



Figure 1. Frank W. Freund, circa 1866, when he was about thirty years old. (Freund Family Collection)

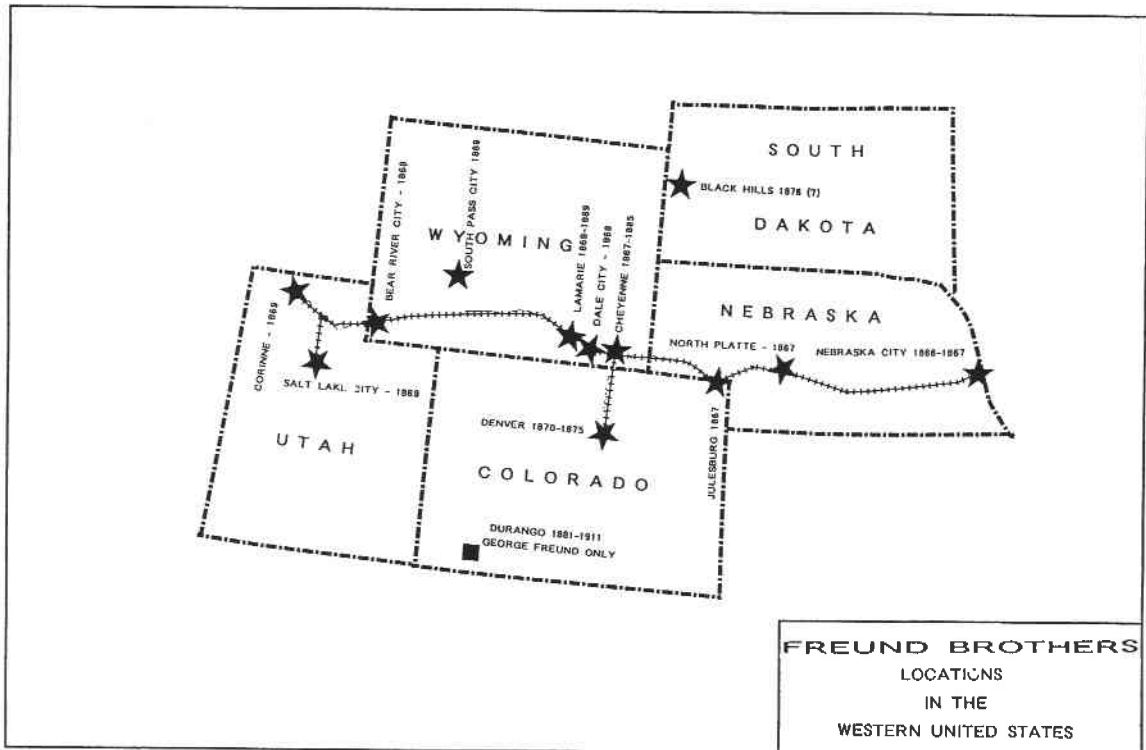


Figure 2. Freund Brother's locations in the western United States. (Author)

Freund & Bro. The Union Pacific and “Hell on Wheels”

Floyd J. Balentine

Following the end of the Civil War in 1865, the opening of the great American West brought Manifest Destiny once again to the forefront, and with it railroad expansion and the resultant mining camps, ranches—and the Army. The chief function of the latter was to keep the Indians in check and to allow the whites free movement throughout the land.

Frank W. Freund, like thousands of other veterans released from their wartime bonds, turned his face westward. Unlike many of his contemporaries, especially those from the South, Frank was a skilled craftsman with a little money to invest on an inventory.

During 1866 the Union Pacific Rail Road was off to a grand start; building a line westward across the vast prairies of Nebraska, Wyoming, and Utah, eventually meeting the Central Pacific, which was building eastward. They would join in May 1869, at a lonely spot in the Utah desert called Promontory Point.

By the sixteenth of June, 1866, Frank W. Freund had established a gun shop at Nebraska City, on the Missouri River, in far-eastern Nebraska Territory. It marked the first recorded appearance of a Freund gunmaker on the western scene.

Following are chronological listings of the end-of-track towns, published in newspapers as the Freund brothers followed the railroad westward.

NEBRASKA CITY, NEBRASKA TERRITORY

Freund, F.W., Nebraska City gunmaker. (*Nebraska Statesman*, Nebraska City, N.T., 16 June 1866, Page 2)

F.W. Freund, Nebraska City, Manufacturer and dealer in arms and ammunition. (*Nebraska City News*, 4 January 1867, Page 4)

F.W. Freund and Brother, Nebraska City, gunsmiths and dealers in arms and ammunition. (*Nebraska City News*, 19 January 1867, Page 3)

Freund and Brother gunsmiths, guns made to order. (*Nebraska City News*, 28 January 1867, Page 3)

Freund and Brother, Nebraska City, gunsmiths have a branch shop at North Platte. (*Nebraska City News*, 15 May 1867, Page 3)

F.W. Freund, Nebraska City, of Freund and Co. left for Julesburg. (*Nebraska City News*, 22 July 1867)

F.W. Freund, Nebraska City, of Freund and Brother, is leaving



for Julesburg. Mr. Picard will attend to the business in his absence. (*Nebraska City News*, 27 July 1867, Page 1)

F.W. Freund returned from Cheyenne to settle up his old business. (*Nebraska City News*, 30 December 1867, Page 3)

Next is an example of one of the Freund & Brother advertisements that appeared in the frontier newspapers of the day, this one in the *Nebraska City News* of January 19th, 1867:¹

Sportsmen's Depot

F.W. Freund and Bro., Gunsmiths

Sporting Apparatus, Ammunition, etc.

