side and rear (west) walls of the building are completely blank except for corrugated metal siding. A pair of historic four-light awning windows that open to the interior is present on the south side. Although boarded closed from the inside and missing several lights, the wood frames and surrounds are intact. The five lights that do remain in place are rippled, a sign of their age. Above these windows is an old ceramic insulator mounted to the fascia board on the gable. This was likely associated with a historic telephone line that once ran to the Graves Camp.

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On the interior, the Bunk House has a concrete floor and the walls and ceiling are finished with grey-colored fiberboard panels that are nailed to the underlying wood framework. These appear to date from the middle decades of the twentieth century. Some of the ceiling panels have pulled away and exposed the roof trusswork above, where a few pieces of dimensional lumber are stamped "MADE IN U.S.A. / FORCIA-LARSEN." George Forcia founded the Star Lumber Company in Battle Ground, Washington in 1907. In 1920, he and partner Thorval "Victor" Larsen opened another logging and milling operation in Noti, Oregon west of Eugene. The Forcia-Larsen Company operated through the mid-1950s.¹ At the Graves Camp, the presence of lumber with this stamp suggests that the Bunk House roof was replaced sometime between the 1920s and 1950s. No plumbing or electricity are found in the building, and the historic location of a heating stove can be seen directly below the flue pipe projecting above the roof. The only other historic features are two old wood tables, along with benches and shelving.

Alterations – Other than the roof replacement and installation of fiberboard paneling described above, which might have taken place at the same time, there is no evidence of significant alterations to this building.

Cook House, circa 1915 (photos 18-22): This small building, now out of use, is located in the northeast area of the Graves Camp, north of the drive and just inside the main entry gate. Facing toward the south-southeast, the one-story wood frame building has a rectangular 12'-4" x 22'-5" footprint. Small fieldstones are piled and scattered around the perimeter of the building, particularly on the north, east and west. It is unclear whether these relate to the foundation, which is obscured from view, or were simply collected from the adjacent field. The exterior walls are constructed with wood planks clad in horizontal corrugated metal siding panels that were painted red many decades ago. These panels extend up into the gable end walls. At the building's four corners, the panel ends are covered with wood corner boards painted white. All of the nails securing the panels to the underlying boards have large diameter heads with raised centers.

The roof is front-gabled and covered with corrugated metal panels that are also painted red. Running along the ridgeline is a metal cap comprised of narrow panels that have been crimped along the edges. This crimping allows the ridgeline panels to overlap and fit into the adjacent corrugated metal panels that cover the roof. Boxed eaves of painted wood are present along the sides of the building. On the gabled front and rear walls, the eaves are open with exposed purlins, fascia boards and overhanging roof decking. A stubbed metal flue pipe that served the cook stove inside the building rises from the roof's west slope.

The building's south façade holds its only entrance. This contains a historic wood panel door and a wood screen door. Together with the surrounding trimwork, these were once painted white. Historic hardware is present, along with a horseshoe mounted to the frame above. Adjacent to the entrance to the west is a six-light awning window that opens into the building. This is set into a wood frame and retains most of its glass lights and a wood clasp on the inside.

The west side is blank except for the corrugated metal wall. The rear (north) holds a historic four-light casement window that opens to the building interior. This has a wood frame and retains its metal latch and a wood clasp. On the east side is a six-light awning window that also opens to the interior. This is set in a wood frame with a wood latch. A clear sheet of Plexiglas (introduced in the early 1930s) mounted to the wall extends around the entire window on the interior, rendering it inoperable. This seems to have been installed decades ago, and was presumably placed there to cut down on drafts yet allow light to filter through.

On the interior, the building retains its original wood plank floor, painted horizontal wood plank wainscoting, and the upper walls and ceiling are finished with fiberboard paneling. A closet with shelves occupies the

¹ "Funeral Held for Pioneer Lumberman," (obituary of George Edward Forcia) *Eugene Register-Guard*, 2 December 1973, p. 2A; "Month's Review of Mill and Camp Activities," *The Timberman*, November 1921, p. 96E; Helen Burton, "No Tie – Noti, Oregon," *Lane County Historian*, Eugene, OR: Lane County Historical Society, Summer 1989.

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northwest corner and two small sets of built-in shelves are recessed into the west wall. Two simple wood tables are present, one for food preparation and the other with benches for eating. Simple non-historic electric lights and wiring have been installed. The southwest corner holds a large cook stove fabricated during the early 1900s by the Majestic Manufacturing Company of St. Louis, Missouri. This model 847 cabinet stove featured a 20" oven and six 8" holes for stovetop cooking. It is missing one part, a large nickel-plated ornamental badge that was bolted to the oven door. This contained the phrase "The Great Majestic" along with a decorative image of the famed White Star Line ship for which the company was named. The whereabouts of the badge are unknown. Beneath the stove is a concrete pad, along with a thin metal plate that covers about 6" of the nearby wood floor to prevent cinders from starting the building on fire.

Adjacent to the building's southeast corner is a wood telephone pole that dates from around the time the building was constructed. This freestanding pole rises from the ground to terminate about 2' above the eave line. Wood mounts for electrical insulators are attached at the top and about mid-height. A board that rises from the rear roofline supports another insulator mount. None of the insulators are present at this time. Rather than being used for electrical lines, these features (along with those found on the nearby Bunk House) are remnants of the historic telephone line that once ran to the Graves Camp.

Alterations – Other than the installation of interior fiberboard paneling that may date from the mid-1900s, there is no evidence of significant alterations to this building.

Chicken Coop, circa 1925 (photos 23-24): This small building, now out of use, is located in the eastern area of the Graves Camp about 10' south of the Bunk House. Although used as a chicken coop for decades, the building's architectural details suggest that it was originally constructed for an undetermined human use and then later repurposed. Evidence of this is found in its architectural details.

Facing toward the east-northeast, the one-story wood frame building rests upon a foundation that is obscured from view and has a square 10' x 10'3" footprint. The exterior walls are constructed with wood planks covered with tarpaper. These are mostly clad in horizontal corrugated metal siding panels that extend up into the gable end walls. The panels are bent around the building's four corners, but not as carefully as on the other buildings. They are also not as tightly assembled and are minimally attached to the underlying wallboards. Most of the nails are missing and empty holes predominate. This suggests that the panels were scavenged from another building and reused here. Additional evidence of this is found on the front of the building, where some of the panels are missing and others extend in front of the window.

The roof is front-gabled and entirely covered with corrugated metal panels. These extend a few inches beyond the flush eaves along the front and sides of the building, and are wrapped over the rear roofline. A stubbed metal flue pipe that once served a heating stove inside the building rises from the roof's north slope near the northeast corner.

The building's east façade holds its only entrance. This contains a historic vertical wood plank door that is partially covered with tarpaper and set into a wood frame. A hinged plywood hatch covers a small opening in the door's lower area that was big enough for chickens to enter and exit the building. Adjacent to the entry to the north is a three-light awning window with a wood frame. This opened to the interior, although a small segment of wire fencing has been installed inside and it is not currently operable. Above the entrance, white metal numbers that read "8100" are attached to the gable wall just below the roof ridgeline. Presumably an address or building identifier, these suggest that it might have been moved here from another location. However, the building's overall appearance supports the assertion that it has been on site for at least fifty years and is a longstanding part of the agricultural complex.

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The south side holds a three-light awning window similar to the one on the east. This window is not visible on the building's exterior and can only be seen from the inside. This is because it has been covered with boards and metal siding panels. Except for their corrugated metal siding, the rear (west) and north side are blank. On the interior, the building has a wood floor that is currently covered with a thick layer of hay. The walls are covered with grey fiberboard panels dating from the mid-1900s. Some sections of these have been cut away, probably due to deterioration. The four vertical corner boards have a series of holes drilled into them, but the purpose of these is not apparent. Visible overhead is the exposed roof framing and decking, painted white, along with the flue hole at the northeast corner. Directly below the flue, a corrugated metal panel wraps around the corner along the lower wall to insulate the wood framework from the heating stove that once stood there. No plumbing or electricity is present in the building.

A fenced enclosure designed to keep chickens in and predators out extends south of the building. The enclosure is about 8' tall and covers an area of 13'6' x 21'. Supported by a framework of slender logs, the woven wire fencing extends about 1' above the upper horizontal beam and is buried to an unknown depth below the ground. This was done to keep animals from jumping over or digging underneath the enclosure. Entry is gained just outside the main building entrance, through a tall wood gate with a hand-forged metal latch. A sandstone slab covers the ground just inside the gate and outside of the building entrance.

Alterations – This building has experienced some alterations, all of which appear to have been completed over fifty years ago. The first of these is that the building seems to have been moved here from an unknown location and turned into an integral part of the Graves Camp complex. It was not unusual for resourceful agricultural operations to acquire unwanted buildings and then move and repurpose them as needed. Based upon the building's construction details, it appears to have originally been intended for human occupation but was adapted for use as a chicken coop. At some time, the exterior was clad in corrugated steel siding that appears to have been scavenged from another building. The south window was covered when that took place and is now visible only on the interior. Other changes included cutting a hole in the lower area of the door to install a small entry and construction of the adjacent fenced enclosure.

Small Horse Barn, circa 1915 (photos 25-28): This small building, still in use today, is located west of the Bunk House and Chicken Coop in the center of the Graves Camp. Facing toward the east-northeast, the one-story wood building rests upon what may be a concrete slab foundation and has a rectangular footprint of 20'4" x 40'5". Essentially a pole barn, its exterior walls are framed with dimensional lumber using stickwork assembly rather than standard balloon framing, clad in horizontal corrugated metal siding panels. The building's structure is exposed on the interior, with log posts placed at regular intervals along the outer walls. Taller log posts run down the center from north to south to support the high roof ridgeline above. Instead of trusswork, the roof structure consists of a central ridge beam constructed of parallel boards, supported from below by the log posts. The boards and posts at the ridgeline hold up the roof's rafters and plank decking, which run down to the exterior walls. The side-gabled roof is finished with corrugated metal panels. On the front and back are shallow boxed eaves, and the sides are wrapped in metal and flush with the walls below.

The east façade holds two entries into the building. Toward the north end is a wide wood plank door with cross bracing and historic hardware that provides access into the northern interior space. The other entry is located near the building's southeast corner and accesses the southern space. This holds a wide wood plank Dutch door, also with cross bracing and historic hardware. The upper surface of the lower door panel is worn from horses nibbling on it years ago when the building still served as a horse barn. No windows or doors are found along the building's sides. The rear (west) wall contains two horizontal window spaces in the south room that are missing their lights and are boarded closed, but retain their wood frames.

On the interior, the building is now divided into two distinct spaces that are separated by a partial wood plank wall of more recent origin. The northern space has been converted into a tack and storage room with a concrete floor. The southern space has a dirt floor and is used for general ranch supplies storage.

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Alterations – Other than boarding of the western windows, there is no evidence of significant alterations to the exterior of this building.

Shop Building, circa 1915 (photos 32-36): Still in use as a ranch shop, this building is located west of the Small Horse Barn in the west-central area of the Graves Camp. Facing toward the east-northeast, the 15'-tall one-story wood frame building rests upon a concrete slab foundation and has a rectangular footprint of 30'6" x 50'4". Its exterior walls are finished with vertical corrugated metal panels that are nailed to the underlying wood framework. Some of these are stenciled on the interior with the name of the building contractor, William J. Wilseck of Cheyenne, Wyoming.² A circular emblem printed on some of the panels identifies their manufacturer as the American Sheet and Tin Plate Co. of Pittsburgh, which in the early 1900s became a subsidiary of the U.S. Steel Corporation. Patented in May 1915, this type of corrugated steel was sold under the registered trade name Apollo Roofing.³ The side-gabled roof has flush eaves and is finished with corrugated metal sheets. It is supported by dimensional lumber trusswork that is visible inside the building.

The east façade holds the only entrance, which consists of an oversized opening that contains a large wood plank sliding door hung from a metal rail. This is a recent replacement of the original painted plank door, which is attached to the wall just inside the opening. No windows are present along this wall. The corrugated metal siding north of the entrance is marked with several penciled inscriptions, including the following:

"July 4, 1925
R W Scott
Heavy rain and hail"

"Snow 3 ft. Deep
March 3 – 27"

"Oct 12 1927
90 mile wind
F. C. Roman"⁴

"July 5 – 1930
Hot as Hell
Pat Devlin
John Parker"

"Sept. 29, 1933
Hot day – no snow or any work!!
WHD"

"Wed. 17th - 46
About throug lamming [sic]
Warm day no Snow
Lots of B.S.
Jack Perrinson"

These inscriptions speak to the isolated location and character of the Graves Camp, factors that forced the men who lived and worked there to deal with the harsh environment, distance from community and modern comforts, and the boredom that sometimes came with the job.

The south side is dominated by a shed addition with a footprint of 11'6" x 30'6". This projects from the building's lower wall and is open to the east. The shed is supported by log posts and wood framework, and is completely clad in horizontal sheets of corrugated metal paneling. Lightly attached to the main building, the addition appears to be over fifty years old. Above this, the building's main wall holds a centered louvered metal vent. The shed's rear (west) and south side walls are blank except for their corrugated metal paneling.

² Cheyenne City Directories, Salt Lake City, UT: R. L. Polk & Co., 1911-1926 (Wilseck was active throughout these years, and possibly beyond, as a Cheyenne-based general building contractor.)

³ "United States Steel," *Gale Encyclopedia of U.S. Economic History*, 2000 (accessed at www.encyclopedia.com); "Apollo Best Bloom and Apollo-Keystone Copper Steel Galvanized Sheets," Catalogue of the American Sheet and Tin Plate Company, Pittsburgh, PA, Fourth Edition, 1924.

⁴ US Census Records, Bristol-Miner District, Larimer County, Colorado, 1920 (This was Frank C. Roman, who was born around 1904 and grew up on a farm several miles south of the Graves Camp owned by his Italian-American parents.)

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On the interior, the Shop Building has a concrete floor throughout its southern two-thirds, while the northern third is dirt. The wall and roof framing, along with the roof's trusswork, are exposed to view. Also visible are the stamps on the insides of the corrugated metal wall panels, as described above.

Alterations – Three alterations have been made to this building. The earliest involved construction of the open shed addition to the south, which appears to be over fifty years old. This is subsidiary to the main body of the shop building and is now a historic alteration that provided storage space, most likely for one or two vehicles or pieces of ranch equipment. Second, the large original wood plank sliding door was replaced in the past few years with a new one that is also of wood planks and hangs from the original metal rail. This was installed to provide the building with a more weatherproof door that operates as did the old one, and is of the same material. The final addition involved replacement, in the past decade, of the corrugated metal siding on the building's rear wall. This rectified the failing siding there, which was replaced with new corrugated metal of the same profile. The newer siding has weathered and is starting to look like it has been there for some time.

Outhouse, circa 1935 (photos 29-31): This small building, which is no longer in use, is located directly north of and adjacent to the Small Horse Barn. The concrete slab and riser, along with the angled toilet and vent behind the seat, all suggest that this is a WPA sanitary privy, a style that was promoted by the federal Works Progress Administration during the Great Depression.

Facing toward the east-northeast, the wood frame outhouse is one story in height, appears to rest upon a concrete slab foundation, and has a square footprint of 4'3" x 4'3". Its unpainted exterior walls are constructed of vertical planks. Horizontal corrugated metal panels wrap around the corners along the lower rear and side walls. The building has a shed roof that was once covered with wood shingles (these are mostly gone). This is finished with exposed rafter ends and overhanging decking with fascia boards. A metal ventilation flue pipe with a conical cap rises from near the southwest corner. The entire building is leaning toward the north.

The east façade holds the entrance, which contains an unpainted vertical wood plank door with historic metal hardware and wood bracing on the interior. There are no windows or other features on the remaining walls. On the interior, the outhouse holds a single toilet that is set on an angle and tucked into the southwest corner. This has a square concrete base that sits upon the building's concrete floor. A wood plank seat with a hole in the middle caps the concrete base. Above this is a hinged wood lid that is currently unattached, along with a hinged wood clasp that was designed to hold the lid in an upright position. A non-historic plastic toilet seat is also present. Rising from the back of the toilet is a metal ventilation pipe that extends through the ceiling. The interior walls are painted white and wood bracing has been installed around the base.

The inside of the east wall adjacent to the door contains several old inscriptions written in pen and pencil. A few of these are mathematical calculations, one with the name John is barely legible, and one is a simple cartoon-like drawing of a sheep. The others are as follows:

"1964
BENNY
RE, 4
CHadron"

"Oct 10 / 51
Paul Hasuse
Durango, Colo."

"John Nogotinez"

Alterations – There do not appear to have been any substantial alterations made to this building, although it might have been moved from its original location within the ranch complex. A shallow depression a few feet to the north could mark its original site.

Large Horse Barn, circa 1915 (photos 37-41): This building is located directly east of the Lambing Barn and remains in periodic use today, although to shelter cattle rather than horses. Facing toward the south-

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southeast, the one-story wood building seems to have no foundation and has an overall footprint measuring 20'2" x 107'2". Constructed in two phases, it consists of an approximately 20' x 60' segment on the west and a 20' x 47' segment on the east. Open to one another on the interior, the point where these segments meet is evident along the south wall. It is currently unclear which segment was constructed first. However, they are both weathered and well over fifty years old.

Although essentially a pole barn, the building's exterior walls are framed with dimensional lumber. Similar to the nearby Small Horse Barn, the walls are assembled of stickwork rather than standard balloon framing. These are clad on the exterior with horizontal corrugated metal siding panels that were painted red many decades ago. Around the perimeter, the lowest panels are not painted and probably replaced earlier panels that were deteriorating. These are now weathered and appear to have been installed decades ago.

The building's structural system is exposed on the interior. Short log posts support the outer walls at periodic intervals. Running along the center of the building from east to west is a single row of tall posts that support the roof ridgeline. In the western segment, these posts are heavy stripped logs. Those in the eastern segment are slender lodgepole pine utility poles coated in creosote and stamped with symbols indicating that they were manufactured in 1951. Instead of trusswork, the roof structure consists of a central ridge beam constructed of parallel boards, supported from below by the tall posts. The boards and posts at the ridgeline hold up the roof's rafters and plank decking, which run down to the exterior walls.

The side-gabled roof is finished with corrugated metal panels. Shallow boxed eaves are present on the front and back. The east side has fascia boards that are partially covered with bent roofing panels, and the west side is flush with the wall below and completely covered with roofing panels. The coloration of the corrugated metal roofing is different between the two building segments. Over the east segment, the panels were evidently painted red and are now faded or rust-colored. To the west, they are unpainted and relatively clean although aged. A metal ventilator is present on the central ridgeline.

The building's south façade holds ten door openings, all of them retaining their original wood frames. One of these spaces is boarded closed. Eight contain historic wood plank Dutch doors, with upper portions that are hinged along the tops and are essentially interior-swinging awnings (the upper portion of the easternmost door has been fixed in place and now swings with the lower portion). These upper awnings are held open by simple wood latches that are mounted inside the building and hang from the rafters above. One final door space retains its upper awning but the lower portion has been replaced with a metal gate. Also present along this wall are ten window openings, all with their original wood frames. These hold fixed three-light horizontal windows, six of which continue to have at least some glass intact.

The east and west sides have no door or window openings. On the east, a small area in the middle of the metal wall has been punched open and a metal ring secured to the exposed framework. This appears to have been placed there to secure a rope or reins. The rear (north) wall contains ten window openings, all with their original wood frames. These hold fixed three-light horizontal windows. Eight are now closed with wood or corrugated metal (they can be viewed from inside the building). Of the remaining two that are exposed, one retains its glass and the other does not.

On the interior, the building is divided into two primary spaces, each with a different use. The longer western room is open and holds nine horse stalls (this consists of the western building segment and part of the eastern segment). The floor in the eastern portion of this room is covered with short 9"x9" and 12"x12" timbers. West of these, the floor is dirt. Wood planks cover the lower walls, most likely to keep kicking animals from punching through the light stickwork framing and corrugated metal siding. Wood gates separate some of the stalls from one another, while posts and rails divide others. Feeding troughs constructed of wood run along the north wall, and wood stanchions are present in one of the stalls. Located toward the middle of the space is an

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enclosed room with wood plank walls and a low gate. This appears to have been installed to house foals or calves.

The smaller eastern room is enclosed and separated from the western room by a full wall constructed of horizontal wood planks. It is accessed from two points. The first of these is through an exterior door at the building's southeast corner. The other entry is centered in the interior wall between the east and west rooms and contains a wood plank Dutch door. This room has a dirt floor and the lower walls are finished with vertical wood planks. Above these, the upper walls are clad in fiberboard and old carpeting (circa 1970) that may have been salvaged from the ranch house. This appears to have been an attempt to weatherproof or insulate the room from the cold. The room is divided into two spaces by an interior partial wall. The room may have once been used to store tack and/or feed, or to house sick horses or foaling mares.

Two adjoining horse paddocks run along the south side of the building. These are about 30' x 50' in size and are attached to the building on the north. The fencing around these enclosures is lighter than the nearby sheep pens, but still consists of log posts and rails. Metal ranch gates are present along the southern and western edges of the paddocks, along with a small pedestrian gate to the northeast.

Alterations – The building was constructed in two phases. However, these both seem to be around the same age and exhibit many architectural details such as doors and windows that are undifferentiated. The primary differences are the two distinct roofing colors and the different sizes in structural posts (the slender creosoted posts may have been installed in the 1950s to replace earlier log posts). Otherwise, the building seems to have experienced little in the way of alterations.

Lambing Barn, circa 1915 (photos 42-56): The Lambing Barn is located in the southern area of the Graves Camp and remains in periodic use today. However it now shelters cattle rather than sheep. Facing toward the south and east, the tall one-story wood building has no foundation. Its L-shaped plan is formed by two large gabled wings with a diagonal central connector. The north wing (which runs on an east-west axis) has a footprint of 30' x 140', and the west wing (running north-south) measures 40'4" x 140'. The diagonal section where these meet has an outer wall length of 56'. While the building's front walls, facing to the east and south, are a relatively standard one-story height, the rear walls to the north and west are much shorter. This design allowed the massive Lambing Barn to hunker down into the landscape and better withstand the driving winds and precipitation from the northwest that are characteristic of the high open prairie.

The building's structure is entirely exposed to view on the interior. Essentially a pole barn, its exterior walls are lightly framed with dimensional lumber. These have been modestly strengthened with short log posts placed at regular intervals. On the outside, the walls are clad in horizontal corrugated metal siding panels that were painted red many decades ago. Instead of trusswork, three lines of tall log posts run down the center of the building to support the high roof above. One of these runs down the ridgeline and the other two are located at the midpoints along the slopes. The tops of the logs are connected to dimensional lumber beams that are twinned along the ridgeline, as in the other pole barns within the district. Together, the posts and beams hold up the roof's rafters and plank decking, consisting of very wide boards, which run down to the exterior walls. The entire gabled roof is finished on the exterior with corrugated metal panels. The gable end walls have flush eaves. Along the rest of the building, the eaves are shallow and boxed. Three large metal ventilators are located along the ridgeline, one on the north wing, one on the west wing, and the third over the diagonal connector. A small flue projects from the roof near the north wing's northeast corner.

