

# San Juan Courier

Summer 2020

Silverton, San Juan County, Colorado

## Mayflower Mill is Now Ninety Years Old

It was early June 1929. The retreating winter snows were still visible on the sides of Arrastra Gulch as workers watched an Erie steam shovel clank into position on a grassy hillside overlooking the old Silver Lake Mill. The excavator operator kept one eye on Charles Mayotte, construction supervisor with the Sterns-Rodgers Company and one eye on the grade stakes. Standing behind the engineer stood a rather tall, thin gentlemen whose grey Homberg hat and stiff celluloid shirt collar tipped the workers that he was the “big-boss” of the new project.

Carefully the operator aligned the shovel bucket and with a nod from the supervisor and a sharp toot of the whistle, he took the first bites in the still moist gravel soil. Amid the rapid chufa-chufa of the 2-cylinder steam engine and whining of the cables no one heard the soft click of the camera shutter as the tall gentleman in the Homburg recorded the event with his vest pocket Kodak. Surely no one present could imagine their handiwork would still be standing 90 years later, but stand it does, a monument to the many unknown workmen who built it, and the one man who conceived it and photographed its birth, Charles A. Chase, General Manager of the Shenandoah-Dives Mining Company.

The project had its start in the summer of 1925 when a small group of Kansas City investors sent Chase to Silverton to find a new gold and silver mine. After all, it was the peak of the “Roaring Twenties”, the economy was booming and metal prices were high. Chase was no novice in the San Juans as he had run the very profitable Liberty Bell Gold Mine in Telluride for 20 years. Chase conceived a bold plan to consolidate three small mines, the Mayflower, North Star, and Shenandoah, into one large low-cost producer. After three years of testing and sampling, the company began selling stock in May of 1929 to raise the \$1.25 million dollars needed, including \$375,000 for the new mill and \$85,000 for a two mile aerial tram needed to bring the ore to the new mill. But construction couldn’t wait for all the shares to be sold, summers were short in Silverton. Work began at once. Surely with the stock market booming, raising the funds would be no problem. Good ore was in the mine ready to be shipped and milled.

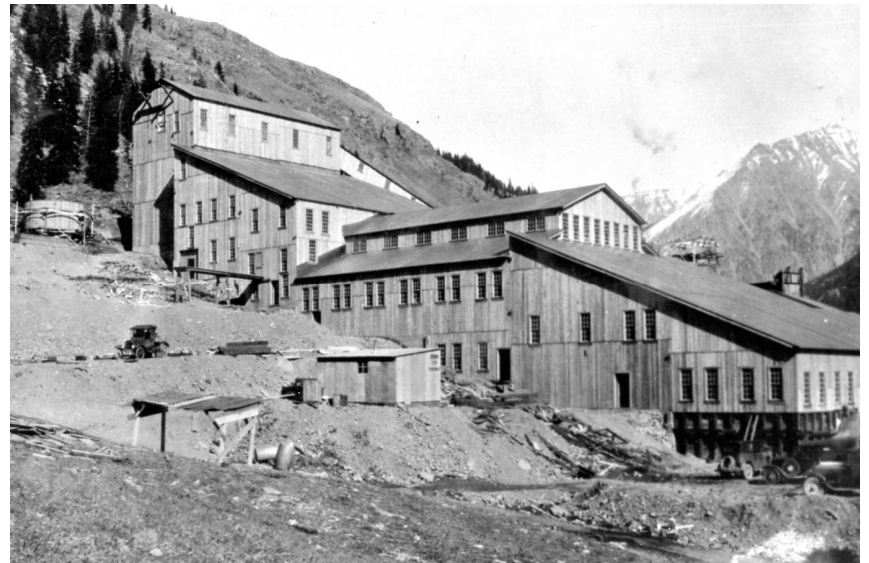
Chase built to a long term plan as he knew this would yield cost savings later. The mill building was twice the size needed to allow for future expansion. Unlike previous

mills built in the cold, shady bottom of the river canyons for access to the railroad, Chase placed the new mill on a sunny hillside along the county road and bought a large 4-wheel drive truck to haul heavy supplies to the mill and mine, the first 4x4 in the county. The mill was built from 12x12 Oregon fir timber, pre-cut so it would assemble quickly. Likewise the tramway was a radical design, using fewer tall steel towers instead of many short wooden ones. This allowed the cables to span the many avalanches that plagued Arrastra Gulch. Mine shops and equipment were built underground impervious to weather and snow. An all-electric boarding house was built at the Mayflower mine portal and a similar office and assay laboratory built at the mill. Locals were shocked that these buildings had flat roofs. How would the heavy snow slide off? Chase, who was no stranger to San Juan winters maintained the wind would blow the snow off, and it did!

