

# TODAY'S EVENT

## The Terrible Toll Road



# Event Speaker

Jamie Siebrase

Jamie is a longtime Denver journalist, author, and trained naturalist. She has earned degrees in creative writing and law from DePauw University and the University of Denver.

Jamie became a freelance writer after moving to Denver in 2007. She contributes regularly to *The Denver Post*, among other local and regional publications, and her article on the Bradford Toll Road was published in *Historically JeffCo* magazine last year.

She's also written several outdoor guidebooks and is currently working on a fourth adult nonfiction title that's all about the mental health benefits of walking outdoors.

# Forgotten Trails:

## *The Story of Jeffco's "Terrible" Toll Road*



by Jamie Siebrase



# Author's Note:

Raised in the Midwest, I'm a longtime journalist, author, and college writing instructor. I've written several Falcon guidebooks, including [Hiking with Kids Colorado: 52 Great Hikes for Families](#), [Mythbusting the Great Outdoors: What's True and What's Not?](#), and [Exploring Colorado with Kids: 71 Field Trips + 142 Nature-Inspired Activities](#). I'm currently working on a new nonfiction title that's all about the mental health benefits of walking and rolling outdoors. My debut picture book, [Tonight! A Bedtime Book](#), is an educational story about baby animals and their habitats.

I have degrees in creative writing and law from DePauw University and the University of Denver, respectively, and I'm also a trained naturalist.

## **Please note: I AM NOT A HISTORIAN!**

I'm simply a curious person. I love reading historical fiction, and learning about local history is definitely an interest and passion of mine.







# My Writing Process

AKA How I Approach  
Historical Journalism...

Lexington March 31<sup>st</sup> 1888

Dear William  
News has just reached  
"Groffville" that Mr Majors has sublet  
the lot for 1200 Waggon to Salt Lake at 19<sup>th</sup>  
and the idea seems to be prevalent here, that  
the friends spoken to here this region will be  
entirely cut off. I have remarked to your  
son, that there can be no doubt but that you  
will still fulfil any promise you may  
have made to them. & that they should go forward  
& purchase their stock & hold themselves in readiness  
to undertake the trip.

Mr E. Horde arrived here  
last night & bring intelligence that the 100 wagons  
ready for shipment at St Louis were all burnt  
up at the shops, of course you will be advised  
by Ryland of particulars. Milton Ewing & hands  
left this morning for the "Ballentine & Cate" cattle  
Mr Ewing is actively engaged  
in gathering together all the cattle below here  
& will report by last of the week. Mr. Ruppel  
& party arrived last night in good health, I had  
the pleasure of shaking hands with him but no time  
to enquire into particulars. "Milton" is probably  
awaiting your orders at "Hemaville, thinking

R M M & appropriated  
own children, I proposed  
he had better condense  
have fewer. Agts and  
& concentrate all the  
that. He agreed to  
until after he left that  
"gammon" (as he is placed  
opinion of this and  
tion think I will speak  
hearing that you may  
try, I have taken such  
me the possession of all  
that your concern her  
I my debt of say so, I was  
either with you or myself  
to my gambling writing  
women. know this - that  
any or back better is as  
our as they are. I  
- R M & this morning to my  
was no fear of separation  
who talk for a day  
a good outline of hand

business. Concern only myself. Yet I am ready  
to give up for that to you, but my private matters  
have been between you & myself long enough  
to understand each other. I shall burn up your  
letter as being one of the distressed I ever received  
in my life, & so I shall treat all others that  
may read in like manner. If you will attend  
to the business as I instructed you & reserve the  
diff. between my indebtedness to R M M & my sale  
to them, you will or ought to be in possession of over  
22000 in cash - that you can dispose of as you  
please. The property here, I shall hold as hitherto  
believing it to be a handsome fortune not far distant,  
and for that I think you need have no fear.

Notwithstanding, your  
terrible letter, I cannot but think that your  
opinion is unchanged of me, but that your  
fear have been aroused & your alarm the  
consequence. Be that as it may, I shall attempt  
no defense of myself until I can do it in person.  
I hope the agts have all been  
paid that I sent you. Save "Elkhope", to whom I  
have written but as yet no answer. If you write again order  
the letter to be put in the pocket that comes (copy, please)  
get it on the way should I meet it. (R. M. Horneford)

There were STACKS of old letters available in our digital archive, but these  
would have taken a whole lot of time to get through....



BY  
S. W. BURT & E. L. BERTHOUD  
DENVER, 1861

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*Colorado State University*

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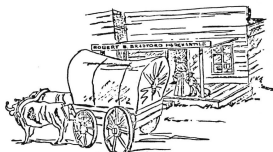





 EDZABENT ANTHONY PEARSON  
 THREE RED MAPLE  
 LITTLETON, CO. 80127

ROBERT B. BRADFORD,  
PIONEER  
DENVER MERCHANT

BY RAYMOND W. SETTLE



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The  
Colorado Magazine

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of Colorado

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THE STATE MUSEUM  
DENVER, COLO.