The **north wing** features the following additional characteristics -- The wing's eastern end holds the primary entrance into this area of the building. A wood-plank sliding door that is painted red and hung from a metal rail is located in the large opening, together with a simple modern wood gate. Outside of this entry to the north and south are two small wood frame shed additions that are entirely clad in corrugated metal. The north addition measures 7' x 8' and is open to the south. It contains a short wood feeding trough. Above this, the

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main wall of the building has a window opening that has been boarded closed. The southern addition is 8' x 8'6" and is open to the north. It appears to have been used to shelter newborn lambs and contains two small pens constructed of wood planks. The addition's south wall also contains a boarded window.

The wing's south wall holds a number of door and window openings. Five large door openings, big enough for animals to access the building, are present. Two of these are open on the bottom and contain wood plank awning uppers that swing to the interior and are held up by metal hooks suspended from the rafters. The three remaining openings contain large swinging doors that are constructed of repurposed stadium bleacher seating and finished on the exteriors with corrugated metal panels. All of the entries open to a series of small livestock pens that run along the south side of the wing. Also present along this wall are eight window spaces, all with wood frames. Six of these are open, one is boarded closed, and the final one contains its original three-light fixed window.

The north wing's north wall is short in height and holds no entries. It is primarily characterized by corrugated metal cladding. From the interior, it can be seen that a series of small horizontal window spaces run along the wall. All of these retain their wood frames, but are closed with corrugated metal. To the west, the north wing is open to the central connector that extends into the west wing.

On the interior, the north wing has a dirt floor and is divided into several spaces. A small, enclosed storage room occupies its northeast corner. The door there features a hand-carved wood handle, and three primitive wood racks for hanging tools or other items are mounted to the adjacent wall. Black tarpaper was installed to cover the outside of the room's door and wood frame walls. Scrawled on the tarpaper are several chalk inscriptions and drawings that were placed there decades ago by at least one ranch hand. These include a cartoon drawing of the character Popeye with a cigarette dangling from his mouth. Another drawing depicts a horse with an elegant face and unusually long ears. The wall next to the horse contains the question and answer, "What Cooking Good Looking – Lamb." The door is marked by the phrase "Everybody Welcome Here." Adjacent to the door is what seems to be a boarded window. Scribbled with pencil on the lower painted window frame are mathematical calculations. Above the window, the tarpaper is inscribed with the name "Tex Finley," along with the date "4/30/53" and "Δ Bay."

Just inside the eastern entry are two animal pens that are enclosed by fencing and gates constructed of repurposed stadium bleacher seating and corrugated metal panels. The northern one of these pens, located just west of the enclosed room described above, is insulated along its north wall with tarpaper. A hole in the roof above marks the location of a flue pipe that presumably served a heater, possibly a potbelly stove. This suggests that the pen was once used for birthing, or for young or sick animals, any of which might have required warmth during the colder months.

The rest of the north wing interior is divided into three spaces, separated from one another by partial wood plank and corrugated metal walls that have been nailed to the roof poles. The eastern and central spaces are larger and housed animals. The third space, located adjacent to the central building connector, has shallow trenches (about 16" deep) excavated into the dirt floor in front of the south wall's two western doors. The previous use of these trenches is currently unclear.

The **central connector** features the following additional characteristics. This area is entered from either the north or west wings of the building and is entirely open to them as a continuous room. Its outer wall along the northwest has no doors but does contain two window openings. These retain their original wood frames but are closed with the exterior corrugated metal cladding. The interior of the central connector has a dirt floor and the lines of log posts that support the roof are the only features that break up the open space. Overhead, the roof's complex structure at this intersection of two large gabled wings is exposed to view.

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The **west wing** features the following additional characteristics -- The wing's southern end holds the primary entrance into this area of the building. This large opening contains a wood swinging door that is clad on the exterior with corrugated metal panels. Above this, the high gable end wall holds a pair of small windows that originally had four lights in each but are now open (one retains remnants of the framework). The wing's east wall has a series of doors and windows. Four large door openings are present, all designed to provide livestock with access to the building. Their upper halves could be left open or closed, with enough space for sheep to move through the lower openings. These doors retain their wood plank upper awnings that swing to the interior and are held up by metal hooks hung from the rafters. Seven windows are present, all of which are open but retain their wood frames. The west wing's short but long west-facing wall also holds seven window openings. Although these retain their wood frames and are visible from the exterior, they are all closed with sheets of corrugated metal. The interior has a dirt floor and consists of an expansive open space that is broken only by the lines of log posts that support the high roof above. The building's framing is exposed throughout this area.

Alterations – The Lambing Barn appears to be largely intact from its period of construction about a century ago. Changes to the building since then appear to have been very limited. Many of the north and west windows were closed with corrugated metal siding. This appears to have taken place many decades ago, probably to insulate the building from winds and snow. Two small shed additions were also constructed off the east end of the north wing. These appear to be many decades old and seem to have been installed to temporarily house and feed young animals. During the late 1980s, former ranch manager Jim McCartney with the Soapstone Grazing Association acquired lengths of stadium bleacher seating from an unknown source.⁵ These were hauled to the Graves Camp and used to construct framework for the interior livestock pens and gates in the north wing, along with three of the south wall doors that have been described above. Finally, the large door on the south end of the west wing was recently rebuilt with new wood framework that was clad on the exterior with old corrugated siding.

CONTRIBUTING RESOURCES - STRUCTURES

Domestic Well, circa 1915-1920 (no photo):

Off the southeast corner of the Cook House, a short concrete sidewalk extends several feet to the east, where it terminates at a small concrete pad. Mounted atop the pad is an operable hand pump that draws water from a well below. This model 716 McDonald hand pump was produced in Dubuque, Iowa by the A. Y. McDonald Manufacturing Company, which fabricated pumps from the 1870s well into the 1900s. More than fifty years old, this one likely dates from the early decades of the twentieth century. It seems to have been painted green, a common color (along with red) that was used for water pumps of the era.⁶ A small covered opening in the concrete pad provides access to an electric pump that sends water to the house.⁷

Livestock Pens, circa 1915 (photos 57-60): The sheep pens are clustered around the Lambing Barn, specifically to the east and south of the building. Most of these are sheltered in the courtyard, or inner angle, formed by the building's two large wings. Several small pens run along the south wall of the north wing, keeping animals housed there close to the building. Across an aisle to the south are three long pens that run parallel to one another on a north-south axis. These are each about 25' wide and just over 100' in length. An additional corral area is found to the east of the north wing, north of the Large Horse Barn.

⁵ Email exchange between Ron Sladek and rancher Willie Altenburg, owner of the Altenburg Super Baldy Ranch and longtime member of the Soapstone Grazing Association, 25 August 2015.

⁶ "The Story of A.Y. McDonald Mfg. Co.," Accessed on 25 July 2015 at www.aymcdonald.com.

⁷ This well provides water only to this building and the current owner owns all of the water rights. Per CFR 36 60, only real property is included in the nomination, not water rights.

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The field just west of the Lambing Barn serves as a livestock corral that measures about 130' x 130'. To the south of the building is a smaller rectangular pen of about 50' x 75'. Located adjacent to the road, this holds a wood loading chute at its southeast corner that faces toward the southeast. Additional fencing and a holding structure within this pen assist ranch hands as they work with the animals. All of the pens were constructed with heavy timber posts, many of them repurposed railroad ties. These support either five or six slender horizontal log rails that are attached between each set of posts.

Alterations – Livestock pens have been present in association with the Lambing Barn since it was constructed in the early twentieth century. Over the decades, various wood posts and rails have been replaced with similar materials as they have deteriorated. The original swinging wood gates of varying lengths were replaced with metal ones several decades ago. In addition, short lengths of bleacher seating were added in several locations around the late 1980s, particularly at the loading chute and in the corral east of the north wing. All of these changes are typical of ranching sites, where built features are exposed to the elements and require periodic maintenance and replacement, most often accomplished in a utilitarian way and with whatever materials could be easily and cheaply obtained.

Trappers Trail / Fort Laramie Road / Denver and Cheyenne Stage Road (segment), ca. 1830s-1890s (5LR.14076.1) (photos 80-82, 84) (Maps 1, 2, and 4): This 1½-mile-long segment of an important frontier and pioneer-era transportation route runs through the nominated district from southwest to northeast. The combined trail and road were once part of a longer nineteenth-century transportation system that ran between Laporte/Fort Collins along the Cache la Poudre River in present-day Colorado and Cheyenne/Fort Laramie in what would become Wyoming. The Trappers Trail dates back as early as the 1830s. Starting in the 1860s, it intersected with the Overland Trail north of Laporte. South of the Cache la Poudre River, the road continued as far as Denver. Between Laporte/Fort Collins and Cheyenne, the route was approximately forty miles long. Sixty miles north of Cheyenne, the road reached its northern terminus at Fort Laramie, and thus became also known as the Fort Laramie Road. Stage lines also used the road in the late 1860s and became commonly referred to as the Denver and Cheyenne Stage Road.

For at least five miles southwest of the nominated property, the two-track road is visible as it runs through historic rangeland passing Round Butte (a landform four miles southwest) and Jack Springs Camp (a historic sheep camp two miles southwest). The road enters the Graves Camp Rural Historic District at the south-central edge of Section 28 and then heads due north for one mile to the Graves Camp. Although abandoned as a primary transportation route over a century ago, the road's southern length within the nominated property has continued to be used by ranch workers. Today it also forms part of a bicycle and hiking route established by the City of Fort Collins known as the Plover Trail. Due to periodic use, its alignment south of the Graves Camp remains clearly visible as a narrow, unimproved two-track road that is just wide enough to accommodate a single vehicle.

At a point about 275 yards south of the Lambing Barn, the nineteenth-century road intersects with the graded ranch road that now provides the primary east-west access through the district. From that point to the northeast, the two roads are combined for a short distance as they extend toward the Graves Camp. Along the east edge of the camp, the stage/wagon road diverges from the ranch road and crosses Graves Creek. From that area to the northeast, the route appears as faint braided two-track traces. While these can be seen in aerial images, they are difficult to spot on the ground. This northern length of the road runs for just under one-half mile across the southeast quarter of Section 21, heading toward the low point below the northern base of the low ridge that rises east of the Graves Camp. After passing the ridge, the road exits the nominated property at a north-south fence line. Continuing to the northeast beyond the nominated boundaries towards Cheyenne, at least one segment of the stage/wagon road remains visible as it approaches the state line.

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Ranch Roads, ca. 1915-1920 (maps 1, 2, 4 and 5): In addition to the historic stage/wagon road discussed above, two early twentieth-century ranch roads run through the nominated property. These both appear to date from the period around 1915-1920, when the Warren Live Stock Company was constructing and improving its sheep camps and introducing the use of motorized vehicles. The alignments of these roads provide strong evidence that they were developed to connect the Graves Camp with other livestock facilities that were owned and operated by the company.

Graves Camp Road / Soapstone Ranch Road, ca. 1915 (photos 1-4, 81): The graded road known today as Soapstone Ranch Road serves as the primary route both to and through the Graves Camp Rural Historic District, running for about 1½ miles from east to west within the nominated boundaries. Along most of its length, the segment sits at the same grade as the surrounding prairie rather than on a raised bed and is only about 8'-9' wide, enough to accommodate one vehicle at a time. Its eastern starting point is found along the frontage road east of Interstate 25 at the entrance to the Terry Bison Ranch on the Colorado-Wyoming state line. From there it heads west for about four miles through an open expanse of ranch land in southern Wyoming. Along the way, the road passes through locked gates and over cattle guards as it makes its way toward the Graves Camp.

At about the four mile mark, the road turns to the southwest and drops into Colorado northeast of the nominated property. After another mile, it enters the district along the east-central edge of Section 21 and then curves to the south-southwest as it travels about three-quarters of a mile to reach the Graves Camp. Just east of the camp, the road turns to the west and immediately crosses over Graves Creek. The camp's entry gate and buildings are located about 150' straight ahead. Taking another turn to the south before it reaches the gate, the road continues about 400 yards to the point where it meets the southern length of the nineteenth-century, two-track stage/wagon road described above. From that divergence point, the graded ranch road curves to the west and northwest, and runs over one-half mile before exiting the property near the southwest corner of Section 21.

After exiting the nominated property, the road passes through additional locked gates as it extends about eight miles to the west and southwest across the open rangeland of the Soapstone Prairie Natural Area. Along the way it passes the Bear homestead, the ruins of a former sheep camp, and the Lindenmeier Archaeological Site (more about this below). It also connects with other ranch roads that run across the rolling prairie in this remote area of northern Colorado and southern Wyoming. Eventually, the road reaches Soapstone's public entry gate north of Waverly, Colorado.

Exactly when this road was first developed is difficult to substantiate through primary or even secondary sources, with the answer to this question hampered by the passage of many decades, the lack of persons with memories of the property from long ago, and the fact that few detailed records or maps provide information on ranch roads in this area.⁸ At the same time, one important fact has been established, that the road historically connected two important sheep camps to one another. At its eastern terminus, it runs directly into the main gate at the Terry Bison Ranch. Historically known as the 7X-L Ranch, this facility served as the Warren Live Stock Company's southern headquarters, where operations were overseen for its northern Colorado camps and rangeland. To the west, the road runs directly into the entry gate at the Graves Camp.

Both of these facilities were constructed and improved starting around 1915 and the direct route between them was most likely to have been developed over the following several years. In large part,

⁸ No records providing direct evidence of the construction of this road have been located to date, although such materials may exist in the voluminous collection of the Warren Live Stock Company. While corporate records and historic maps were reviewed and provided useful information about the nominated property and the company's regional operations, these tended to focus upon parcel ownership, fence lines and land uses, offering little about ranch roads. No historic aerial photographs were found, probably because the rural site was remote and not used for irrigated agriculture.

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this was because the existing nineteenth-century stage/wagon road that ran between the Graves Camp and Cheyenne did not pass close to the 7X-L Ranch. The Warren Live Stock Company also introduced the use of motorized ranch vehicles during this same period, underscoring the need for a direct road connection to be constructed.

This new route is likely to have been known as the Graves Camp Road when it was owned and used by the company because from a management perspective it ran *from* the 7X-L to the Graves Camp. The name Soapstone Ranch Road appears to have been applied in more recent decades, and does not predate the mid-1960s when the Soapstone Grazing Association first became involved with the property. According to the 1967 USGS Round Butte topographic quadrangle map, the eastern length of the road between the 7X-L and the Graves Camp was unpaved, but graded around that time. From the Graves Camp to the west, it appeared as an unimproved two-track road that was later graded by the grazing association. The entire route today remains a dirt road with few improvements.⁹

Meadow Springs Ranch Road, ca. 1915-1920 (photo 85) - One other twentieth-century road is present on the nominated property. This narrow two-track ranch road, about 8' wide, heads southeast from the point where the old stage/wagon road and the Graves Camp Road meet just south of the Graves Camp. Also likely to date from around 1915-1920, the route provided access between the Graves Camp and the Meadow Springs Ranch, the Warren Live Stock Company's shearing camp located seven miles to the southeast (the facility stands just east of Interstate 25 on the Larimer County-Weld County line).

Within the Graves Camp Rural Historic District, the two-track road is not as evident today because it is rarely used. However, its alignment remains reasonably visible both on the ground and in aerial photographs. The road heads southeast through the eastern half of Section 28. About five miles southeast of the camp, it intersected with a new public road that had been established in the early 1900s to provide easier travel between Fort Collins and Cheyenne. Designated Highway 1 in the 1920s, the public road ran through the countryside north and northeast of Fort Collins following section lines and a series of county roads until it reached the town of Wellington, Colorado, founded in 1902. From there it headed north to the Wyoming state line toward Cheyenne.¹⁰ Prior to construction of the interstate highway in the 1960s, the ranch road connected with Highway 1 about 2½ miles north of the Meadow Springs Ranch.

CONTRIBUTING RESOURCES - SITES

Outlying Barns and Pastures, circa 1915-1925 (photos 9 & 11; Maps 1, 2 and 5): The fields directly north, northwest and west of the Graves Camp are watered by natural springs and drainages, and contain a lush growth of grass that is ideal for grazing livestock. This area of roughly 160 acres is divided into five fenced pastures of varying shapes and sizes, each of them bordered by post and wire fencing. Within each pasture is a livestock barn, as described below.

⁹ Telephone conversation between Ron Sladek and Larry Hoffner, rancher and former president of the Soapstone Grazing Association, 20 November 2015. Hoffner started ranching in the area of the Graves Camp in 1965 and recalled that the graded ranch road was already in use along its current alignment by that time. He also stated that it had been constructed by the Warren Live Stock Company, but did not know exactly when.

¹⁰ Highway 1 north of Wellington was abandoned during the 1960s, when Interstate 25 replaced it as the primary route between northern Colorado and southern Wyoming. While the interstate destroyed most of its length, short remnants of the old highway can still be seen in a few locations.

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Outlying Barn 1 (Feature 1; photos 61-64) - This small horse barn is located just over 100 yards northwest of the noncontributing ranch house at the Graves Camp. It is situated close to the center of the fenced pasture and is currently out of use. Facing toward the east-northeast, the pole barn has a footprint of 20'-2" x 40'-7" and no foundation. Its stickwork walls are framed with wood planks, clad on the exterior with rusted corrugated metal siding. The building's side-gabled roof is also covered with corrugated metal panels. Mounted on the roof at the central ridgeline is a metal ventilator that is missing its cap. Along the front and back of the building, the eaves are shallow and boxed. They are flush with the walls on the sides and wrapped in corrugated metal that is bent over from the roof.

The east façade has two large entries into the building. The entrance near the southeast corner retains its upper wood plank awning that swings to the interior. This is held open by wires hung from the rafters. The other door is missing the awning, but the wires remain in place. Two small horizontal window openings with wood frames are found along this wall between the doors.

The building's north and south sides have no door or window openings. These walls consist solely of the blank corrugated metal panels (some of the panels on the south wall have been torn open). Along the rear (west) wall are two window openings. These retain their wood frames, but one window is open and the other has been boarded closed.

On the interior, the barn's dirt floor is substantially raised above the outside ground level by a thick layer of manure. Wood planks line areas of the walls to keep horses from kicking through the stickwork and exterior corrugated metal siding. A single row of slender creosoted poles, possibly dating from the 1950s, runs down the middle of the building from north to south. These are tied into and support the twinned plank beams at the roof's ridgeline. Shorter poles have been installed along the east and west walls to provide structural support to the building. The roof structure above is exposed to view.

A small paddock enclosed by post and rail fencing occupies the grounds east of the building.

Alterations – The barn appears to have experienced no substantial alterations.

Outlying Barn 2 (Feature 2; photos 65-69) - This building is located about 500 yards west of the house in the southeast corner of a fenced pasture. It was once used to shelter cattle and sheep, but is currently out of use. Facing toward the south-southeast, the pole barn has a footprint of 40'3" x 100'7" and no foundation. Its exterior walls are constructed of wood plank stickwork clad in corrugated metal siding. The side-gabled roof is covered with corrugated metal, with shallow eaves on the front and back. A metal ventilator rises from the central ridgeline, secured to the roof with barbed wire.

The south façade has experienced the removal of sections of framing and siding. This primarily impacted the western half of the building and was either done to remove damaged materials or so it could be opened up as a loafing shed. Despite this, the wall retains evidence of the historic presence of three large livestock doors. Two of these have their frames at least partially intact, and remnants of the third remain in place so it can be determined where it was located. Parts of the upper awning doors that swung into the building are also present, including some of the boards and metal hinges. Along the wall are two window openings with wood frames.

The east and west sides hold no doors or windows, and are characterized only by their corrugated metal siding. The rear (north) wall contains four window openings with wood frames. Three of these are open and the fourth is covered over with a sheet of corrugated metal.

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On the interior, the building has a dirt floor and its structural framework is exposed to view. Three rows of slender poles run the length of the building from east to west. These are tied into and support the twinned plank beams at the roof's ridgeline and single beams at the midpoints between the ridgeline and outer walls. Shorter poles have been installed along the interior of all four walls to provide structural support to the building. The roof structure above is exposed to view. The interior space is divided into two pens through the installation of a north-south fence of slender horizontal logs that are attached to the roof poles.

A livestock pen bordered by a combination of barbed wire and post-and-rail fencing occupies the grounds south of the building. Gates are present at the pen's southeast and southwest corners.

Alterations – This building has experienced alteration in the form of removal of materials along its south wall, as described above. Other than that, the building is intact from its period of construction.

Outlying Barn 3 (Feature 3; photos 70-72) - This building is located about 450 yards northwest of the ranch house near the center of a large fenced pasture. It has short walls and was once used to shelter sheep but is currently out of use. Facing toward the south-southeast, the barn has a footprint of 20'3" x 79'8" and no foundation. Its exterior walls are constructed of wood plank stickwork clad in corrugated metal siding. The side-gabled roof is also covered with corrugated metal, with shallow eaves formed by overhanging roof panels on the front and back, and flush eaves on the sides. Two metal ventilators rise from the ridgeline.

The south façade has two large door openings with wood frames but no doors. Five horizontal window openings are also present, all with wood frames and no glass. In four of these, the spaces are half open and half boarded closed. The east and west sides have no doors or windows. The rear (north) wall has no doors, but does hold three window openings with wood frames. Two of these are closed with corrugated metal panels, and the third is open but the wall below has been torn open.

On the interior, the building is primarily characterized by its dirt floor and unusually low walls and roof trusswork. Formed from planks that were cut and assembled on the property, the trusswork distinguishes the building from the many pole barns within the district. Short creosoted poles have been placed in the four corners and at intervals along the perimeter walls to provide additional structural support to the building. These are attached with wires to the original posts in each location. Rising from the middle of the dirt floor is a single squared timber of unknown function. The area in front of the building holds a narrow collapsed structure of wood posts and planks whose original use is unclear (this may have been a loading ramp for sheep).

Alterations – This building seems to have experienced no substantial alterations. The short poles that were installed along the perimeter walls appear to have been placed there around the 1950s.

Outlying Barn 4 (Feature 4; photos 73-76) - This building is located about 850 yards northwest of the house in the east-central area of a large fenced pasture. It was previously used to shelter cattle and sheep, but is now out of use. Facing toward the southeast, the pole barn has a footprint of 40'8" x 80'4" and no foundation. Its exterior walls are constructed of wood plank stickwork clad in corrugated metal siding. Sections of the walls have been removed on the north and east, probably due to deterioration and to make the building more open for use as a loafing shed. The side-gabled roof is also covered with corrugated metal, with shallow boxed eaves on the front and back.

The south façade has three large door openings with wood frames but no doors. Also present along this wall are five horizontal window openings, all with wood frames and no glass. The west side contains no doors or windows, and is characterized by its blank corrugated metal wall. The rear

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(north) wall has no doors, although three horizontal window openings are present with wood frames and no glass. About half of the wall materials, both framing and metal cladding, have been stripped away. The east side is also missing the lower half of its wall. Some of these materials are lying on the ground nearby.