Eley's wire cartridge, Eley's wad, Waterproof caps

Agents for DuPont's celebrated powder

Repairing done in a workmanlike manner

Short notice

It is interesting to note that, for the first time, Frank included the words “and Bro.” in the above ad. Both Frank and George Freund were fine workmen and skilled in their trade, but it was Frank's talent as an inventor that would make the Freund name so well-known throughout the pioneer West.

The older of the two brothers, Frank was the leader and superior craftsman; possessed of a keen eye and skilled at design, engraving, metalsmithing and woodworking. While Frank always was working on a new invention or patent idea, or off on a trip somewhere, George tended to remain more in the background. He seemingly was more content in the roles of shopkeeper and merchandiser, at least until the 1880s.²

At the time, Nebraska City was a lively town on the

Missouri River. Situated at the eastern end of the emigrant and wagon roads that stretched across the empty prairies, the town was headquarters for a number of freight outfits including the famous Russell, Majors & Waddell. Here steamboats unloaded their cargoes to be transported overland on plodding bull trains to the mining camps, ranches, and Army posts of the new land. But the same railroad that built Nebraska City also ended its brief glory, as the tracks followed the sun ever-westward.³

NORTH PLATTE, NEBRASKA TERRITORY

North Platte was the first of the temporary towns to be known as "hell on wheels." Nearly the entire town consisted of prefabricated buildings that sheltered saloons, gambling halls, restaurants, boardinghouses, barbershops and other businesses. Many of them, notably the brothels, operated on the shady side of the law.

The end-of-track reached North Platte on October 24th, 1866. At the time, the town's population already stood at about 1,000 souls, but by the time the construction workers began to gather for the winter that number rose to around 5,000. Here the gamblers, soiled doves and others converged to prey on those assembled to build the Union Pacific in its race to Promontory Point.

General Jack Casement and his brother, Dan, held the contract to lay the rails and had four rail cars specially built to serve as the nerve center of their operations. The cars held the Casement brothers' office, as well as kitchens, dining halls, and bunkhouses for their crews. In addition, the cars carried a thousand rifles in racks located wherever it was convenient. A glass-plate picture by railroad photographer Andrew J. Russell, who had served as a captain in the U.S. infantry during the Civil War, pictures General John S. Casement and his outfit (circa 1867-1868) along the U.P.R.R. tracks. On the roofs of the cars are tents and wooden sheds built by the men, apparently to escape the summer heat and the vermin. After being detached to make photographs for the U.S. Military Railroad Construction Corps during the war, Russell now was working as a company man for Major-General Grenville Dodge, chief engineer for the railroad.

Despite the Freund brothers advertising themselves as "pioneer armorers to the Union Pacific Rail Road," a search of the records of both the Union Pacific and the Casement brothers fails to reveal any evidence that the Friends ever were actually in the employ of the U.P.R.R. To set the record straight, herewith is presented a letter from Wm. G. Murphy, U.P.R.R., director of public relations, dated December 7, 1949:

The names of Frank W. and George Freund do not

appear anywhere in any of these records (i.e., Chief Superintendent General S. Reed's, the Casement brothers' or another contractor's account books). We know that the Casement brothers' construction train was practically a self-contained mobile combination of office, sleeping quarters, commissary, workshop, and arsenal. Its equipment included a thousand rifles, principally U.S. Army Springfield; the men were trained and drilled in defense against attacks of the hostile Indians. One of the cars in the construction train was fitted up as a blacksmith shop. It seems likely that repairs of the weapons in the Casement equipment were made by their own skilled men. The small arms, revolvers, and pistols (private property of the individuals) were repaired by the tradesmen making that a part of their regular business.

In the absence of any positive evidence in our records to establish the fact, I believe I can say conclusively that the Freund brothers had no official or employee relationship with the Union Pacific company.

However, with all the guns being carried by the 5,000-10,000 tracklayers and other workers in these "hell-on-wheels" trains and towns, there was an ample supply of gunsmithing work available to the Friends in addition to a considerable trade in ammunition and new and used firearms. Of interest is the fact that the brothers must have been so busy during this period that Frank did not have the time to build fine guns, or to apply for any of his patents, until the Friends had settled in at Denver during the early 1870s.

The Freund's branch shop in North Platte was short-lived, since the town itself was literally dismantled and transported to the next end-of-track.

JULESBURG, COLORADO TERRITORY

The Union Pacific reached Julesburg on June 25th, 1867, and before the end of July most of the town that had been North Platte was reassembled and in operation in the new territory of Colorado. This latest "hell-on-wheels" camp was even larger and more vice-ridden than the first had been.

Here in Julesburg a certain clique of gamblers and other shady characters decided to seize control of the town and refused to pay the Union Pacific for the lots they occupied. So the U.P.R.R. wired General Jack Casement and told him to take as large a force as he deemed necessary to clean up the situation. Casement hand-picked two hundred of his brawniest trackmen, armed them, loaded them onto a train and steamed eastward. When confronting the gang leaders, Casement ordered his men to open fire and not to care who they hit. Before Casement left, the surviving rebels were begging him to let them pay for the quarters they occupied in

Julesburg. Others of their number were allowed to stay on for free, forever occupying unmarked graves on the edge of town.

