

Rick,
He is another of the "unplaced Hubbells
Hilbert

a292b (a292). William Newton Hubbell stageman, to CO in 1882 in a covered wagon, Lyons twp CO 1900, San Diego CA 1908 s/o a292. William & Marian (Clark) 6 Aug 1849 WI-9 Feb 1908 National City CA mar 1st 18 Oct 1875 Brown co MN Ida Melvina Gilbert, 1856 WI-Sept 5 1888 Bur Mountview Cem Longmont CO; issue:

1877. Amanda Melvina 1876-1877.

1878. Olive Leonora 24 Nov 1876 Brown county Minnesota.

+a292e. William Henry b 1878.

a292f. Louis Herbert 6 Feb 1880 Winona MN-Feb 1859 a ranch hand in Estes Park CO.

1. Dwight.

Mar 2nd 11 June 1889 Boulder CO Mrs. Lillian D. Stiles of St Vrain? CO? Aug 1862 MO-c1950 CO (mar 3rd Smith); issue:

+a292g. William (Newton Jr?)

Lillian and William ran the Hubbell Stage Coach from Lyons to Estes Park CO. They went to CA in 1906 and he was a "stockman", step-son Arthur M. Stiles b July 1883 living with family in 1900.

Source: [Px, Sb, Bm, m/r, v/r][Sb 1900 Boulder co CO, 1910/1930 San Diego co CA census][Aao][Yp CO v/r][Adt][Abh *Longmont Weekly, San Diego Union*][Aby].

Mountain (ouch!) stagecoach (oh!) travel

By Diane Goode Benedict

For the Longmont Weekly (colorado)



To the left is a **Lillian and William N. Hubbell stagecoach** that traveled the rock-filled dirt road from Lyons to Estes Park and back. To the right is a family in a covered wagon. (*Frank Weaver Collection / Courtesy photo*)

Coached, poached or frozen, after riding for miles over rough, pitted roads in either sweltering heat or freezing cold, man, beast and stage needed a good blacksmith, food and rest.

Whether out on the plains or in the mountains, most stage stop complexes were composed of a ranch house, barn and corral. Passengers and drivers appreciated the hearty food offered with a night's lodging and a necessary building out back — essential for the ladies.

Larger coach stops offered dormitory-style lodgings to separate male and female passengers, even married couples, for their evening rest — calm, non-gyrating rest. Smaller establishments offered cot-like beds separated by blankets or old sheets, a situation deemed quite risqué by genteel ladies and quite untenable by Eastern gentlemen. There could be five to 10 men sleeping in one small room. The ladies, however, were given slightly less crowded quarters.

Whether the stops were for a meal, a change of horses, an overnight stay or a quick rest from the constant lurching of the coach, they were a relief for the weary travelers.

The Jamestown & Springdale Stage's halfway station was built west of Altona's Haldi blacksmith shop in Left Hand Canyon. John A. Standing, who lived in Jamestown, supplied the stages with fresh horses from his Altona livery. The route traveled up Left Hand Canyon into Geer Canyon, over the saddle, dropping down into Jamestown.

According to Dock Teegarden, Charlie Faivre ran a stage stop on the Twin Lakes Ranch, east of Foothills Highway. It was an early line that followed the path of present Highway 36, to Left Hand Canyon and up to the mining communities.

Above Altona, the C.V. Curtis Stage line ran three times a week from Boulder to Ballaret via Geer Canyon. The Mallery Stage Line ran twice a week from Jamestown to Boulder, operating as late as 1905. A second operation in Jamestown was the Lippoldt Simpson Jamestown Stage Line.

William N. Hubbell and his wife, Lillian, owned the Hubbell Stage Coach that traveled up the rock-filled dirt road from Lyons to Estes Park. This was before the Stanley Steamer motor vehicles that were used to transport guests from Lyons to the Stanley Hotel in Estes Park.

Some stages were built like those in the movie "Stage Coach," filmed in Colorado. Towns like Longmont with their smoothed dirt roads could sport an enclosed, well-kept conveyance. In the foothills and mountains, however, most owners used horse-drawn wagons, some with canvas coverings, others not.

Traveling into the various mountain towns was not a big moneymaking enterprise. The wagons bumped over roads held by private individuals. Payments had to be made to the toll road owners, while the rough roads wreaked havoc on wooden wheels and metal axles. Then there were accidents, like those on Rowell Hill, better known to teamsters as Roll Over Hill.

Hollywood stars may have ridden in relative comfort as the stagecoach raced across the silver screen. Substantial jerking and bouncing of cameras could ruin a good scene. The reality of that nostalgic ride can be found in passengers' diaries, which attest to motion sickness and discomforts endured in order to travel from one place to another.

One American gentleman wrote he was "flung backward and forward, right and left, pummeled, pounded, and bruised, not only out of sleep, but out of temper, and into pain and exasperation." What an exercise in restraint. I'm sure the gentleman had harsher words during the trip.

Even European travelers commented on the discomforts of stagecoach travel. A diary entry protested that passengers had to endure "rolling, pitching coaches, crashing over mud and rock-strewn roads, locked into smelly boxes with an opaque window the size of a kerchief, and obliged to stop at still another Inn for a change of horses."

In addition, there were stagecoach robbers, such as Billy Dubois. As Bud and Velma Heil explained to me, a stagecoach robbery happened between Geer Canyon and the turnoff to Left Hand.

On this fateful day, the stage was bringing out the usual load of gold from the mines when three men with guns drawn stopped the stage and relieved the driver of all the gold on board, supposedly burying the loot nearby to be retrieved at a later date.

No matter their grand plan, two of the men were caught. After constant questioning, they refused to give up the location of their buried treasure or the name of the third accomplice, who had escaped all efforts of the posse and the mine owners.

The Heils told me that for years tourists and scavengers from all parts of the country would cover the hillsides above the family ranch (now Heil Valley Open Space) with divining rods, Geiger counters or other "modern" sensing equipment. The stolen gold was never found. The Heils figured that the story of buried treasure was a ruse used to fool the posse; or perhaps the third man had returned and recovered his spoils.

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