HENRY A. WARD AND THE MIDAS MINING COMPANY,
MONTANA TERRITORY, 1865-1869
by Richard O. Reisen

On January 4, 1848, gold was discovered at Coloma, California, 60 miles east of Sutter's Fort. It was the beginning of the great gold rush in America. Hordes of Americans left their humdrum lives in the great rush to capitalize personally on the discovery. The rush was well underway by the end of 1849. In 1850, there were enough people in the territory of California to make it a state. The Pikes Peak gold rush in 1859 opened Colorado to settlement. And in the years that followed, it spread to Alaska, Arizona, Idaho, Nevada, New Mexico, South Dakota, Utah, and Wyoming with varying degrees of success for prospectors and mining companies.

In a new book, The Mechanics of Optimism: Mining Companies, Technology, and the Hot Spring Gold Rush, Montana Territory, 1864-1868, author Jeffrey J. Safford writes, "When the richest gold strike ever made in Montana, some say in the United States, took place on May 26, 1863, in Alder Gulch—15 miles of mountain gulch and streambed situated on the west side of the Madison and Jefferson River divide in southwestern Montana—it was only a matter of time before the surrounding terrain would receive the same kind of frenzied attention. The extraordinary values extracted from Alder Gulch, an estimated $30 to $40 million in 1863-1864, produced a stampede of thousands of gold hunters who, in the words of one observer, were so plentiful—like "bees around a hive"—as to appear hopelessly in 'each other's way.'"

The Montana gold rush did not escape the attention of Rochesterians. One of them, Moses M. Sperry, purchased several mineral claims in Montana and offered some of his holdings for sale. In May 1865, potential buyers asked Henry Augustus Ward (1834-1906), who had been trained as a mining engineer, to travel to Montana to evaluate the claims, and Sperry agreed to pay his expenses.

Ward was a well known geologist and naturalist. He scoured the globe for such esoteric things as bat's hair, porpoise blood, human skeletons, mastodon bones, fossils, fish scorpions, and tarantulas. He created the largest and finest collection of meteorites in the world. In his search for treasures, he braved remote jungles and deserts, met poten-

tates and savage chieftains, rode camels across vast deserts, and crossed the Andes before there were railroads. So, when he agreed to check out the mining claims, he also had in mind an opportunity to acquire specimens of western wildlife.

Rocks, fossils, and shells fascinated Henry Ward from early youth. When he was three years old, he found a pebble of gneiss hornblende on the Ward property on Gibbs Street in Rochester. It was only about four inches long, but its glistening surface was marked by a checkerboard of black lines, like a Scotch plaid. He preserved the pebble carefully and finally it became part of the collection of geological specimens that became the property of the University of Rochester.

Henry's attraction to geology found no support from his family. His mother wanted him to be a clergyman; his father deserted the family altogether. Although he briefly studied geology at Williams College, he was so dedicated to that one subject that he neglected all of his other studies, so with failing grades, he dropped out of school to become a clerk in his uncle's insurance office. It was a job with little future and of absolutely no interest to young Henry. Finally in 1863, he was enrolled in Temple Hill Academy where he applied himself to achieve a more fully rounded education while still pursuing his all-consuming interest, mineralogy. Then, Louis Agassiz, the renowned professor of natural sciences at Harvard University, discovered the budding genius in Henry Ward and started the boy on his road to fame at Harvard. Soon after, in 1854, Ward found himself in Paris attending the School of Mines, the greatest school of mining technology in the world. So, what was more natural than to enlist Henry Ward, who had been trained as a mining engineer at the best school anywhere, to study the Montana Territory and discover land suitable for acquisition and the establishment of a mining company.

Because Ward wanted to consult some geologists in San Francisco, he chose to travel to Montana by steamship from New York City, cross the Isthmus of Panama by rail, sail aboard another ship to San Francisco, and finally ride a stagecoach to Montana. Ward arrived in the Montana goldfields at the age of 31 in June 1865. As for Sperry's holdings, Ward determined that they were pretty much valueless. But concerning his reaction to a particular area known as the Hot Spring District, author Safford supplies a Ward quote: "A pretty thorough examination of the several gold producing regions satisfied me that the lodes of Hot Spring District were, in point of richness and superior facilities for working, unequaled by those of any other part of the Territory."

