

History of Cope, Washington County, Colorado

Cope in 1886 was a new frontier to be developed

Cope, Colorado is a quiet town nestled along the Arikaree River on U.S. Highway 36 in southeastern Washington County. Cottonwood groves lend it a beauty that belies its harsh past. Few visitors would guess at the pioneering struggle that unfolded here in the late 19th century.¹

An article in the *Cope Courier*, first printed on January 20, 1927, captured that spirit:

Every community is indebted to its pioneers. They came when there were no roads, no houses, no stores, no schools, and no churches. Theirs is a creative spirit; they built homes where homes have never been; they plant seed and raise crops in the virgin soil. They catch a vision of the community to be.

They endure winter's cold and summer's heat and year around loneliness. They often lay their loved ones to rest in a kind of solemn consecration of the soil to their high purpose. At length, they themselves go down as foundation of a new community. A community can honor its pioneers best by building its life straight and true and gradually realizing the dreams which were born in the hearts of these hardy folks.

Jonathan Calvin Cope

The town takes its name from Jonathan Calvin Cope, a man who personified the settlement era. Born near Madison, Indiana, on 18 October 1834, Cope ventured west in his early fifties at a stage of life when many men sought comfort, not hardship. In 1886, he was hired by the Chicago, Burlington & Quincy Railroad (CB&Q) as a scout or 'road blazer.' The company tasked him with evaluating a potential division point along the Arikaree River in then Arapahoe County (later Washington County).



Jonathan Calvin Cope

That fall of 1886 Cope and his son-in-law, E.E. Brown, journeyed west from Chicago to the future site of Cope where they lived briefly in a tent that was soon destroyed by a violent hailstorm. They subsequently constructed a two-room sod house, a much more suitable abode in the harsh, plains environment. Abe Ingraham, already living in the area, assisted them with the building and helped plant a few tree slips.

A real estate agent from Yuma took them around to view available relinquishments and tree claims. By a rare twist of nature, the Arikaree River was flowing and the prairie unusually green. Lagoons dotted the landscape and the land agents insisted they were "natural lakes", part of the so-called "Rainbelt" of northern Colorado.² It was a fib—one that would become obvious in later years—but Jonathan was

impressed with what looked like fertile, promising land. He traveled to Denver and filed a tree claim on what is now the town of Cope and its adjacent areas.

In spring 1887, Cope and Brown traveled back East and returned with their families. Brown settled to the south of Cope's claim. Cope, ever fond of trees, immediately began cultivating a grove and orchard. For two years he planted and hand-watered young slips until he secured a windmill and well. He once told a skeptical visitor that "someday the people of Cope would hold their picnics here." The dream came true only to be dashed by drought in later years.



People gathered in Jonathan Cope's Cottonwood grove

Early Settlement Families

Following Cope's lead, a wave of families arrived, each staking a homestead. Among them were the Browns, Hassigs, Bennets, Laybourns, Wrapes, Ingrahams, Youngs, Rasmussens, Scheideggers, Williams, Haynes, Byrds, Marshalls, Millers, Gritmans, Lynns, Wallaces, Chenowiths, Blaskeys, and Hansens.

Great American Hostility

Not all welcomed the settlers. The Great American Cattle Company, headquartered west of Cope and which ran several hundred head of cattle, was opposed to homesteaders for disrupting the open range. While not on the massive scale of XIT or Iliff, this company was large enough to stage coordinated efforts to discourage settlers, such as working through the county commission in Denver. According to local accounts, when settlers faced hardship, the cattle company offered them train fare out of the county—but no aid to remain where they were. Denver, then the county seat, offered little support. It was entirely up to the settlers to prove they could endure.³

Town Formation and Growth

A surveyor from St. Francis Kansas arrived soon after to plat the town site. D.D. Hayne opened the first general store, which included groceries, dry goods, shoes, and a post office in one corner. He sold the business to Chris Bowe, who passed it to A.R. Williams, and then to Mr. Campbell. James Wilson and his son Albert built a livery stable, while John Brandt started a hardware and feed store.⁴

The first school district in the area (#57) was established in January 1888. The first building, a 12x14-foot soddy 1½ miles southwest of town, cost \$28 including furnishings. Jennie Laybourn, the first teacher, earned \$1 per student, paid directly by parents.

The community was growing rapidly so on 6 May 6 1889 it was voted to construct school "No. 2" on the south side of town. It was also made of sod and cost \$30. In 1893 school "No. 3" was built about two miles southeast of Cape to house 30 students.. Combined enrollment eventually reached 75 students.