Framing of the huge building started at the bottom of the mill while concrete was still being poured at the top of the mill. Trucks brought a steady stream of supplies and timber up from the rail yards in Silverton. Even mules were used to haul long timber pieces from the staging areas along the county road to the upper sections of the mill. By Saturday, October 12th, 1929 the building shell was complete. Even today with modern machinery it would take an effort to build a structure of this size so quickly.

The rapid pace of construction also meant the corporate office in Kansas City had to keep up with the ongoing financing needed to pay the bills until cash flow could be generated by the new mill, scheduled to start before winter hit. But calamity struck barely two weeks after the building was completed when the stock market in New York crashed on October 24th and financing dried up! Now with both a Depression and winter approaching it became a race against money and weather. Would the company’s funds and suppliers last until the mill began processing gold ore? The lack of funds slowed down construction. Chase convinced Sterns-Rodgers to take company stock and bonds instead of cash on the promise of a profitable mine. But other suppliers wanted cold hard cash as the country’s economy collapsed.

By January 1930 winter snows hit hard and progress had been slow. The 4-wheel drive truck could not get to the mine and the tram was not yet complete. Chase wrote company directors on January 16, “...we have had full exhibit of the ruin we risked when our deliveries ran into winter.” A week later he writes, “Delay and



*The mill as completed on October 12, 1929, just 15 days before the great stock market crash.*



*Almost the same viewpoint on July 14, about a month after initial excavation work commenced at the site.*

disappointment are always with us. ... I have just come from a talk with Maffey, proprietor of the French Bakery (Grocery) to whom we owe about \$8,000. We shall have to get him money between now and the first of the month. .... He is the one merchant here of considerable character and ability and we cannot afford to lose him at all, to say nothing of being contributory to his downfall.” Chase knew it was the small merchants and vendors who needed the most help. (Kansas City sent \$3,000.)

Company stockholders were meeting on March 3rd and Chase was expected to be there bringing good news, not requests scarce cash. Finally on February 10th, ore began shipping down the tram to fill the mill bins. Two days later Chase writes “...I think Mr. Mathews will try his [mill] machinery this afternoon or at latest, tomorrow morning. It is a relief to feel that we are finally on our way.” After a few more days of adjustments, the Mayflower Mill would “be on its way” and continue to run through the

Great Depression, a bitter labor strike, World War II, the Korean and later Vietnam wars and would not finally shut down until 61 years later!

Now in its 90th year, the Mayflower Mill is a National Historic Landmark and is the largest and most complete historic ore processing mill in the US. Visited annually by thousands, it remains a tangible link to a bygone era in Silverton’s history that all started with one shovelful of dirt!

*By Bill Jones*

Check the Society website,  
<https://sanjuancountyhistoricalsociety.org/>  
for up to date information on  
Mill, Mine, and Museum  
openings in 2020.

# Message from the Chairman

Dear Members,

As I write today, we are having an unseasonably warm and early spring—day after day of blue skies and rising water—an extremely early run-off. Wants to make you get outside and do things in this uncertain time. I wish I could show you our new exhibits which are ably described in these pages, but I don't know if we can even open the museum this summer.

Here in San Juan County, we have been earnestly practicing social distancing and careful etiquette. We even have a sign at the end of town that says "Local Traffic Only". For the first time in our lives, we are not asking people to come and see us, we are telling them to stay away. And we have reason to—elsewhere in these pages you find my story about the Spanish Flu of 1918, when Silverton suffered a ten percent loss of population in just a couple of weeks. We are serious about this virus because we have been there before. I must say that I am very impressed with our Town / County/ EMS response to this virus. We may fight amongst ourselves up here in paradise, but when things gets tough, we all take care of each other. For that, I am devoutly grateful.