Ward's enthusiasm for the possibilities of the Hot Spring District caused him to write a letter to Hiram Sibley, requesting financial support, specifically $20,000 to $100,000, to form a mining venture. Sibley, the founder of Western Union Telegraph Company, was the wealthiest person in Rochester, but Sibley didn't
to pursue. It required deep excavations that required timbering. The collected rocks had to be hauled to a steam- or water-powered mill where the stone was crushed, separated, and amalgamated to mercury before releasing the precious gold.

The mills required heavy stamping, crushing, and separating equipment, most of which had to be manufactured thousands of miles away and then transported on waterways or primitive overland trails; the transcontinental railroad wasn’t completed until 1869, and by that time the Midas mill had closed for good, having commenced operations on November 15, 1867.

Although the Midas mill was the finest in Montana and was, as Safford points out, "by far the most significant company to commence work in the area," it had unbelievable competition. One of the many mills operating in the area was the Seneca Falls Gold Mining Company of Seneca Falls, New York. Safford writes, "Within it were 15 stamps in addition to tables, blankets, riffles, sluices, two arrastas, a crusher, and a settler. A 60-horsepower engine operated the stamps." (An arrastra was an early Mexican device used to crush ore—a heavy stone dragged around a circular stone bed by mules, horses, waterwheel, or other source of power. It was the most primitive invention for crushing quartz.)

Ward had high standards for his mill. He built a company town consisting of five buildings, which was called "Midasburg." Included were comfortable workers’ quarters, finance the start of Western Union Telegraph Company. Selden, Mumford, and several other trustees collectively invested $100,000 and invited others to buy shares at $10 each to raise a required additional $100,000, enabling the formation and operation of the Midas Mining Company.

After that, very little went smoothly. Author Safford unfolds a fascinating tale of mining tribulations. Prospectors mined the surface of the earth, such as streambeds and gulches. But hard-rock mining that involved excavation of veins of gold-bearing ore was far more complex, difficult, and costly. And it was the huge, potential profit from hard-rock mining that the Midas Mining Company planned to pursue because he was vacationing in Germany. Instead, the letter was intercepted by Ward’s uncle, Judge Samuel Lee Selden, who was a major shareholder in Western Union.

Judge Selden became an enthusiastic supporter of Ward’s mining-company idea, as did George Huntington Mumford, a prominent Rochester attorney, who was also active in community affairs, an officer of several banks, and helped to...
far superior to the ramshackle facilities at other mills and mining camps. Midasburg also had the finest milling equipment that money could buy in those days, while competitive mills operated on inferior machinery that often broke down or was inadequate for the difficult task.

The reader will certainly admire Henry A. Ward for his insistence on doing things right and for his honesty and integrity in a community of unscrupulous operators. And you definitely feel sorry for him when a competing mine superintendent usurps a particularly rich portion of land where Ward has legitimate mining rights and then spouts scandalous lies about Ward.

When the Midas mill began operation, 118 tons of quartz ore were crushed, but not a single ton yielded expected results. In order to meet expenses, a ton of ore at Ward’s mill had to yield at least $24 worth of gold, and Ward’s original productivity estimates were many times that. The next 300 tons of ore resulted in gold worth $1,561, or $5 per ton.

As the disappointing results persisted and yields failed to improve, despite heroic efforts, I even started to have sympathy for the investors, however distasteful their greed in the face of their enormous wealth. I was particularly sorry for Henry A. Ward, who as a youth had such a difficult time finding a place for himself in society and had failed at other occupations. In Montana, although he did everything right where he had the power to do right, he failed again. But as we know from history, he emerged from this experience to reach even further heights as an internationally famous person.

Ward’s fame also extended to the general populace, especially by an incident in 1885. His name was broadcast by newspapers throughout the world in a story that involved the P. T. Barnum Circus and the largest elephant in captivity, Jumbo. Barnum bought the giant animal from a London zoo and toured it across America with his circus. During a trip to Canada, the circus train stopped to allow Jumbo and a young elephant to take a walk along the tracks. Another train approached on the adjoining track, and Jumbo, believing that the other train was a menace to the young elephant, charged the locomotive and was struck and killed. Barnum contacted Ward to have the animal prepared, stuffed, and mounted by Ward’s Natural Science Establishment in Rochester, New York, which specialized in taxidermy as well as geology. It was the largest and most complex taxidermy project of all time.

One day in 1906, Ward was crossing a street in Buffalo—preoccupied, as he so often was, by reading a book as he walked—and was hit and killed by that newfangled horseless carriage, the automobile. He was 72 years old.