The organization of the Sunday school began in 1890. Several families met to hold a series of meetings at the Cope School house with Rev Dan Minick, a pastor in the Town of Arickaree and the State Superintendent, Rev. Charles Fitch. Along with the Sunday school the First Congregational Church of Cope was organized with Rev. Minick as the pastor..

The peculiarity of the church in those days was it contained a membership from all denominations Baptists, Methodists, Lutherans, Presbyterians, and Congregationalists, all loyally pulling together. Several pastors served the church including Rev. Peter Rasmussen, who also acted as a "circuit rider" parson for eight churches and 11 Sunday schools.

Early Newspapers

In 1888, Frank Gray began publishing the *Diamond Telescope* newspaper from George Ingraham's farm. D.D. Hayne later took over and moved operations into town. Frank Colvin then purchased the press and continued publication into 1890, after which the paper folded. It would be 37 years before Cope had another newspaper.⁵

On 21 January 1927 C.S. Scheidegger and J. Edwin Elder began publishing the *Cope Courier* in a wooden building behind the Cope Garage. The subscription price was \$1 per year. A short poem was published in the first edition:

For knowledge, it is great;
If you want the latest news;
They have got it up to date.
Walk right into the office;
Get acquainted with the boss;
Take out a year's subscription,
In so doing there's no loss.
Read one of the latest issues;
You will find it is the dope.
Hurrah for the little paper
And the publishers of Cope⁶

Worth Miller of the *Akron News* bought the *Courier* 10 Sept 1928 and continued to publish it until the building burned down in 1929. That was the end of newspapers in Cope.

United States Post Office

The first post office in the present Cope area was established a mile east of Cope on 23 April 1888⁷ and was called "Gray", after postmaster Frank Gray. The first day's receipts totaled 26 cents in postage. In a little over a year it moved to town and was renamed "Cope" on 16 July 1889.⁸ Initially, mail came weekly by cart from Otis (32 miles north); later, by stagecoach from Seibert (27 miles south on the Rock Island line) which carried both mail and passengers.

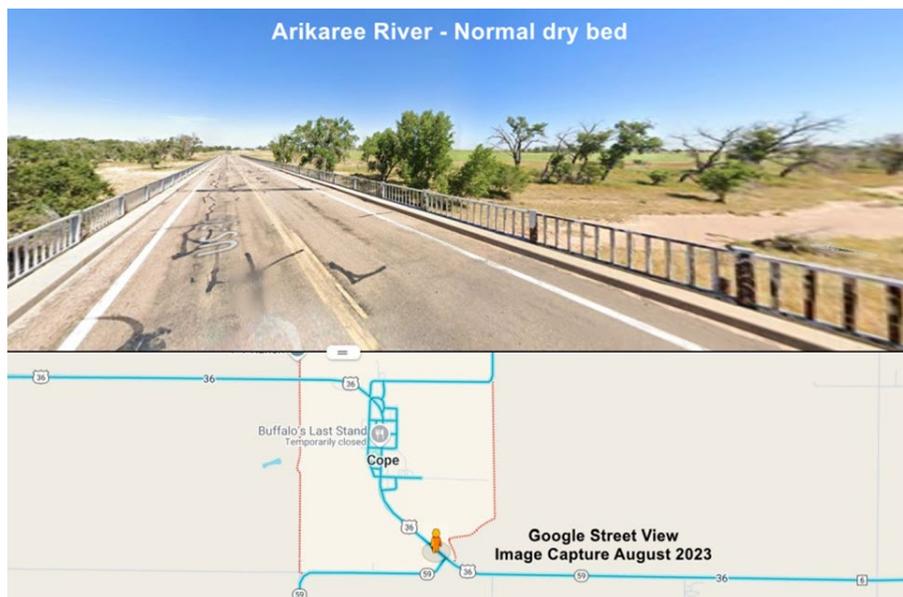
Hilma Madison was appointed acting postmaster on 30 June 1963 and postmaster 25 May 1965. Today's Post Office occupies a relocated and remodeled schoolhouse near the south end of Main Street. The current postmaster as of April 2010 is Jennifer L. Hill.⁹