Photographer Russell managed to put onto glass the real character of Jack Casement, who to his men seemed "seven feet tall and tough as nails." Along with Casement's Cossack hat and bullwhip, Russell's portrait captures the strength and psychological stature of the general who in reality stood barely five feet tall.

By the middle of August 1867, the Union Pacific was advertising that it was ready to begin selling lots in yet another new town. The Freund's stay in Julesburg was of short duration since they managed to beat even the first trains to Cheyenne.

CHEYENNE, DAKOTA TERRITORY

The Union Pacific tracks reached Cheyenne on November 17th, 1867, and the first train that reached the town was made up of flatcars piled high with the numbered sections of buildings that had been dismantled and moved from Julesburg. But Frank and George Freund already had been in Cheyenne two months by then, as witnessed by their ad that appeared on September 19th in the first newspaper in town, N.A. Baker's *Cheyenne Daily Leader*:

Freund & Bro.
Manufacturers and Importers of
GUNS, PISTOLS, AND CUTLERY
East side of Eddy Street, Cheyenne, Dakota
Sporting apparatus and all kinds of Fixed
and Loose Ammunition, Double, Single Barreled
Rifles and Shot Guns made to order.
Every kind of repairing done with
NEATNESS AND DISPATCH
Agents for
E.I. DuPont & deNemours & Co.'s.
celebrated
SPORTING & MINING POWDER!

Cheyenne was North Platte and Julesburg all over again, but even bigger, more vigorous, and more lawless; and according to the Union Pacific, it was the gambling capital of the world. There were six bonafide theaters and at least seventeen "variety halls," which usually meant a saloon, theater, and fancy bordello combined under one roof. The *Daily Leader* ran a regular column under the standing head "Last Night's Shootings," and it is said that a local magistrate named Colonel Luke Martin levied a ten-dollar fine on any man who drew a gun on another person within the Cheyenne city limits, regardless of "whether he hit or missed."

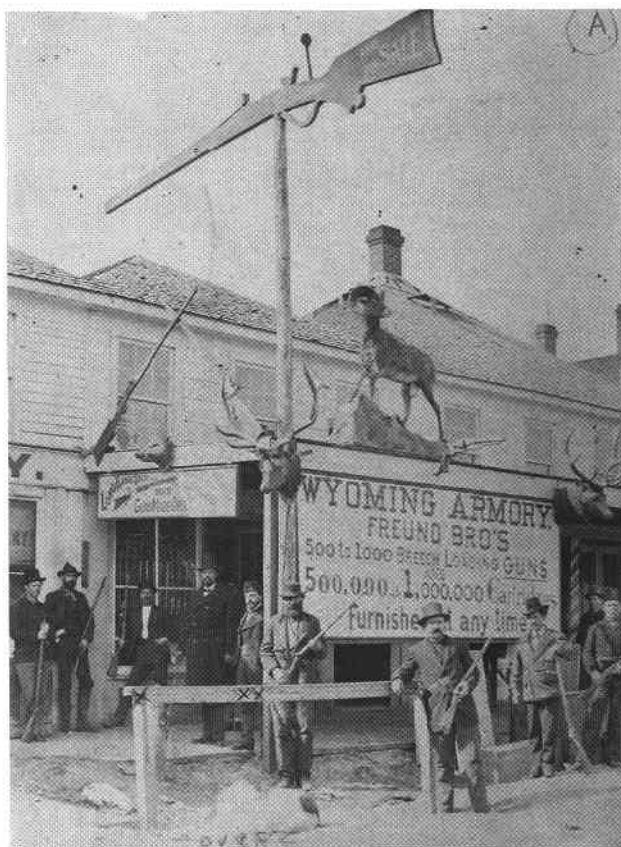


Figure 3. Wyoming Armory, Cheyenne, W.T. From the guns pictured, this picture would have to date from 1874–1876. (Freund Family Collection)

This was Dakota Territory and its capital, Yankton, was far away. Law enforcement was practically nonexistent.

Cheyenne's population soared to ten thousand following the arrival of the steel rails. Even legitimate firms were doing exceptionally well. Probably the Freund brothers could not have been in a better area for the success of their gun repair and sporting goods business.

The first known photograph of a Freund brothers store is of the one in Cheyenne, the only railroad town on the U.P.R.R. main line where Frank had a shop (or armory, as he chose to call it) continuously throughout the entire period he lived in the West. Freund's "Wyoming Armory" was located on Eddy Street (later the name was changed to Carey Street).

During those early times in Cheyenne, men lived and carried on their businesses in whatever they could find for shelter—be it dugout, tent, shanty, or canvas-and-frame shack. Several thousand such primitive structures were scattered over the townsite in the first months. Some of them must have been fairly large in order to accommodate the dance halls, gambling halls, and saloons (and the attendant crowds of humanity that piled into them for entertainment on paydays). Like many boomtowns that mushroomed, in time Cheyenne's crude, solvently look faded as more substantial and permanent buildings rose.