THE MIDAS MILL AS DESCRIBED BY THE MONTANA POST, NOVEMBER 16, 1867

abstract and photo of the mill ruins
by Jeffrey J. Safford

In the fall of 1867, William Y. Lovell, Virginia City probate judge, lawyer, and erstwhile assayer, undertook several tours of the Hot Spring District for the Montana Post. On November 16, the Post published the account of his visit to the Midas Mining Company’s mill and grounds near Sterling. Lovell was clearly enthralled with what he saw, and he provides a vibrant and colorful testament to his era’s growing fascination and reverence for science and technology. The following abstract offers as comprehensive a description of a Montana milling enterprise as exists for the 1860s.

“The foundation of the Midas mill was laid in the midst of huge rocks that formed a narrow canyon on the Hot Spring Creek. A hill of decomposed granite was cut away, and large boulders had to be removed to make space for it. The excavation was continued above in the hill until a spacious yard was obtained for the reception of the quartz and wood for the engine. Passing through this, the road descends into the nook or flat on Pony Gulch, where are congregated the houses and workshops that make, with the mill, the little but romantic village of Midasburgh. We were reminded by the arrangements of the buildings, from the symmetry displayed, of one of our military barracks at frontier posts, and their walls resplendent with whitewash. Had it not been for the clatter of ten stamps rattling in our ears, we should have concluded that the whole had recently been constructed by some government officer. Here in this retired spot, . . . busy men are seen running to and fro, with all the bustle and clamor of earnest work. Shifts of miners go out to the various mines of the company; trains of ox teams are unloading the supplies of wood and mining timbers; others are repairing tools and wagons, and the clear ring of the anvil is only silenced by the clatter of stamps or the shrill whistle of the engine. Here, too, are teams that have made the ascent to the mines far up the mountain side unloading the ore to be crushed and treated for its treasure.

“Here, too, we find the Lodging House with bunk room kitchen and dining hall for...
the miners and employees of the company, three large store houses filled with provisions and mining stores, a blacksmith shop, and carpenter shop for repairs, a powder house on the bank, away from danger of sparks and explosion, a fine large barn with comfortable stables for horses and corral with its cows and stacks of hay.

"The main feature of interest . . . is the mill itself, which, with the engine house is a double building of rough-dressed granite 70 feet long and 66 feet wide. It is so abutted against the hillside that the eaves of the front end came nearly to the ground, while at the lower end, the building is three stories high. The fall from the level of the yard above to the bottom of the tail race at the lower end of the mill is 28 feet. A great point in economy and convenience of working is thus gained by letting gravity assist the quartz in its passage through the mill. The quartz teams, as they enter the upper yard, pass first over a large platform scale and weigh their loads, after which they deliver it through the upper windows of the mill, of which there are three corresponding to the batteries below. On entering the building, one's attention is first attracted by its spaciousness. On every side of the machinery we find ample room for free access to every part. . . . Symmetry and simplicity have been most surprisingly reconciled with the necessary adaptations of continuous varied machinery . . . each part is perfect and the best of its kind. The abundance of windows secures the maximum of light. . . . Steam pipes are secured along the walls for keeping the building warm, and others for conducting water, both hot or cold to either point where needed. Each piece of woodwork or of iron . . . is painted for protection and ornament.

"The disposition of the machinery, etc, in the mill may be stated as follows: across the upper end of the building is a high, raised floor 62 feet long and 13 feet wide, which receives the quartz as it falls from the windows above. This floor will hold 200 tons of rock of one kind, or there can be three large piles of different ores separate upon it. On the edge of this upper floor and facing the batteries is set a large-sized 'Blake Crusher' into which the quartz is fed and crushed by its weanless jaws, falling as pebbles and gravel upon the feeding floor five feet below and dividing in front of the mortars. The practical working of this crusher at the Midas mill sustains the reputation of this great labor-saving and valuable machine. The three sets of battery timbers, huge in proportion and beautifully finished, stand free and clear in the middle of the room, reaching upward like an arch of triumph toward the roof above. The polished stems of the 15 stamps, each tipped with shining brass, the guides of varnished oak, the latches also of hardwood with their pendant handles, the rugged surfaces and massive elegance of the cross girts give the whole the appearance of some grand church organ. The batteries seem a marvel of solidity, the battery blocks sinking 12 feet into the solid granite below. Upon these blocks sit the mortars, which are iron castings in single piece of 2200 pounds each, standing above three feet high. Their solid structure renders them secure against all leakages, the trouble and pest of all mill-men, making a receptacle for the quartz from the crusher, which is shoveled into them while it is pounded, pummeled and crushed to a powder by the great stamps weighing 680 pounds, each of which fall upon it almost 70 times in a minute, with a stream of hot water running steadily into either end of each mortar which greatly facilitates amalgamation.