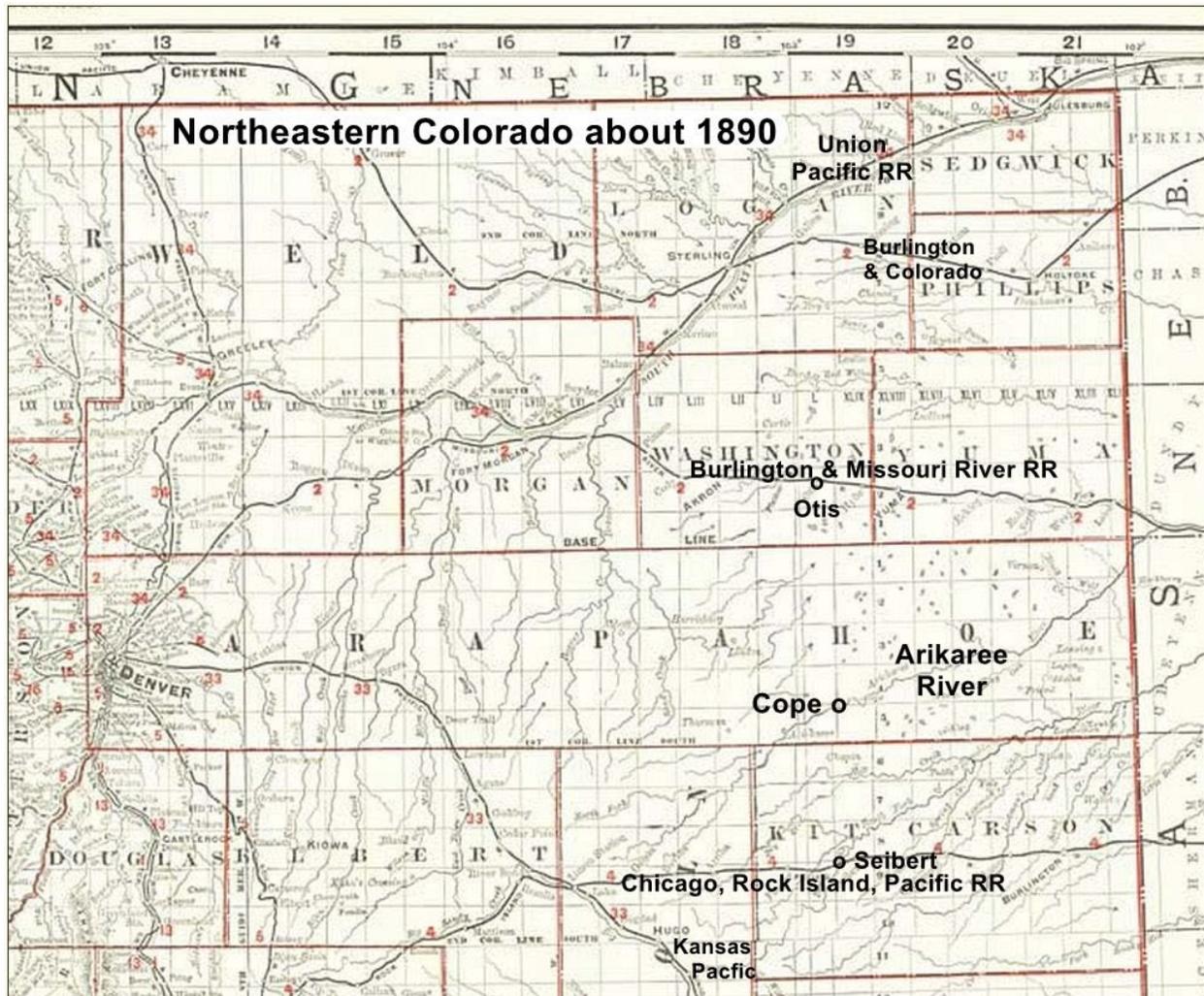
Current Cope Post Office

Railroad Hopes Dashed

In the 1880s, during the westward expansion of the railroads, Jonathan Cope hoped to secure a branch line of the Chicago, Burlington & Quincy Railroad (CB&Q) through the heart of then-Arapahoe County. At the time, he was acting on behalf of the railroad, sent to scout a location along the Arikaree River, which then held water and may have seemed promising for a settlement and rail route. However, the Arikaree soon reverted to its typical state—a dry, sandy creek bed for most of the year—unsuitable for reliable transportation or water needs.



Instead, the Burlington & Missouri River Railroad (later absorbed into the CB&Q) extended its line from Omaha through northern Nebraska and, by 1887 into the Colorado counties of Yuma and Washington via Wray, Yuma, Hyde, Otis, Akron, Pinneo, and Xenia in a corridor about 40 miles north of Cope. It then connected to Denver through Brush, Fort Morgan, Wiggins, Roggen, and Hudson.¹⁰



Meanwhile, the Union Pacific Railroad had a longer-standing presence in the region. It had already built a main transcontinental line across southern Wyoming and had eventually taken over the Kansas Pacific line built in 1870. The UP later constructed a southwestern branch from North Platte, Nebraska, down into the northeastern corner of Colorado. This route followed the South Platte River advancing through Julesburg in Sedgwick County, Sterling in Logan County, a tiny northwestern corner of Washington County, Morgan County, Weld County near Greeley, finally reaching Denver.¹¹

In 1889, the Rock Island Line (Chicago, Rock Island, Pacific) arrived with a more southern route into Kit Carson County through Burlington, Bethune, Stratton, Seibert (26 miles south of Cope), Flagler, Limon in Lincoln County and on west into Colorado Springs.¹²

The combination of these bypasses by the major railroads left Cope isolated from the rail boom that shaped so many other towns on the plains. Despite Jonathan Cope's efforts, no railroad ever came through town, and the settlement never developed into the regional hub Jonathan Cope had envisioned.