On the interior, the building has a dirt floor and its structural framework is exposed to view. Three rows of log poles run the length of the building from east to west. These are tied into and support the twinned plank beams at the roof's ridgeline and single beams at the midpoints between the ridgeline and outer walls. Shorter logs and squared posts are placed at regular intervals along all four walls, providing additional structural support to the building. The roof structure above is exposed to view.

Alterations – This building seems to be unaltered, except for the stripped away wall materials on the north and east. While some of these materials have been removed from the district, others are lying on the ground nearby. Its condition may have been caused by deterioration combined with high winds.

Outlying Barn 5 Ruins (Feature 5; photos 77-79) - This building is located about 675 yards northwest of the house in the southwest area of a large fenced pasture. It was once used to shelter sheep, but has collapsed and is no longer in use. What remains there today is the roof structure, along with many of the wall materials (these are both beneath and next to the building). Measurements and the surviving architectural details show that the building was very similar to Outlying Barn 3, with a footprint of 19'-10" x 80'-8" and no foundation. Its short exterior walls were constructed of wood plank stickwork clad in corrugated metal siding. The side-gabled roof is also covered with corrugated metal.

Alterations – This building is collapsed and on the ground. Its largely intact roof is its most visually dominant feature today. Satellite imagery shows that the barn was already on the ground by the early 1990s (Google Earth, 29 June 1993). Although in seriously deteriorated condition, the building and its broken remnants provide substantial evidence of its construction details and mark its original location.

Open Range, (photos 2, 3, 7, 9, 12, 13, 73, and 82): Beyond the buildings and other developed features that occupy and define the Graves Camp complex and its nearby pastures, most of the nominated district is characterized by an expanse of short-grass prairie that has historically been used as sheep and cattle range. Graves Creek, a very small number of fence lines, the stage/wagon road, and the two ranch roads discussed above are the primary features that bisect these lands. Despite the presence of these developed features, the visual impact of settlement and ranching there over the past 140 years is dwarfed by the setting's vast scale. In essence, the open range dominates the district and remains a pristine example of the historic natural landscape that attracted sheep and cattle ranchers to this location in the 1870s and allowed them to thrive there for several generations.

NON-CONTRIBUTING RESOURCES - BUILDING

Ranch Manager's House, 1969 (photo 86):¹¹ This small residence is located in the northern area of the Graves Camp, on the north side of the road northwest of the Cook House. Facing toward the east-northeast, the one-story wood frame building rests upon a raised concrete foundation and has a rectangular footprint of 24' x 34'. The exterior walls are finished with wide white clapboard siding. The low sloped, side-gabled roof is finished with asphalt singles and boxed eaves.

¹¹ Larimer County Assessor Records, Parcel 82280-00-007 (Graves Camp).

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On the east façade is a concrete stoop with metal handrails that rises to the building's main entrance. This holds a non-original panel door with a fanlight and a screen door. The raised basement has two two-light sliding windows. The main floor has two windows: a large picture window flanked by one-over-one double hung sash windows, and a pair of one-over-one double hung sash windows.

The south side facing the Graves Camp complex holds a secondary entrance that is reached by way of a non-original wood stoop with a small landing at the top and an open wood rail. This entry contains a non-original door and screen door. A one-over-one double hung sash window is also present on the building's main floor. The rear (west) wall has no entries into the home. On the basement level are three two-light sliding windows. The main floor contains two one-over-one double hung sash windows, along with a small two-light sliding window. The north side also contains no entries. The basement has two two-light sliding windows, and two one-over-one double hung sash windows are located on the main floor.

A fenced yard planted with grass and a few ornamental trees and shrubs surrounds the house. The woven wire fencing includes gates to the east and south, and a metal clothesline is located in the yard to the north. These features appear to have been installed around the time the house was constructed in the late 1960s.

NON-CONTRIBUTING RESOURCES - OBJECTS

Pump Jacks, circa 1980s: Two small trailer-mounted Jensen Straight Lift Pump Jacks are located on the property. One of these is currently stored inside the Lambing Barn and the other sits outside the Shop Building. However, they are movable and are unlikely to remain in these locations in the future. The Jensen Brothers Manufacturing Company of Coffeyville, Kansas, began manufacturing these small well pumping units in 1935. However, it wasn't until the early 1980s that the name "straight lift pump jack" was trademarked, confirming that they are not old enough to be contributing elements of the nominated district.¹² Because these pieces of equipment are small, moveable and non-contributing, they are not included in the resource count.

INTEGRITY

Today the Graves Camp Rural Historic District retains the vast majority of its historic characteristics from its two periods of significance. These include the sheep camp complex, the roads, and the unspoiled ranching landscape, all of which remain visible and little changed over the past century.

Although minor repairs have been made to the ranch's early twentieth-century buildings and corrals over the past fifty years, these were done simply and with like materials. Consequently, the relatively small changes noted have had little visual impact and do not diminish the district's overall character and ability to convey its significance. As a whole, the Graves Camp effectively tells the story of its long use as an important transportation corridor and a significant element of a massive corporate livestock ranching empire that operated for decades in southern Wyoming and northern Colorado. This story is likely to be augmented in the future through additional research and the completion of an archaeological survey.

The historic buildings and structures at the Graves Camp exhibit a high level of physical integrity with regard to their location, setting, materials, workmanship, feeling, association and design. Both individually and as a group, they easily take visitors back to the district's period of development in the early twentieth century. The stage/wagon road and ranch roads similarly exhibit a very good degree of integrity in terms of their alignment and construction. The surrounding terrain, including the viewshed beyond the nominated boundaries, remains largely undisturbed, allowing the historic property to retain its setting on the open prairie and to reflect the ranching landscape. Because the landscape is relatively unchanged and there has been little above ground

¹² "Jensen Straight Lift Jack," Trademark Registration #1261467, Accessed online at www.trademarks411.com.

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activity to disturb the site, the likelihood of below-ground features and their archaeological integrity is high. The only non-historic resource of any size is the 1969 ranch manager's house, although this small building does not detract from the district's overall historic appearance.

The boundaries for the Graves Camp Rural Historic District include a substantial amount of land, recognizing that the natural landscape and setting on the open prairie were so important to its use as an early transportation corridor and in relation to the historic livestock grazing that took place there over many decades.

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RESOURCE COUNT

	Contributing	Non-Contributing
<hr/> <i>Buildings</i> <hr/>		
Bunk House	1	
Cook House	1	
Chicken Coop	1	
Small Horse Barn	1	
Outhouse	1	
Shop	1	
Large Horse Barn	1	
Lambing Barn	1	
Ranch Manager's House		1
Subtotal	8	1
<hr/> <i>Structures</i> <hr/>		
Livestock Pens	1	
Trappers Trail, Fort Laramie Road, Denver and Cheyenne Stage Road	1	
Domestic Well	1	
Graves Camp Road/Soapstone Ranch Road	1	
Meadow Springs Ranch Road	1	
Subtotal	5	0
<hr/> <i>Sites</i> <hr/>		
Open Range	1	
Outlying Pastures (containing features of four barns and one barn ruins)	1	
Subtotal	2	0
<hr/> <i>Objects</i> <hr/>		
Pump Jacks		2
Subtotal	0	2
TOTAL	15	3

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

AGRICULTURE

ARCHAEOLOGY (historic/non-aboriginal)

TRANSPORTATION

Period of Significance

1830s-1963

1915-1963

Significant Dates

1915

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

EURO-AMERICAN

Architect/Builder

WARREN LIVE STOCK COMPANY

Period of Significance (justification): The period of significance for Historic Non-Aboriginal Archaeology extends from circa 1830, around the time the trail/road is first known to have been used, and continues to 1963, when the Warren Live Stock Company ended its association with the property. The period of significance for Transportation also runs from circa 1830 to 1963 in relation to the roads that run through the district. The period of significance for Agriculture extends from circa 1915 to 1963 in relation to the Graves Camp and its association with corporate sheep and cattle ranching conducted by the Warren Live Stock Company after it renovated the ranch complex and constructed new buildings in 1915.

Criteria Considerations: Not Applicable

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STATEMENT OF SIGNIFICANCE

Summary Paragraph

The Graves Camp Rural Historic District is locally significant under **Criterion A** in the area of **Agriculture** for its association with the prominent Warren Live Stock Company, which operated throughout southern Wyoming and northern Colorado between the 1880s and 1960s. Despite the fact that this property had been in use as a ranch since the 1870s, the firm completely rebuilt the Graves Camp around 1915 and its period of significance runs from that time through the early 1960s instead of starting at an earlier date. The Graves Camp is also locally significant under **Criterion A** in the area of **Transportation** for the presence of a 1.5-mile segment of a vital nineteenth-century trail and wagon/stage route that connected northern Colorado and southern Wyoming during their frontier, territorial and early statehood periods from the 1830s through the 1890s. Also important on the property are two twentieth-century ranch roads that connected the Graves Camp to other corporate ranching facilities located miles to the east and southeast. Finally, the nominated property is locally significant under **Criterion D** in the area of **Archaeology: Historic Non-Aboriginal** due to the likely presence of informative archaeological resources along the stage/wagon road and in and around the sheep camp. Further study of the property's archaeology is likely to reveal substantial information about its historic use during its periods of significance.

Narrative Statement of Significance

The Graves Camp Rural Historic District was evaluated in light of the analysis provided in the *Colorado Plains Historic Context* (Mehls, 1984) and *A Guide to the Evaluation of Wyoming's Ranching, Farming, and Homesteading Historic Resources* (Cassity, 2011). These documents indicate its importance in association with frontier trappers, traders and the military moving about along an established trail; with freight and passenger travel along a territorial and early statehood road; and with its use for decades during the twentieth century as a sheep ranching facility operated by a major livestock company.

Criterion A – Agriculture: The nominated Graves Camp Rural Historic District is significant as an excellent example of a twentieth-century sheep and cattle ranch that was acquired, developed and operated for decades by the massive Cheyenne-based Warren Live Stock Company, one of the region's most renowned and powerful corporate sheep and cattle ranching empires. The firm used this property, along with the surrounding high prairie landscape in both northern Colorado and southern Wyoming, as rangeland from the 1880s through the 1960s. Built by the company, the Graves Camp served as one of its primary lambing centers, a critical facility for any large sheep ranching operation.

During the 1870s and 1880s, the property was the location of the Graves Ranch, a pioneer-era sheep and cattle operation that conducted business under the name Graves & Hawley. This was acquired by the rapidly expanding Warren Live Stock Company in 1887 and used for the next three decades as a sheep camp. Starting around 1915, the company, under the leadership of Fred Warren, completely redeveloped the property during a massive modernization program that brought the ranching empire into the new century and accommodated its corporate needs. Dozens of the firm's facilities scattered across tens of thousands of acres in Colorado and Wyoming were either built or rebuilt. The almost forty-year-old Graves Ranch buildings and structures were demolished and replaced at that time with the various buildings, corrals, and pastures that are still there today. From that time on, the property was known as the Graves Camp.

No historic buildings or other features from the Graves Ranch period between 1875 and 1915 are known to have survived within the district, and although their exact locations are presently unknown it is believed they were on or very near the current buildings' location, as the proximity to Graves Creek was crucial for settlement. For this reason, the property's integrity as a historic ranching center focuses upon the Graves

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Camp era when the Warren Live Stock Company made renovations to it, beginning in 1915, and continues until 1963, when the Warren Live Stock Company ended its association with the property. In relation to the Criterion A area of Agriculture, the Graves Camp Rural Historic District represents a remarkably intact high plains ranching complex dating from the early twentieth century. The nominated district exhibits an excellent level of integrity and conveys a strong sense of its history and significance as a center of livestock ranching in northern Colorado.

Criterion A – Transportation: The nominated Graves Camp Rural Historic District is also significant for its association with transportation during the nineteenth and twentieth centuries. Throughout the period from the 1830s to the 1890s, the historic Trappers Trail / Fort Laramie Road / Denver and Cheyenne Stage Road included the approximately 1.5-mile segment that runs on a southwest-northeast axis through the nominated district. During those years, it was used by trappers, the military, the general public, and by freighting and stagecoach lines as a vital link between northern Colorado and southern Wyoming. This fostered communication, movement, and trade across the region and contributed to its eventual settlement and development by Euro-Americans.

Throughout its early period in the 1830s and 1840s, the Trappers Trail connected the northern Rocky Mountains in what would later become Colorado with the frontier trading posts of Fort William and Fort John in the Laramie River country of present-day southeastern Wyoming. Trappers emerged from the foothills each spring and followed the trail to the forts to sell their winter's harvest of furs and pelts, communicate with their countrymen, pick up supplies and then head back to the mountains. In the 1850s and 1860s, the trail through the nominated district became known as the Fort Laramie Road and served as the primary route used by the American military to connect frontier Fort Laramie with the settlement of Laporte and the army outpost established in 1864 at Fort Collins, both located along the Cache la Poudre River. In essence, the established trappers trail became an established road that served a critical need for military movement throughout the region. This enhanced the federal government's presence on the frontier as the country sought to wrest the land from the Native American tribes who resided there and open it to Euro-American settlement.

From the late 1860s through the 1890s, the road accommodated migrants, travelers, freight haulers and stage companies as the principal route between Laporte/Fort Collins and Cheyenne. The segment running through the nominated district completed the Denver and Cheyenne Stage Road and was used for years by Wells, Fargo & Company and other freight and passenger enterprises. While traffic on the road decreased somewhat after 1877 when the Colorado Central Railroad completed its line between Fort Collins and Cheyenne, it appears to have remained in use through the end of the century. The establishment of the town of Wellington about eighteen miles south of the Graves Camp in 1902 caused the route to shift to a new paved wagon and auto road that during the 1920s was designated State Highway 1.

In addition to the stage/wagon road, the nominated district holds two segments of ranch roads that are important to its history of use in the twentieth century. These are described above as the Graves Camp Road and the Meadow Springs Ranch Road, both of which were most likely developed around 1915-1920 when the Warren Live Stock Company was engaged in the rebuilding of its sheep camps and the introduction of motorized vehicles. These activities necessitated the introduction of ranch roads that provided access to pastures and rangeland, and connected the company's various sheep camps to one another. Most importantly, the Graves Camp Road, which today provides the primary access to and through the property, directly connected the Graves Camp to the 7X-L Ranch (now the Terry Bison Ranch). Located five miles to the east, the 7X-L was the company's southern headquarters where it managed operations throughout northern Colorado. This road ran directly into each camp's front gate.

Today the unpaved roads through the nominated property continue to be visible and little improved from their periods of significance. Together with the surrounding prairie landscape, they convey an excellent sense of

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travel through what remained a remote area of northern Colorado during the nineteenth and twentieth centuries.

Criterion D – Archaeology (Historic Non-Aboriginal): The nominated property is also significant for its association with non-aboriginal historic archaeology in relation to the historic transportation routes that traversed the district starting in the 1830s, pioneer settlement that took place there in the 1870s, and its reconstruction into a sheep camp around 1915. While much is understood about the property, these elements of its history raise questions that can only be answered through archaeological investigation.

Although much of the north-south trail/road's alignment through the district remains visible today, archaeological investigation may answer important questions about where travelers forded Graves Creek, along with defining its route northeast of the Graves Camp where it is difficult to see on the ground and appears braided. In addition, archaeological investigation could more closely answer the question of when it began to be used as a trail and road. Although not entirely overlooked by historians, more heavily documented northern Colorado routes such as the Overland Trail and Cherokee Trail have overshadowed this road and its place in history for many decades. Clearly the stage/wagon road through the Graves Camp played an important role in regional transportation history and deserves additional investigation. This is expected to yield important information including the potential for artifact deposits along the trail, what those artifacts may reveal about historical-period travel, where the trail travelers camped, their diets and demographics (socioeconomic level and ethnicity), and the daily lives of travelers along the Trappers Trail / Fort Laramie Road / Denver and Cheyenne Stage Road.

Another area of historic non-aboriginal archaeological interest and significance involves the property's use as a sheep ranching center from the 1870s through the 1960s. Unanswered questions raised by this use include locating where the original Graves Ranch house and outbuildings stood from the 1870s through the 1910s before they were demolished and replaced with the camp buildings that stand there today. Other sources of potential information are privy pits and trash middens that are likely present, but buried deposits, on the property. Although a privy pit from the 1870s and circa 1915 has not been located, one if not more existed. It is likely that at least one trash midden existed from the 1870s sheep-ranching era and the 1915 ranching operation.

Privy pits often contain trash indicative of a wider range of uses of a property than is apparent in historical records and can add unexpected detail to the historic record. This may include the diet of the ranching family, diets and demographics of sheep ranchers, hobbies and children's play things, and ways that the homesteaders and ranchers interacted with the larger community through commerce or cross-cultural interaction. They might also reveal information about the daily life/routine and material culture of homesteaders, settlers, and rural ranchers/ranch hands in northern Colorado, along with providing informative artifacts due to associative value in connection with important broad historical patterns: of trappers trails, wagon and stage transportation, sheep ranching, and exploration/settlement.

HISTORIC CONTEXT

Prior to the mid-nineteenth century, the arid short-grass prairie landscape that now forms the northeastern corner of Larimer County and the Soapstone Prairie Open Space had been traversed for millennia by nomadic prehistoric and historic native tribes in search of food, supplies and shelter. Evidence of the earliest human presence there is found at the renowned Lindenmeier Archaeological Site. Named for the pioneer ranch owner who permitted archaeologists to access the property, the Lindenmeier site is located just south of the Colorado-Wyoming state line about twenty-seven miles north of Fort Collins and five miles west of the Graves Camp Rural Historic District.

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In recent centuries, northeastern Larimer County (along with adjacent Weld County and southern Laramie County, Wyoming) was visited by a variety of nomadic Plains tribes. Primary among these were the Apache, Arapaho, Cheyenne, Comanche, Crow, Kiowa, Sioux, Pawnee and Shoshone. The area became part of the Northern Arapaho homeland by the late 1700s, although it continued to be visited from time to time by the other tribes. Their presence on the landscape is known today through recorded oral history, the writings of explorers, migrants and settlers, and through archaeological investigations conducted in recent decades. During the late 1860s, the United States government relocated the Northern Arapaho to Wyoming, where they eventually settled on the Wind River Reservation with the Eastern Shoshone. This cleared the way for Euro-American settlement and the distribution of former native lands through homestead claims and federal grants.¹³

Transportation Through the Nominated Property: The unassuming two-track road that passes from southwest to northeast through the nominated Graves Camp property has a long and interesting history. Exactly when this route began to be used as a trail is no longer known, although it is possible that Native Americans traveled its length long before Euro-Americans began to visit the region. By the mid-1830s, the route known as the Trappers Trail provided fur trappers traveling on foot and horseback with an established path between northern Colorado's Front Range and the Laramie River region of southeastern Wyoming (neither of these states was yet in existence).¹⁴

In 1834, frontiersman William Sublette established a fur-trading post near the confluence of the North Platte and Laramie Rivers. At that time, the post was situated far beyond the United States' westernmost line of expansion, and it would remain so for several decades. Known as Fort William, the privately owned facility served for fifteen years as the center of an active trade between Euro-Americans and regional Native American tribes. Trappers and Native American hunters came to the post to exchange beaver pelts, furs, and buffalo hides for manufactured goods imported from the east. Among the trappers were men who spent their winters hunting in the mountains of north-central Colorado. In 1841, the American Fur Company constructed an adobe-walled trading post named Fort John close to Fort William, which by that time was starting to decline.¹⁵

These trading posts were located not only along the east-west Platte River trails, but also at the intersection of trails heading northeast into the Sioux lands of the Dakotas, northwest through Wyoming to Montana, and south into Colorado. The U.S. Congress soon recognized that they occupied a strategic place on the frontier. By the late 1840s, the Mexican War had recently concluded, the Mormons were headed to Utah, and gold had been discovered in California and Nevada. These developments increased the tide of migrants heading west, and the trading posts began to serve as important way stations along the Platte River trails.¹⁶

Eager to protect Euro-American interests on the frontier, the United States government ordered troops from Fort Leavenworth in eastern Kansas to head to Forts William and John to establish a federal presence. The first companies of soldiers arrived in the spring and summer of 1849, just as the California Gold Rush began and hopeful migrants began heading west across the frontier. Fort John was soon acquired and the army

¹³ Thomas J. Noel and Ron D. Sladek, *Fort Collins & Larimer County: An Illustrated History*, Carlsbad, CA: Heritage Media Corp., 2002; *Soapstone Prairie Natural Area Management Plan*, City of Fort Collins Natural Areas Program, 25 September 2007.

¹⁴ Martin H. Schloo, *Maps of the Cherokee-Overland Trails*, 1988. These maps show the locations of the early trails in Larimer County and are found in the collection of the Fort Collins Museum of Discovery; Jason Marmor, *An Historical and Archaeological Survey of the Overland/Cherokee Trails Through the Fort Collins Urban Growth Area, Larimer County, Colorado*, Prepared by Retrospect for the City of Fort Collins, 1995; Dr. Brenda Martin, et al, *Soapstone Prairie Natural Area Oral History Project*, Fort Collins Museum and the City of Fort Collins Natural Areas Program, March 2009. Some studies suggest that between the 1830s and 1850s, the Trappers Trail ultimately connected the trading centers of Santa Fe and Taos, New Mexico with the frontier trading posts of Fort William and Fort John, and the subsequent military post known as Fort Laramie, in present-day southeastern Wyoming.

¹⁵ David Lavender, *Fort Laramie and the Changing Frontier*, Washington, DC: National Park Service, Handbook 118, 1983.

¹⁶ Lavender, *Fort Laramie and the Changing Frontier*.

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spent the next several years constructing a military post on the adjacent grounds that would henceforth be known as Fort Laramie. Throughout the 1850s and 1860s, many of the soldiers and citizens traveling between Fort Laramie and the Colorado frontier (which became a territory in 1861) followed the established trail that ran through the Graves Camp Rural Historic District. During this period, the route became known as the Fort Laramie Road.¹⁷ No buildings or ranching activities were present there, and the trail simply passed across the open, undeveloped prairie, where travelers would have occasionally encountered wildlife and other migrants heading in the opposite direction.

During the early 1860s, as the American Civil War raged in the east, the conflict between Native Americans and Euro-Americans on the central plains disrupted travel along the Platte River trails and forced the Overland Trail to be re-routed toward the southwest into Colorado Territory. While some migrants, as well as stagecoach lines and freighters, continued up the South Platte River into Denver, many turned west at Latham east of present-day Greeley and followed the Cache la Poudre River upstream to the Larimer County hamlet of Laporte. By that time, a number of the fur trappers who had survived the dangers inherent in living on the frontier had built log cabins there and settled down to live out their remaining years. Some of them had Native American wives and were busy raising children.¹⁸

About ten miles north of Laporte, most travelers along the re-routed Overland Trail turned toward the northwest and made their way through the foothills into southern Wyoming, where they rejoined the route's original course to the west. They also had the option of heading north-northeast across the prairie along the Fort Laramie Road. In 1862, the Overland Stage Line established regular coach service along this route, with the Park Creek Station marking the location north of Laporte where the Fort Laramie Road diverged from the Overland Trail.¹⁹ From Laporte to Fort Laramie, the route was about 100 miles in length, with no established communities between them.