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## GUIDE TO THE GOLD MINES.

## WHAT IS NECESSARY FOR AN OUTFIT.

The following table comprises the "necessaries" for a trip across the plains. There are a great many other articles that could be enumerated under the head of "luxuries," which we do not deem necessary to publish. The following is intended for a six months' outfit for four men.

[illegible]

See Guns, Pistols and Firearms, see advertisement of Chas. A. Eaton.

### DIFFERENT KINDS OF QUARTZ MILLS

It would be an impossibility, in this work, to speak from experience, or with confidence, of the merits of the various quartz crushers, amalgamators, rollers, etc., with their several constructions. Each mill has its ardent advocate, and each owner or patentee claims peculiar advantages over all others. There will be a large number of mills brought before the public the ensuing spring, and it will remain for those interested to give them a careful examination. Among the most prominent of those that are

# Western Mountaineer

GOLDEN CITY I T THURSDAY, JULY 12, 1860.

**Postup**

Dining.

We may live without poetry, music and love  
We may live without companions, and live without  
    our heart;  
We may live without friends; we may  
    live without books;  
But death's man cannot live without each.  
He may live without books—what is his  
    edge but grieving?  
He may live without hope—What is his  
    but deceiving?  
He may live without love—What is his  
    but pining?  
But where is the man that can live without  
    dining?

### Correspondence.

Letter from the Mines.  
Missouri City, July 5, 1860

*Editor of the Mountaineer.*—The recent discoveries on the waters of Arkansas River, and across the Range, on the head waters of the Big and Vampish rivers, creates much interest in those whose search and diligent trial after the precious metal. On my way and back from the South Park, my place I visited a few days since. I passed near past by a strong tide of migration, which is continually pouring the newly discovered mines in that locality. I received there the most satisfactory reports from the California, Gulch, on Arkansas River. I was informed the highest \$10 per day had been taken on the main, by men who had gotten rich and thoroughly to operating upon gulch.

The reports from the Blies were that the miners there were much delayed in their mining operations consequent to the high waters in the streams, and they were industriously engaged in

to the Arkansas or Blue River mines, as it is, in distance, over ninety miles above than the old route via Pike's Peak. The road is being vigorously pushed through from Terralry to the Blue. There is also a road building from Terralry directly to the Blue River mines. I was told by men whom I met upon the road freight- ing, that they found little difficulty in hauling with the same team the loads they had brought across the plains.

[ met Messrs. Sowers & Hinkley's Express upon the road. They had been over the road with their Express wagon, preparatorily to making a line of stage

new mines on the Arkansas and Blue rivers.

The St. V., G. C. and Colorado road had two branches; the first leading in from Mt. Vernon, is about seven miles in length. It joins the former road at a point about seven miles from Golden City.

I heard complaints from emigrants who had passed over the St. V., G. C. and Colorado road by way of Mt. Vernon. They complained that the Mt. Vernon Company had charged them tolls for the entire length of the road from Mt. Vernon to the Blue Mountains, and told them that no other gate was kept upon the road, and no further tolls would be exacted from them; but that upon coming within a few miles of the Park, they then found a road kept by the St. V., G. C. and Colorado Company, and they were obliged to pay tolls to that company also. They said they had become so vexed that the tolls were due to the St. V., G. C. and Colorado Company, that they threw the

learn swindled by the Mt. Vernon Company; that they had communicated the facts to the Rocky Mountain News, and hoped others would not be taken in.

points are thus avoided, all the routes and worst places along the route.

I saw but one house upon the entire route, that is located at the beautiful junction, and is kept by Messrs. Wood and Sparks. There are admirable points upon the route, and many stations are needed to accommodate those who are daily traveling over the route. As it now is, they have to pack their blankets and provisions their backs, to test them the trip. Enterprising persons could easily help doing well by locating at some point along the route, and affording entertainment to travelers.

Letter from the Arizonians.  
CALIFORNIA GULCH, June 25, 1890.

Some account of our late, unfortunate journey to this place, now reckoned the richest gulch yet discovered in the Rock Mountains, may interest some of our readers whose fate has led them into similar difficulties. Many of your correspondents dwelt with delight, in their appreciative descriptions of the picturesque, and endowed seemingly with the eye to see, and the mind to appreciate the beauties of the Altimpyr Crater, and the author of the beauty has since written all his work. Happy are they who can always see the same thing, this, however, every climber but alas for those whose fate is to struggle with the toils, perils of life, and gulphed by clouds whose silver lining is dim or never appears.

With high hearts, and full of hope, we started on our journey some time in

middle of May, with two horses, a cow, horse cart, and a load weighing about 400 pounds. One of the horses was tended to ride, while the other worked



100

SO...

I mainly relied on several books covering the era, as well as newspaper clips and internal letters.



## The Bradford and Colorado Wagon Road.

IS NOW OPEN and in good order. Persons who desire to go to Tarryall, to the Blue River mines, or to the mines on the head waters of the Platte and Arkansas, will save money and time by taking this Route.