But whatever it may have lacked in appearance, early

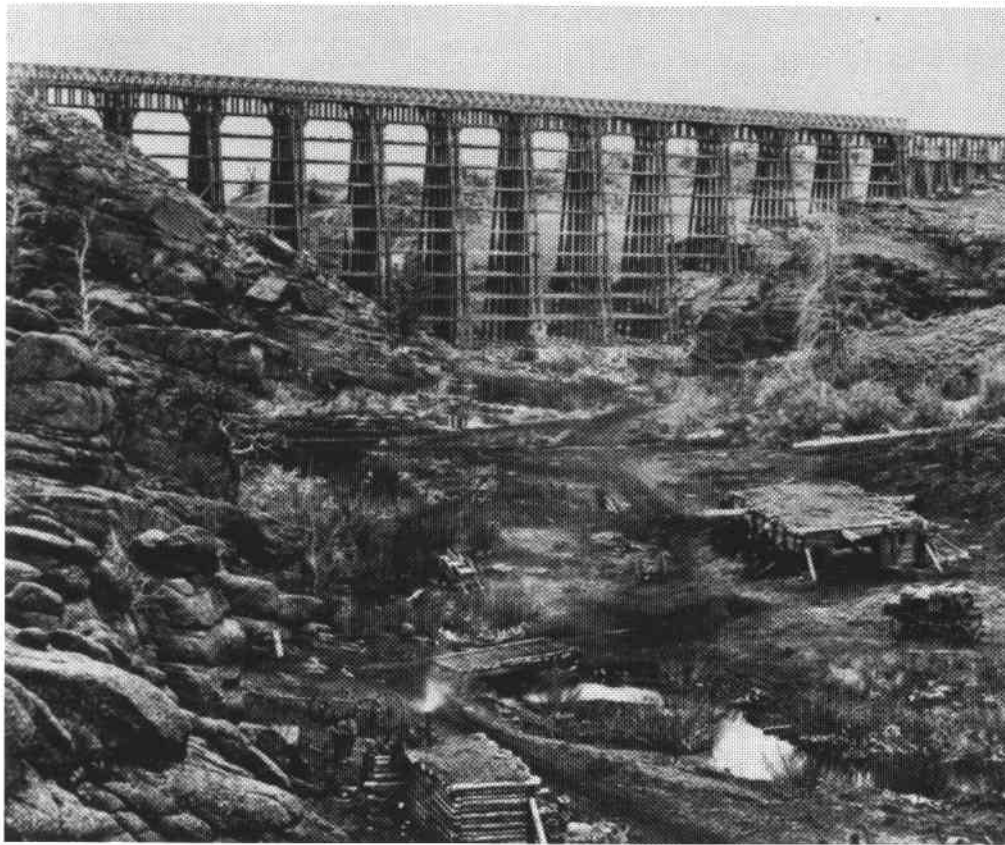


Figure 4. The impressive Dale Creek Bridge in Wyoming, at Mile 550. Instead of a more economical and secure earthen fill, this unsafe bridge 700 feet long and 126 feet above the creek bed, was built. It swayed dangerously in modest winds, and passing trains were slowed, despite the fact that guy wires and cable were attached to diminish the sway. The Freund brothers had a gun shop at Dale City for a short period of time. (Courtesy Union Pacific Railroad Museum Collection)

Cheyenne made up for in liveliness. As in all railroad terminus towns, a lawless and often violent way of life prevailed among a considerable segment of the population. Because of that problem and the Indian danger along the advancing rails, most men carried or at least owned a gun of some kind.

No doubt the Freund brothers did a good business selling arms and ammunition, and repairing firearms, even at this early date in Cheyenne. They were listed among the first nineteen dealers and jobbers of the newly-organized Winchester Repeating Arms Company of New Haven, Connecticut. In addition to the latest brass-frame Model 1866 Winchester, the brothers also likely handled many other types of longarms and handguns; and repaired everything from muzzleloaders and shotguns to new breechloaders and repeaters like the Henry, Winchester, and Spencer. The most popular revolvers were still the big Colt and Remington percussion models.³

But the tracks continued moving ever-westward. By March of 1868 the winter weather had started to break and the rails were snaking their way up and over the Black Hills (not the Black Hills of present-day South Dakota, but those to the west of Cheyenne). By the last week of April the Union Pacific had worked its way to Sherman, which at 8,242 feet was the highest point on the U.P.R.R. Beyond Sherman, the railroad continued pushing westward across Wyoming.

DALE CITY, DAKOTA TERRITORY

Just a few miles beyond Sherman the Union Pacific had built the Dale Creek Bridge, 126 feet above almost-dry Dale Creek. The 700-foot-long structure was guyed with ropes and wires against the ever-present Wyoming winds and the shock of rolling trains (which necessarily were obliged to slow down when crossing). The bridge was completed on April 27th, 1868.

The sole mention this author has found of the Freund brothers' presence at Dale City, was an advertisement that ran in the *Sweetwater Mines* on May 22nd, 1868. The ad mentioned the Freund's store in Cheyenne and also a branch on Main Street, Dale City, Dakota Territory. Certainly it was a short-lived location, since the head-of-track reached Laramie City on June 18th. Laramie was a division point on the U.P.R.R. and as such was a more substantial town that would continue to grow.