Today, the nearest major highway is Interstate 70, which runs 26 miles south of Cope through Seibert, echoing the path of the Rock Island Line and further underscoring Cope's persistent geographic isolation from the main arteries of transportation.¹³

Hardship and Recovery

The year 1894 brought wide-spread crop failure due to harsh drought conditions, followed by a severe winter. Many farmers had no feed or food and abandoned their claims. It was not until 1910 that the deserted homesteads were reoccupied. (See [Appendix I](#), *Driving Away Settlers: Drought on the Western High Plains*).

Despite the adversity, Cope was spared from major fires, although many buildings were lost over the years—including the Red Hall, Campbell's Store, Conant Grocery, Feed Mill, Hardenbrook Garage, and Wes John's Store. The volunteer fire department later saved many others.

The County Changed, the Country Didn't

In 1905, Yuma and Washington Counties were extended south from the Baseline (Latitude 40°N), incorporating land that had previously been part of the eastern section of Arapahoe County.¹⁴ This change placed a string of small towns including Idalia and Joes in Yuma County, and Cope, Arickaree, Anton, Lindon, and Last Chance along Township 4 South (T4S) in southern Washington County.

Although the map changed in 1905, the land and its rhythms did not. The southern extensions of Washington and Yuma Counties remained untouched in character with no major population centers and lonely U.S. Route 36 as the sole east-west highway crossing the region. (See [Appendix II](#), the Glory Days of Highway 36).

Dryland winter wheat, scattered homesteads, and wide distances defined the region then and still do. Even today, Cope sits so far from the county seat in Akron that if trouble were to arise, the Washington County sheriff would have a nearly 60-mile journey across open prairie to respond.

This isolation, baked into the landscape by the 1880s, was never really altered by the redrawing of county lines. The people made, and still make, their own arrangements, Neighbors help neighbors, and small-town governance takes the place of any distant official presence.

Community Life

Cope never had a formal hospital. Medical care often fell to women with a knack for healing. During the 1918 flu epidemic, Dr. Wheeler made house calls regardless of payment. Sometimes he was paid in eggs—or even cow chips.¹⁵

The 1920s saw a flour mill, the Cope Cereal Mill, a drugstore, pool hall, barber shop, bank, and hardware and implement store. The Farmer's State Bank eventually became a liquor store. After World War II, residents shopped at Shorty's Grocery, Wraper's Drug, Hungry's Café, Cope Variety Store, O'Neal Hardware, and two service stations: Lyle's and Raymond's.

The 1930s brought dust storms, drought, and even "rabbit drives" to control destructive jackrabbits. Residents would form a ring and herd rabbits into pens where they were culled for meat or hides.

The Bank That Built Cope

The Farmers State Bank of Cope opened its doors in May 1918 with a capital investment of \$10,000 from twelve individuals, seven of whom were women.¹⁶ Among the original investors were Nellie L. Fastenau, who served as bank president throughout its 16-year existence, and William E. Foran, a Cope businessman and one of the early organizers. While Foran later pursued other interests, Fastenau and fellow director Carrie Ingersoll ran the bank during its entire operation, making it a rare and remarkable example of female leadership in early 20th-century rural banking. The bank building, a poured concrete structure in the Late 19th and Early 20th Century Commercial style, was Cope's only bank and remains the town's most architecturally significant commercial building.



Former Farmers State Bank Building (Wikipedia picture)

The bank flourished during World War I and the postwar agricultural boom, with deposits surpassing \$70,000 by 1920. Yet the collapse of commodity prices, persistent drought, and the onset of the Dust Bowl took their toll.

In March 1934, stockholders voted unanimously to close the institution, though it had remained solvent and repaid all depositors in full—a rare feat during the Depression. The building remained in use as a liquor store and pharmacy, operated by Fastenau and Ingersoll under the name Colorado Farmers Land Company, until about 1940.

Beyond its commercial role, the bank stands out as a milestone in Colorado women's history. At a time when few women held financial authority, Fastenau led the institution, employed female staff in traditionally male roles, and adapted her public identity—using only initials—to counter local bias. It would be nearly 60 years before Colorado would see another woman bank president.