	MILES.
From Denver to Tarryall.....	85
“ “ Blue River.....	80
“ “ Arkansas Mines.....	95

It is believed that this is the best Mountain road in the Territory, and shorter by 18 miles than any other route from Denver to the same points.

2dtt

R. B. BRADFORD, President.

burdens that their own con- will not tolerate? Are our in Washington utterly dead e of shame or honor, and are rly devoid of veneration for mental principles of our gov-? We always believed that vernments are instituted they their first powers from the con- e governed;" but Congress, some of its committees appear forgotten this principle, which ner-stone of all our systems of ents. Centralization of power furtherance of party ends ap- e the sole objects of many polit- We are taught that whenever m-of government, and one ld, whenever any party becomes pt from a long continuance of hat the great principles upon ll our social and political insti- are based are disregarded, it a necessity and a duty which de will not neglect to perform, sh it and organize another that use its action upon patriotic es and change the popular rep- ives, to the end that the national perpetuity of our institutions, opiness to the people may be

mposition that the Committee ut upon Colorado is utterly in- unt with the republican govern- and is as great an outrage as that o be imposed upon another Ter- in consequence of which the epublican party had its being- unds of "bleeding Kansas" are y healed, when an outrage is

west, thence south 6 miles, thence west to range line between ranges 69 and 70 west, thence west to Dry creek, thence up said creek to base of mountains, thence west 3 miles, thence north to county line, thence east to the place of beginning.

Vasquez township—commencing at intersection of line between townships 2 and 3 south, with eastern boundary line of county, thence west 6 miles, thence south 6 miles, thence east to county line, thence north to place of beginning.

Montana township—commencing at intersection of line between townships 3 and 4 south with east line of county, thence west 6 miles, thence south to a point one mile south of Bear creek, thence east to county line, thence north to place of beginning.

Bradford township—commencing at a point one mile south of Bear creek on range line between ranges 69 and 70 west, thence east to county line, thence south to first correction line south, thence west 9 miles, thence north 6 miles, thence east 8 miles, thence south to place of beginning.

Platte township—commencing at intersection of first correction line south with east line of county, thence west 12 miles, thence south to Platte river, thence down said river to said correction line, thence to place of beginning.

Juniper township—commencing at a point on first correction line south and 3 miles west of range line between ranges 69 and 70 west, thence north to a point one mile south of Bear creek, thence westerly to a point on the Mt. Vernon and Tarryall road one mile south of Bear creek, thence west to county line, thence south to Platte river, thence down said river to range line between ranges 70 and 71 west, thence north to first correction line south, thence east to place of beginning.

Bergen township—commencing at the intersection of township line between townships 4 and 5 north with range

of this, ye knife-blade croakers.

### Telegraphic.

CHICAGO, February 23.—The National Democratic Committee have made no distinction whatever between members from loyal or rebel States. The Representatives to the National Convention will consist of double the number of Congressional representatives each State by the last apportionment. The eight states not represented in the committee are California, Georgia, Florida, Louisiana, North Carolina, Virginia, Rhode Island and New Jersey. The only resolution adopted by the Democratic Committee was one to call National Convention, which shall embrace all willing to aid in maintaining this Union and opposed to radicalism. Just previous to adjournment, General Ewing, and other members of the Soldiers' and Sailors' Union, were admitted.

It was formerly announced that it would call their Convention to meet New York at the same time.

The Herald's special correspondent says the committee, as a body, are opposed to Pendleton for President. Rumour is talked of, but his claims he assumed no definite shape. Sen. Hendricks, of Indiana, will be pre by his friends. All propositions in fit of General Hancock, met with the reply: "We don't want a soldier. There is a marked unanimity in fit of John Quincy Adams for Vice President."

WASHINGTON, Feb. 21.—The President to-day sent an executive message to the Senate stating that on the 6th of August last, under authority as in him by the Constitution he suspended E. M. Stanton as Secretary of War, now by the same authority he has moved Stanton and appointed in place, ad interim, Adjutant-General Thomas. The President encloses



# Setting the Scene

- **“For two hours our exertion to make our horses go any other way than backwards proved futile.” - Surveyor S.G. Jones**

Fact: Transportation in the 1860s was slow and difficult!