Not long after gold was discovered and Colorado had become a territory, volunteer troops from Kansas and Colorado established a small military camp during the summer of 1862 along the Cache la Poudre River at Laporte. Due to flooding, in August 1864 the commander of Fort Laramie, Lt. Col. William Collins, issued an order moving the post several miles downstream to a higher location above the river. Collins stationed a number of his Ohio volunteers at the new fort, which they named in his honor. The men were charged with protecting the Cache la Poudre region's small number of settlers along with travel and commerce on the Overland Trail. They also patrolled southward toward Denver and to the north along the Fort Laramie Road. In addition to soldiers traveling between the two military posts, many of those who made their way along the Fort Laramie Road through the nominated district were freighters and migrants heading south to the Colorado gold camps. Others entered Colorado Territory with the goal of establishing farms and businesses.²⁰

In the spring of 1867, the Union Pacific Railroad completed its transcontinental line through southeastern Wyoming, a short distance north of Colorado Territory, causing the Fort Laramie Road to start a new and busier phase of its history. The temporary railroad camp established at Crow Creek was initially just another of the many short-lived sites occupied by a nomadic band of savvy merchants, railroad workers, gamblers, prostitutes and roughnecks. However, the location received a boost from the Union Pacific's chief engineer, General Grenville Dodge, who laid out a four-square-mile townsite for the future City of Cheyenne. Many of

¹⁷ Ibid.

¹⁸ Noel and Sladek, *Fort Collins & Larimer County: An Illustrated History*; Marmor, *An Historical and Archaeological Survey of the Overland/Cherokee Trails Through the Fort Collins Urban Growth Area*.

¹⁹ Louis Bruning Erb, Ann Bruning Brown and Gilberta Bruning Hughes, *The Bridger Pass Overland Trail, 1862-1869, Through Colorado and Wyoming*, Greeley, CO: Journal Publishing Company, 1989; Richard S. Baker, "Stagecoach Stations in Northern Colorado," *The Brand Book*, Denver, CO: The Westerners, November 1951.

²⁰ Ibid.

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the camp's rougher characters followed the railroad and its construction crews as they moved west, abandoning the site to those interested in building a town.²¹

Before long, the railroad camp took on new life as a pioneer community. The army established Fort D. A. Russell (now F. E. Warren Air Force Base) on the prairie northwest of Cheyenne, providing the town with a substantial military presence. In July 1868, Wyoming Territory was established with Cheyenne as its capitol. Four years later, the State of Wyoming was created and Cheyenne became the permanent seat of government. The Union Pacific Railroad settled in as a major employer and economic anchor for the community, erecting a downtown hotel along with nearby shops, a roundhouse, and an extensive rail yard. Residential neighborhoods were established and the downtown commercial district began to expand.²²

In 1867, the army decided to close Fort Collins. Although it took until 1872 for the government to release the military reservation for settlement, a town by the same name began to grow along the southern edge of the fort. This soon became the seat of Larimer County. As Cheyenne and Fort Collins emerged from their infancy and became regional market and government centers, travel between the communities increased. Between 1867 and 1877, the primary route that connected them was the Fort Laramie Road. However, with Fort Laramie replaced by Cheyenne as the route's northern destination, the road began to be referred to in different terms. For those traveling north from Fort Collins, the route was referred to as the Cheyenne Road. And in Cheyenne, it was most likely known as the Fort Collins Road. Although the Union Pacific Railroad had been completed through southern Wyoming, no rail line yet existed to the south into Colorado. Consequently, freight and stage traffic increased along the road through the nominated district for a number of years.²³

Anticipating construction of the transcontinental railroad through southern Wyoming and the business it would bring to stage lines serving Colorado's Front Range communities, in 1866 Wells, Fargo & Company acquired the Overland Stage Line from owner Ben Holladay. As the Union Pacific Railroad pushed construction through Wyoming the following year, Wells Fargo launched stagecoach service between Denver and Cheyenne. After considering a variety of possible routes, the company settled on the existing road established several years earlier by the Overland Stage Line through Fort Collins and Laporte. Repairs were made where needed and the company began constructing new bridges over washes and creeks. These provided the freight wagons and stagecoaches with a solid road base, easy access to wood, water and grass, and connections through emerging towns. What remained to be done was to establish adequate stations along what became known as the Denver and Cheyenne Stage Road, where passengers could embark and disembark from the stagecoaches, fresh horses would be kept waiting, and travelers could obtain food and overnight accommodations if necessary.²⁴

During the late summer and fall of 1867, Wells Fargo built several swing stations between Laporte and Cheyenne. Regional home stations were also enlarged to hold more horses. Each of the swing stations located northeast of the Park Creek Station through northeastern Larimer County consisted of at least a small cabin and a barn or corral. Just over five miles north of the Park Creek Station, the road forded Box Elder Creek at what would soon become the Whitcomb Ranch. It then continued another four miles to the Burnt Station. From there, the route headed another four miles across Rawhide Flats past Round Butte to the Jack Springs Station. Two miles to the northeast, the road entered and ran through the nominated Graves Camp

²¹ Sharon Lass Field, ed., *History of Cheyenne, Wyoming*, Dallas, TX: Curtis Media Corporation, 1989.

²² Ibid.

²³ Noel and Sladek, *Fort Collins & Larimer County: An Illustrated History*; Erb, Brown and Hughes, *The Bridger Pass Overland Trail, 1862-1869, Through Colorado and Wyoming*.

²⁴ Marmor, *An Historical and Archaeological Survey of the Overland/Cherokee Trails Through the Fort Collins Urban Growth Area, Larimer County, Colorado*; Schloo, *Maps of the Cherokee-Overland Trails*.

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property. The last stage stop before Cheyenne, known as the Spotswood Station, was situated northeast of the Graves Camp close to the Colorado-Wyoming state line.²⁵

Once the improvements were completed, Wells Fargo began offering daily passenger, freight and mail service between Denver and Cheyenne. In mid-November 1867, the company's division agents, Thomas and Spotswood, announced that the firm was launching regular stage service between the Park Creek Station and Cheyenne with "a number of coaches and twenty-one teams to stock the road."²⁶ The schedule, at least initially, would involve alternating between two coaches one day and one coach the next. Adding more coaches to the route would depend solely upon demand.

The trip between Denver and Cheyenne typically took more than twenty hours in each direction, at least when weather and road conditions cooperated. However, problems with the horses and coaches, along with rainstorms and blizzards, sometimes interfered with the company's best efforts to stay on schedule. Those segments of the road that were remote and exposed to intense weather could be exceptionally challenging. In mid-February 1869, the *Rocky Mountain News* reported that the Union Pacific Railroad was shut down through southern Wyoming due to deep snows. However, the stagecoaches heading south from Cheyenne were slowly making their way to Denver. The paper stated that "the storm between Laporte and Cheyenne was terrific; the severest ever known there. Two drivers with shovels were sent out on each coach, for safety to passengers and mails."²⁷ One month later, the *Rocky Mountain News* reported that a stagecoach traveling from Cheyenne to Denver had run into deep snow along its route and was forced to lay over a night at Laporte before heading farther south. Due to the poor road conditions, it took another sixteen hours to travel from that point to Denver the following day. According to the newspaper, "the drivers say they never saw the roads in such terrible condition...the snow is twelve to fifteen inches deep, while the mud is almost beyond estimate. The coach brought a heavy load of passengers and mail."²⁸

Because the Denver-Cheyenne route proved to be so important and lucrative, additional stage and freight lines emerged to compete with Wells Fargo. Freight haulers that entered the market included the Merchants Dispatch & Freight Line and the Northern Freighting Company. In October 1868, Mason & Ganow started daily stage service using four-horse Concord hacks to compete with Wells Fargo, presumably sharing the same route.²⁹ Their entry into the market sparked a bidding war, causing ticket prices to plummet from \$12.00 down to \$2.50 before they started to go up again. Mason & Ganow promised to transport passengers, mail and express packages in twenty-three hours, leaving Denver at 8:00 am and arriving in Cheyenne at 7:00 am the following morning.³⁰ Stagecoaches operated by both firms left Cheyenne for Denver at 6:00 pm daily. Between 1868 and mid-1870, the Denver and Cheyenne Stage Road saw substantial commercial passenger and freight traffic, along with the passing of individuals traveling on their own or in groups. In the fall of 1869, Wells, Fargo & Company sold all of their Colorado stage lines to John Hughes & Company, which continued to operate along the Denver and Cheyenne Stage Road for at least another eight months.³¹

²⁵ Ibid., p. 56; Schloo, *Maps of the Cherokee-Overland Trails*; Glenn R. Scott and Carol Rein Shwayder, *Historic Trail Map of the Greeley 1° x 2° Quadrangle, Colorado and Wyoming*, US Department of the Interior, US Geological Survey, Map I-2326, 1993. Spotswood Station, along with Spotswood Creek just north of the Graves Camp property, seem to have been named for Robert Spotswood (often misspelled Spottlewood), who served as the Overland Stage Line's division superintendent at Virginia Dale and had a long and notable career in the Colorado stagecoach business.

²⁶ "Messrs. Thomas and Spotswood...," *Rocky Mountain News*, 14 November 1867, p. 4.

²⁷ "Mr. Jones, of Wells, Fargo & Co.'s office...," *Rocky Mountain News*, 15 February 1869, p. 4.

²⁸ "The Cheyenne coach due yesterday...," *Rocky Mountain News*, 17 March 1869, p. 4.

²⁹ "Messrs. Mason & Ganow...," *Rocky Mountain News*, 17 October 1868, p. 4; Different from the larger, more expensive Concord coach, a hack was a somewhat smaller, simpler passenger coach with a square body. Typically used by regional stage lines, they carried six to nine passengers along with luggage.

³⁰ "Express Lines, New Stage Line, Denver to Cheyenne," *Rocky Mountain News*, 2 January 1869, p. 2 (advertisement).

³¹ Marmor, *An Historical and Archaeological Survey of the Overland/Cherokee Trails Through the Fort Collins Urban Growth Area, Larimer County, Colorado*, pp. 57-59.

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Traffic along the Denver and Cheyenne Stage Road declined somewhat after 1870, when the Denver Pacific Railroad constructed its line between the two cities. The railway bypassed Fort Collins and instead traversed the countryside miles to the east along a route that took it through Brighton and Greeley. Between Fort Collins and Cheyenne, freighters and travelers remained dependent upon the existing wagon and stage road. To accommodate ongoing demand, in 1874 stagecoach operator George S. Cathers launched tri-weekly service along the road, promising to deliver passengers in eight hours.³² The Colorado Central Railroad arrived in Fort Collins from the south in 1877 and continued northward to Cheyenne, passing through the countryside several miles south and east of the Graves Camp property.³³ Although the wagon and stage road appears to have been used through the end of the century, the Colorado Central diminished the volume of traffic through Sections 21 and 28. By 1877, the nominated district was still devoid of permanent settlement, with the solitude broken by the sound of distant train whistles and the occasional passing of travelers along the old wagon and stage road.

Around the turn of the twentieth century, the historic road through the Graves property was abandoned in favor of a graded road that had recently been constructed between Fort Collins and Cheyenne. This new route, which passed five miles to the east along the same alignment as today's Interstate 25, seems to have come about due to the founding in 1903 of the town of Wellington, a more convenient way station for travelers. Within a few years, the advent and widespread appeal of the Ford Model T and other motorized vehicles secured the new graded road's future as the preferred auto route between the cities (in the 1920s this was designated Colorado Highway 1). As traffic along the old Fort Collins-Cheyenne road decreased and came to a halt, northeastern Larimer County regained its quiet character and became the locus of isolated ranching enterprises. By the mid-1910s, the ranch roads through the nominated property ran in several directions from the Graves Camp, connecting it to other regional sheep camps. Those heading to the northeast and southeast also connected the camp with the auto road that ran between Fort Collins and Cheyenne.³⁴

Sheep Ranching and the Settlement of Northeastern Larimer County: The single event that changed the course of frontier Colorado's history and development was the discovery of gold in the summer of 1858 in the river bottom soils at the confluence of Cherry Creek and the South Platte River, where Denver is located today. The following spring and summer, prospectors located rich lodes of gold in the mountains to the west. The gold rush that followed brought thousands of prospectors and entrepreneurs across the Great Plains and into Denver. From there, many continued west to the emerging mining camps. Others headed to diverse points along the Front Range, including Larimer County. Most of these migrants arrived with modest worldly possessions, together with dreams of a new life. However, for many their livelihood was not to be found in mining the hard, unforgiving rock of the mountains but in ranching and agriculture on the plains below.

Throughout the 1860s and 1870s, thousands of pioneers traveled up the South Platte River and tributaries such as the Cache la Poudre in search of land where they could start farms and ranches. Eager to see the frontier settled, Congress passed the Homestead Act in 1862, allowing any eligible adult to lay claim to 160 acres of government surveyed land. New laws followed that increased the amount of acreage that could be claimed in the vast expanses of the arid and semi-arid west. The homesteader could gain legal title to the property after five years if they built a residence and improved the land through cultivation. A second option entitled claimants to secure ownership after six months if they established residency, made minor improvements, and paid the government a set price per acre.

³² "Cheyenne & Fort Collins Stage Line," *Fort Collins Standard*, 12 August 1874, p. 1. Cathers drove stagecoaches between Greeley and Fort Collins before 1874, and developed routes into the mountains west of Fort Collins. By the early 1880s, he had moved to Laramie, Wyoming and operated stages that connected that town with North Park, Colorado.

³³ *Ibid.*, p. 57; Robert Ormes, *Tracking Ghost Railroads in Colorado*, Colorado Springs, CO: Century One Press, 1975.

³⁴ Harry and Arlene Ahlbrandt, *Wellington's First 100 Years, 1905-2005*, Fort Collins, CO: The Ahlbrandts, 2005; Map of Larimer County, Colorado, *Fort Collins City Directory*, 1906; Gelder's Map of Larimer County, R. W. Gelder, 1916.

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In 1861, Colorado Territory was established with Larimer County among its first political entities. As the region's Native Americans were removed from their tribal homelands during the decade through a series of treaties and forceful evictions, pioneers began to arrive eager to file land claims that established and protected their ownership rights. However, the area had to be surveyed first. The federal government contracted with surveyors William Ashley (1867) and Edward Bright (1868) to measure and divide northeastern Larimer County and adjacent southern Laramie County, Wyoming into legal parcels that could be offered for settlement. The survey teams found the unoccupied land crossed by natural drainages and the wagon/stage road that ran between Fort Collins and Cheyenne.³⁵ Besides opening the land to individual homestead claims, the government provided the Union Pacific Railroad with a grant of every other section of land in southern Laramie County, Wyoming and northeastern Larimer County, Colorado for a distance of ten miles on either side of the tracks. The resulting patchwork of ownership shaped agricultural development into the following century.

In addition to horses, oxen and cattle, some of the pioneers who crossed the Great Plains to northern Colorado during the 1860s brought small numbers of sheep with them. They intended to increase these flocks on their new farms, where grazing land was cheap and prices for mutton high. The miners needed to be fed and clothed, and the demand for meat and wool kept growing. Once the railroad arrived in Cheyenne, it became possible to ship wool to eastern mills.³⁶ In September 1867, the *Rocky Mountain News* reported that "A large number of sheep have been brought into that part of the country within a few weeks..."³⁷ The "country" referred to was the region surrounding the Cache la Poudre River, including the Vermont Ranch operated by William Bachelder at Spring Canyon southwest of Fort Collins. By 1871, Larimer County farmers and ranchers had 15,000 acres of land under cultivation and were raising approximately 20,000 cattle, 3,000 horses and mules, 3,000 sheep, and 1,000 hogs.³⁸

The arid climate and remote high plains between Fort Collins and Cheyenne virtually ensured that the region was destined to end up as ranch country rather than cropland. Throughout the 1860s and into the mid-1870s, northeastern Larimer County saw very few settlers arrive to establish farms or ranches. Because of its location far from the region's rivers and streams, the land was not considered first rate for agriculture. Rather than settle in such desolate country, many pioneers preferred to homestead in areas that were not as isolated, where water could easily be obtained for crops and communities were situated nearby. One of the very few who did settle there in those early days was J. S. Maynard. In 1869, he established the Meadow Springs Ranch seven miles south of the state line along the border between Larimer and Weld counties. There he raised Shorthorn cattle and imported Merino sheep from Canada and Illinois. These were shipped by rail to Cheyenne and then driven to the ranch by cowboys and sheepherders.³⁹

During the 1870s, additional pioneers began to consider the area's potential to support ranching operations. In particular, they viewed northeastern Larimer County as a reasonable location for the grazing of horses, cattle and sheep. What attracted them was exactly what others saw as deficient: the open rangeland and lack of development, the presence of natural springs, and the endless expanse of short-grass prairie that turned out to be ideal for grazing livestock. Construction of the Colorado Central Railroad through the area in 1877 also made a difference, as it brought modern transportation closer to the ranches and made them feel less isolated.

³⁵ US General Land Office, Survey of Township 12 North-Range 68 West, Colorado and Wyoming Territories, June 1867 and August 1868 (map approved in January 1875 following additional survey); Map of the South Boundary of Wyoming, Latitude 41 North From Mile-Post No. 30 to Mile-Post No. 60, US General Land Office, 13 September 1872.

³⁶ Charles M. Sypolt, *Keepers of the Rocky Mountain Flocks: A History of the Sheep Industry in Colorado, New Mexico, Utah and Wyoming to 1900*, PhD Dissertation, University of Wyoming, 1974.

³⁷ "The farmers are paying much attention...", *Rocky Mountain News*, 10 September 1867, p. 4.

³⁸ Wilbur Fisk Stone, *History of Colorado*, Chicago: S. J. Clarke Publishing Company, Vol. I, 1918, p. 517; Watrous, *History of Larimer County*, p. 135; "Letter From Fort Collins," *Rocky Mountain News*, 31 August 1871, p. 1.

³⁹ Alvin T. Steinel, *History of Agriculture in Colorado, 1858-1926*, Fort Collins, CO: State Board of Agriculture, 1926, p. 146. The Meadow Springs Ranch was later incorporated into the Warren Live Stock Company and today is owned by the City of Fort Collins.

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Among the settlers were several New Englanders, some from the state of Vermont, with last names such as Whitcomb, Bristol, Hawley and Graves.⁴⁰

Another change that began to impact the countryside around that time was the early 1870s invention of barbed wire, which farmers and ranchers began to employ to mark ownership boundaries, to enclose pastures, and to restrict the movement and mixing of livestock. This was the beginning of the end of the open range across the West. In northeastern Larimer County, the rangeland was fenced over a period of several decades and sometimes became a source of conflict between ranching operations. However, from a visual standpoint the vastness of the landscape and the massive sizes of the ranches caused many of the fence lines to recede from view until one was upon them.

As the years passed, many more sheep were imported to increase the flocks of Larimer County. These came from as far away as New England, New Mexico and California, which shipped sheep east when the state was hit by drought. In August 1874, a short but interesting article appeared in the *Rocky Mountain News*, titled "Vermont Sheep in Colorado." The article quoted the *Vermont* newspaper, published in Vergennes, and provided the following information:

We published, some time ago, an account of the purchase in this county [Addison County, VT] of a large number of blooded sheep by Messrs. Bachelder, Bristol & Co., for the Colorado market. These sheep arrived safely at their destination, Fort Collins. They were selected from many of the choice Merino flocks of Addison county; some of them were from the flocks of Mr. L. D. Clark, of Addison, which is regarded as perfectly conclusive evidence here of their purity and excellence. We would say to the sheep breeders of Colorado, that the class of sheep taken from our flocks for their market, by this firm, are classed uniformly A. No. 1, and we doubt not they will earn as good a name and reputation in Colorado as they have among the green hills of Vermont.⁴¹

Bachelder and Bristol purchased fifty rams and one hundred ewes from the Vermont flock, for which they paid the sizable fee of \$4,000. After being shipped by rail to Cheyenne, the animals would have been driven to Bristol's ranch in the northeast area of Larimer County and possibly Bachelder's ranch west of Fort Collins. This would have taken them along the established route that ran through the nominated Graves Camp. The event sparked efforts by pioneer ranchers in northern Colorado to not only import greater numbers of sheep, but better quality animals that would improve their flocks.⁴²

Although many sheep, often referred to as "woolies," were brought into the county and the flocks continued to grow, keeping them alive and healthy presented a continual challenge. For example, during the winters of 1877 and again in 1886-87, severe storms accompanied by blizzards and bitter cold took a substantial toll on livestock. This resulted in a large number of pelts flooding the market each spring.⁴³ In 1880, the region experienced an extended drought that caused the loss of as many as fifty percent of the lambs ranging across northeastern Larimer County.⁴⁴ The warmer months brought severe lightning and hailstorms that could be just as deadly, leaving mortally wounded animals lying about the prairie. In some years, livestock losses were so great that ranchers without access to deep financial resources were driven out of business. In addition to the weather, sheep ranchers had to deal with a landscape populated by coyotes, bears, bobcats, mountain lions and numerous rattlesnakes, which threatened their safety and took a toll on the livestock. As with most other

⁴⁰ Watrous, *History of Larimer County, Colorado*; Andrew J. Morris, editor, *The History of Larimer County, Colorado*, Dallas, TX: Curtis Media Corp., 1985; *Ranch Histories of Livermore and Vicinity, 1884-1956*, Livermore, CO: Livermore Women's Club, 2003.

⁴¹ "Vermont Sheep in Colorado," *Rocky Mountain News*, 27 August 1874, p. 4.

⁴² Sypolt, *Keepers of the Rocky Mountain Flocks*, p. 86; Steinell, *History of Agriculture in Colorado*, p. 146.

⁴³ "City and Vicinity," *Rocky Mountain News*, 24 January 1877, p. 4.

⁴⁴ "A Gentleman just returned from Box Elder...", *Rocky Mountain News*, 23 May 1880, p. 8; Sypolt, *Keepers of the Rocky Mountain Flocks*, p. 89-90.

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agricultural pursuits, sheep raising required hard work, determination, investment of capital, good weather conditions and beneficial market forces.⁴⁵

Lambing season was particularly important and occupied much of the sheep rancher's attention during the spring months. Careful management of the drop herd (newly birthed lambs were referred to as "dropped" rather than born) required that the ewes and their newborn be brought into the lambing camps right away to be sheltered from predators and the vagaries of spring weather. Many sheep were lost during those months due to unexpected blizzards and cold snaps, and the shepherders and ranch hands had to be on the alert and ready to put in long hours at any time of the day or night.