Last year was a good one at the Mill. Fred and Vickie did a bang-up job in hosting our visitors and Fred has ideas on how to increase visitation. We are finishing a grant that will get the inside of the assay office rehabilitated into rental and museum space. We have been in touch with members of the Bonavida family, who are anxious to help—yes, the family of long-time mill manager Aldo Bonavida. It will be space for interns, rental space and space for a museum exhibit about assaying. Bill Jones is helping to design it and has donated various assaying tools.

The museum had a good year also, and has the cleanest closet that we have ever had—thank you, Karla Safranski! And thank Claudia also. As I have told you many times, I love working there. People come in expecting a nice little

small-town museum. What they get instead is a world-class museum and they are just bowled over. It is so fun to see their faces. As I said, we do not know if we will get to open, in fact, all of us here are bracing for a lost season. This year, we can use your support, dear members.

I would be remiss if I did not mention the passing of our dear friend Dave Thayer, who donated so much research to our Society. He and his brother Doug climbed all over these mountains to record trams from every mine in the high country. They also wrote exhaustive histories of the Gold King Mine and the Mears/Wilfley Mill which was built to re-process tailings from the Silver Lake Mine. Thanks for the good humor and friendship over the years, Dave.

Well, I don't know, I just don't know. And I guess none of you do either. We will see what happens and thank our lucky stars that we live up here—semi-isolated. Cemetery work day will go on as scheduled—the last Saturday in June. Hillside is bigger than it looks, so there should be plenty of ways to help without getting too close to anyone. It is a day that I love—you spend two hours working and it means so much. It makes you feel like you have accomplished something, and you have. Hope to see you there.

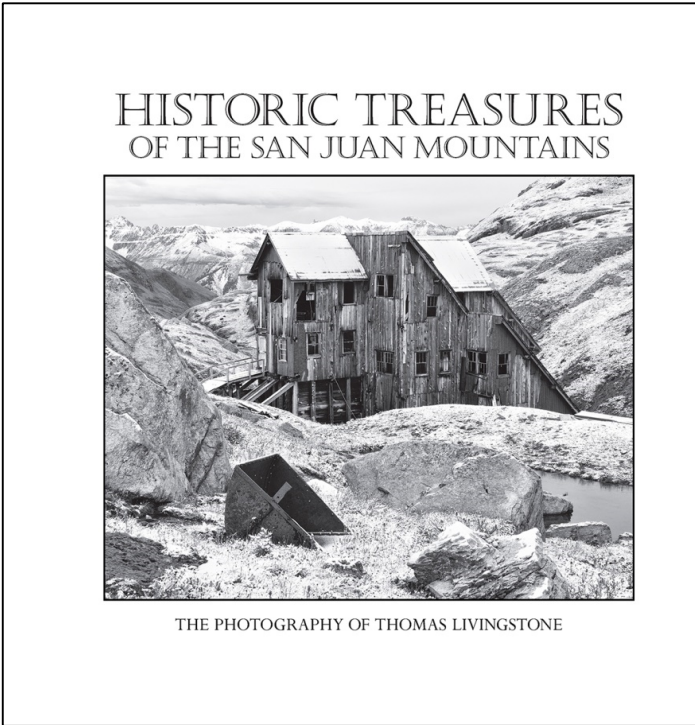
I also must mention a new book just out: *Historic Treasures of the San Juan Mountains*. This is a beautiful book. And, as Tom Livingstone, the author/artist says: it is an ART book, not a history book, not a guide book. It is an ART book. But, as you read through the text, it is a history book of sorts. And by documenting the treasures within, this will be a history book for all the ages. You need it in your library.

I also must put the alert out—the Society needs a new used truck—a 4-wheel drive workhorse truck. We have a saying at the Society: "If it is heavy, give it to the Historical Society—they will move it"! And it is true—museums don't just happen, they take work; sometimes a lot of work.

Do you know that we are 56 years old as a Historical Society? So, while the museum, mill and archive may be closed for a while, we are not going away—work continues every day. Zeke Zanonni is in charge of getting a washout fixed up at our intake box for the water to the mill and powerhouse grounds. Today. Casey Carroll is feeding me photos for four interpretive signs that we are helping design for the Colorado Department of Health as part of the overall Superfund clean-up. To-

day. Steve Rich is redoing labels for exhibits at the museum. Today. John Richardson is hanging a gutter at the museum—pretty pedestrian work, but all work that needs to be done. And the *Silverton Standard & the Miner* gets published every week. In fact, dear members, the work never stops because we believe in our mission: to preserve the history of this place that we all love. Thank you, dear members, for your support.