- **A Promise**

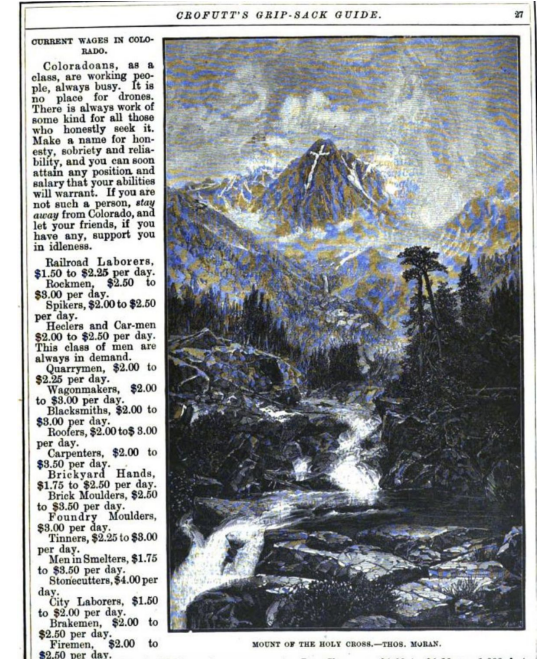
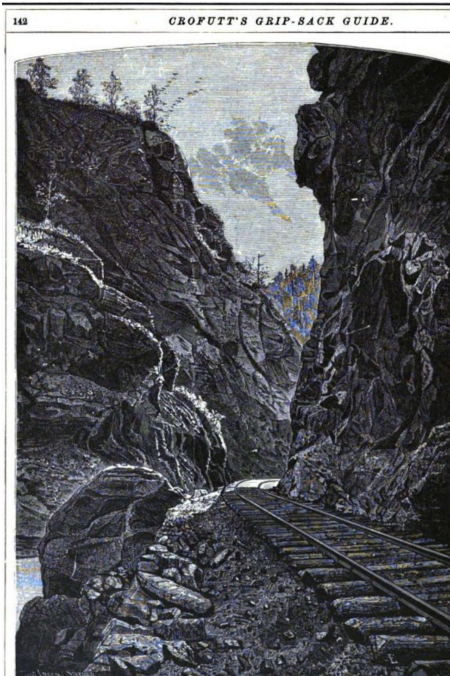
Bradford's toll road was supposed to offer a faster route to mining towns

- **The Reality**

The road quickly became notorious for its steep and dangerous climbs



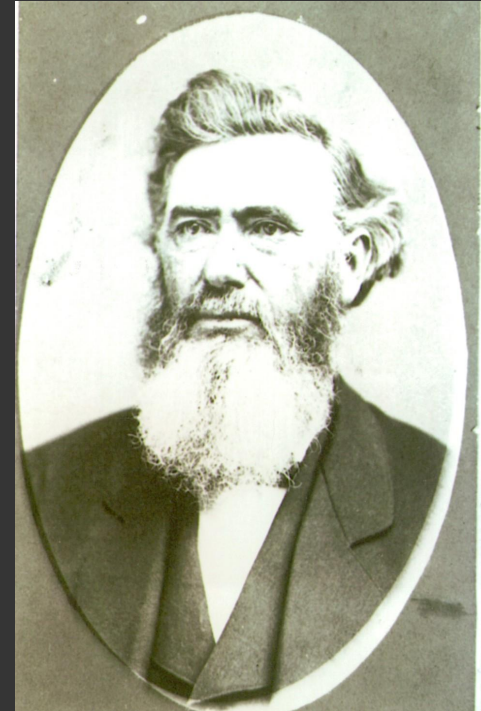
Life was harder, transportation was slower, and the word “terrible” didn't even begin to describe the routes that took intrepid travelers from Denver to High Country placer mines....





# The Birth of Bradford City

- In 1859, Robert Boyles Bradford purchased land in Ken-Caryl Valley
- Bradford built a stagecoach stop and home (the Bradford/Perley House)
- Bradford City was mostly hype
  - Advertised as "flourishing" with up to 100 houses
  - First-hand accounts varied wildly
  - Some travelers remember camping near the homestead



# Bradford-Perley House



Robert Boyles Bradford  
about 1870



The Bradford-Perley House (extreme right) and outbuildings  
(photo taken from rocks northwest of the house, early 1900s)



James Adams Perley and family in front of the  
Bradford-Perley House, early 1900s

- 1859** Robert Boyles Bradford moves from Lexington, Missouri, to Denver, begins a retail business, later obtains land in the foothills southwest of Denver, and plans the Bradford Wagon Road from Denver into the mountains.
- ca 1860** The smaller (western) portion of the Bradford House is built.
- 1860-1867** The Bradford Wagon Road to the gold fields is in operation until it is bypassed by the easier Turkey Creek Road.
- 1861** Bradford discontinues his business in Denver, moves to the stone house, and begins grazing cattle and growing potatoes and turnips. He also plants an apple and peach orchard. The home becomes an occasional stopping place for travelers on the Bradford Wagon Road.
- 1862-1863** The Bradford House is a site for recruiting soldiers for the Union Army.
- 1872** The larger (eastern) portion of the house is completed.
- 1876** Robert Boyles Bradford dies.