Today, the former Farmers State Bank is listed on the National Register of Historic Places, not just for its economic contributions to the region, but as a quiet testament to the women who defied convention on the Colorado plains.

William. Foran, the Bank, and the House That Raised Eyebrows

William E. Foran, one of the twelve original investors in the Farmers State Bank of Cope, brought both capital and curiosity to the small prairie town. Though his financial role in the bank was limited to early organization and a place on the board of directors, he is remembered locally less for his banking involvement and more for the imposing two-story house he built in Cope—and the unconventional living arrangement it later housed.¹⁷



The William Foran residence in Cope

At some point during the 1920s or early '30s, Foran took up residence in that house with two young, unmarried women who were not related to him. Such a domestic arrangement was unusual for the time and the place, and it quickly became the subject of local speculation. Over the years, the story grew legs: townsfolk whispered of a secret tunnel connecting the Foran home to the bank, as if impropriety demanded subterranean passage. While charming as folklore, the tale doesn't withstand scrutiny. The bank closed in 1934, and Foran had relinquished active involvement well before that. A physical tunnel between the two buildings would have been not only impractical but historically unfounded.

Still, the convergence of wealth, status, and unconventional choices kept Foran's name alive in Cope as the "Foran Scandal" long after his business dealings ceased. If nothing else, the house stands as a silent witness to both his aspirations and the town's fertile imagination—a monument to how small communities preserve memory in equal parts record and rumor.

Cope in the 21st Century

Main Street (U.S. Highway 36) remains Cope's commercial hub. Streets are named after Republican presidents—perhaps due to Jonathan Cope's political leanings, according to his granddaughter, Hilma Madison.

The grain elevators on the north end of town stand as testaments to Cope's agricultural foundation. Businesses, churches, a general store, a park, and the post office cluster near the Arikaree River.

Though the trains never came, Cope endures. With 121 residents, its greatest asset remains what it always was: the soil.

Cope Cemetery

<https://www.findagrave.com/cemetery/1968795/cope-cemetery>

FindAGrave Information

Cemetery ID: 1968795

Coordinates: 39.65546, -102.85209



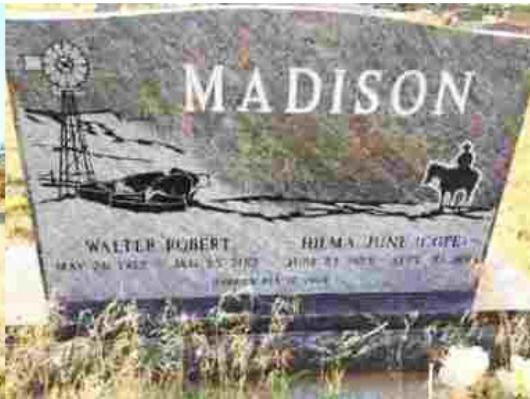
Notable burials

Pvt Jonathan Calvin Cope Veteran



Memorial ID 15477380

Hilma June Cope Madison
great granddaughter of JC Cope



Memorial ID 136626243

Appendix I

Driving Away Settlers: Drought on the Western High Plains

Excerpted from the book: *The Last Days of the Rainbelt: The Western High Plains: A Ruined Land*

By David J. Wishart, May 7, 2014

It's hard to imagine the vast, open plains of eastern Colorado, western Kansas and southwestern Nebraska crowded with people as it was when settlers occupied the land in the last decades of the nineteenth century. In those days, farmers, speculators, and town builders flooded the region believing that rain would follow the plow and the "Rainbelt" would become their agricultural Eden. It took a mere decade for drought and economic turmoil to drive these dreaming thousands from the land, turning farmland back to rangeland and reducing settlements to ghost towns. The following excerpt from the introduction touches on the history of the settlement.

The semi-arid shortgrass plains of eastern Colorado and adjacent southwestern Nebraska and western Kansas, which had been used as open range by cattlemen and sheepherders for decades and as hunting grounds by Native Americans for thousands of years, was rapidly being settled by American farmers, speculators, and town builders from 1885 to 1889.

The annual precipitation on the plains of Colorado averages less than 15 inches, and in many years much less than that. It is an austere country of flat plains reaching to distant horizons, with few trees, sand streams that run dry for most of the year, a country of climatic extremes, from smothering blizzards to desiccating summers, to ruinous hail.

But the settlers were not deterred: for decades they had been assured by scholars, railroad companies, agricultural journals, and state immigration boards that rainfall would increase as farmers planted trees, which would still the hot winds and reduce evaporation, while at the same time returning moisture to the atmosphere through transpiration, causing saturation, and more rain.