*Beverly*



***This 12 x 12 hardcover book is jam packed with black and white photos of historic sites in the San Juan Mountains, with supplemental text. It is available for purchase from the Society.***

## The “Spanish” Flu of 1918

Nationally, the flu killed more than half a million, accounting for more deaths than suffered by United States troops in battle during World Wars I and II combined. No one knows how many perished in other countries, but estimates start at 21 million.

Misnamed the “Spanish influenza” because Spain had suffered an early attack, the “flu,” as it was called after it became common, may have originated in the United States in the spring of 1918. Doctors theorize that the virus then traveled to Europe, where it mutated into an even more deadly form before returning to the United States in the late summer of 1918, probably carried by soldiers returning from World War I battlefields.

Silverton had a population of some 2,000 and enjoyed a measure of isolation, which probably postponed the onset of the flu. After hearing about the flu in other places, Silverton closed its schools in early October as a precaution. On Oct. 14, Dr. R. C. O'Halloran informed the town council that he knew of no local flu cases. The council authorized the health board to close businesses if necessary and instructed the marshal to clean up the alleys. Readers of the October 19 *Silverton Standard* would not have guessed from the paper that Silverton was about to face “the worst week ever known in San Juan County.”

Over 125 deaths were chronicled in the October 26 issue and on December 14, the *Standard* published a complete necrology with 146 names. The deaths came so quickly that the

morticians could not keep up, so two mass graves were dug at Hillside Cemetery to bury the dead. Official enumerations later showed 833 influenza and 415 pneumonia cases in San Juan County for 1918, a sickness incidence 12 times the state's norm.

Town Council meetings minutes at the time were stark—martial law was enacted by a reeling Town Board. People were ordered to stay in their homes, trains were banned and men from the high country mines were not allowed to come into town. Many of the sick were young people in their prime of life—many with young children, whom they left behind. And many were members of the same family, leaving that family decimated by the terrible plague.

Silverton never fully recovered from the flu. After the end of WWI, which resulted in a lack of demand for metals, and the loss of population from the flu, Silverton's fortunes never regained the momentum it had in the glittering decade of 1900-1910.

Today, thanks to the research of Freda Carley Peterson, we know who is buried in those mass graves at Hillside and thanks to the San Juan County Historical Society, a plaque has been set to commemorate the lives of those citizens whom we lost in that terrible year of 1918.

*By Beverly Rich*

## San Juan Courier

Published annually by the San Juan County Historical Society, a non-profit Colorado corporation, for its members and all persons interested in the preservation of the history of San Juan County, Colorado.  
*Edited by George Chapman*

### San Juan County Historical Society Officers and Directors, 2020

Beverly Rich, Chairman  
Scott Fetchenhier, Secretary/Treasurer  
Jerry Hoffer, Darnell Zanonni, Patty Dailey, Stephen Rich,  
Kim Davy Eisner, Directors



# *Rail Yard Projects Continue to be a Major Focus of the Society*

## Track and Switches in Place For Railcar Display Tracks

The Durango Railroad Historical Society railcar display track runs from the northwest corner of the Durango & Silverton depot, westward towards the Silverton Northern track near the Silverton Northern engine house. In late 2018 and early summer 2019 Maisel Excavation graded and added base course ballast for the track, completing the roadbed last June.

Rail for the project is material on permanent loan from the Galloping Goose Historical Society and has been stockpiled since 2017.

Once the roadbed was completed, we awaited the track crew from Savage Services of Midvale, Utah to fit us into their schedule. Once they arrived in late August, copies of the track and turnout drawings were given to the foreman, Jim Travers, and they started work immediately.

They cut in the first turnout on an existing curve of the Silverton Northern track to the Durango & Silverton Shenandoah Loop, then a second turnout to two parallel display tracks.

Maisel Excavation, between fall

snow storms, managed to bring in ballast and spread it on the north display track. Weather stopped work for the winter. When construction opens this summer, they will bring in more, and we will level and tamp.