Despite these challenges, the number of animals in Larimer County continued to increase as the sheep gave birth and more were imported from outside the state. In addition, management techniques improved over the years, such as the construction of barns that would provide shelter, dipping the sheep to keep their wool in good condition,⁴⁶ and the storage of feed to be used during the winter months when forage was less available. By the late 1870s, the number of range sheep in Larimer County had risen to approximately 75,000. These were tended by shepherders, who lived with their flocks in remote locations far from the growing towns and cultivated farms. However, fencing of the open rangeland started in the mid-1870s and began to push ranchers toward the still-unoccupied lands that made up the county's northeastern corner. Between 1890 and 1910, an estimated 4,000,000 sheep and lambs were raised and sent to market from Larimer County, some from the open range and others from area feedlots.⁴⁷

The Graves Ranch (1875-1887): Milton Judd Graves was born in Vergennes, Addison County, Vermont in December 1841 and grew up on his family's farm near Duxbury. By the age of eighteen, he was living in nearby Waterbury with the family of what seems to have been an uncle named Josiah Graves. Josiah was a hardware merchant, and Milton apparently worked for him as a clerk. Although he reached adulthood in the early 1860s, no records have been located to show that Milton served in the Civil War and his whereabouts during that period are unclear. In 1867, he married Catherine (Kate) Leland, who was born 1846 in Middlesex. The following year, Milton was elected to serve a one-year term as justice of the peace in Vergennes. Sometime between 1873 and 1875, Milton and Catherine moved to Colorado Territory with their young daughter Kate, who was born in Vermont in 1872.⁴⁸ It is likely that they were encouraged to settle there at the urging of fellow Vermonters who preceded them in the journey west.

The Graves family settled in far northeastern Larimer County, where in August 1875 Milton and a partner named Joseph N. Hawley secured land on the high plains where the wagon and stage road between Fort Collins and Cheyenne crossed over drainages from natural springs. A Vermont native, Hawley was a member of a ranching family that owned extensive acreage closer to Fort Collins. The rangeland acquired by Graves and Hawley encompassed the south half of Section 21, Township 12 North-Range 68 West. Four months

⁴⁵ Hon. Francis E. Warren, *The Experiences of a Ranch Wool Grower*, Boston: Rockwell and Churchill Press, 1901. This transcript of a speech by the US Senator from Wyoming provides a good look at the historic challenges of raising sheep in the west.

⁴⁶ Dipping was a process used to keep the animals' wool free of harmful insects and fungus. The sheep were driven in a single file through a trench that had been filled with liquid insecticide and fungicide. While swimming along, they were briefly pushed below the surface to ensure their entire bodies were treated.

⁴⁷ Watrous, *History of Larimer County, Colorado*, p. 135-137; Stone, *History of Colorado*, p. 511 & 517.

⁴⁸ US Census Records for Milton J. and Catharine Graves (Duxbury, VT – 1850, Waterbury, VT – 1860, Larimer County, CO – 1880); Birth Record for Catherine L. Leland, 5 February 1846, Vermont Vital Records; *Journal of the House of Representatives of the State of Vermont, Annual Session, 1868*, Montpelier, VT: Freeman Steam Printing House & Bindery, 1869, p. 348.

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later, Milton arranged for a half interest in the property to be titled to his wife.⁴⁹ Over the following several years, additional property transfers evidently took place that involved expansion of the Graves' acreage toward the south into Section 28. However, some of the legal documents that would have secured such acquisitions, especially homestead claims or warranty deeds, seem not to have been filed with the county and the early legal status of the Graves property remained unclear.⁵⁰

Between 1877 and 1880, Milton and Catherine Graves used the property in Sections 21 and 28 as collateral when borrowing funds from the Larimer County Bank in Fort Collins. The bank director with whom they worked was prominent grain dealer, sheep rancher and county commissioner Noah Bristol, also a former resident of Vergennes, Vermont.⁵¹ Exactly what the borrowed funds were used for may never be known. However, during the second half of the decade the Graves were busy establishing a ranch on their land and they presumably needed money to construct buildings and buy livestock. Although they raised some cattle, Milton was primarily working to develop a large flock of sheep on the ranch.

The Graves situated their ranchstead on the margin of Sections 21 and 28, where two features made it attractive to build. The first of these was the presence of natural springs that emerged from the low hills along the state line to the north and drained toward the southeast. These provided a reliable source of clean water for both people and livestock. In addition, the main wagon and stage road between Fort Collins and Cheyenne ran right past the ranchstead. This crossing of the drainages and road became the focal point for the Graves Ranch (the Graves Camp that is found there today is in this same basic location). Although the Colorado Central Railroad constructed a line between Fort Collins and Cheyenne in 1877 that ran through the countryside several miles to the south and east, travelers along the road still passed the Graves Ranch on a daily basis for years to come.

In February 1879, a reporter from the *Fort Collins Courier* by the name of Simon Sikes visited the Graves Ranch and provided the newspaper's readers with a vivid description of the property and its remote surroundings.⁵² At that time, the area was referred to as Antelope Springs, located about four miles north of the Colorado Central Railroad stop at Taylor's Station.⁵³ After crossing the lonely, snow-covered, wind-swept and sparsely populated country on foot, Sikes reached "the pleasant home of M. J. Graves, of the firm of Graves & Hawley, extensive wool-growers in our country." Spending the night, he described the place as "a pleasant comfortable home presided over by intelligent, hospitable people...Mrs. Graves is one of those genuine Vermont ladies who make it pleasant for all around them." Impressed by what he saw there, Sikes wrote:

⁴⁹ Quit Claim Deed, Samuel D. Hunter to Joseph N. Hawley and Milton J. Graves, Larimer County Clerk & Recorder, 3 August 1875, Book I, Page 97 (S½ of Section 21, T12N-R68W) Samuel Hunter filed a homestead claim in Denver County in 1865, and the nature of his presence in Larimer County ten years later is currently unclear; Quit Claim Deed, Milton J. Graves to Noah Bristol, Larimer County Clerk & Recorder, 6 December 1875, Book I, Page 98 and Quit Claim Deed, Noah Bristol to Kate L. Graves, Larimer County Clerk & Recorder, 6 December 1875, Book I, Page 99 (both involving an undivided ½ of the S½ of Section 21, T12N-R68W).

⁵⁰ Confusion about the early legal ownership of the properties eventually led to additional filings a decade later by the Warren Live Stock Company, detailed later in this nomination.

⁵¹ Deeds of Trust, Milton and Kate Graves to Noah Bristol, Trustee, Larimer County Clerk & Recorder, 19 March 1877, Book H, Page 233 and 1 September 1879, Book H, Page 393 and 1 March 1880, Book H, Page 438; Watrous, *History of Larimer County, Colorado*, p. 135, 262 and 458. The Bristol family originally resided in the area of Vergennes, Vermont. Several of the sons, including Noah, came to Larimer County in the 1870s, where they established ranches, raised sheep and engaged in various business enterprises. In 1875, Noah purchased the Whitcomb Ranch on Box Elder Creek, about twelve miles southwest of the Graves Camp along the Denver-Cheyenne Stage Road.

⁵² "Antelope Springs," *Fort Collins Courier*, 27 February 1879, p. 1.

⁵³ During the late 1800s and early 1900s, the Fort Collins newspaper used the term Antelope Springs to describe the area of the Graves Ranch, along with two other agricultural districts in Wyoming and Weld County, Colorado. The district across the state line to the north was always referred to as Antelope Springs, Wyoming. After around 1905, Antelope Springs in northern Colorado referred to the emerging dryland farming district located miles southeast of the Graves Ranch between Wellington in Larimer County and Nunn in Weld County.

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Antelope Springs Ranch, which takes its name from a never-failing spring of most delicious, pure water near the house, is located near the north side of an extensive plain which is hemmed in on the west, north and east by a semi-circle of low hills, which are of little use to the ranch as a protection against storms. Graves & Hawley's range is an extensive one and excellent for summer grazing, but is somewhat exposed for a winter range.

The article revealed that Hawley had returned to Vermont by that time and the ranch was occupied by Graves, who "resides upon the place and has the general management of affairs." The ranchstead held a "good large frame house, a roomy barn and well-built sheep-sheds. The firm have \$5000 invested in ranches and improvements and \$8000 in sheep. In winter their flocks feed upon the plains and in summer are taken to the foot-hills." The land close to the ranchstead included a fenced meadow of about fifty acres.

In the same article, Milton Graves talked about the successes and troubles the ranch had experienced since it was established just a few years earlier. In 1877, almost 4,000 sheep were sheared, yielding 16,000 pounds of wool. However, during the spring of 1878 he lost 1,300 sheep during a snowstorm. These were replaced with 1,800 more animals, and the determined Graves stated that he would "keep at it until we win." He estimated the cost of raising sheep on the range amounted to about \$200 per year for every 1,000 animals. Although the animals typically did not require much feeding, the ranch stored a substantial amount of hay to fall back on during the colder months when the ground could end up covered in snow for lengthy periods of time.

Despite his optimism, raising sheep on the high open prairie of northeastern Larimer County, miles from the nearest town, proved to be a challenge for both people and livestock. Sheep were lost to blizzards, rattlesnake bites, lightning strikes, diseases and predators such as coyotes and bobcats. Another problem was wild rye, also known as needle grass, which produced seeds with a sharp point. Once in the animals' wool, the seeds worked their way down and pierced the skin, causing deadly festering wounds. Milton counted two hundred of these seeds lodged under the pelt of just one of his lambs. He concluded that the way to deal with this problem was to have the sheep graze the young plants before the seeds emerged.⁵⁴

Over the years, Milton formed business partnerships with both Hawley and area rancher William G. Bixby. These not only involved running livestock, but also shared ownership of the acreage and ranch in Sections 21 and 28. In April 1879, Graves and Hawley (sometimes reported as Hawley & Graves) expanded their ranchlands when W. S. Taylor sold them a property about three miles to the southwest known as the Jack Springs Ranche [sic]. A few months later, Hawley transferred his interest in these lands to Bixby.⁵⁵ Although Joseph Hawley had already returned to Vermont, he remained partners with Graves for about three more years and periodically visited the ranch.⁵⁶

By the time of the 1880 federal census, Milton and Catherine were well into their thirties and busy running their cattle and sheep ranch. They employed three shepherders who resided with them. One was an immigrant from the Alsace region along the French-German border. During shearing season, they engaged six

⁵⁴ "Home Matters," *Fort Collins Courier*, 13 February 1879, p. 3; "Antelope Springs," *Fort Collins Courier*, 27 February 1879, p. 1.

⁵⁵ "A Score of Years Ago," *Fort Collins Weekly Courier*, 25 May 1899, p. 2 / Quit Claim Deed, W. S. Taylor to Graves and Hawley, Larimer County Clerk & Recorder, 29 April 1879, Book L, Page 50 / Quit Claim Deed, Joseph N. Hawley to William G. Bixby, 17 June 1879, Book L, Page 57 and 9 September 1879, Book L, Page 62. The September 1879 transfer involved many parcels, including all of Section 21 along with the Jack Springs Ranche [sic] to the south.

⁵⁶ "Town Briefs," *Fort Collins Courier*, 2 September 1882, p. 3. This article mentioned that Hawley had returned to Vermont.

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temporary workers who were skilled in removing the wool from the animals.⁵⁷ By late 1880, Milton had become the sheep inspector for Larimer County. On the way to Fort Collins in October of that year, he drove 2,100 sheep south to be pastured at the ranch of A. N. Hawley (probably a brother of Joseph). He also purchased sixty-five tons of hay, a portion of which was shipped to the Graves Ranch for winter feeding. The rest was left at the Hawley place to fatten his animals for market. Graves reported to the *Fort Collins Courier* that he owned 5,400 sheep which produced an average of five pounds of wool per animal when sheared.⁵⁸

While busy running their ranch, other events and activities occupied the Graves' time. In November 1881, Milton was elected justice of the peace in the sparsely populated Bristol ranching district of northeastern Larimer County.⁵⁹ Their family also increased in number when in 1882 Catherine gave birth to a son named Leland. That same year, Milton was reported to have a flock of 3,800 adult sheep and 1,800 lambs, thirty-six of which had been killed that winter by coyotes sneaking into his corrals at night.⁶⁰ In 1883, Milton moved to improve his cattle herd when he spent the sizable sum of \$400 to purchase a Hereford bull.⁶¹ In 1884, he purchased more land, this time in southern Wyoming about six miles northwest of their home ranch.⁶²

In 1883, Milton began advertising sheep for sale under the name M. J. Graves & Company, with a post office box address in Cheyenne (Hawley had permanently left the business by that time). An advertisement that appeared in the *Fort Collins Courier* that summer referred to his property as the H. O. Ranch, located sixteen miles south of Cheyenne and four miles north of Taylor's Station on the Colorado Central Railroad, where the nominated property is found today. Available for purchase were 4,000 graded ewes (females), 2,500 graded wethers (castrated males), 2,000 graded lambs, and 75 Merino rams (a breed originally from Spain). All were guaranteed to be free of scab, a skin ailment caused by mites.⁶³ What "H. O." stood for is no longer known, although it was used as the ranch's stock brand.⁶⁴

In 1887, Milton Graves and William Bixby (by then a director of the First National Bank in Fort Collins) sold all of their lands in northeastern Larimer County to the Warren Live Stock Company of Wyoming for a reported \$30,000.⁶⁵ With this sale, the family-sized operation was folded into a growing corporate ranching empire that was managed out of Cheyenne and would soon dominate the region. The Graves family returned to Vermont, where Milton became a dealer in stoves and tinware. He died in 1893 in Vergennes and was buried in the town's Prospect Cemetery. Catherine lived on in Northfield with Kate and Leland, and died there in 1915. She was buried next to her husband. Kate was buried nearby following her death in 1944.⁶⁶

⁵⁷ "Antelope Springs," *Fort Collins Courier*, 27 February 1879, p. 1; US Census Record for Milton J. and Catherine Graves (Larimer County, CO – 1880).

⁵⁸ "Home Matters," *Fort Collins Courier*, 28 October 1880, p. 3.

⁵⁹ "Bristol," *Fort Collins Courier*, 10 November 1881, p. 2.

⁶⁰ "Short Stops," *Fort Collins Courier*, 16 February 1882, p. 3.

⁶¹ "Fort Collins Express...," *Rocky Mountain News*, 27 April 1883, p. 2. This article mentioned purchase of the bull and noted that, "this looks as though our stockmen were determined to improve their herds."

⁶² Serial Patent, General Land Office, Milton J. Graves, 9 August 1884 (Lots 3 & 4, Section 22, T12N-R69W).

⁶³ "Sheep for Sale," Advertisement in the *Fort Collins Courier*, 23 August 1883, p. 2.

⁶⁴ "H.O. Right Side," *Fort Collins Courier*, 10 November 1887, p. 8. This short notice requested that anyone delivering cattle with this brand to the Warren Live Stock Company would be paid five dollars per head.

⁶⁵ "Messrs. W. J. Bixby and M. J. Graves have sold their ranch...," *Fort Collins Courier*, 12 May 1887, p. 1; Warranty Deed, Milton J. Graves to the Warren Live Stock Company, Larimer County Clerk & Recorder, 14 October 1887, Book 54, Page 263 and Quit Claim Deed, Book 35, Page 319. The Bill of Sale is found in Book 50, Page 235.

⁶⁶ Death Record, Milton J. Graves, Vermont Vital Records, Town of Vergennes, 20 May 1893; Burial Records for Milton and Kate Graves, Prospect Cemetery, Vergennes, Vermont, 1893 and 1915.

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The Early Warren Live Stock Company Era (1887-1914):⁶⁷ Born in 1844 and raised on a farm in the wool milling community of Hinsdale, Massachusetts (which also sits along the Appalachian Trail), Francis E. Warren tended his family's sheep unaware that the animals would eventually play a large role in his rise to fortune, fame and political power. As a teenager, he worked on a nearby dairy farm to cover expenses at Hinsdale Academy. However his education was brought to a halt when the Civil War erupted and at the age of eighteen he volunteered to fight. Warren enlisted in the 49th Massachusetts Infantry, participated in several battles, and was later awarded the Congressional Medal of Honor for valor in combat. Following the war, he returned home and became the superintendent of a thoroughbred horse farm. In 1868, as news spread of the building of the transcontinental railroad across the frontier, Warren decided to head west and forge a new future for himself. He initially secured employment as an assistant superintendent of track-laying with the Chicago, Rock Island & Pacific Railway as it pushed its line from Des Moines to Council Bluffs, Iowa.

In June 1868, a friend of Warren's from Hinsdale by the name of A. R. Converse invited the young army veteran to manage his new hardware and crockery store in the recently established railroad town of Cheyenne. Although still in an uncertain and rough stage of development, Warren recognized the town's potential and decided to make it his home. In 1871, the two men became partners in the firm of Converse & Warren. Six years later, Francis acquired Converse's interest, enlarged its operations, and incorporated it as the F. E. Warren Mercantile Company. The enterprise flourished into the early 1900s as the single most successful mercantile firm in Wyoming. Warren amassed wealth and real estate, and had a number of buildings constructed in downtown Cheyenne. He also established numerous businesses, including ventures in banking, railroads, livestock and public utilities. Founder and president of the city's Electric Light Co. and Brush-Swan Electric Co., Warren provided the community with its first street lights and electrical power.

As his businesses flourished, Warren became one of the wealthiest men in Wyoming. Before long, he entered the political arena, where his ambition and connections brought additional success. F. E. Warren served on the Cheyenne city council during the 1870s and 1880s and was elected mayor in 1884. He was twice a member of the Wyoming territorial legislature, serving as senate president in 1872-73. In the mid-1880s, Warren was territorial treasurer. He accepted a presidential appointment as territorial governor on two occasions, 1885-86 and 1889-90, before being elected to serve as the first governor of the State of Wyoming. However, Warren resigned from the position to become the state's first US senator, a position he held almost continuously from 1890 through his death in 1929.⁶⁸

In 1873, Warren launched into the livestock business, initially raising horses, sheep and cattle in the Cheyenne area. Ten years later, he established the Warren Live Stock Company, with its northern headquarters on the Pole Creek Ranch fourteen miles northeast of Cheyenne. Over the following years, the company expanded in all directions from Cheyenne, including southward across the state line and into northern Colorado, where it acquired acreage in both Larimer and Weld counties. A southern headquarters was established at the 7X-L Ranch along the state line twelve miles due south of Cheyenne. Today this facility is known as the Terry Bison Ranch, located along the east side of Interstate 25.⁶⁹

⁶⁷ The biographical information included in this nomination is primarily derived from the following sources: T. A. Larson, *History of Wyoming*, Lincoln, NE: University of Nebraska Press, 1965 (revised 1978); Bill O'Neal, *Cheyenne: A Biography of the 'Magic City' of the Plains*, Austin, TX: Eakin Press, 2006; *Prose and Poetry of the Live Stock Industry of the United States*, National Live Stock Historical Association, Volume 1, Kansas City, MO: Biography of F. E. Warren, Francis E. Warren Papers, American Heritage Center, University of Wyoming; Franklin Hudson Publishing Company, 1905; William Howard Moore, "Francis Warren," *Encyclopedia of the Great Plains*, University of Nebraska, Accessed Online at www.plainshumanities.unl.edu; Kerry Drake, "Francis E. Warren: A Massachusetts Farm Boy Who Changed Wyoming," Wyoming State Historical Society, Accessed Online at www.wyohistory.org.

⁶⁸ T. A. Larson, *History of Wyoming*, Lincoln, NE: University of Nebraska Press, 1965 (revised 1978); O'Neal, *Cheyenne: A Biography of the 'Magic City' of the Plains*, p. 59.

⁶⁹ History of the Belvoir Ranch, City of Cheyenne, Accessed Online at www.belvoirranch.org.

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Among the many properties acquired by the Warren Live Stock Company in northern Colorado during the late nineteenth century was the Graves Ranch. After the property in Sections 21 and 28 was purchased from the Graves family in 1887, the company seems to have determined that the land's legal status remained in question and required clarification through the filing of new documents. Milton Graves had evidently never secured clear title to the property when he settled there a decade earlier, despite the fact that he borrowed money against the land, took on partners, and sold it before moving back to Vermont. His ownership was evidently never questioned or challenged. Between 1888 and 1906, the Warren Live Stock Company managed to secure title to much of the acreage in Sections 21 and 28. This seems to have been done with the help of surrogates, probably company employees or persons paid by the company to act on its behalf.⁷⁰

In April 1888, Charles A. Welsh of Cheyenne filed a homestead claim on an L-shaped parcel of 160 acres in Section 28 (the W $\frac{1}{2}$ of the NE $\frac{1}{4}$ and the N $\frac{1}{2}$ of the SE $\frac{1}{4}$). The receiver's receipt from the General Land Office in Denver shows that a fee of \$400 was paid at that time for purchase of the land at the standard rate of \$2.50 per acre. The Graves ranchstead was located along the northern edge of this parcel. Today this area includes most of the buildings in the Graves Camp that are situated south of the main entry drive, along with a three-quarter-mile length of the old wagon and stage road. In July, the property was transferred through a warranty deed to Francis E. Warren, and two years later he relinquished it to the Warren Live Stock Company.⁷¹

It is interesting to note that the legal documents involved in these transfers were filed with Larimer County two to three years later, and that Welsh received the patent to the property more than two years after he transferred it to Warren. In addition, Welsh and his witnesses for final proof on the homestead claim were all residents of Cheyenne and not Larimer County, Colorado. In 1903, Theodore Voigt and John Henson, who may also have been acting as surrogates, filed a homestead claim on forty acres in the E $\frac{1}{2}$ of the NW $\frac{1}{4}$ of Section 28, directly west and southwest of the Graves Ranch. Three years later, the patent was filed with Larimer County and then quickly sold to the Warren Live Stock Company, which added it to its extensive ranch holdings in the area.⁷² The remaining acreage that made up Section 28 was owned by the State of Colorado and may have been leased, or simply used, as rangeland.

The Union Pacific Railroad owned all of section 21 to the north, which was part of the checkerboard pattern of alternating sections that had been granted to the company by the United States government years earlier. The northern area of the Graves Camp occupies much of this land today, including the cook house, the 1969 ranch house, and its outlying barns and fenced pastures. Between 1895 and 1904, the Warren Live Stock Company acquired all of the acreage in Section 21 that lay south of the state line as it continued to expand its operations

⁷⁰ Larson, *History of Wyoming*, p. 374. According to Larson, ranchers in the west acquired land by any means possible to provide their operations with an adequate amount of space to run livestock. This often included "much scheming, scrambling, and perjury to assemble the acreage needed."

⁷¹ "Notice for Publication," *Fort Collins Courier*, 15 March 1888, p. 7; Receiver's Receipt #9683, USA to Charles A. Welsh, 27 April 1888, Larimer County Clerk & Recorder, Book 48, Page 386 (filed 23 May 1890); Warranty Deed, Charles A. Welsh to Francis E. Warren, 6 July 1888, Larimer County Clerk & Recorder, Book 69, Page 347 (filed 23 May 1890); Land Patent, USA to Charles A. Welsh, 5 March 1891, Larimer County Clerk & Recorder, Book 32, Page 563 (filed 12 September 1891); Warranty Deed, Francis E. and Helen M. Warren to Warren Live Stock Company, 27 November 1890, Larimer County Clerk & Recorder, Book 87, Page 99 (filed 12 September 1891); Land Records of the Warren Live Stock Company, F. E. Warren Collection, American Heritage Center, University of Wyoming (Laramie). All of these transactions involved the W $\frac{1}{2}$ of the NE $\frac{1}{4}$ and the N $\frac{1}{2}$ of the SE $\frac{1}{4}$ of Section 28. No reliable information about Welsh's identity was found, although the company spelled his last name Welch and there was a sheepherder in the area by that name.