## A Timeline from the Ken Caryl Historical Society

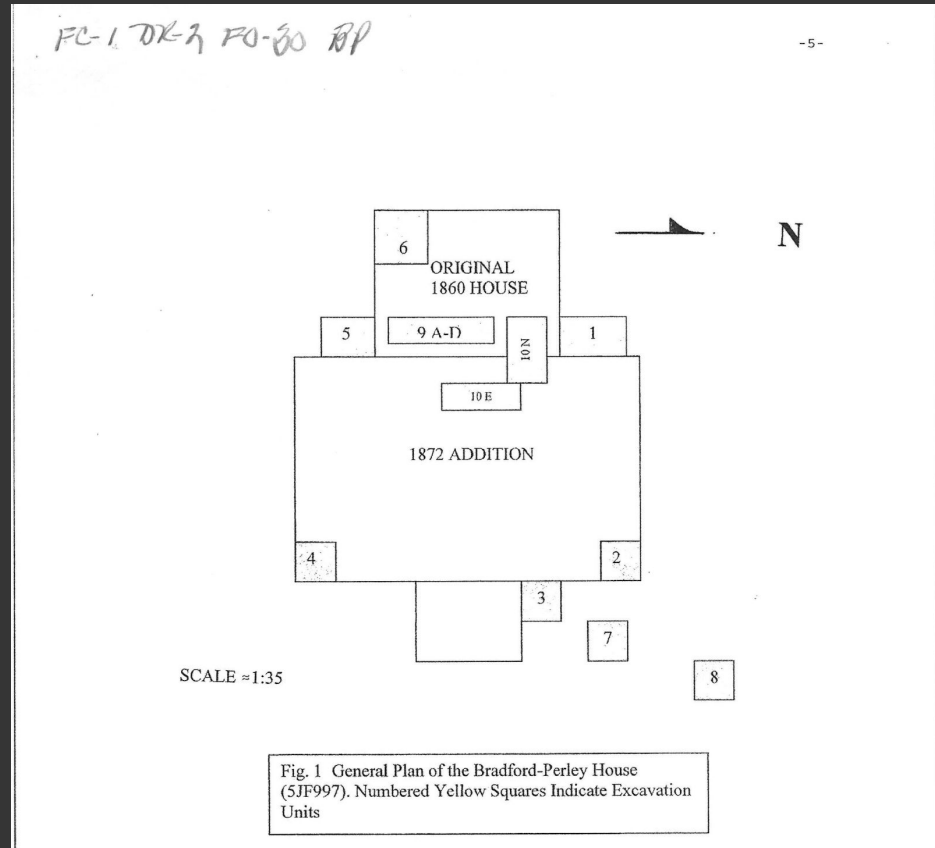




—  
Another shot of the  
Bradford-Perley House (far  
right) and outbuildings,  
taken from rocks  
northwest of the house,  
early 1900s



# The Floorplan:



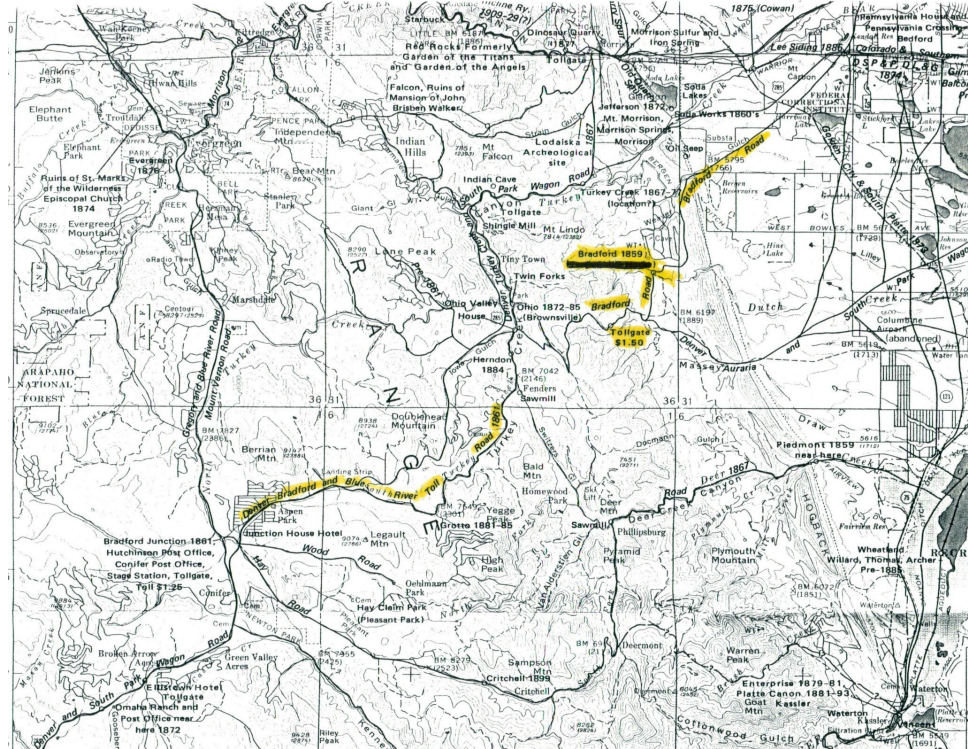




# The Road to Riches?

Bradford was an enterprising man.