The original plan was to connect the south track into the Durango & Silverton Shenandoah Loop with a turnout at the depot. However the Durango & Silverton changed their plans for Silverton and are going to put a turnout where one was removed years ago and extend the track behind the depot south as far as they can. This is where our plans were for our turnout. The Durango & Silverton said they will move the string of derelict cars from the Shenandoah Loop to this new track. They want to use the loop for regular train operation when multiple trains are in Silverton. This means that our existing connection to the loop will be available for moving Locomotive 315 to and from Durango & Silverton track and our connection behind the depot will not be needed.

*By Jerry Hoffer*

## At Last! A Weatherproof Engine House, Interior Next When Funding Available

Phase III of restoring the external envelope of the Silverton Northern engine house had these goals:

From the outside, stabilize and repair existing foundation and replace missing foundation.

Add wall insulation and sub-sheathing then repair and replace existing corrugated exterior wall covering.

Repair the roof deck and install new corrugated roof covering, sealing it from precipitation.

Restore and replace the windows so natural light would once again fill the interior.

Strengthen the interior roof structure so snow and ice loading would not collapse the building.

This a major project of the San Juan County Historical Society. Jerry Hoffer is the project leader, and Beverly Rich is the administrator. Durango Railroad Historical Society has a minor role, mainly moving stored material out of the engine house into the three railcar storage units and removing plywood covers from the windows. The Colorado State Historical Fund provided 75% of the funds.

During the 2018–19 winter we prepared a number of documents as a construction package for review by the Fund and the Town of Silverton building inspector, who assigned the engine house its first street address: 817 Cement Street.

In June and July last summer the two societies removed their respective stored items to other storage facilities (or the dump as deemed necessary). This cooperative effort took about six weeks. We thank the following people for their help: Tim Bristow, Dave Hibl, Doug Jones, Duane Danielson, Joe Weigman, the Thomas Family (Russell, Jenny, Charlie and Henry), Steve Rich,

Zeke Zanoni, Ron Schlueter, Judy Schlueter, George Niederauer, and Jerry Hoffer.

Maisel Excavation cleared old dock timbers (dating from the 1940s) away from the southwest corner of the building and scraped away grass from along the foundation.

Hotter Construction removed the lower corrugated panels from the east, south, and west sides, so the sills and lower parts of studs and posts could be examined. Then Maisel Excavation dug a trench along the foundation to a few inches below the foundation, under the watchful eye of archeologist Mona Charles (a State Historical Fund requirement). She found only a few minor railroad and mining artifacts – and a small plastic toy jeep.

Scott Craig and his employees repointed the foundation, repaired a small section at the southeast corner, and built a whole new foundation under the west wall of the back room. Additionally portions of rotted sill were replaced as needed.

Once work on the foundation was completed, Maisel Excavation backfilled the trench and Hotter Construction removed the remaining panels, adding six-inch bats of insulation, and covering the wall with 7/16-inch plywood sub-sheathing. At the same time they began removing the corrugated panels from the east roof carefully to save them for possible reuse in replacing bad wall panels. A few bad roof boards were replaced. They added ice and water shield over the sub-sheathing on the walls. Once the west foundation was completed, Maisel and Hotter went to work on that side.

*Continued on Page 4*



*Shown here are switches and track laid by Savage Services. Installation of ballast should be completed this summer*



*New windows crafted by Loren Lew of Klink & Lew Construction got installed just ahead of the first snowfall last year.*



*Many areas of the foundation required extensive work by Scott Craig and his crew, seen here working on the back room.*

### Join the San Juan County Historical Society Today!

Box 154, Silverton, Colorado 81433

I wish to enroll as a member of the San Juan County Historical Society in the class designated below (please circle desired membership) for the calendar year 2020. I understand the membership entitles me and my spouse, if applicable, to a vote at the Annual Meeting in October 2020.

1. **Member:** \$25.00 per year entitles a couple to one vote each in meetings of the general membership, discount on books, and free museum admission.
2. **Family Membership:** \$50 per year entitles an individual one vote in meetings of the general membership, discount on books, and free museum admission.
3. **Society Patron:** \$100 per year entitles an individual or couple to voting privileges, a museum pass for the season, and discount on books.
4. **Life Member:** \$1000 entitles an individual or couple to all of the privileges for life.