More plausibly, but still to a degree a fantasy, plowing up the dense prairie sod would allow rainfall to penetrate deeply, so avoiding rapid run-off and evaporation. The stored moisture would be available for the settlers' crops of wheat and corn and would again be slowly returned to the atmosphere, causing more rain. It was only a matter of time, it was reasoned — and widely believed — before the semiarid western plains would be fully farmed without any need for irrigation. The fact that eastern Colorado had the only remaining free, or cheap, land on the central Great Plains only made the apocryphal theories more enticing.

In accordance with this theory, in the second half of the 1880s the plains of eastern Colorado and nearby Kansas and southwestern Nebraska became known as the Rainbelt. This was not in the sense of a natural surplus of rain, the way that Corn Belt denotes a surplus of corn, but in the sense of a deficit just waiting to be corrected. The expectation was that rainfall would be increased through the farmers' own efforts and the land would yield crops as abundantly as the more humid plains to the east. "If we don't have a continuous deluge", the Denver-based agricultural journal *Field and Farm* gushed in 1886, "we will at least have enough rain to get along comfortably."

The settlers trickled into the Rainbelt before the railroads were in place, and flooded in thereafter. The plains of western Kansas and southwestern Nebraska were fully settled by 1886, leaving new arrivals — the "Rainbelters" — to push into eastern Colorado during the last three years of the decade. Because the cattlemen, anticipating the land rush and the end of the open range, had already secured the valleys, the homesteaders were left with the vast Plains, and the dream that rainfall would come to them through their own actions.

The settlers hardly had time to get established before drought and economic turmoil descended and, lacking roots and resources, they blew away like tumbleweeds. An entire layer of settlement was peeled

off the land. Many counties lost more than one-third of their population from 1890 to 1900; some lost as much as two-thirds. The 1890 U.S. Census population density map had shown continuous settlement across the central Great Plains from the Missouri River to the Rocky Mountains; the 1900 census map showed extensive areas of eastern Colorado designated once again as "unsettled".

The evidence of abandonment was written on the landscape. Eastern Colorado towns like Cope, Arickaree,, Thurman, Linden, and Harrisburg had all aspired to be railroad centers but without a surrounding farm population to sustain their banks, businesses, and schools, they had been reduced to virtual ghost towns by 1899.

Cope had kept a store, a school, and a couple of houses. At Arickaree the one surviving building was home to a family of four. All that remained of Linden were "a few heaps of earth and a few holes in the ground". There was still a family living at Harrisburg also at Thurman, a town that only recently had been home to two banks and had attracted the interest of two railroads. One could drive 18 miles between Cope and Linden, on the divide between the North Fork of the Republican and the Arikaree Rivers (sometimes called the Middle Fork of the Republican River) without seeing a single home. Over vast areas, the country was reverting to open range, and the evidence of homesteading was being effaced.

The drama of the settlement failure was widely recognized. Frederick Jackson Turner, the preeminent western historian of the time (as it would turn out), called it the "first defeat" of the American farmer. Later, geographer Harlan Barrows embellished this epitaph, describing the settlement collapse as the "first great crushing defeat of the American farmer". Coming as it did just after the U.S. Bureau of the Census had officially (and prematurely) declared the frontier closed — "the unsettled area has been so broken into by isolated bodies of settlement that there can hardly be said to be a frontier line".

The failure on the western High Plains in the 1890s had national, not just regional, implications. It was part of a wider "frontier anxiety", the uneasy perception that the era of free land was at an end, and with it everything that had made the United States exceptional, from democracy to social stability. And, of course, it was Turner who codified all this in his famous 1893 paper, "The Significance of the Frontier in American History", a celebration of the frontier as the "crucible" of Americanization, and a lament for its passing.