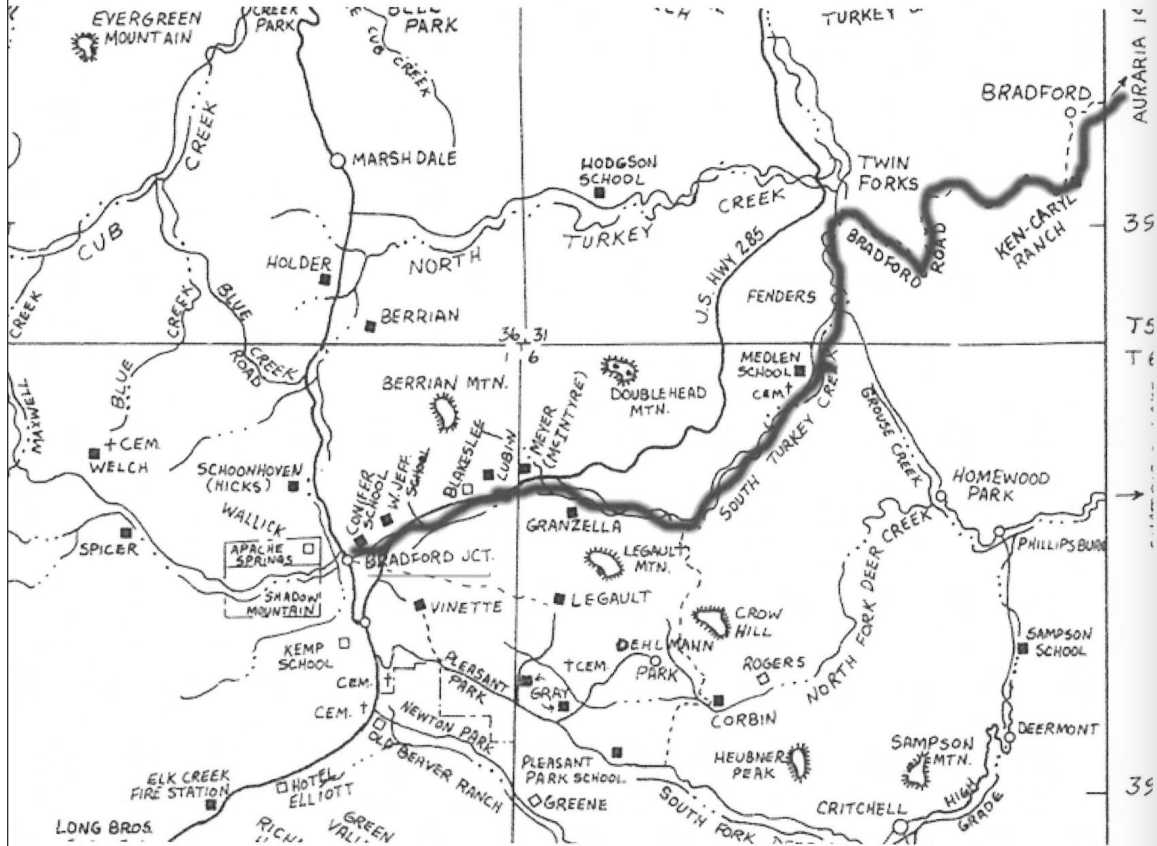
**BEFORE LONG** he got it into his head that he'd make his fortune by building a toll road through his land.



This Less  
Detailed Map  
Shows the Path  
from Auraria to  
Bradford  
Junction

20-31 BP

## Bradford Toll Road (1861)



May 15, '75  
12469 W. 17th Ave.  
Lakewood, Colo.  
80215

Dear Blondie and Norman,

Here's the information on the Bradford road: "A toll road running 14 miles south of Denver claimed the shortest route to the mines, and that by 18 miles. Maj. Robert Bradford and the Denver, Auraria and South Park Wagon Road Co. received one of the earliest wagon road charters from the Jefferson Territorial Legislature on Dec. 7, 1859.

The route crossed the Platte River at Larimer and 1st. St., angled southwest at Knox Ct., out Alameda to Bear Creek which forded at Pennsylvania Crossing, then west through the Hogback and Weaver Gulch, thence past Colorow Cave and over to Bradford. This made Territorial Road Aug. 15, 1862. It followed Dutchman Creek directly in back of the Bradford House, up the mountains. Tollgate was 15 miles from Denver, at Bradford. Then, up North Fork of the South Platte River to Hamilton and Breckenridge on the mainline.

When the road through Turkey Creek Canyon was completed, Bradford Rd. fell into disuse - because of the "terrible Bradford hill" and Colorow's band of Utes which hid in the cave and attacked passing wagons.





# Bradford Toll Road (circa early 1900s)

- **Description:**
  - Steep and treacherous, up to a 13% grade.
  - Switchbacks eased the climb but didn't eliminate the danger.
- **Anthony's Account:**
  - "At some points the road looks dangerous and if an accident happens certain destruction awaits..."