"On the next platform below are the copper plates on tables of the usual construction, except that across each one are two parallel depressed or copper-lined troughs, furnished with revolving horizontal cylinders, armed with wire blades for striking the pulp and forcing it through a bath of quicksilver as it passes under them. The pulp as it leaves the tables is discharged . . . into one of 'Hendys Concentrators', of which there are three in operation. This invention is in great repute in California for separating the light sand of the pulp from the heavier portions, which last retain the gold not already caught in the tables above. They are shallow pans of iron, five feet in diameter, to which is given a short shaking motion as the pulp is fed into them. The lighter parts pass away through the discharge, which strange to say, is in the center while the heavier sands collect around the edge in a depression made to receive them. This heavy portion is drawn off as often as desired into three tanks below. Below these tanks is another descent of four feet and on the platform at its foot are the machines for grinding and amalgamating the concentrated pulp. Of these, we observed three. They are the famous 'Wheeler Pans', so extensively used in California and Nevada, and as far as is known, the first that have been used in Montana. They are each charged every four hours with about 350 pounds of the concentrated pulp which undergoes in them a severe grinding, reducing the pulp to the fineness of flour. On the lowest floor ten feet below this are other machines in which the pure contents of the pans are still further treated by settling and the final collection of the amalgam is effected. Passing through the lower wall of the mill are two sluices, one of which takes off the sulphuric to an underground tank where they are safely stored for some second treatment, the other takes away the tailings, the sluice going through a tunnel six feet high and over 70 feet long to its discharge in the creek below, after having been subject to strict examination throughout its course.

"(The mill also contains) an assay office fitted with furnace, sink, balances, and appliances for reducing and assaying the gold, while . . . a third room still above is occupied as a dormitory by the amalgamators who can, from its window, take in the entire mill room at a glance.

"The engine room is by the side of the mill, and separated from it by a dividing wall as substantial as if they were two distinct buildings. The engine is . . . of 80 horsepower, made at the Washington Iron Works at Newburgh, New York, and furnished with the latest and to us, some novel improvements.
American history to learn so much truth about.

involvement. It brings to life the many facets of gold rush with special attention to Henry Ward's deposits, the gold rush—the perverse nature of mineral ping, inadequate technology for efficient mining, mate, logistics of long-distance travel and ship-

unique and interesting book about the Montana

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feet in diameter. The boiler is 17 feet long and

9 feet high. The flywheel is 6 feet in diameter. The

boiler is 17 feet long and has 68 flues of 3 inches in diameter. The

engine works with perfect smoothness and runs the machinery with less than 40 pounds of steam . . . from 25 to 30 tons of the hardest

The book can be purchased through bookstores, online, or directly from the pub-


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THE FIERY DEATH
OF THOMAS RATHBUN

by Matt Merriman
edited for the Epitaph by Jan Wyland
photos by Frank A. Gillespie

Soldiers, police officers, and firefights-

ers—the "real" heroes who risk their lives every day to keep us safe—have long been regarded with great respect and admiration. The first official Rochester firefighter to lose his life in the line of duty was a young man named Thomas M. Rathbun. Today, one of the only reminders of his honorable death is a relatively plain marker in the Firemen's plot in Section BB of Mount Hope Cemetery.

The Rathbun stone is a simple granite marker with an arched top. It bears the firefights' Maltese Cross and a few simple words: "Thomas M. Rathbun, Hook & Ladder Co. No. 1, December 21, 1827. First Rochester fireman killed in the line of duty." Nothing is said of exactly how Rathbun died, or what sort of person he was. The back of the stone gives further information: "This is a commemoration by the Rochester Firefighters Benevolent Association, Sept. 12, 1987. Chairman: Deputy Chief Charles J. Lamphron. President: Batt. Chief William R. Benedict.