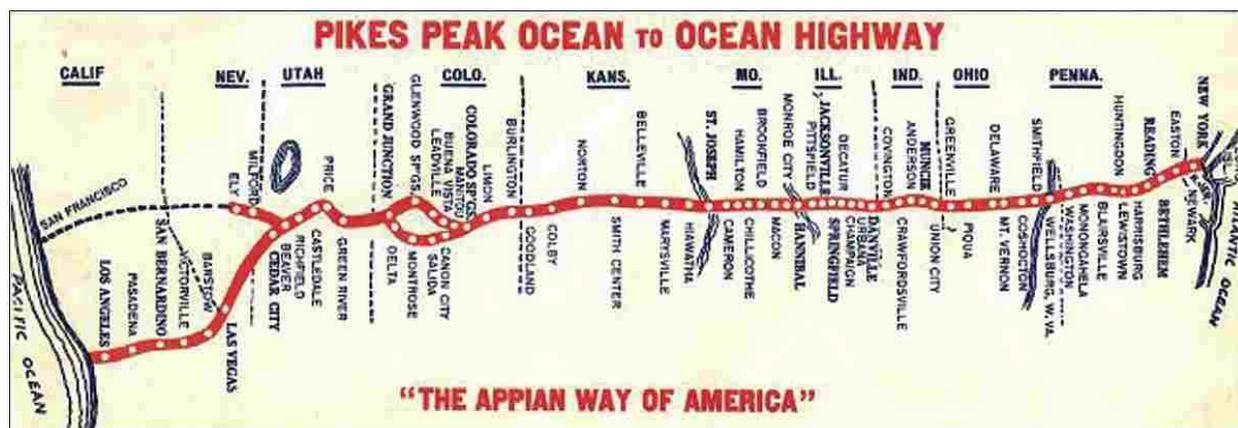
Yet the drought and associated settlement failure of the 1890s have been overshadowed by the scale, impact, and notoriety of the Dust Bowl of the 1930s, which confirmed the reputation of the Great Plains as America's problem region. Unlike the Roosevelt era, the 1890s had no Farm Security Administration to sponsor notable photographers to record the misery, as they did so vividly in the 1930s. There was no defining novel like John Steinbeck's *Grapes of Wrath* (1939), or film like Pare Lorentz's *The Plow That Broke the Plains* (1936), to give the drought of the 1890s a mythical dimension. There were no panels of experts like the Great Plains Committee (1936) to study the conditions and recommend future actions. And there was no federal aid, no Works Progress Administration (WPA) to put people to work, no emergency cattle purchases, no payments to bolster the soil against the prevailing winds, or to retire land from production. State aid and charity notwithstanding, settlers in the 1890s were mainly left to sink or swim by themselves.¹⁸

Appendix II

The Glory Days of Highway 36

Before standardized highways, early 20th-century automobile clubs promoted *named routes*. Among them, the **Pikes Peak Ocean-to-Ocean Highway** was launched in 1914, stretching coast to coast from New York City through St. Joseph Missouri, through Colorado Springs and Grand Junction in Colorado and on to Los Angeles. It was the second route to cross the United States coast to coast. (The first was the Lincoln Highway¹⁹).

The route, calling itself the "Appian Way of America", measured 3,564 miles in length where "Appian Way" is a reference to the most famous road of ancient Rome. By 1926, it was incorporated into the U.S. numbered highway system as U.S. Highway 36.



Kansas and Missouri: Heritage and Innovation

U.S. 36 crosses Kansas eastward through all thirteen Nebraska-border counties and served as much of the Pony Express Highway, especially between Washington, Kansas, and St. Joseph, Missouri—a nod to its storied past.

Before the railroads, that stretch used to be the "Hound Dog Trail" stagecoach route (Hannibal–St. Joseph). US 36 overlaid these historic trails, and its route through Missouri runs parallel to the Hannibal & St. Joseph Railroad. That's the reason the Pony Express began in St. Joseph.

In 2010, the entire Missouri segment was converted into a four-lane highway, aiming to improve travel efficiency and safety.²⁰

Colorado and the Denver–Boulder Turnpike

The Colorado segment of Highway 36 originated in the 1920s as part of a proposed "Kansas City–Denver Airline Highway." By 1929, the route aligned west from Norton, Kansas, entering Colorado at Burlington. It ran through Cope to Strasburg to Byers and then on northwest.

A major development was the so-called Denver-Boulder Turnpike toll road that opened in 1952. It was later re-designated U.S. 36 after tolls were removed. It also carried the Colorado state highway designations SH 49.

By the late 1960s and 1970s, US 36 was shifted to overlap with I-70 and I-270 north of downtown Denver, then extended west via former state highways to Estes Park. Today, the eastern Front Range

corridor includes express lanes—dedicated lanes for buses, HOV lanes, toll traffic, and built-in commuter bikeways.

Glory Days Past

Once a proud transcontinental artery—especially east of Denver through Last Chance, Anton, and Cope—Highway 36 was part of a practical traveler’s route. Greyhound, military bus runs, grain trucks, and local traffic made it vital. But with the advent of I-70, 36 was demoted, realigned, truncated, and often ignored except by those who live nearby. The pathway it carved across Colorado’s eastern plains is now a patchwork of aging blacktop, patched-over potholes, and forgotten junctions.

No illusions here. These roads—once the sinews of commerce, migration, and war—were bypassed in the name of speed and efficiency. But they remain etched into the American map and into lives like ours. Not forgotten. Just quieter.