Here's what it  
looks like today:



# Expectation vs. Reality

“A good day's mountain travel with oxen...”

“...The steep hill is before us and the inquiry naturally arises how are we to get up?”

“Bradford hill ... is about three miles long and winds and zig-zags in every direction.”



1863

*April 14*

Have been on watter fatigue today. There was another detale of twenty men called for out of this company today so I volunteered again. We are to take twenty days rations this time. I wonder if we will be more than four days gone! I hope so any way. I went down town and got my horse shod and took that book to Mr. Gaffney this afternoon.

*April 15*

We got started about nine o'clock this morning. First we went down town and then went out on the road towards bear creek to the bridge across the platte and waited for our commanders who are Lie't's Wilson and Oster.<sup>41</sup> From there we took the bearcrek road to the Pennsylvania ranche and from there to Bradford, where we are camped. It is about fifteen miles<sup>42</sup> from denver. There are twenty of Co. E with us. We left our sabers at home this time.

*April 16*

We left Bradford this morning and took the Tarryall road<sup>43</sup> first—up Bradford hill into the mountains which is about three miles long and winds and zigzags in every direction. (That is the road.) After which we have come down gulches up ravines and through pine timber all day. At last we came down about two miles to the platt and camped. We traveled about thirty miles.

Oh! a life in the mountains,  
Where the scene ever changes  
As you traverse the ranges  
And breathe the pure air  
So wholesome and rare  
And drink from pure fountains

So much better than stopping  
In city or town  
Where people throng  
With their stacks and wares  
Their fabrics and shares  
Their railroading, trading and shopping!

Our horses had n  
forty horses.

*April 17*

We broke camp al  
the north branch of t  
times. It is about as la  
covered with spires rai  
it and the south fork e  
watter. We have camp  
been rather cool today  
yet. There are patches  
No corse tonight.

*April 18*

After travailing ab  
into the south park.<sup>45</sup> It  
bason of prarie surrou  
with hills in the southe  
Arkansas, and twenty  
and look black in the c  
end. We left Taryall abo  
twenty five miles. It is a  
been pretty windy to da

*Sunday April 19*

Ten of our Compan  
five days rations on our  
had a pony stole two nig  
on the Canon City roac  
known facts to be the tr  
into the mountains in a  
ponies but no guerillas. \

[last two words unintelli

*April 20*

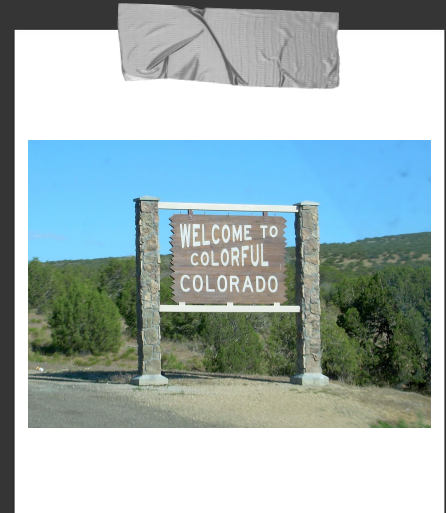
We remained in cam  
and had some fine sport  
after leaving camp, and t

# Diary entries from miners were priceless

**GREAT LABOR (BOTH OF SPIRIT AND FLESH) OF KEEPING UP THE FAILING COURAGE OF OUR ANIMALS. OUR BREAD WAS AT AN END, BUT COLONEL BRADFORD'S RANCHE, WITH ITS STATELY STONE RESIDENCE, SEEMED TO OFFER INDEFINITE SUPPLIES; SO, AFTER UNSADDLING BESIDE THE ROCK AND TURNING THE BEASTS LOOSE TO GRAZE, WE CALLED UPON THE COLONEL IN A BODY. HE KINDLY GAVE US ALL HE HAD - NOT BREAD, BUT FLOUR AND SODA AND BUNCH OF ONIONS FROM THE GARDEN, AND A WASH-BASIN FULL OF LETTUCE. MOREOVER, WE HAD UNLIMITED WATER FROM A SPRING IN THE GARDEN, AND MILK FROM THE DAIRY. THE COLONEL IS JUSTLY PROUD OF HIS RANCHE, THE LOCATION OF WHICH IS WONDERFULLY PICTURESQUE.!** "

# The Cost of Construction

- Construction and Operation
  - Built using preexisting miner trails and Ute paths.
  - Opened officially in March 1860.
- Toll Fees:
  - \$1.50 per wagon (\$56.45 today).
  - Free passage for funerals and churchgoers.
  - Road reportedly earned \$500 per week.



FC-1 DR2 FO-30

BRADFORD HILL

Bradford Hill,

D. E. BUGER

FROM THE WESTERN MOUNTAINEER OF JULY 5,  
1860.