Mount Hope Cemetery opened in 1838. Since Rathbun died in 1827, he was certainly not buried here at the time of his death. The word "commemoration" implies that there is no actual body at this site, an idea that is reinforced further by the fact that the Firemen's Monument and plot were not dedi-

cated until September 9, 1880, over fifty years later. Although it is possible that Rathbun's remains were removed to this location, it is unlikely for several reasons. First, the fact that he died fighting a fire suggests that it was a rather gruesome end, possibly mutilating his body in some way, which research proved to be true. Also, in that era it is quite possible that no casket was provided to preserve the remains. So it can be assumed that the marker stands under the stern and ever watchful glare of the Firemen's monument simply as a reminder of the sacrifice of one man long ago. It is interesting that the inscription is almost entirely in capital letters. Only the "n" is lowercase. This could simply be the carver's preference, or perhaps it was commissioned to convey a hidden meaning. Such a possibility is intriguing to think about. A notable exception is the uppercase "N" in Rathbun's name, which further clouds the issue.

The inscription on the stone reflects that it is a commemoration, rather than the actual grave, of a man who died almost 180 years ago. Usually a gravestone is meant to comfort those mourning the deceased, or to convey a sense of what the person was like. This stone was put in place long after the time when family and friends mourned their loss, and little is known of Thomas Rathbun, the man. Hence this monument accomplishes neither of the usual purposes, and the inscription may seem cold. The intention, however, was

The Mechanics of Optimism is a hardcover book with black-and-white photographs.
simply to honor the first in a tragically long line of heroes to make the ultimate sacrifice defending the lives and property of others.

The symbol of the firefighter’s Maltese Cross is based in history. During the Crusades, a hospital in Jerusalem was named in honor of Saint John, and the knights charged with its care and protection were known as the Knights of Saint John or the “Knights Hospitaller” (Symbols…). Though primarily caregivers, in times of need the knights also served as fighting men, and indeed had a reputation as a powerful fighting force. Often during battles, the enemy would throw containers of highly flammable oil, followed by flaming arrows to ignite the knights and the ground where they fought. Many knights put their own lives in danger to try to save their brethren from the fires, and in doing so became the first “firefighters” in history. The symbol of their order and the marking they used to identify each other in battle was the oddly shaped cross we associate with firefighters today. After the fall of Jerusalem in 1187, the Knights of Saint John moved their headquarters to the Mediterranean island of Malta, which remained their residence for the next 400 years. Their symbol came to be known as the Maltese Cross, after this island. Today, this cross is recognized as the symbol of firefighters the world over. Its eight points represent eight values held most highly by firemen: observation, explicitness, courage, perseverance, sympathy, dexterity, loyalty, and tact (The Ancient History…).

A close-up view of the Maltese Cross on the Rathbun monument reveals symbols associated with firefighters. A fire hydrant and a ladder crossing a hook also appear on this cross. While the fire hydrant would not have been a prominent symbol in Rathbun’s time, the hook and ladder have been tools of a firefighter from the beginning of the profession. Fire trucks or carriages have always been equipped with ladders to get to upper floors of buildings when entry to the inside is blocked by fire. Other than the typical bright red color, the ladder is the most prominent characteristic of a fire truck or carriage. It also represents the courage of firefighters, willing to ascend into the most dangerous parts of the building to try to save the lives of anyone trapped inside. The hook ladder was a variation—a ladder about eight feet long with large metal hooks on one end. A fireman would lean out of a lower window and swing the hook through the window above. In this way he could theoretically reach any floor of a burning building, no matter how high (Hook ladder). These, along with the hat, the ax, and, more recently, the fire hose, were some of the items most commonly associated with firefighting.

The Firefighters Benevolent Association commissioned the stone commemorating Rathbun’s death and the commanding monument (the tallest in Mount Hope Cemetery) that dominates the plot. The FBA was established in 1835 to coordinate fundraisers and donations to benefit firefighters and their families. They also organized the annual Firemen’s Ball, one of Rochester’s major social events attended by prominent residents, from farmers and businessmen to politicians and socialites. It was a successful way to raise money for the department without raising taxes (Finest 144). Through the years, the association has contributed greatly to the welfare of firefighters and those close to them.

Rochester’s first official fire company, Pioneer Hook and Ladder No. 1, was formed on November 23 of 1827, and Mr. Phelps Smith was unanimously declared foreman. The City of Rochester chartered the company, since the earlier volunteer fire companies were so intensely individualistic and territorial that they rarely were able to work together for the common good. The new company had no house at first, so the carriage was kept in the courthouse yard. In just 15 years Pioneer Hook and Ladder No. 1 became one of the largest and most well equipped of the no less than six companies in Rochester, having more than fifty members, all new equipment, and a new carriage house on Elizabeth Street (Rochester Daily Democrat, 3/17/1841 2-4).