LARAMIE CITY, DAKOTA TERRITORY

Laramie City was destined to live the high-life of a terminus town for all of three months. There, Freund & Bro. again set up shop; selling guns, pistols, ammunition, and



Figure 5. The Freund's "Sweetwater Armory" at Laramie City, W.T. (Photo by A.D. Hull, 1868; courtesy Freund Family Collection)

doing repairs. Other than their Cheyenne Armory, the Freund's shop in Laramie City would operate longer than any other they had along the Union Pacific route.

The Laramie shop was still in operation during the summer of 1869, when Freund & Bro. advertised their "Sweetwater Armory" there. Fortunately, a good photograph of that store exists today.

There have been reports that the Freund brothers also had gun shops in Benton, Green River, or perhaps Bryan City, Wyoming, but the author has been unable to find evidence to confirm this. Probably if the brothers had a presence in those towns it was only in the form of an agent who received orders, or guns for repair, and then shipped them on the railroad back to Laramie City or Cheyenne.

Eastern excursionists were beginning to flock over the Union Pacific line, caught up in the excitement of "pioneering," and finding it great sport to shoot buffalo from the safety of a train. Many were equipped with shiny new Ballard or Sharps rifles; eager for a shot at the western buffalo, antelope, mountain deer, and even the grizzly bear found along or near the railroad right-of-way. Finding themselves in the right spot at the right time, Frank and George Freund must have done a great business supplying the tourists with sporting ammunition and other necessities.

Still, the Casement brothers and their track-laying crews

continued pushing westward across Wyoming. The next "hell-on-wheels" boomtown in which we find the Freund brothers is Bear River City, also known as "Beartown."

BEAR RIVER CITY, WYOMING TERRITORY

Before the track layers reached Bear River City in October of 1868 it had been a tie hack and loggers' camp; afterward, it was considered by many as the worst "hell-on-wheels" town of them all.

Soon Bear River City was home to 2,000 people and 140 buildings were erected there, seemingly overnight. It boasted more than its share of riffraff and hard cases in addition to a newspaper, the *Frontier Index*, that was published by Leigh Freeman, a militant enthusiast of vigilante justice.

Freeman was run out of town early by the rough crowd and his press was destroyed by 200 track graders whose friends were in the Beartown jail. The vigilantes retaliated and their first burst of rifle fire killed seventeen or eighteen of the graders. The fight quickly ended with the graders retreating back to their camp.

The end came soon for Bear River City too, as the end-of-track moved past the town and emptied it of its roisterous population. With all of the excitement and shooting, Bear River City had of course been home to a Freund &