Name:

Mailing Address:

Email address:

# Railroad Yard Developments

*Continued from prior page*

The best salvaged corrugated panels from the walls were reinstalled along with the best salvaged old roofing panels. Attention to the original installation pattern on the back (south) wall was followed because this pattern conveys the sequence of original construction of the back room. The front wall of the engine house retained its original corrugated iron.

The Hotter roofing crew covered the roof with ice and water shield and installed new full length corrugated roofing panels. This new roof has no horizontal joints, therefore no place for ice dams to form and force water up under joints. Because of the completely sealed roof, a ridge vent system was employed to allow interior water vapor to escape through the roof.

Once the outside building shell was completed, Maisel Excavation came back and installed a “dry zone” around the building. This is basically earth sloped away from the

building and covered with landscape cloth, then with gravel. This allows roof water to drain away from the foundation.

In the meantime Klinke & Lew Construction had been busy manufacturing new window sashes to match the dimensions of the original sash. By mid-October, the Klinke & Lew crew completed the fourteen window casings. All casings and windows were installed before the first snow fall on October 29.

Starting in mid-September, Martin Hotter and two employees installed the seven inch wide, 20 ft. long, 300# channels to strengthen the roof rafters above the main wall posts.

Weather closed down work for the 2019 season. Once construction is allowed to proceed in 2020, Hotter will install the remaining few metal plates and corner brackets, completing Phase III. Once adequate funding can be obtained the Society will proceed with Phase IV, interior restoration.

*By Jerry Hoffer and George Niederauer*

## Mine Tunnel Completed; Exhibit Upgrades Continue

During the summer of 2019, Ron and Judy, two members of the 315 railroad group volunteered to repair and upgrade our “S” scale model (1/64) of the Corkscrew Gulch Turntable, from the Red Mountain Mining District. New scale fir trees and other landscape materials were applied along with new ground coloring to match the actual site. They even went to the site and collected dirt and gravel for authenticity. The next phase is for me to construct a plexiglass cover for the model.

Since closing for the winter we have worked on several new exhibits. The first was the completion of an exhibit that began about five years ago, the mine tunnels! The delay was due, in part, to numerous other projects with higher priorities. The other reason was simply the back and neck breaking magnitude of the job. We needed the rest! However, we should have addressed the project sooner, as we are now all five years older!

A few years ago Scott painstakingly prepped the area with a tightly stretched wire mesh and wood blocking to create the texture of broken rock in a mine. Over 2,000 screws and washers were installed to tighten and stretch the wire so it would hold the mortar.

After removing all the heavy iron artifacts we constructed a temporary plywood floor, so as to move scaffolding and workers efficiently throughout the space. A Visqueen tent was erected to help keep the mess contained. It was truly back breaking labor since over three quarters of the surface area

was overhead. Spray and trowel – spray and trowel. This is why we should have done this sooner!

Our crew consisted of Zeke Zannoni, Scott Fetchenhier, Clay Cussler, Ricardo Quinonez, Colin Trower, and myself. Ricardo mixed the mortar, Zeke, Scott, Colin and Clay troweled and I sprayed the mud. Clay and I would trade off to ease the pain. The project took three weeks to spray and finish; then three more weeks to clean up the mess! We used ninety-nine, sixty pound bags of mortar. That’s nearly 6,000 pounds!

Since completing the mine tunnel, Zeke has been working on fine tuning the mining exhibits such as the Rock Drills, the Explosives case, the Blacksmith Shop and other related exhibits.

Several new donations from Scott Jackson have kept me busy making repairs, cleaning and applying linseed oil to protect wooden articles. Donated was a wonderful carpenter’s chest with nice drawers, the six foot tall floor standing commercial coffee grinder, which came from the original French Bakery; a beautiful machine that still works and still smells like coffee!

Last but not least donated was an “Emigrant Trunk”. A hand built trunk, usually built by the owner or perhaps a friend or relative. Not an example of fine woodworking but usually of plain and rugged construction, the pine trunk held the family’s important and fragile possessions while traveling to their new home. This trunk still wears the original paint and displays the family name, hand lettered in what appears to be German. Although, not specifically a Silverton artifact, this trunk was typical of the type used by early pioneers here.

*By Steve Rich*

# Archive Closed for Now; Several Projects Underway

It has been another interesting year at the Archives, although a bit shorter year due to the closing of the Archive mid-March due to Covid-19.