Less than two months after its formation, on December 21, the company received word that Everard Peck’s paper mill on Water Street had caught fire. It was a Friday evening, and most of the mill workers were out to dinner. It was later suspected that a reaction in the bleaching room led to the fire, which caused almost $6000 in damage, only half of which was covered by insurance (Rochester Observer 3-3). When the blaze was essentially extinguished, Thomas Rathbun was engaged in “overhaul,” the process of searching for small, hidden pockets of fire. As he searched among fallen timbers, he dislodged an old stone chimney which collapsed onto him, ending his life in its prime (Phone 12/5/05). He was just 25 years old, caretaker of an aged mother, brother to a widowed sister, and uncle to her orphan children. It was said he was of excellent character, and his death was greatly mourned by the company, friends, and loved ones (Union Advertiser 3-3).

Little is known or recorded about Rathbun during his life. Research produced three different spellings of the last name: Rathburn, Rathbone, and Rathbourne, making
positive identification of pertinent information very difficult. Unfortunately, there is no record of his original resting place anywhere in newspapers or local cemetery records, and that knowledge is seemingly lost to history. It is known that he and his mother and sister occupied part of a building belonging to O.N. Bush, a prosperous businessman and politician charged with purchasing the first fire carriage. In October of 1827, the city gave him $1000 dollars and sent him off to Philadelphia and New York City with instructions to purchase the best fire engine he could find. He purchased the engine and three hundred feet of hose for the sum of $716 and $216, respectively (Finest 135-136). These purchases, however, did not stop his paper mill from burning to the ground less than three months later. Defiantly, less than a year after the fire, Peck announced plans for rebuilding the mill and imminent resumption of business as usual (Rochester Daily Telegraph).

Nearly eight years after Thomas Rathbun's death, another Rathbun, Henry, joined Pioneer Hook and Ladder No. 1 with seven other men (Rochester Daily Democrat, 7/18/1835 2-4). It's quite possible that Henry was related to Thomas and joined the very same company for which his relative had given his life. Perhaps this influenced Henry's decision to become a firefighter and join that particular company.

In the Saturday edition of the newspaper following the fire, E. Peck and Co. took "the earliest opportunity to acknowledge and thank the fire companies and helpful citizens whose exertions...are not to be ungratefully remembered." Another writer for the paper offered his own respects: "They will not invade the sanctity of private woes, nor probe anew the bleeding hearts of bereaved relatives by public attempts at consolation, which,

under such a visitation as attended the exertions of the lamented Rathbun, can be had only from a power, whose providence, though
afflictive sometimes, has ever a wise end in view" (Rochester Observer 3-3). Clearly, it was with great respect and sorrow that the community observed such a valiant and unfortunate young man depart this world.

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(Editor's Note: Matt Merriman is a student at the University of Rochester and prepared this essay as part of the course work for Religion 167, Speaking Stones, taught by Prof. Emil Homerin, who is also a trustee of the Friends of Mount Hope Cemetery.)
SPECIAL SATURDAY THEME TOURS

If you missed the great Civil War Tour on August 5, there is still time this summer to catch five fascinating special theme tours. They are free to members and for others, a modest $3/person or $5/family. The tours include lemonade and cookies after the tour.

Saturday, August 26, 10 a.m. to Noon: “Famous Artists’ Works and Gravesites.” Visit great sculptural art and artists’ graves with Anne Kingston, Eric Logan, and Richard Reisem. Meet at north gatehouse, opposite Robinson Drive.

Saturday, September 9, Noon to 2 p.m.: “To Live in Hearts that Love.” Your interesting guide is Emil Homerin, UR professor of Religion and Classics. Meet at north gatehouse, opposite Robinson Drive.

Saturday, September 23, Noon to 2 p.m.: “Geology at Mount Hope: The Really Ancient History.” Bill Chaisson, professor of geology at the UR leads this memorable tour. Meet at north gatehouse, opposite Robinson Drive.

Saturday, October 21, Noon to 2 p.m.: “The Back Forty.” Here’s another chance to catch this popular tour of the “new section” with Fran Coleman. Meet at cemetery office, opposite the Distillery.

Saturday, October 28, Noon to 2 p.m.: “Fall Foliage Tour.” Ooh and aah at Mt. Hope’s trees in autumn colors with landscape architect Ed Olinger. Meet at north gatehouse, opposite Robinson Drive.

Don’t miss the special “Artists Tour” on Saturday, August 26 from 10 a.m. to noon. It’s free to members; others: $3 individuals, $5 families.