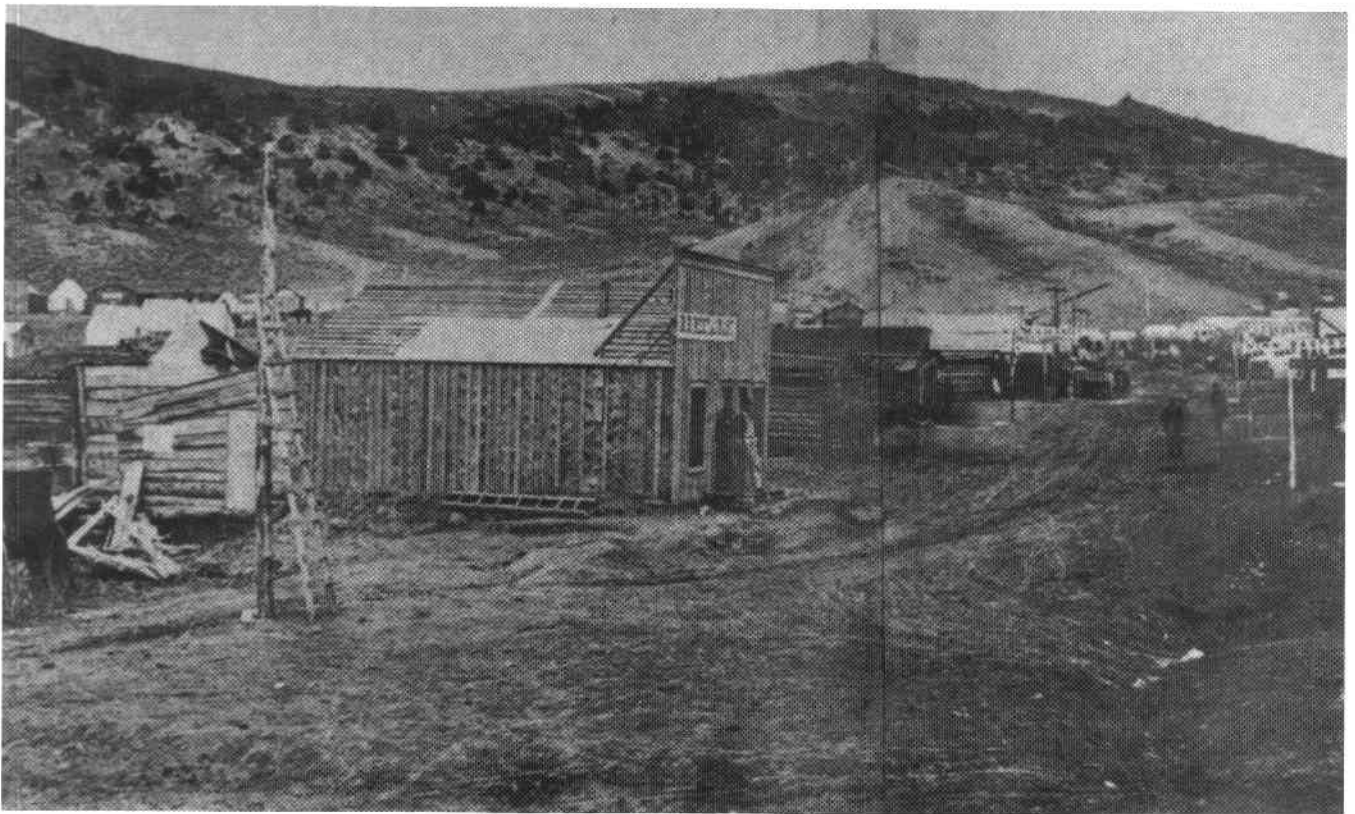


Figure 6. Bear River City, W.T. was one of the “hell-on-wells” towns along the Union Pacific. It was located on White Sulphur Creek, 965 miles west of Omaha near the present Utah-Wyoming border. (A.D. Russell photo, 1868)

Bro. gun shop with their trademark rifle-sign above one of its board-and-canvas buildings. But the brothers' stay there doubtless was a short one as the railroad moved westward into Utah. When the U.P.R.R. failed to put even a switch or siding at Bear River City its people moved on and within a year the town did not exist at all.

Always following the railroad, the Friends next logical stop would have been Ogden, Utah Territory. But there was a major drawback in that town—Jonathan Browning had settled in Ogden in 1852, and his gun shop was well established by the time the U.P.R.R. arrived in 1869 with fourteen-year-old John M. Browning working there part-time. So the Freund brothers moved on instead to Salt Lake City and Corinne.

SALT LAKE CITY, UTAH TERRITORY

The Union Pacific had hoped to run a line around the south end of the Great Salt Lake and through Salt Lake City but had to give up on the idea since it would have added seventy-six miles of track and many steep grades at substantial extra cost. So Salt Lake City was bypassed to the north by the rails, just as Denver had been earlier, and the directors had the unpleasant task of breaking the news to Brigham Young that his city—this monument—would not be on the main line of the railroad.

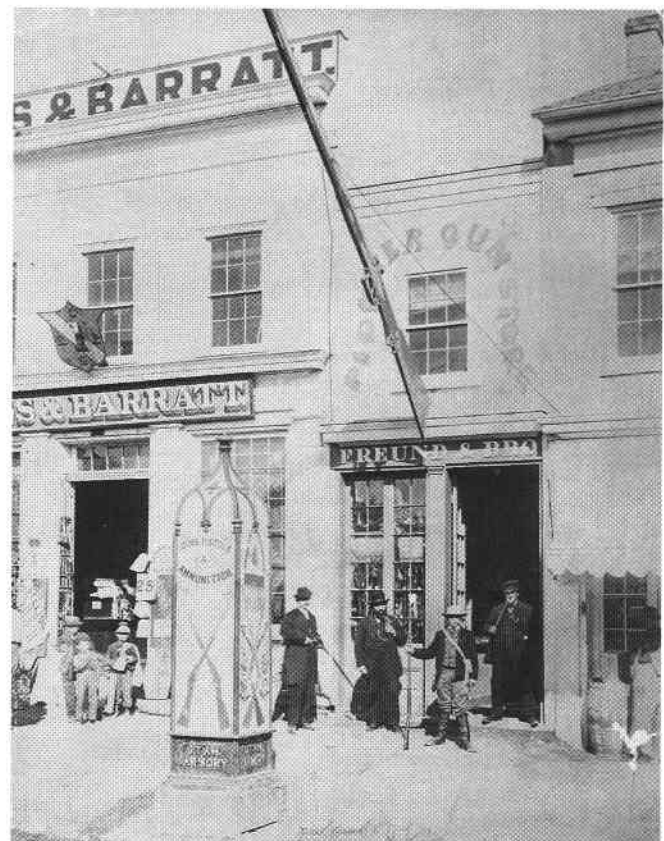


Figure 7. Freund & Bro. gun shop in Salt Lake City, Utah. Frank W. Freund is holding the shotgun in the center of the photograph, which probably was taken in 1868 or 1869. (Freund Family Collection)

Not surprisingly, the Mormon leader was furious and threatened to throw his support to the competing Central Pacific if they would build their line along the southern route. But the C.P. R.R. agreed with the Union Pacific and Young finally had to compromise for a branch line serving Salt Lake City. Thus was the Utah Central built, connecting the capital city with Ogden on the main line. Construction of the spur was completed on the tenth day of January, 1870.

By then the Freund brothers were already established in Salt Lake City, advertising the following in the *Salt Lake Directory and Business Guide* for 1869:⁴

We are Agents for the

WINCHESTER PATENT REPEATING RIFLES AND CARBINES.

For the whole west.

The rifles are capable of firing eighteen times in succession without reloading, and capable of being

fired twice in one second. Also for the

LEE FIRE ARMS COMPANY,

E.I. DUPONT DE NEMOURS & CO'S.

CELEBRATED SPORTING AND MINING POWDER, etc.

In the Freund Family Collection there is a copy of *Mackey's Masonic Ritualist or Monitorial Instructions*, inscribed:

With Fraternal Regards

to

F.W. Freund

by

Th. Schenk

Salt Lake City

December 25,

1868

so perhaps Frank Freund was already established in Salt Lake City as early as Christmas of 1868. It is fortunate that a good photograph exists of the Freunds' Salt Lake City gun shop that was located on East Temple (now Main) Street between First and Second Streets South. An advertising broadside from that time and place is reproduced here too.