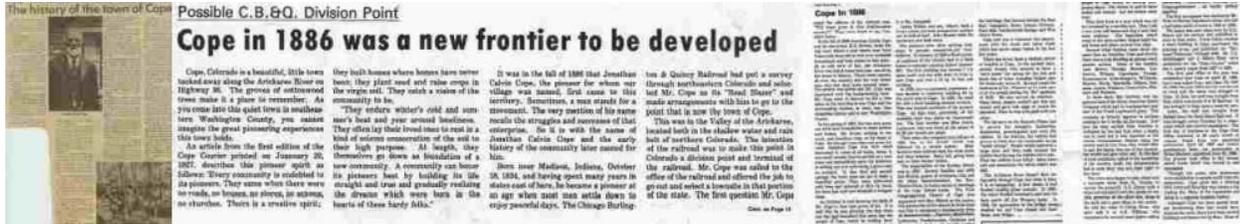
US 36 in 2025

In Colorado the western terminus of US Route 36 begins with US 34 at Deer Ridge Junction in Rocky Mountain National Park in Colorado, just west of Estes Park. It then passes through Boulder and Denver on its way to Kansas. Between Boulder and Denver, the road that is now US 36 was originally built as the Denver-Boulder Turnpike. It serves today as a major arterial freeway in the Front Range Urban Corridor. Between Denver and Byers, US 36 exists in unsigned overlaps with I-270 and I-70, while some parts of its original route are signed separately as Colorado State Highway 36 (SH 36). After it diverges from I-70 in Byers, US 36 is a relatively lightly-traveled two-lane rural highway to the Kansas state line.²¹



Endnotes

¹ This history of Cope was compiled primarily from the unidentified newspaper clippings that appeared on the CoGenWeb Washington County site 20 years ago. The yellowed clipping could be from the *Akron News* or the *Otis Independent*. The newer clippings are probably from the *Akron News-Reporter*.



² Real estate promoters in the late 19th century often lured settlers with claims of a 'Rainbelt' across the High Plains. In particular, German immigrants in the Texas Panhandle were told of natural lakes and fertile soil, only to discover dry and dusty conditions. This mirrors Cope's experience in 1886. Source: *History of Colorado – High Plains Rural Settlement* MPDF, 2017.

³ Internet Archive+4olhus.dk+4History Colorado+4 - "Cope" a school report by Jimmy Galbreath

⁴ Continuing with the newspaper clippings of endnote 1 above

⁵ *Colorado Newspapers: A History and Inventory 1859-2000* by Craif William Leavitt, B.S. Metropolitan State College of Denver 2007. A thesis submitted to the faculty of the Graduate School of the University of Colorado in partial fulfillment of the requirements for the degree of Master of Arts History 2014; p1197

⁶ Ibid p1198

⁷ https://en.wikipedia.org/wiki/List_of_post_offices_in_Colorado:_G%E2%80%9330

⁸ Ibid, ZIP 80812

⁹ <https://about.usps.com/who/profile/history/postmaster-finder/postmasters-by-city.htm>

¹⁰ *History Colorado – Railroads in Colorado, 1858–1948*, Greater Denver Transit History Map, Denver's Railroads – Union Pacific and Rock Island routes, Rock Island Line route entries in Colorado transportation records

¹¹ Ibid

¹² Ibid

¹³ Colorado Department of Transportation – Interstate highway planning

¹⁴ <https://www.cogenweb.org/washington/history.htm>

¹⁵ Continuing with the newspaper clipping compilation, see Endnote 1

¹⁶ NPS Form 10-900 OMB No. 1024-0018, *Farmers State Bank of Cope Washington, Colorado*, US Dept of the Interior, National Park Service, National Register of Historic Places registration form prepared by Patricia Covert, Cope Community Church, Box 38, Cope Colo 80812, Sept 25th 2016

¹⁷ Taken from a separate newspaper clipping again not identified as to source or date

¹⁸ <https://www.grit.com/community/history/drought-on-western-high-plains-ze0z1405zcal/>

¹⁹ The Lincoln Highway, from New York City to San Francisco, was the first official Highway to make it all the way across the United States. It is now known as Interstate 30. There was a "Colorado Loop" that branched off the main highway just west of Big Springs Nebraska then southwest paralleling the South Platte River through the Colorado towns of Julesburg, Ovid, Sedgwick, Crook. and Iliff on into Sterling where it becomes US Hwy 6 then into Denver. This western segment of the Colorado Loop of the Lincoln Hwy was intended to go through the mountains west of Denver eventually meeting the main highway in western Wyoming but that extension never happened and the true "Loop" never became a reality. Instead one had to take US 287 north out of Denver, up through Ft Collins and on up into Cheyenne where it once again met the Lincoln Highway.

²⁰ Missouri Highway 36 <https://www.americangeniushighway.com/about/>

²¹ *U.S. Route 36* https://en.wikipedia.org/wiki/U.S._Route_36