From May 2019 through March 2020 Ray has been scanning and cataloging hundreds of slides of underground mining activities and mine interiors from a member’s private collection which started in the 1970s. Underground images are quite rare, so these are a big deal. These images will not be offered to the public until a later date.

Darlene Bolfing, our friend and great volunteer, resides in Silverton whenever she and her husband Sid can get away from their jobs in Texas to enjoy their home here. Darlene, a teacher at Baylor University, has scanned a couple thousand of cataloged, but not yet scanned images, that reside in their forever home in the Archive vault.

Maps, maps and more maps! We have been scanning maps for several agencies for over two years now and have scanned approximately 1,000 maps to date. And we have many, many more to scan (will we ever be done?) Do you need a map of your mining claim? Give us a call. 970-387-5609 and leave us a message. We offer digital maps for \$25 or a professionally printed map in any size you would want. Printed maps prices vary, based on size.

Newspapers converted to searchable pdfs: We were granted \$4,000 from the Ballantine Family Foundation and received \$2,000 in donations towards this project and are in the process of converting our newspaper microfilm archive. So far we have converted 34 reels of approximately 100 reels to searchable pdfs. They will be available at a later date through our website, but for now you may peruse them here: <https://sjchs.advantage-preservation.com/>. If you would like to donate to this worthy cause, please send your greatly appreciated donation to: SJCHS, PO Box 154, Silverton, CO 81433.

Judy Zimmerman is doing a fantastic job by heading up our Facebook page. She has over 2,000 followers. At this rate she will be wanting her own desk and office! Check out:

<https://www.facebook.com/San-Juan-County-Historical-Society-320902954597517/> Thank you, Judy! Job well done!

*Historic Treasures of the San Juans* coffee table book: Thomas Livingstone spent seven years photographing and documenting many historic mining structures in the San Juans. This is an amazing book that you would be delighted to have on your coffee table. The book con-

sists of over 160 pages of high quality black and white photographs with commentary by Society staff members; Beverly Rich, Scott Fetchenhier and Stephen Rich. The Museum will be offering this book in their gift store, as well as Fetch’s when we are able to re-open, but for now it may be purchased at [amazon.com](https://amazon.com) and [westernreflectionsublishing.com](https://westernreflectionsublishing.com). Visit Thomas’ Website: [thomaslivingstone.com](https://thomaslivingstone.com) and get a glimpse of this wonderful must have book!

Speaking of books! If you would like to order George Chapman’s great book, *First Car to Silverton*, we can mail a copy of that to you. Simply send a check for \$13 (includes shipping) to SJCHS, PO Box 154, Silverton, CO 81433 and we will get that out to you ASAP!

Heather Nossaman-Mulqueen, Allen Nossaman’s daughter made arrangements to bring Allen’s collections of pictures, newspapers, letters and artifacts to the Archive this past winter. Heather had been going through all of Allen’s belongings since he passed in 2006. We would guess that there are close to 50 boxes that Casey and Darlene are still digging through. We would like to thank Heather for bringing Allen’s many treasures home to Silverton. We know that Allen would be quite pleased.

The movie, *Great Alaskan Race*, is available at [Amazon.com](https://Amazon.com) and features many of our locals, Silverton buildings (interiors and exteriors) and Museum artifacts. A must see for all Silverton lovers!

If you haven’t ever been to the Archives, drop by some Thursday (after we re-open) and we will be delighted to give you a tour. Remember, we have a public computer where you may sit down in a warm and friendly environment and peruse our photo collection. Choose images to be printed (for a fee) for your home, office, gifts or? Again, if you have any pictures of Silverton or Silverton’s past residents and would like to share them to tell more of Silverton’s story, you can donate them to the Society where they will be preserved and cared for, or we can make copies of images for the Archive and return the originals to you. We are beginning to have requests for pictures of the 50s, 60s, and 70s. Really? Wasn’t that just a couple of years ago!

Visit our website at [sanjuancountyhistoricalsociety.org](https://sanjuancountyhistoricalsociety.org) and while you are there, be sure to sign up for our e-newsletters, usually sent once or twice a year.

We do not think that it will be possible to have our summer lecture series this year. When things get back to normal, we will send out a newsletter telling of lecturers and dates, but probably not until 2021.

Visit us when we re-open . . . and, please, stay safe!

*By Casey Carroll and Ray Dileo*