⁷² Homestead Patent, USA to Theodore F. Voigt and John Henson, US General Land Office, Document #5832, 17 December 1903; Warranty Deed, Theodore F. Voigt to Warren Live Stock Company, Larimer County Clerk & Recorder, Book 203, Page 272, 21 December 1906; Land Records of the Warren Live Stock Company, F. E. Warren Collection, American Heritage Center, University of Wyoming.

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across northern Colorado (the acreage north of the state line was separately purchased in 1906).⁷³ Through the mid-1910s, the company referred to the property in these two sections as the "Graves Place." Its existing house, barn, outbuildings and rangelands were utilized as a sheep camp managed from the company's 7X-L Ranch headquarters about five miles to the east. By early 1900, around 5,000 sheep were being wintered in the vicinity of the Graves Place.⁷⁴ Hay for winter feeding was purchased from area farmers, who delivered their crops by wagon to the remote ranch.⁷⁵

Around 325,000 acres were ultimately brought under the Warren Live Stock Company's use across southern Wyoming and northern Colorado. While more than two-thirds of this land was deeded to the firm, about 100,000 acres belonged to private owners, the two states, the federal government, and the Union Pacific Railroad.⁷⁶ The company arranged for leases of privately owned railroad, state, school and other lands.⁷⁷ Around 1908-11, its internal records showed that the firm owned 9,242 acres in northeastern Larimer County and another 20,623 acres in Weld County. It was also leasing 42,512 acres from the State of Colorado, for which it paid annual fees of \$2,179, essentially about five cents per acre.⁷⁸

Most western ranchers resisted the idea of leasing land from the federal government and it became common practice starting in the 1880s to simply erect fences and begin using the acreage. As with many large ranches, the Warren Live Stock Company was not immune from engaging in this practice. In July 1888 the *Fort Collins Courier* published a short article stating that, "we learn the Ex-Gov. Warren has about completed his fence in Wyoming and Colorado, inclosing [sic] two or three townships of his own and Uncle Sam's land, and that range stock has been driven out into the lanes. The lanes between here and Cheyenne are said to be full of lowing cattle, cut off from food and water."⁷⁹ This spurred substantial controversy, as settlers and smaller ranchers complained to the federal government that they were being excluded from lands that should have been open for homesteading and leasing. Despite repeated efforts to compel the politically powerful F. E. Warren to remove his unlawful fences, the company took little action and they remained standing for decades.⁸⁰

An 1888 advertisement for the Warren Live Stock Company promoted the firm as breeders in horses, cattle and sheep, highlighting its "thoroughbred and high-grade stock for breeding purposes," including "driving, draft and saddle horses, Hereford and shorthorn bulls, and breeding and mutton sheep."⁸¹ By the early 1890s, the company owned approximately 90,000 sheep, 2,500 cattle, 2,000 horses, and 2,500 Angora goats. The number of sheep would eventually grow to more than 125,000. During those years, transportation on the ranch was horse-powered, with the various wagons and equipment (including heavy wool wagons) drawn by teams that were fed, trained and maintained by the company. Managers, foremen, and ranch hands used horses as their primary method of transportation as they moved about both on and between the many ranch properties.⁸²

⁷³ Warranty Deed, Union Pacific Railroad to Warren Live Stock Company, Larimer County Clerk & Recorder, Book 150, Page 37, 31 March 1904 (S½ and the S½ of the N½ of Section 21, T12N-R68W); Land Records of the Warren Live Stock Company, F. E. Warren Collection, American Heritage Center, University of Wyoming.

⁷⁴ "Lickety Split," *Fort Collins Weekly Courier*, 1 February 1900, p. 4.

⁷⁵ "Upper Box Elder," *Fort Collins Courier*, 16 January 1890, p. 8.

⁷⁶ Dave Cook, *The Way it Was*, Denver, CO: A. B. Hirschfeld Press Inc., 1980, p. 19. Cook was a relative of the Warrens and spent forty years working for the company as a ranch foreman.

⁷⁷ "A Big Deal," *Fort Collins Weekly Courier*, 25 January 1900, p. 1; "State Land Board Has Much Work Ahead," *Denver Times*, 3 May 1899, p. 4.

⁷⁸ Records of Deeded and Leased Lands, 1908-1911, Francis E. Warren Papers, American Heritage Center, University of Wyoming.

⁷⁹ "Upper Box Elder," *Fort Collins Courier*, 26 July 1888, p. 8.

⁸⁰ Larson, *History of Wyoming*, p. 380-384; "Excerpts from Report of the Governor of Wyoming to the Secretary of the Interior, 1887," Wyoming State Archives.

⁸¹ Wyoming Sheep Photos, *Wyoming Tales and Trails*, Accessed on 6 August 2015 at www.wyomingtalesandtrails.com.

⁸² Cook, *The Way it Was*, p. 19-21.

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During his many years serving as a US senator, from 1890 to 1929, Warren spent much of his time in Washington, DC. With his hectic life in politics and involvement with a variety of business enterprises and organizations, he needed a reliable partner to handle daily management of his booming and far-flung livestock empire. Warren found the right person in his boyhood friend, W. W. Gleason, who located the corporate offices in Cheyenne and served for thirty years as general manager. Walter Murphy, Parks Smith and Donald Nelson were hired as foremen on the ranches south of Cheyenne, including those across northern Colorado, and they remained with the company for many years.⁸³

Due to his political connections, business acumen, and the success of his ranching empire, F. E. Warren became prominent in the Wyoming Stock Growers Association and between 1901 and 1908 served as president of the National Wool Growers Association, which he led through a period of transition as it shifted from a protective association to an organization dedicated to broader improvement of the industry.⁸⁴ Despite his great success in sheep ranching, he rightly claimed that raising sheep in the western environment was “not all ‘beer and skittles.’”⁸⁵ In a 1901 speech to the National Association of Wool Manufacturers in New York, the US Senator from Wyoming stated that, “this raising of sheep and wool in the far west, even under the most favorable circumstances...is one of the most trying and hazardous vocations known among the legitimate – so called – industries of life. With sheep growing on the plains, flocks will continue to be swept away by disease, drought, blizzards, and accidents, but more will take their places, and with adequate, reposeful protection, the business will continue to increase and improve.”⁸⁶

Fred Warren and the Graves Camp (1914-1963): After graduating from Harvard University in 1906 with a degree in civil engineering, F. E. Warren’s son Frederick returned to Cheyenne eager to institute major changes that he believed would improve the company’s operations and reduce its overhead costs. Communications between the ranch’s far-flung facilities was important, and Fred seems to have taken a keen interest in the subject. By early 1908, the Graves Place was connected by the firm’s privately owned telephone system to the Meadow Springs Ranch (located about six miles southeast of the Graves Place, this was the primary shearing camp in northern Colorado), the Spotswood Camp, the 7X-L Ranch, and the corporate headquarters in Cheyenne. In many locations, the wires followed fence lines and were connected to insulators attached to the posts. Telephone poles were used in other locations.⁸⁷

To accomplish his goals, Fred began to argue for the expenditure of substantial funds to build new lambing camps, invest in modern machinery, and provide supplemental feeding during the winter months. He believed the firm needed to focus all of its efforts upon bringing its operations into the modern era, doing whatever it must to improve the quality of the livestock and reduce winter losses. These ideas greatly worried the more conservative Gleason, who was reluctant to spend money and became convinced that Fred Warren was going to drive the company out of business. After complaining to F. E. Warren that his son was pushing radical ideas that would ruin the ranching empire, Gleason was removed from his position, his stock in the firm was purchased, and in 1914 Fred Warren became the new vice-president and general manager. He held these positions until his father’s death in 1929, when he became president of the company.⁸⁸

⁸³ Cook, *The Way it Was*, p. 1-3.

⁸⁴ “Men, Sheep and 100 Years,” *The National Wool Grower*, Salt Lake City: National Wool Growers Association, January 1965.

⁸⁵ Different from the modern candy of the same name, skittles was an old English pub game similar to today’s bowling, in which players attempted to knock down nine wood pins with a wood ball. There was often gambling involved. See www.tradgames.org.uk/games/Skittles for more information.

⁸⁶ Hon. Francis E. Warren, *The Experiences of a Ranch Wool Grower*, p. 10.

⁸⁷ Letter from Fred Warren to F. E. Warren Regarding the Ranch’s Telephone System, 4 March 1908. F. E. Warren Papers, American Heritage Center, University of Wyoming. The company’s fence posts, and therefore fence lines, were instantly recognizable to all as they consisted of railroad boiler pipes that were driven into the ground using a pile driver.

⁸⁸ Cook, *The Way it Was*, p. 5-9.

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Following his sudden promotion, and with his father's vote of confidence, Fred Warren moved forward with his ambitious plans to improve the ranch in a variety of ways. Around 1915, he launched a massive program of construction that led to the emergence of numerous modernized lambing and shearing camps. More than sixty sheep camps were constructed or improved across the ranch's tens of thousands of acres south and west of Cheyenne (many more were also developed on company lands north of the city). Six of these, including the Graves Camp, were built as lambing camps and although not identical they all held similar buildings. The barns and corrals at each location were designed to hold as many as 3,000 sheep at full capacity. As permanent winter quarters, ewes and their lambs were sheltered in the massive L-shaped barns that could hold as many as 1,500 to 2,000 animals. In addition to large open spaces where the sheep could mill about, the lambing boss and his crew of about five men erected pens within the barns where the newborn lambs and their mothers were housed and provided with hay and grain.⁸⁹

Speaking to an audience unfamiliar with the details of western sheep ranching, Fred Warren stated that, "a sheep ranch...is rather a large stretch of grazing country than a collection of buildings admirably called a ranch. It has its camps and so called ranches where supplies are kept and sheep handled, but the most essential part of the ranch is the 'range' so called, or open stretch of country where sheep are grazed."⁹⁰ He was correct that the rangeland itself was crucial. However, the sheep camps were also integral to the ranch's overall operations, which is why Fred Warren saw that so many were built. Without these complexes, the Warren Live Stock Company could not have succeeded as it did in the twentieth century.

In addition to the sheep camps, a number of hay and feed sheds were placed in strategic locations and fifty-three wells with windmills above were installed so that the cattle and flocks of sheep would never be more than three miles from water. Hundreds of miles of roads were improved to accommodate the firm's new fleet of motorized vehicles, including trucks, tractors and other farming equipment. A horse-drawn wagon used to transport ewes and their newborn lambs from the fields to the lambing sheds was replaced with a specialized truck referred to by ranch workers as the "Lambulance." Finally, the company fenced its pastures and acquired additional acreage to connect many non-contiguous parcels.⁹¹ These and other changes involved not only improving the company's facilities, but also its livestock and range management practices.

As Fred Warren had predicted, the investment pulled the company into the twentieth century and made it more efficient and cost-effective than before. In his memoir written years later, long-time ranch manager Dave Cook recalled that "the noticeably well-kept, well-painted, spic and span condition of the camps, buildings, roads and everything from top to bottom invariably brought complimentary remarks from visitors. A prominent ranch operator from Colorado and New Mexico was so impressed that upon parting remarked, 'I am going to send my foreman up here to get his eyes opened.'"⁹²

Convinced the company would benefit greatly from the development of larger sheep capable of producing greater yields of meat and wool; in 1928 Fred Warren launched an experimental breeding program. He collaborated in this pursuit with John Hill, dean of the University of Wyoming's College of Agriculture. Within a few years, the men succeeded to create a new breed they named the Warhill (combining Warren and Hill). The animals were substantially larger than the Merino sheep raised by most ranchers throughout the west, and their wool production was tremendous. However, rather than promote the animals to other stockgrowers, the Warhill became a proprietary breed owned by the Warren Live Stock Company. Over the following years, the firm replaced its Merinos with Warhills, which it continued to raise on the ranch into the 1960s.⁹³

⁸⁹ Cook, *The Way it Was*, p. 69 and p. 89-93; Fred E. Warren, "Ranch Life in Wyoming."

⁹⁰ Fred E. Warren, "Ranch Life in Wyoming," Speech Text, Wyoming State Archives, no date.

⁹¹ Cook, *The Way it Was*, p. 11-13, p. 29-33 and p. 56.

⁹² Cook, *The Way it Was*, p. 93.

⁹³ Cook, *The Way it Was*, p. 64; "Radio Cars Replacing Horses of Wild West," *Denver Post*, 24 January 1960, p. 19A.

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Throughout the five decades following its construction, the Warren Live Stock Company used the Graves Camp as one of its major livestock shelters and lambing centers. As many as eight men resided there year-round, living in the bunk house and tending to the animals in the barns, corrals and fenced pastures. The ranch hands also handled maintenance of the facility, activities that included repairing fences, grading roads, fixing equipment, and keeping the buildings and corrals in good shape. One of the men was employed as a camp tender and cook, preparing meals and serving them in the cookhouse. Chickens were kept in the coop and enclosure next to the bunkhouse to provide the men with fresh eggs and meat.⁹⁴

In addition to those who lived in the camp, sheepherders and their dogs moved around the open range with flocks of around 2,500 animals, driving them from one pasture to another in accordance with good management practices. The animals were brought into the Graves Camp for spring lambing and to be bedded down during storms and for the winter nights. In the springtime, all of the ranch hands were kept busy with lambing and tending to the ewes and their newborn. In the summer, the sheepherders and animals ranged farther from the camp and spent their nights in the open country. The men resided in sheepwagons that were pulled from one location to another by horses. As the fall arrived, the animals were classified and separated into bunches in the camp's corrals. While some were sent to market, the remaining sheep were ranged nearby throughout the winter. Until spring, both men and animals took shelter in the Graves Camp from snowstorms and the bitter cold that descended upon the high prairie.

Between 1900 and 1940, the sheep industry did reasonably well and rivaled the cattle business across the United States. However, issues began to emerge during that span of years that presaged the eventual disappearance of large-scale sheep ranching in northeastern Larimer County. In the early 1900s, smaller ranchers and government watchdogs continued to complain that the larger sheep growers, including the Warren Live Stock Company, were still enriching themselves upon the public lands of the west. According to one critic writing in 1900 in the *Denver Times*, "I would like to ask why the members [of the state land board] leased 16,000 acres in Weld and Larimer counties to the Warren Live Stock Company." Another appealed to his countrymen in 1910 stating, "The sheepmen of the West are using your ground and mine; their mutton is fatted, their wool grown, upon our forage. And we get not one cent in return. We are enriching the sheepmen and kindly paying them for the pleasure."⁹⁵ After years of limited success through ineffective legislation and federal investigations, in 1934 Congress passed the Taylor Grazing Act, which finally ended the old system of free-ranging livestock on public lands and imposed permits, leases and grazing fees throughout the west.

Wool and lamb prices began to drop during the early 1900s, and throughout the first few decades of the century the western sheep business became dominated by a relatively small number of large ranching empires with the financial resources to survive. The Warren Live Stock Company was one of the firms that held on due to its solid management and lowered production costs. Wool and lamb prices fluctuated in response to world events and market changes. For example, during World War I prices skyrocketed, but then dropped precipitously when the conflict came to an end.

⁹⁴ The 1920 federal census of the Bristol-Miner District shows just one listing of a sheep camp in the area, and this had to have been the Graves Camp. It was occupied by six men, one of whom was the camp tender, one a ranch hand, and the other four were listed as sheepherders. Two were immigrants from Austria and Italy, and the others came from Wisconsin, Tennessee, Ohio and New Mexico. The sheepherders were older men, ranging in age from 35 to 57. The 1930 census also showed six men living at the Graves Camp, working under ranch foreman Clarence Devlin. The cook was a man named Elwood Robinson.

⁹⁵ "Leased Land to a Cattle Trust," *Denver Times*, 14 April 1900, p. 8; "The Campaigner," *Denver Times*, 27 October 1900, p. 10; "Monopolizing the Grazing Lands," *Denver Times*, 26 January 1901, p. 4 (editorial); "Will Push Complaint Against Illegal Fencing," *Fort Collins Weekly Courier*, 27 August 1902, p. 10; G. W. Ogden, "Bringing in the Fleece," *Everybody's Magazine*, September 1910, p. 346.

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In 1919, there were 17,988 sheep living in Larimer County, which had a rural population of just 15,000.⁹⁶ While some of these animals resided on small family farms, many others were associated with the Warren Live Stock Company. Around that same time, dryland farmers began moving into previously uncultivated lands in places such as northern Larimer and Weld counties, where they encroached upon the remaining areas of open range. Among those who settled in northeastern Larimer County, just a few miles from the Graves Camp, during the first two decades of the twentieth century were the Romano (Roman), Guy, Thompson, Grimm, Bear, Welch and Tallman families.⁹⁷

Following the deaths of F. E. Warren in 1929 and Fred Warren in 1949, leadership of the company passed to Fred's son, Francis E. Warren II.⁹⁸ Although he successfully managed the firm for years, market forces made it increasingly difficult to run a reasonably profitable sheep ranching empire on its historic range. During and after World War II the sheep industry began to falter again and by the mid-1950s the federal government stepped in to provide financial subsidies to woolgrowers. A combination of mid-century problems emerged to damage the sheep business, including the advent of synthetic fabrics, a decline in the popularity of wool clothing, competition from imported wool, declining prices, and a drop in consumer demand for lamb. In addition, it became difficult to find and retain reliable ranch hands in a booming economy where more desirable and better paying jobs were widely available. These problems persisted through the 1960s, and many longtime woolgrowers shifted to raising cattle. Others decided it was time to get out of ranching altogether.⁹⁹

Despite these problems, the sheep industry in Colorado remained formidable, and by the mid-1960s paid the state's ranchers annual revenues of almost \$30,000,000. Denver was the country's largest sheep market, which had much to do with the American Sheep Producers Council establishing its home office there. However, by that time the center of sheep ranching had shifted away from the Front Range and its growing population to the Western Slope, where the northwest Colorado town of Craig became the nation's largest railroad shipping center for wool. Many of the Western Slope's largest flocks were no longer owned by migrants from New England and other northeastern states as in earlier days, but by Greek and Basque immigrants who settled near places such as Meeker, Wolcott, Hotchkiss, Grand Junction and Craig.¹⁰⁰

During the 1950s and early 1960s, the Graves Camp continued to be used as one of the ranch's primary lambing centers. By 1960, the Warren Live Stock Company had modernized again with the purchase of a post-war fleet of cars and trucks. The one hundred men who were regularly employed by the company communicated across the ranching empire of 300,000 acres using vehicle-mounted radios. In southern Wyoming, four hundred acres of rangeland had recently been turned over to the federal government for the installation of two Atlas nuclear missile launch sites (one of these can still be seen on the Belvoir Ranch south of Interstate 80 and west of Cheyenne). About one hundred saddle horses were still kept on the ranch, although they were no longer ridden for long distances across the prairie. Instead, pickup trucks or Jeeps pulling trailers transported the horses to the various work sites where they were needed. The ranch maintained a herd of 2,200 head of Hereford cattle along with 40,000 sheep. Each year, around two million pounds of lamb was marketed, along with 360,000 pounds of wool.¹⁰¹

The Post-Warren Era (1963-2015): In July 1963, Francis E. Warren II confirmed that after many months of negotiations, his family was selling the Warren Live Stock Company and getting out of the business. Included in the approximately \$9 million sale was all of the land, camps, livestock, vehicles, equipment and

⁹⁶ Annual Report of County Agent Work, Larimer County, 1920.

⁹⁷ "Homesteaders of Soapstone Prairie Natural Area," City of Fort Collins, Natural Areas Department, 2015.

⁹⁸ "The Warrens of Wyoming," *Rocky Mountain News*, 30 November 1947, p. 34. F. E. Warren II was groomed to take the helm after studying at Harvard and then serving as a B-17 bomber test pilot during World War II at the United Air Lines Modification Center in Cheyenne.

⁹⁹ Larson, *History of Wyoming*, p. 526.

¹⁰⁰ Charlotte Trego, "Golden Fleece," *Colorful Colorado*, Denver, CO: Colorado Magazine Inc., Fall 1965.

¹⁰¹ "Radio Cars Replacing Horses of Wild West," *Denver Post*, 24 January 1960, p. 19A.

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other assets of the eighty year old ranching empire. By that time, the company's landholdings consisted of 244,000 acres of deeded land and another 90,000 acres were leased. Livestock numbered 4,000 cattle and 35,000 sheep. The purchasers were the officers and stockholders of a newly established holding firm by the name of TPL, Inc. Denver-based sheep and cattle rancher Paul Etchepare led the negotiations and was installed as president and general manager. He was also past secretary of the Montana Wool Growers Association and recent past president of the National Lamb Feeders Association. The other members of the investment group included sheep rancher and banker Emmett Elizondo of Grand Junction (vice-president); attorney and quarterhorse breeder Michael Furbush of Broomfield (secretary); wheat dealer and cattle feeder Lee Toadvine of Tribune, Kansas (assistant secretary); cattle rancher and feedlot operator Verne R. Woods of Ault, (treasurer); and rancher and livestock feeder Don G. Anderson of Eaton (assistant treasurer). Etchepare announced that they intended to keep the ranch operating, with no major changes planned.¹⁰²

After the sale took place, Etchepare moved to Cheyenne to manage the Warren Live Stock Company from its downtown offices on Warren Avenue. Of Basque immigrant origin himself and raised on his family's sheep ranch in Montana, he hired thirty Basque shepherders and foremen and brought them from Europe to Wyoming and Colorado to work for the company. The firm wintered its flocks of Warhill sheep in northeastern Colorado, where they were fed waste products from area crop harvests, including beet tops, alfalfa and corn, along with leftover cabbage, onions, carrots, turnips and pumpkins. This diet, together with improved breeding and health care, brought the animals up to a weight of 80 to 100 pounds. In addition, the average per animal wool yield rose to 10.2 pounds, a substantial increase over F. E. Warren's 1880s average of 4.5 pounds per fleece. All of the company's wool was purchased by the Burlington Mills of Clarksville, Virginia.¹⁰³

In 1965, TPL Inc. sold the ranch's five units to different grazing associations, ending the property's long history as a center of sheep ranching. South of Cheyenne in southern Wyoming, these units included Duck Creek, the Belvoir Ranch and the 7X-L Ranch (the 7X-L ended up with the Terry Land & Livestock Company). Those in northern Colorado were the Meadow Springs Ranch and the Graves Camp, both of which were purchased by the Soapstone Grazing Association, whose members were looking for a place to run cattle during the summer months. In 2004, the City of Fort Collins purchased the land, including the Graves Camp, from the Soapstone Grazing Association as an open space acquisition. Since then it has been opened to the public for hiking, biking and horseback riding. Today the nominated district, and in fact much of the Soapstone Prairie Natural Area, is leased by the Folsom Grazing Association, the successor to the Soapstone Prairie Grazing Association. The Folsom Grazing Association runs approximately eight hundred cattle on the land and periodically uses the Graves Camp as one of its ranching facilities.¹⁰⁴

¹⁰² "Huge Warren Livestock Co. Is Being Sold," *Rocky Mountain News*, 25 July 1962, p. 21; "Colorado Group Buys Huge Wyoming Ranch," *Denver Post*, 25 July 1963, p. 1; "Woolies at the Crossroads – Part 1: Sheep Kings in Cow Country," *Empire Magazine*, 6 December 1970, p. 10.