CORINNE, UTAH TERRITORY

Corinne was a town with an entirely different character than the Mormon capital. Situated north of Ogden and just twenty-eight miles from Promontory Point (where the east- and westbound rails joined), Corinne did not lack for saloons or other rowdy entertainment for the track crews. In a March 1869 issue of the local newspaper a reporter described the town as "built of canvas and board shanties. The place is fast becoming civilized, several men having been killed there already; the last one was found in the river with four bullets in

IN PEACE OR WAR

The value of a good and efficient "Shooting Iron" is beyond question, to

The Traveler, the Tourist,



Or the Resident Citizen.

FOR DEFENCE IN A FRONTIER COUNTRY,

In repelling AN INDIAN ATTACK, it is invaluable; and if the Sportsman or Hunter would seek the "Grizzly" in his home amid the Sublime Scenery of the Rocky Mountains, he must carry with him a weapon upon which he can rely.

The abundance of small game which invites the Sportsman to so many localities in the West, and the Mountain Streams abounding with the most delicious Trout, are inducements to every lover of sport to supply himself with the necessary articles for enjoying it, which he can obtain of

FREUND & BROTHER,
Manufacturers and Importers of

Fire-Arms, Ammunition,
Sporting Articles, Cutlery & Fishing Tackle
OF EVERY DESCRIPTION.

PIONEER ARMORERS ON THE UNION PACIFIC RAILROAD,

And in Utah, where can be found everything in the above line, wholesale and retail, at the lowest market prices. We call attention to our

BREECH-LOADING DOUBLE BARRELED SHOT GUNS

Of the latest improved American and English manufacture; with the best make of

PISTOLS, REVOLVERS AND DERRINGERS

Of every description, from the lowest prices to the highest finish. We are the only authorized Agents for the West for the celebrated

WINCHESTER 18 SHOOTING RIFLE AND WINCHESTER 14 SHOOTING CARBINE.

And of other manufacturers for the latest styles of Rifles, Shot Guns, Pistols, etc., etc.; also AGENTS for E. I. Dupont's celebrated Sporting and Mining Powder.

We also respectfully call attention to OUR OWN MANUFACTURE of Single and Double Barreled Rifles and Shot Guns, Telescope Rifles, etc., which we turn out in the best style of finish.

Cheyenne and Laramie, Wyoming Territory; Salt Lake City, Utah Territory; and the Terminus of the U. P. Railroad.

FREUND & BRO.

Figure 8. Broadside advertising, Freund & Bro. stores about 1868 or 1869 (Author's Collection)

him." The same reporter ventured that between Promontory Summit and Brigham City, thirty-six miles to the east, there were three hundred whiskey shops, all "developing the resources of the territory. There are many heavy contractors on the Promontory, but the heaviest firm I have heard of is named 'Red Jacket' (whiskey). I notice nearly every wagon that passes has a great many boxes with this name."

The pioneer western photographer, William Henry Jackson, also passed through Corinne in 1869 and left us with two pictures of the town's dusty main street. The familiar wooden rifle-sign of the Freund brothers' business is prominent, set up in front of the tent shop of watchmaker and jeweler John Kupfer.



Figure 9. Freund brother's gun shop located at Corinne, Utah. John Kupfers jewelry store also housed a hardware store in addition to the gun shop.
(Photo by William Henry Jackson)



Figure 10. A view looking toward the other end of Corinne's Main Street. The familiar rifle-sign of Freund & Bro. can be seen over the street in the left background.
(Photo by William Henry Jackson)

Obviously, a number of the Friends' shops during this period were railroad branches of the main Cheyenne Armory and were operated only briefly at the head-of-track towns. Perhaps Frank and George Freund even stood among the throng at Promontory Point on May 10th, 1869, as witnesses to the excitement when steel rails finally joined the continent. As the golden spike was ceremoniously driven home by directors of the U.P.R.R. and the C.P.R.R., the word "done!" was flashed eastward by telegraph and a great cry rang through the crowd.

With the completion of the railroad came the disappearance of many of the towns that had sprung up and flourished briefly during the construction days. Other towns settled down to orderly growth; some became cities. The track gangs

followed new excitements, such as the gold rushes in Montana and Idaho Territories and many businesses followed them.

Once again the Freund brothers were seeking yet another location for their gun shop, perhaps with the thought of a permanent place in a growing town.⁵ This time, however, they turned their eyes eastward.

SOUTH PASS CITY, WYOMING TERRITORY

Gold had been reported in the South Pass region as early as 1842. There was sporadic mining in the area from that time until June of 1867, when the "Carissa" mine was discovered followed by the "Miners Delight" three months



Figure 11. Freund & Bro.'s gun shop at South Pass City, Wyoming. The upstairs was—and still is—used as a meeting place by the Masonic Lodge. (Author's photo, 1994).

later. A number of additional mines soon were opened and thus began the South Pass mining boom that lasted from 1867 to 1869.

Towns were founded near the mines as the rush developed. The first to be laid out was South Pass City, on Willow Creek, about a half-mile below the Carissa mine. Others nearby were Atlantic City and Spring Gulch, also known as Hamilton City.