" THE ROAD IS BEING VIGOROUSLY PUSHED THROUGH FROM TARRYALL TO THE BLUE. THERE IS ALSO A ROAD BUILDING FROM TARRYALL DIRECTLY TO THE BLUE RIVER MINES...THE ST. V., G. C., AND COLORADO ROAD HAS TWO BRANCHES; THE FIRST LEADING IN FROM MT. VERNON IS ABOUT 7 MILES IN LENGTH. IT JOINS THE FORMER ROAD AT A POINT ABOUT 7 MILES FROM GOLDEN CITY...THE SECOND BRANCH LEADS IN FROM BRADFORD, AND IS SOME 15 MILES IN LENGTH. THIS BRANCH CONNECTS ITSELF WITH THE ST. V., G. C. AND COLORADO ROAD SOME 25 MILES FROM GOLDEN CITY, AND IS TOLLED ONE DOLLAR. " THIS REPORT IS FROM A MAN NAMED PRIUS FROM MISSOURI CITY.

ALSO FROM BAYARD TAYLOR ON 7/12/1866 FROM COLORADO; A SUMMER TRIP - NIWOT; ( COLORADO UNIVERSITY PRESS 1989) P.149,50. COMES THE FOLLOWING: "I SAW SINGLE ROCKS A HUNDRED FEET SQUARE, AND NEARLY AS HIGH AS TRINITY SPIRE, WORN INTO THE MOST FANTASTIC OUTLINES, AND IN SUCH NUMBERS THAT DAYS MIGHT BE SPENT IN EXAMINING THEM. ON OUR OWN ROAD THERE WERE SEVERAL DETACHED SPECIMENS OF LESSER HEIGHT, AND BEYOND BEAR CREEK TWO LOFTY MASSES OF A RUDE GOTHIC CHARACTER. THE WONDERS OF COLORADO HAVE NOT YET BEEN HALF EXPLORED, MUCH LESS PAINTED

A detailed description  
of the route, as  
published in *The  
Western Mountaineer*



## WHAT IS NECESSARY FOR AN OUTFIT.

The following table comprises the "necessaries" for a trip across the plains. There are a great many other articles that could be enumerated under the head of "luxuries," which we do not deem necessary to publish. The following is intended for a six months' outfit for four men.

3 yoke of Oxen @ \$75.....	\$225,00	1 Skillet, .....	\$ 1,50
1 Wagon and Cover, .....	100,00	8 pairs Blankets, .....	24,00
3 Yokes and 3 Chains, .....	18,00	4 Water Buckets, .....	1,00
1 Whip, .....	1,00	2 small Tin Buckets, .....	1,25
1 Tent, .....	15,00	75 feet of Rope, .....	2,00
10 sacks Flour, .....	30,00	6 Table Spoons, .....	40
500 lbs Bacon, .....	50,00	1 Camp Kettle, .....	1,25
80 lbs Coffee, .....	12,00	3 Sheets Iron, Long Tom, .....	5,00
30 lbs Star Candles, .....	7,00	4 Gold Pans, .....	3,00
10 lbs Tea, .....	5,00	4 Picks, .....	4,00
Yeast Powders, .....	4,00	4 Shovels, .....	5,00
80 lbs Salt, .....	1,50	3 Axes, .....	3,00
5 lbs Pepper, ..	1,00	2 Bread Pans, .....	75
4 bushels Beans, .....	8,00	1 Wagon Bucket, .....	1,00
10 gals. Vinegar, .....	3,00	Hand Saw and Drawing	
25 lbs Bar Soap, .....	2,00	Knife, .....	3,00
25 lbs Gunpowder, .....	7,50	2 Chisels and Augers, .....	3,00
100 lbs Lead, .....	10,00	1 Dutch Oven for baking	
Gun Caps, waterproof, ..	1,25	Bread, .....	1,25
1 gross Matches, .....	1,00	1 pair Gold Scales, .....	1,50
1 ten gal. Water keg, .....	1,25	1 twelve inch File, .....	40
1 Coffee Mill, .....	75	1 Shingling Hatchet, .....	75
2 Coffee Pots, .....	1,50	1 Crowbar, .....	1,50
8 Tin Plates, .....	50	2 Gimlets, .....	15
8 Tin Cups, .....	50	10 yds. Cotton Drilling, .....	1,20
2 Frying Pans, .....	1,50	10 lbs Cut and Wro't Nails	85
4 Butcher Knives, .....	2,50	1 Whetstone, .....	20
12 Knives and Forks, .....	1,50		

For Tents, see advertisement of Gilbert, Hubbard & Co.

For Hardware, see advertisement of Larrabee & North.

For Canteens, Pitchforks and Firearms, see advertisement of Chas. A. Eaton.

# The Toll Road's Decline


- **Maintenance Challenges:**
  - Frequent washouts
  - heavy erosion
- **Competition:**
  - Turkey Creek Wagon Road (Highway 285 today) opened in 1867
  - Bradford's road ultimately fell into disrepair

—  
“Someday people will  
come out here and see  
this place, and they will  
call it Bradford's Folly!”

—Bradford







Thank you for joining  
me tonight!

*Any questions or comments?*

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