¹⁰³ "Woolies at the Crossroads – Part 2: How One Firm Prospers in a Dying Industry," *Empire Magazine*, 13 December 1970, p. 48.

¹⁰⁴ Dr. Brenda Martin, Terry Burton and Susan Harness, *Soapstone Prairie Natural Area Oral History Project*, Fort Collins Museum and the City of Fort Collins Natural Areas Program, March 2009, p. 39-40.

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Fort Collins Weekly Courier

"A Big Deal," 25 January 1900, p. 1. (This article provides information about how the Warren Live Stock Company was leasing and purchasing lands. The two purchases detailed in Weld County, Colorado included acreage, buildings, livestock, farm implements, and even household furniture and sheep dogs. With these acquisitions, just two or three range sheep ranches were left in the county.)

"Big Outfits Get State Lands," 25 January 1900, p. 1.

"City and Country," 30 April 1902, p. 8.

"Federal Sheep Inspection," 8 March 1900, p. 7.

"Hay Thieves Given Jail Sentence By Justice," 8 March 1912, p. 3.

"Lickety Split," 1 February 1900, p. 4.

"Middle Box Elder," 10 May 1900, p. 6.

"Oil, Cattle and Potatoes," 27 March 1902, p. 2.

"Western News Notes," 14 November 1901, p. 5.

"Will Push Complaint Against Illegal Fencing," 27 August 1902, p. 10.

Fort Collins Courier

"Bristol," 10 November 1881, p. 2.

"Antelope Springs," 27 February 1879, p. 1.

"Home Matters," 13 February 1879, p. 3.

"Home Matters," 28 October 1880, p. 3.

"H.O. Right Side," 10 November 1887, p. 8 (notice).

"Messrs. W. J. Bixby and M. J. Graves have sold their ranch...", 12 May 1887, p. 1.

"Notice for Publication," 15 March 1888, p. 7

"Prairie Dog Poisoning in Larimer County is Being Pushed Rapidly," 16 May 1921, p. 7.

"Report on Wool Yield Said to be 'Twisted'," 26 August 1923, p. 3.

"Sheep for Sale," 23 August 1883, p. 2 (advertisement).

"Short Stops," 16 February 1882, p. 3.

"Town Briefs," 2 September 1882, p. 3.

"Upper Box Elder," 16 January 1890, p. 8.

"Upper Box Elder," 26 July 1888, p. 8.

Fort Collins Weekly Courier

"A Score of Years Ago," 25 May 1899, p. 2.

GRAVES CAMP RURAL HISTORIC DISTRICT

Name of Property

LARIMER, COLORADO

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Fort Collins Standard

"Cheyenne & Fort Collins Stage Line," 12 August 1874, p. 1.

Indianapolis Sunday Star

"Sheep Raising in Wyoming is One of the State's Principal Industries," 29 November 1927.

The National Wool Grower

"Men, Sheep and 100 Years." Salt Lake City: National Wool Growers Association, January 1965.

Rock, Luanne. "The Life of the Sheepherder...Then and Now." *Journal of the Western Slope*. Grand Junction, CO: Mesa State College, Spring 1991 (vol. 6, no. 2).

Rocky Mountain News

"A Gentleman just returned from Box Elder..." 23 May 1880, p. 8.

"At present Wells, Fargo & Co. sell tickets..." 13 February 1869, p. 1., c. 3.

"City and Vicinity," 24 January 1877, p. 4.

"Express Lines, New Stage Line, Denver to Cheyenne..." 2 January 1869, p. 2 (advertisement).

"Fort Collins Express..." 27 April 1883, p. 2.

"Huge Warren Livestock Co. Is Being Sold," 25 July 1962, p. 21.

"Letter From Fort Collins," 31 August 1871, p. 1.

"Messrs. Mason & Ganow have started a daily line..." 17 October 1868, p. 4.

"Messrs. Thomas and Spotswood..." 14 November 1867, p. 4.

"Mrs. Jones, of Wells, Fargo & Co.'s office..." 15 February 1869, p. 4.

"Sheep and Wool," 10 January 1880, p. 8.

"Sheep Husbandry," 28 January 1880, p. 2.

"The Cheyenne coach due yesterday..." 17 March 1869, p. 4.

"The farmers are paying much attention..." 10 September 1867, p. 4.

"The Warrens of Wyoming," 30 November 1947, p. 34.

"To the Rocky Mountains," 27 February 1869, p. 1.

"Vermont Sheep in Colorado," 27 August 1874, p. 4.

"We understand that Wells, Fargo & Co. have about completed..." 30 January 1868, p. 4, c. 4.

The Timberman (Portland, OR)

"Month's Review of Mill and Camp Activities," November 1921, p. 96E.

Trego, Charlotte, "Golden Fleece," *Colorful Colorado*, Denver, CO: Colorado Magazine Inc., Fall 1965.

Tribune-Eagle (Cheyenne)

"Growth of Sheep Industry is Story of Wyoming Development," 25 July 1976, p. D27.

Property Records

Deeds of Trust, Milton and Kate Graves to Noah Bristol, Trustee, Larimer County Clerk and Recorder, 19 March 1877, Book H, Page 233 and 1 September 1879, Book H, Page 393 and 1 March 1880, Book H, Page 438.

Homestead Patent, USA to Charles A. Welsh, 5 March 1891, Larimer County Clerk and Recorder, Book 32, Page 563 (filed 12 September 1891).

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Homestead Patent, USA to Theodore F. Voigt and John Henson, US General Land Office, Document #5832, 17 December 1903.

Map of the South Boundary of Wyoming, Latitude 41 North from Mile-Post No. 30 to Mile-Post No. 60. US General Land Office, 13 September 1872.

Property Records, Larimer County Assessor, Parcel #82280-00-007 (Graves Camp).

Quit Claim Deed, Samuel D. Hunter to Joseph N. Hawley and Milton J. Graves, Larimer County Clerk and Recorder, 3 August 1875, Book I, Page 97 (S½ of Section 21, T12N-R68W).

Quit Claim Deed, Milton J. Graves to Noah Bristol, Larimer County Clerk and Recorder, 6 December 1875, Book I, Page 98 (S½ of Section 21, T12N-R68W).

Quit Claim Deed, Noah Bristol to Kate L. Graves, Larimer County Clerk and Recorder, 6 December 1875, Book I, Page 99 (S½ of Section 21, T12N-R68W).

Quit Claim Deed, W. S. Taylor to Graves and Hawley, Larimer County Clerk and Recorder, 29 April 1879, Book L, Page 50.

Quit Claim Deed, Joseph N. Hawley to William G. Bixby, 17 June 1879, Book L, Page 57 and 9 September 1879, Book L, Page 62.

Receiver's Receipt #9683, USA to Charles A. Welsh, 27 April 1888, Larimer County Clerk and Recorder, Book 48, Page 386 (filed 23 May 1890).

Serial Patent, General Land Office, Milton J. Graves, 9 August 1884 (Lots 3 and 4, Section 22, T12N-R69W).

Survey of Township 12 North-Range 68 West, Colorado Territory, June 1867 and August 1868. United States General Land Office. Map approved in January 1875 following additional survey.

Warranty Deed, Charles A. Welsh to Francis E. Warren, 6 July 1888, Larimer County Clerk and Recorder, Book 69, Page 347 (filed 23 May 1890).

Warranty Deed, Francis E. and Helen M. Warren to Warren Live Stock Company, 27 November 1890, Larimer County Clerk and Recorder, Book 87, Page 99 (filed 12 September 1891).

Warranty Deed, Milton J. Graves to the Warren Live Stock Company, Larimer County Clerk and Recorder, 14 October 1887, Book 54, Page 263 and Quit Claim Deed, Book 35, Page 319.

Warranty Deed, Theodore F. Voigt to Warren Live Stock Company, Larimer County Clerk and Recorder, Book 203, Page 272, 21 December 1906.

Warranty Deed, Union Pacific Railroad to Warren Live Stock Company, Larimer County Clerk and Recorder, Book 150, Page 37, 31 March 1904 (S½ and the S½ of the N½ of Section 21, T12N-R68W).

Corporate Records and Documents

"Apollo Best Bloom and Apollo-Keystone Copper Steel Galvanized Sheets," *Catalogue of the American Sheet and Tin Plate Company*, Pittsburgh, PA, Fourth Edition, 1924.

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Francis E. Warren Papers, American Heritage Center, University of Wyoming. (This is a very large collection of documents from the life of F. E. Warren, including materials related to his various business enterprises, involvement in livestock ranching, and lengthy and prominent political career.)

Land Office Plats and Map of Warren Live Stock Company's Lands, F. E. Warren Collection, Warren Live Stock Company, American Heritage Center, University of Wyoming. (This annotated map is based upon a 1906 General Land Office map.)

Letter from Fred Warren to F. E. Warren Regarding the Telephone System Installed on the Warren Live Stock Company's Ranch Properties. F. E. Warren Papers, American Heritage Center, University of Wyoming, 4 March 1908. (This mentions the telephone line on the Graves Place.)

Letter from W. W. Gleason to Francis E. Warren Regarding Ranch Management Issues. F. E. Warren Papers, American Heritage Center, University of Wyoming, 14 April 1908. (This includes mention of the Graves Place.)

Warren Live Stock Company Property Records by Section, F. E. Warren Papers, American Heritage Center, University of Wyoming, 1880s-1900s. (These are handwritten records of deeds and mortgages involving each section of land where acreage was owned or leased by the company in Wyoming and Colorado.)

Web Documents

Drake, Kerry. "Francis E. Warren: A Massachusetts Farm Boy Who Changed Wyoming." Wyoming State Historical Society. Accessed Online at www.wyohistory.org.

History of the Belvoir Ranch, City of Cheyenne, Accessed Online at www.belvoirranch.org.

"Jensen Straight Lift Jack," Trademark Registration #1261467, Accessed online on 25 July 2015 at www.trademarks411.com.

Moore, William Howard. "Francis Warren." *Encyclopedia of the Great Plains*. Lincoln, NE: University of Nebraska. Accessed Online at www.plainshumanities.unl.edu.

"The Story of A.Y. McDonald Mfg. Co.," Accessed on 25 July 2015 at www.aymcdonald.com.

"United States Steel," *Gale Encyclopedia of U.S. Economic History*, 2000. Accessed online at www.encyclopedia.com.

"The Wyoming Sheep Business." Wyoming State Historical Society. Accessed online on 2 September 2015 at www.wyohistory.org.

Wyoming Sheep Photos. Wyoming Tales and Trails. Accessed online on 6 August 2015 at www.wyomingtalesandtrails.com.

Census Records / Vital Records

US Census Records, Bristol-Miner District, Larimer County, Colorado, 1910, 1920 and 1930.

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US Census Records, Milton J. and Catherine Graves: Duxbury, VT – 1850; Waterbury, VT – 1860; Larimer County, CO – 1880.

Birth Record, Catherine L. Leland, Vermont Vital Records, 5 February 1846.

Death Record, Milton J. Graves, Vermont Vital Records, Town of Vergennes, 20 May 1893.

Burial Records for Milton and Kate Graves, Prospect Cemetery, Vergennes, Vermont, 1893 and 1915.

Unpublished Materials

Schloo, Martin H. *Maps of the Cherokee-Overland Trails*. Collection of the Fort Collins Museum of Discovery, 1988.

“Excerpts from Report of the Governor of Wyoming to the Secretary of the Interior, 1887,” Wyoming State Archives. (This report discusses the status and issues of horse, cattle and sheep ranching in Wyoming.)

Sypolt, Charles M. *Keepers of the Rocky Mountain Flocks: A History of the Sheep Industry in Colorado, New Mexico, Utah and Wyoming to 1900*. PhD Dissertation, University of Wyoming, 1974.

Warren, Fred E., “Ranch Life in Wyoming,” Speech Text, Wyoming State Archives, no date.

Correspondence

Larry Hoffner, Telephone Conversation with Ron Sladek of Tatanka Historical Associates Inc., 20 November 2015. Hoffner is a longtime area rancher and former president of the Soapstone Grazing Association.

Willie Altenburg, Email Exchange with Ron Sladek of Tatanka Historical Associates Inc., 25 August 2015. Altenburg is the owner of the Altenburg Super Baldy Ranch and a longtime member of the Soapstone Grazing Association.

Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67 has been requested)
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

State Historic Preservation Office
 Other State agency – **WY State Archives, Cheyenne**
 Federal agency
 Local government
 University - **American Heritage Center, U of WY, Laramie**
 Other
Name of repository: **Denver Public Library, Western History
Fort Collins Museum of Discovery**

Historic Resources Survey Number (if assigned):

5LR.11694

GRAVES CAMP RURAL HISTORIC DISTRICT

LARIMER, COLORADO

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10. Geographical Data

Acreage of Property 1,171.74 acres

(Do not include previously listed resource acreage.)

The UTM reference point was derived from heads up digitization on Digital Raster Graphic (DRG) maps provided to OAHP by the U.S. Bureau of Land Management.

UTM References (NAD 83)

(Place additional UTM references on a continuation sheet.)

1 13 498 357 4538 561
Zone Easting Northing

3 13 499 947 4535 624
Zone Easting Northing

2 13 499 957 4538 558
Zone Easting Northing

4 13 498 366 4535 618
Zone Easting Northing

Verbal Boundary Description: The boundaries of the nominated Graves Camp run along established survey lines (section lines to the east, west and south, and the state line to the north). This area includes all of Section 21 in Colorado, lying south of the Wyoming state line, and all of Section 28 to the south, Township 12 North, Range 68 West, Larimer County, Colorado.

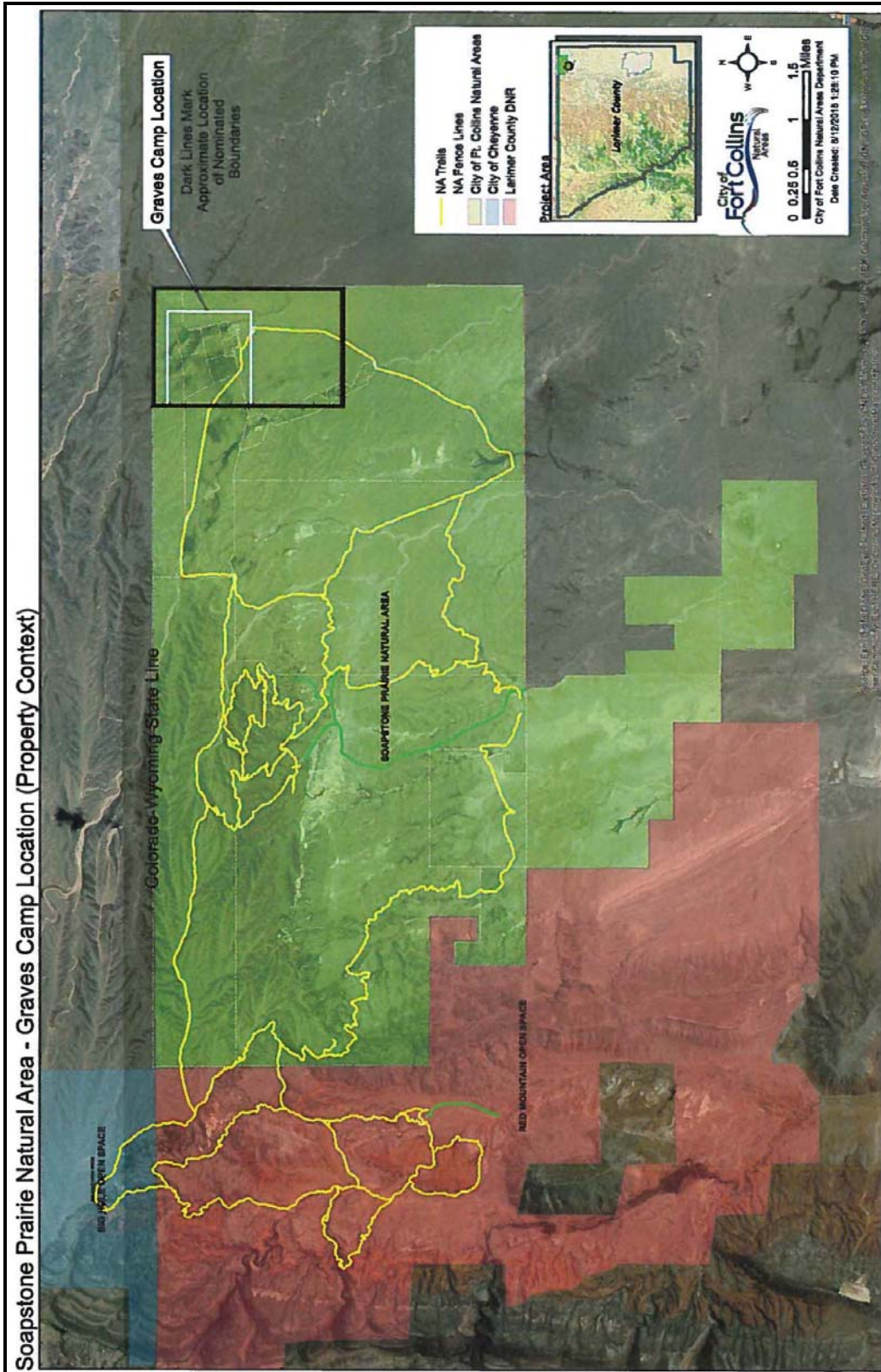
Boundary Justification: The boundaries of the nominated property encompass an area of almost two square miles (short by slightly more than 108 acres that are located in Section 21 north of the Wyoming state line). Much of this land was settled during the mid-1870s by the Graves family and then acquired/leased by the Warren Live Stock Company just over a decade later. It continued to be used by the firm for more than seven decades as open rangeland and an important lambing center. The Graves Camp, built by the company starting around 1915, is centrally located within the nominated property. Also present in the district is a substantial length of an old frontier trail and wagon/stage road that remained in use from the 1830s through the 1890s by travelers moving between northern Colorado and southern Wyoming. Aside from these developed features, the nominated property includes hundreds of acres of open prairie historically used as livestock range during the eighteenth and nineteenth centuries. Incorporating this area within the nominated district addresses its historic ranching and transportation heritage, and includes much of its largely untrammled landscape and viewsheds that take the visitor back to an earlier time. The boundaries were chosen to include all of the features within an area that encompassed the center of the sheep-ranching operations of the modernized Graves Camp that the Warren Live Stock Company established circa 1915.

GRAVES CAMP RURAL HISTORIC DISTRICT

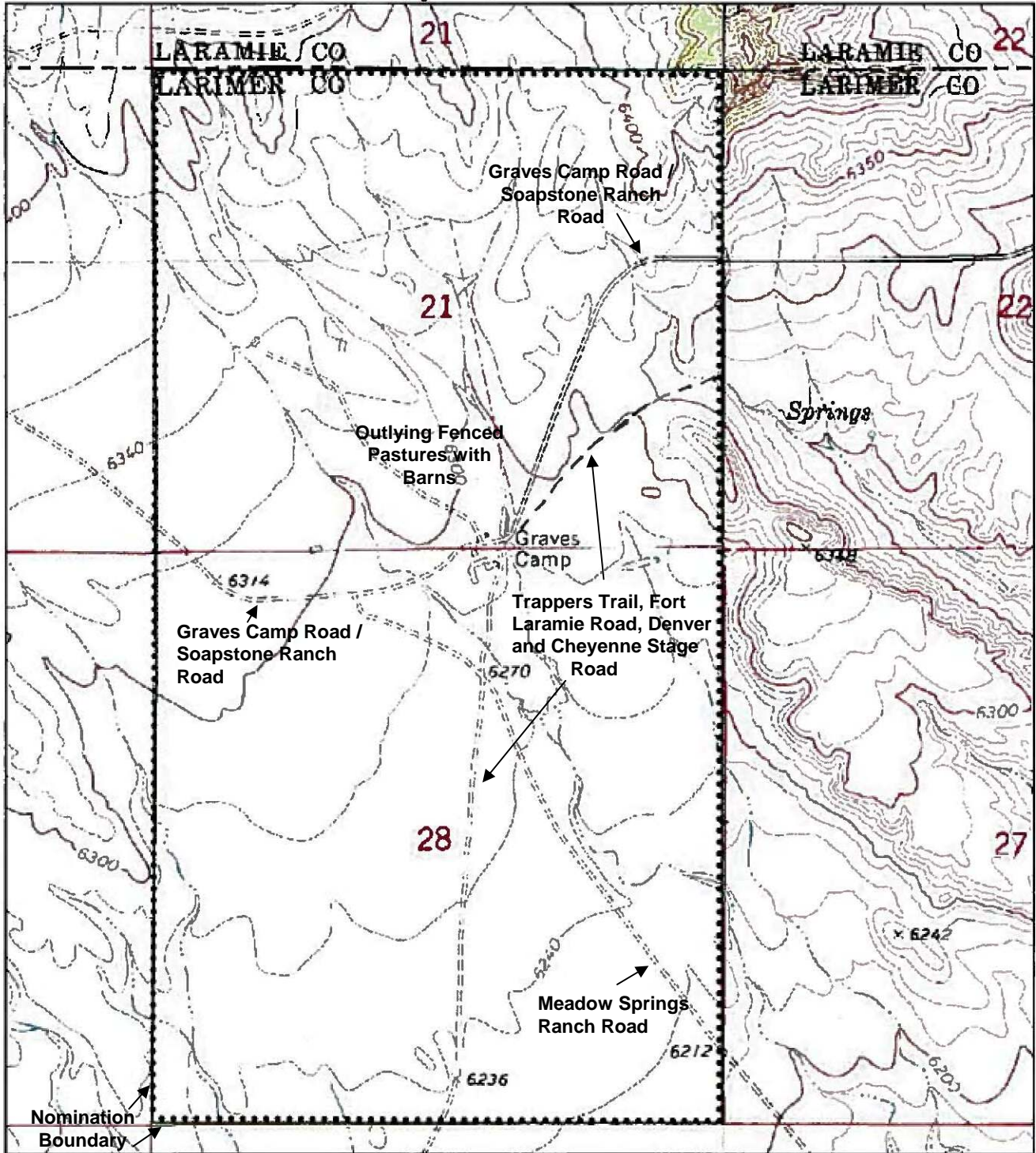
Name of Property

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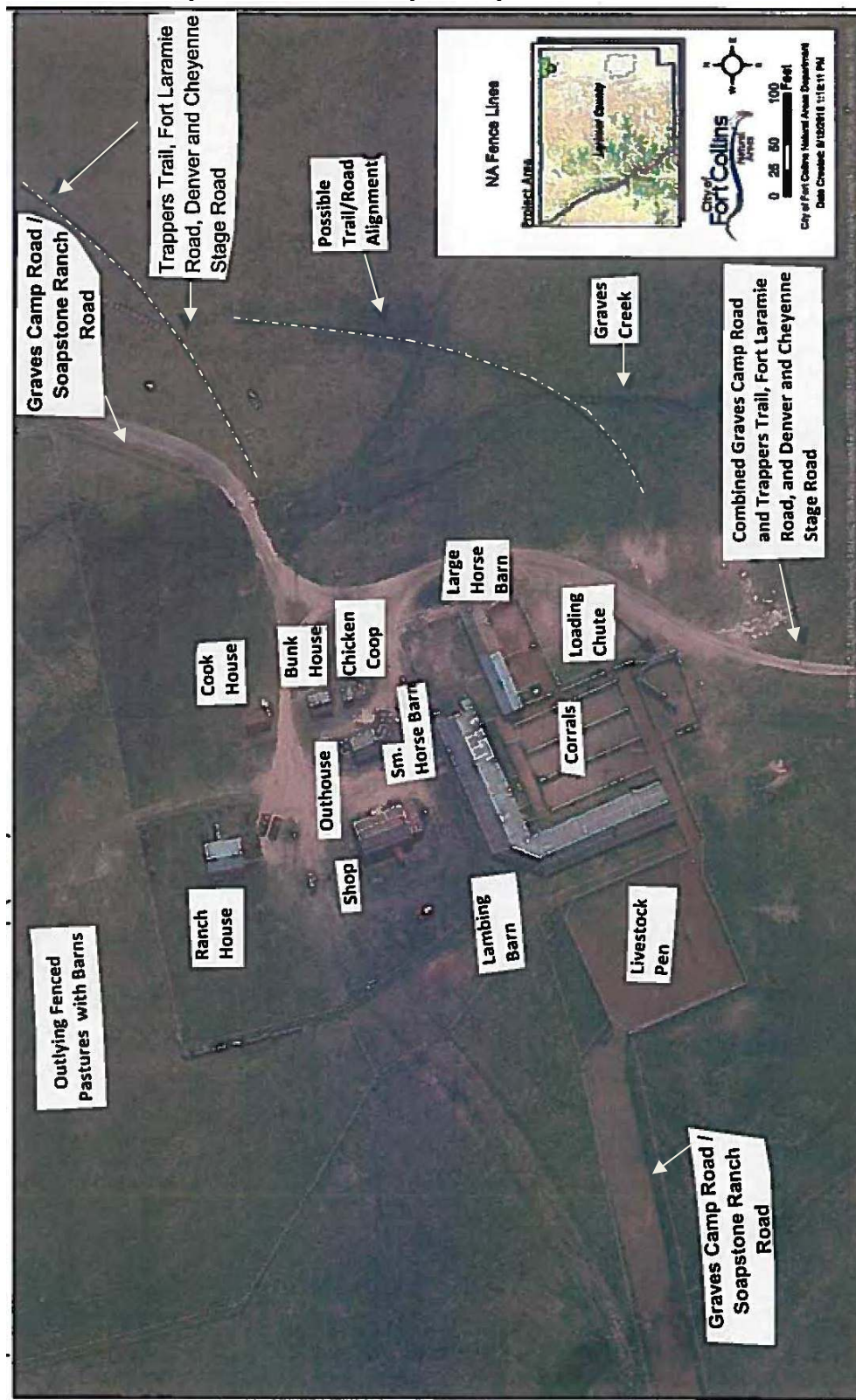