Located fifteen miles north of the Oregon Trail, South Pass City by 1869 had a population of 1,597 souls and was named seat of Sweetwater County that year. By 1872, the end of the mining boom, South Pass City's population had dropped to around 300. Today both South Pass and Atlantic City remain alive as romantic monuments to their gold rush past. Mining has been revived at various times over the years and in 1994 dewatering of the Carissa mine was begun. Perhaps yet another gold rush will occur at this historic old site.⁶

The Freund brothers came to the South Pass area in 1869 and first advertised in the *Sweetwater Mines* on May 27th, listing only their Cheyenne Armory in Dakota Territory and a branch location on Main Street in Dale City, D.T.⁷ The first mention of a Freund & Bro. gun shop in South Pass City—the impressive-sounding “Sweetwater Armory”—appeared in the July 14, 1869, edition of the *Sweetwater Mines*.⁸

Another Freund & Bro. advertisement, in the South Pass *News* of Wednesday October 27th, reads as follows:⁹

Freund and Brother would say to the citizens of South Pass and vicinity that their establishment will be closed about the sixth of November next. Those wishing a supply of arms or ammunition for the winter should call soon; and persons having arms at our shop for repairs are requested to call, pay charges, and take them away; otherwise, they will be stored away with our stock until next spring.

FREUND AND BRO.

The South Pass *News* of Saturday, April 10th, 1870, ran the Freund brothers' announcement that they were leaving South Pass City.¹⁰ At the bottom of the notice appears the date November 9, 1869.

The Freunds were back in South Pass City in the summer of 1870. The Arapaho braves had fled their camp and were attacking the various mining camps and roads of Sweetwater mining district.

The guns supplied by the government (100 weapons with ammunition in 1870) to the people of South Pass City for protection were not considered enough by the residents. The residents took arms from the Freund & Bro. gunshop. These arms and ammunition were to be returned to the Freunds, and the Freunds paid \$5.00 for each weapon damaged while

in use. The bill came to \$656.47. There are no reports of how Frank and George arrived at this amount.

The Freunds did purchase a business building in South Pass City, Wyoming. The building was partially destroyed by fire and reconstructed by Wyoming Lodge No. 2 of the Ancient Free and Accepted Masons.

The building today shows the layout of a shop that would have been consistent with most of the tent and clapboard stores of the Freund Brothers and others in their shops along the railroad and end-of-tracks towns. The front room was the sales and display room of the merchant. The back room was the shop where guns were repaired and warehoused.

At about this same time, several rumors surfaced concerning the Freunds, which should be addressed.

Frank W. Freund's name appears in the 1869 records of the Virginia City, Montana Territory, Masonic Lodge. However, nothing exists to indicate that the brothers ever had a shop there. A search of the records in Virginia City did not reveal that the Freunds ever owned property there.

On April 24, 1869, Frank Freund received four certificates of entry into the Masonic Order in Virginia City. It is the contention of this author that Frank Freund took his degrees in Masonry there only in preparation for joining a chapter or council in South Pass City. He remained a life-long member of the Masons and always paid his dues to the council in Cheyenne.

Some sources state that young John M. Browning worked for the Freund brothers, or that Frank Freund worked for Jonathan Browning, or in the mines as a machinist. But it is established fact that the fourteen old John Browning was working for his father in 1869. Frank Freund probably spent very little time in South Pass City during 1869 because he would have been busy traveling between Virginia City, Salt

Lake City, Corrine, and Cheyenne attending to the gun business. Jonathan Browning would have been equally occupied operating his Ogden gun shop, tannery, and sawmill, as well as venturing into real estate and the manufacture of plows, mill irons, and cut nails.

Perhaps the above rumors exist because the Freund brothers purchased their South Pass City building from a man named J.W. Browning of Ogden in The Utah Territory. That particular Mr. Browning sold the property to J.O. Farmer on May 6, 1869. Frank W. Freund bought the building from Hugo Rohn on the following 14th of October, apparently just in time to leave South Pass City for the winter.

Where the Freund brothers spent the winter of 1869-70 is not recorded. Perhaps they returned to attend to business at their armory in Cheyenne, where the weather was milder, and from there began to study the business climate of a burgeoning town one hundred miles to the south—Denver.

FOOTNOTES

1. Nebraska City News, 19 January, 1867. Courtesy Nebraska State Historical Society, Donald F. Danker, archivist.
2. "Freund & Bro., Gunmakers on the Frontier" by John Barsotti in Gun Digest, Eleventh Edition, 1957.
3. Ibid
4. Ibid
5. Ibid
6. Author's visit to South Pass City, Wyoming in June 1994.
7. The Sweetwater Mines, 27 May, 1868, page 4. Courtesy American Heritage Center, University of Wyoming, Laramie.
8. Ibid. 14 July, 1869, page 2. American Heritage Center, op. ct.
9. The South Pass City News, 27 October, 1869, page 6. American Heritage Center, op. ct.
10. Ibid. 9 April, 1870, page 1. American Heritage Center, op. ct.
11. Article by Gerald O. Kelter, in Single Shot Rifle News, Volume 45, Issue Number 3 (May-June, 1991).
12. Huscas, Marion McMillian, "Sweetwater Gold," Wyoming's Gold Rush, 1867-1871. Cheyenne Corral of Westerners, International Publishers, 1991.