Map 1: District Map
Graves Camp Rural Historic District



USGS Round Butte 7.5' Topographic Quadrangle (1965)

Map 2: Graves Camp Complex – Aerial View

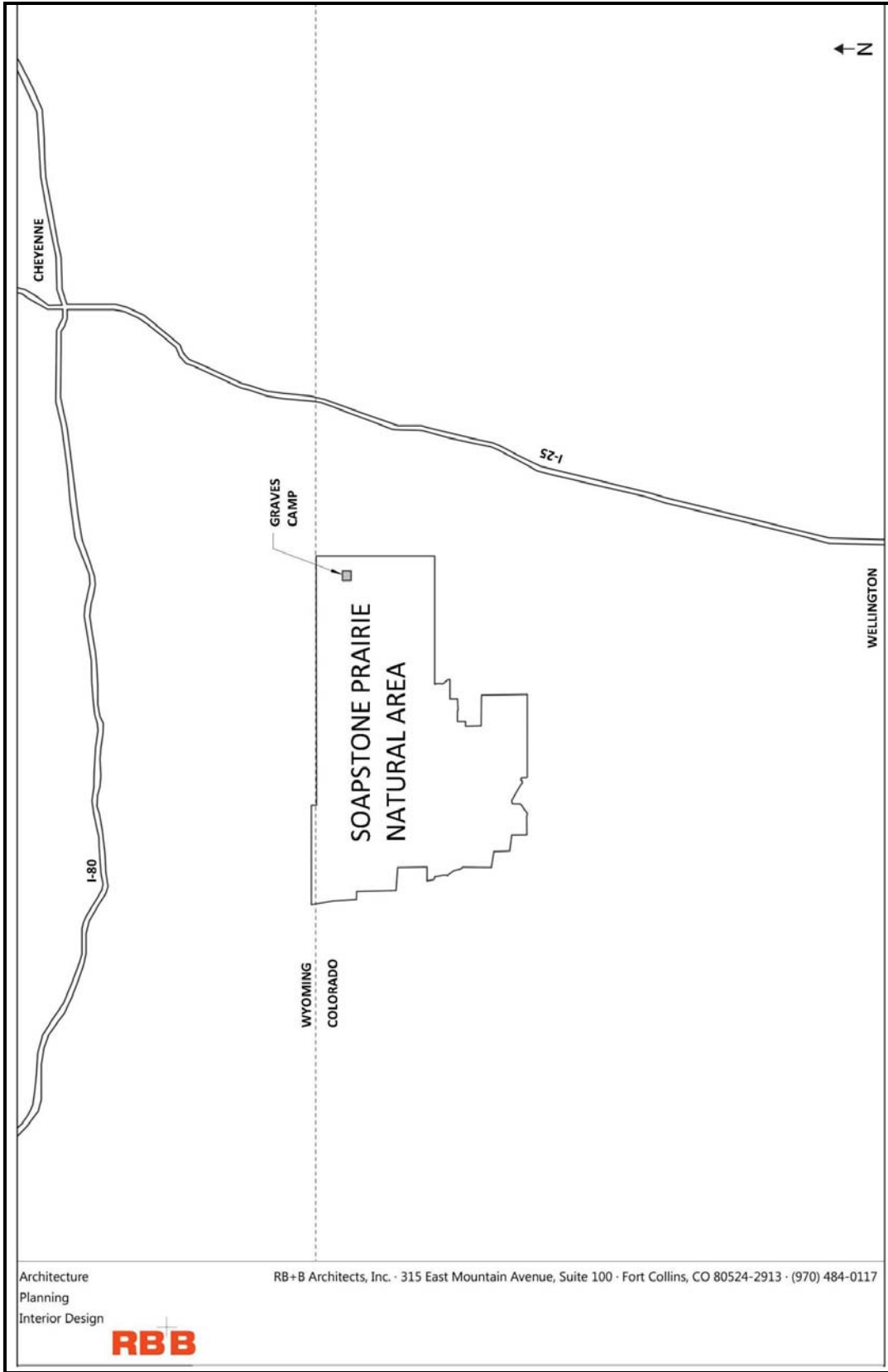


Revised by Office of Archaeology and Historic Preservation, 2016

GRAVES CAMP RURAL HISTORIC DISTRICT
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Map 3: Graves Camp Area

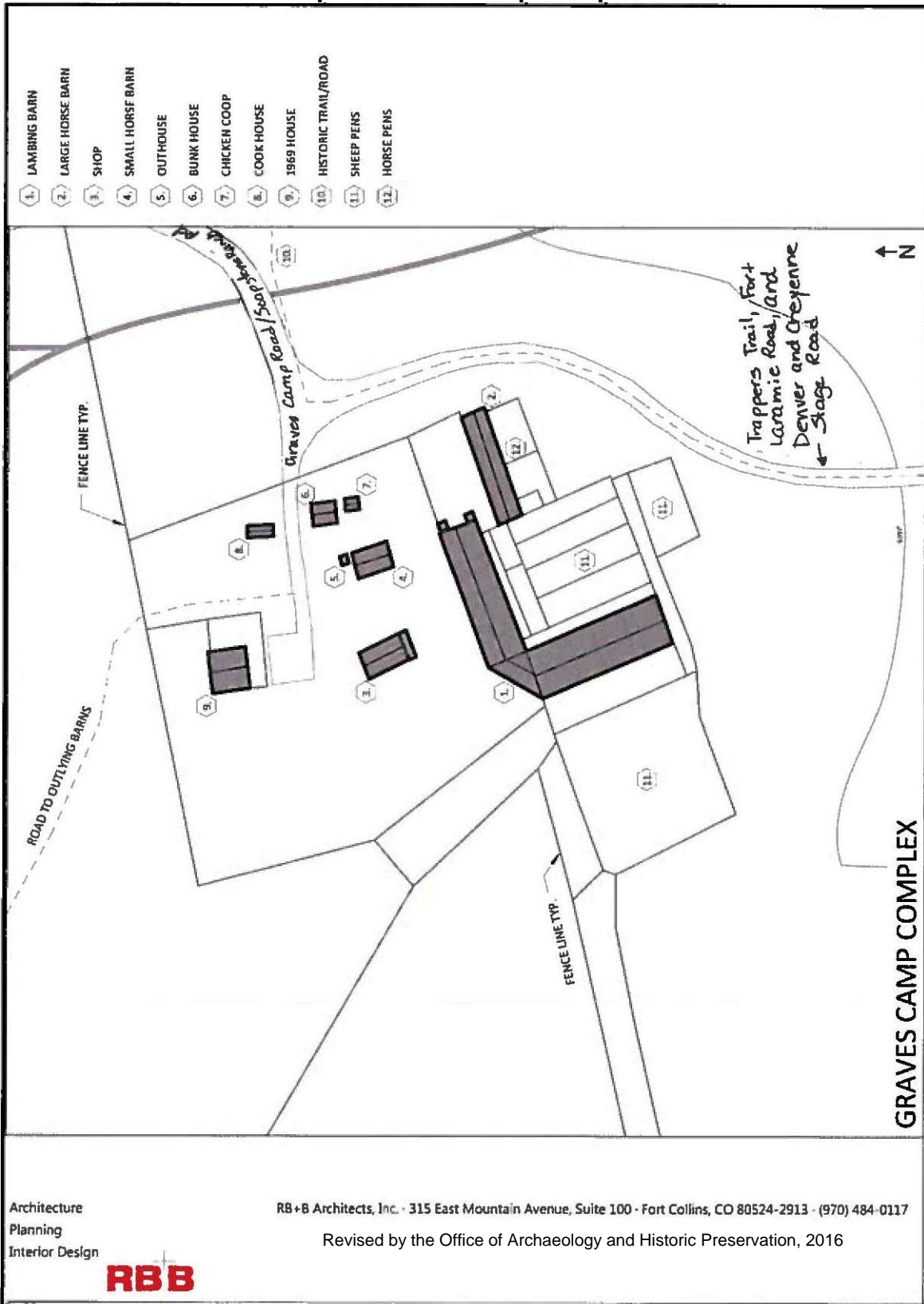


Architecture
Planning
Interior Design

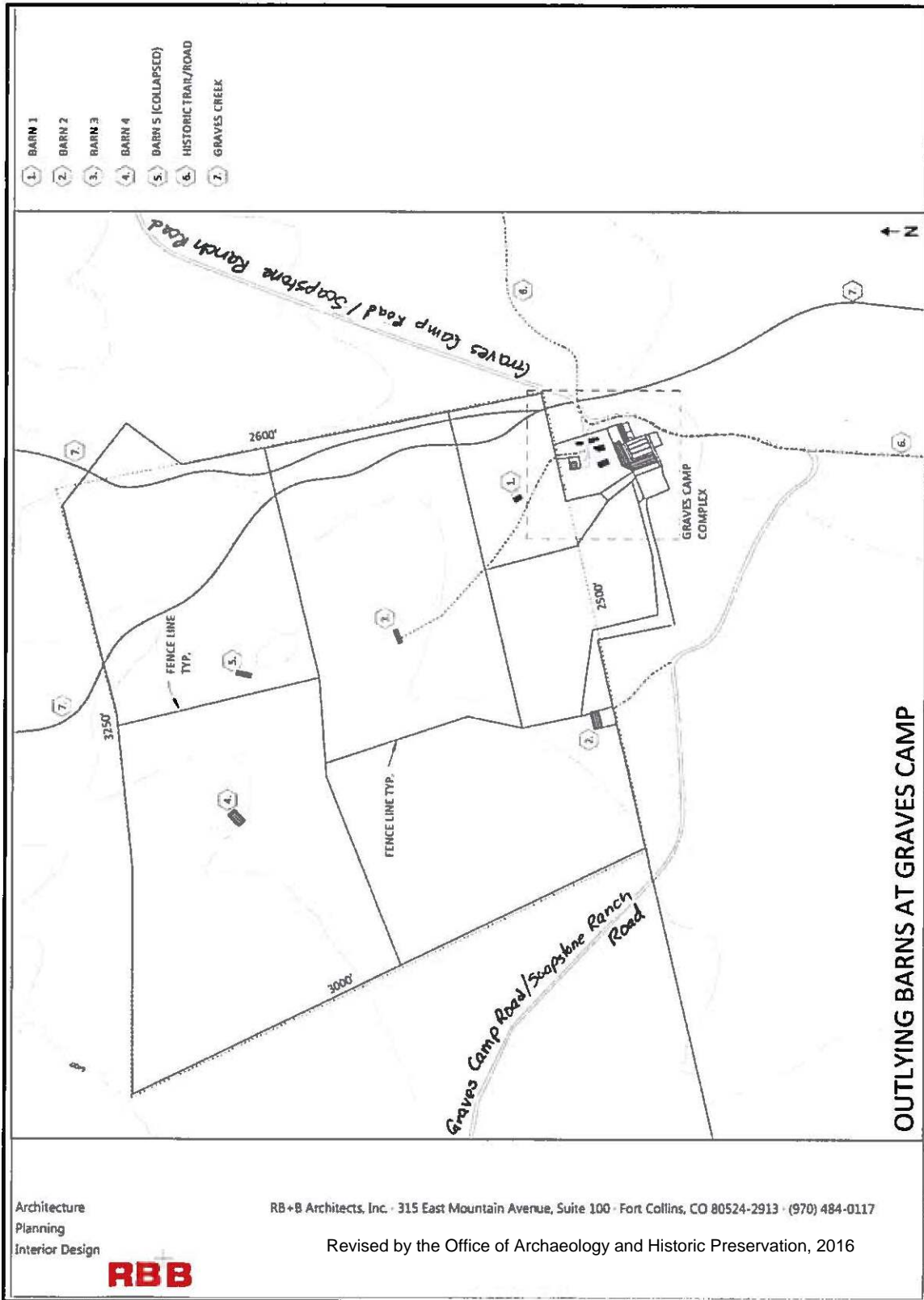


RB+B Architects, Inc. · 315 East Mountain Avenue, Suite 100 · Fort Collins, CO 80524-2913 · (970) 484-0117

Map 4: Graves Camp Complex



Map 5: Outlying Pastures and Barns



GRAVES CAMP RURAL HISTORIC DISTRICT

Name of Property

LARIMER, COLORADO

County and State

11. Form Prepared By

name/title RON SLADEK, PRESIDENT (for property owner)

organization TATANKA HISTORICAL ASSOCIATES INC. date 2 DECEMBER 2015 (rev. 8/26/16)

street number P.O. BOX 1909 telephone 970/221-1095

city or town FORT COLLINS state CO zip code 80522

e-mail tatanka@verinet.com

Photograph Log

The following information applies to all of the black and white photographs submitted with this form:

Name of property:	Graves Camp Rural Historic District
City, county and state:	Larimer County, Colorado
Photographer:	Ron D. Sladek
Date photographed:	3 June 2015 to November 2015
Location of originals:	Tatanka Historical Associates Inc. P.O. Box 1909 Fort Collins, CO 80522 TIFF images on file with the National Register, Washington, D.C.

- Photograph 1: View of the graded ranch road heading from Interstate 25 and the former 7X-L Ranch west through southern Wyoming to the Graves Camp. View to the west.
- Photograph 2: View of the graded ranch road approaching the Graves Camp from the northeast. View to the southwest.
- Photograph 3: View of the graded ranch road approaching the Graves Camp from the northeast. View to the north-northeast.
- Photograph 4: View of the graded ranch road jogging as it crosses over Graves Creek just east of the Graves Camp. View to the northeast.
- Photograph 5: View of the approach to the Graves Camp from the northeast. View to the southwest.
- Photograph 6: View of the Graves Camp from the northeast. View to the southwest.
- Photograph 7: View of the Graves Camp from the southwest. View to the northeast.
- Photograph 8: View of the Graves Camp from the southwest. View to the northeast.
- Photograph 9: View of the Graves Camp on the left, with two of its outlying barns and pastures located center and right. View to the south.

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- Photograph 10: View of the Graves Camp from the northwest. View to the southeast.
- Photograph 11: View of the outlying barns in the northern pastures, taken from northeast of the house. View to the northwest.
- Photograph 12: View of Graves Creek and the rangeland in the northern area of the nominated district. View to the north from the ranch road just east of the Graves Camp.
- Photograph 13: View of Graves Creek south of the ranch road and the rangeland southeast of the Graves Camp. View to the south-southeast.
- Photograph 14: View of the front of the Bunk House. View to the southwest.
- Photograph 15: View of the rear of the Bunk House. View to the northeast.
- Photograph 16: View of the "Warren Live Stock Company – Graves Camp" sign on the Bunk House. View to the west.
- Photograph 17: View of the interior of the Bunk House. View to the north.
- Photograph 18: View of the front of the Cook House. View to the northwest.
- Photograph 19: View of the rear of the Cook House. View to the southeast.
- Photograph 20: View of the interior of the Cook House. View to the north.
- Photograph 21: View of the interior of the Cook House. View to the south.
- Photograph 22: View of the Majestic cook stove in the Cook House. View to the west.
- Photograph 23: View of the front of the Chicken Coop. View to the southwest.
- Photograph 24: View of the rear of the Chicken Coop and its fenced enclosure. View to the northeast.
- Photograph 25: View of the front of the Small Horse Barn. View to the southwest.
- Photograph 26: View of the rear of the Small Horse Barn. View to the northeast.
- Photograph 27: View of the south room in the Small Horse Barn. View to the northwest.
- Photograph 28: View of the north room in the Small Horse Barn. View to the southeast.
- Photograph 29: View of the front of the Outhouse. View to the southwest.
- Photograph 30: View of the rear of the Outhouse. View to the northeast.
- Photograph 31: View of the interior of the Outhouse and its angled toilet. View to the southwest.
- Photograph 32: View of the front of the Shop Building. View to the southwest.
- Photograph 33: View of the rear of the Shop Building. View to the northeast.

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- Photograph 34: View of historic penciled notations on the front of the Shop Building. View to the west.
- Photograph 35: View of the interior of the Shop Building. View to the northwest.
- Photograph 36: View of patent and manufacturer's stamps inside the Shop Building. View to the south.
- Photograph 37: View of the front of the Large Horse Barn. View to the north.
- Photograph 38: View of the front of the Large Horse Barn. View to the northwest.
- Photograph 39: View of the front of the Large Horse Barn. View to the northwest.
- Photograph 40: View of the rear of the Large Horse Barn. View to the southeast.
- Photograph 41: View of the interior of the Large Horse Barn. View to the west.
- Photograph 42: View of the east end of the Lambing Barn's north wing. View to the west.
- Photograph 43: View of the building and corrals along the interior of the angle formed by the Lambing Barn's two wings. View to the west.
- Photograph 44: View of the south wall of the Lambing Barn's north wing. View to the northwest.
- Photograph 45: View of the central connector on the Lambing Barn. View to the northwest.
- Photograph 46: View of the east wall of the Lambing Barn's west wing. View to the southwest.
- Photograph 47: View of the north (rear) wall of the Lambing Barn's north wing. View to the southeast.
- Photograph 48: View of the northwest (rear) wall of the central connector on the Lambing Barn. View to the east.
- Photograph 49: View of the west (rear) wall of the Lambing Barn's west wing. View to the northeast.
- Photograph 50: View of the south end of the Lambing Barn's west wing. View to the northeast.
- Photograph 51: View of the enclosed room in the northeast corner of the Lambing Barn's north wing. Note the cartoon drawing of Popeye above the door. View to the north.
- Photograph 52: View of the livestock gates in the east end of the Lambing Barn's north wing. Constructed of corrugated metal and stadium bleacher seating. View to the west.
- Photograph 53: View of the interior of the Lambing Barn's north wing. View to the northeast.
- Photograph 54: View of the central connector within the Lambing Barn. View to the southwest.
- Photograph 55: View of the interior of the Lambing Barn's west wing. View to the south.
- Photograph 56: View of the interior of the Lambing Barn's west wing. View to the north.
- Photograph 57: View of the Livestock Pens south and east of the Lambing Barn. View to the southwest.

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- Photograph 58: View of the Livestock Pens south and east of the Lambing Barn. View to the north.
Photograph 59: View of the Livestock Pens south and east of the Lambing Barn. View to the northeast.
- Photograph 60: View of the loading chute at the Livestock Pens. View to the northwest.
- Photograph 61: View of outlying Barn 1. View to the northwest.
- Photograph 62: View of the front of Barn 1. View to the northwest.
- Photograph 63: View of the rear of Barn 1. View to the southeast.
- Photograph 64: View of the interior of Barn 1. View to the north.
- Photograph 65: View of outlying Barn 2. View to the northwest.
- Photograph 66: View of the front of Barn 2. View to the northeast.
- Photograph 67: View of the front of Barn 2. View to the northwest.
- Photograph 68: View of the rear of Barn 2. View to the southeast.
- Photograph 69: View of the interior of Barn 2. View to the west.
- Photograph 70: View of the front of outlying Barn 3. View to the northwest.
- Photograph 71: View of the rear of Barn 3. View to the east.
- Photograph 72: View of the interior of Barn 3. View to the east.
- Photograph 73: View of outlying Barn 4. View to the west.
- Photograph 74: View of the front of Barn 4. View to the west.
- Photograph 75: View of the rear of Barn 4. View to the east.
- Photograph 76: View of the interior of Barn 4. View to the southwest.
- Photograph 77: View of the collapsed outlying Barn 5. View to the south-southeast.
- Photograph 78: View of the collapsed Barn 5. View to the north-northwest.
- Photograph 79: View of the roof trusswork in Barn 5. View to the northeast.
- Photograph 80: View of the Trappers Trail / Fort Laramie Road / Denver and Cheyenne Stage Road heading south from the Graves Camp. View to the south.
- Photograph 81: View of the combined segment of the trail/stage road and current ranch road as they approach the Graves Camp from the south. View to the north.

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- Photograph 82: View of the landscape northeast of the Graves Camp, where the trail/stage road passed through the gap at the center. The ridge on the right holds stone mounds that appear to have acted as trail markers. View to the northeast.
- Photograph 83: View of one of the stone mounds on the ridge top, with the Graves Camp in the distance. View to the west.
- Photograph 84: View of one of the stone mounds on the ridge top, with traces of the stage road below. View to the north-northwest.
- Photograph 85: View of the road to Highway 1 and Meadow Springs Ranch on the left, with the older stage road on the right. View to the southeast.
- Photograph 86: View of the non-contributing 1969 Ranch House on the district. View to the west.