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Place Names in Colorado (B)*

Bachelor, Mineral County. Named for the Bachelor Mine, which was staked out in 1884 by George Wilson. One version is that the camp was so-named because of the absence of women. Between 1895 and 1908 the town had a population of more than a thousand inhabitants. It was abandoned after the highway was built, the population moving to Jim Town, which later became Creede.¹

Bachelor Switch, Ouray County. This town was named for the Bachelor Mine, Uncompahgre District,² and its location at a switch on the Rio Grande Southern Railroad.³

Bailey, Park County. Bailey was named for a settler, William Bailey, who established a hotel and stage station here in 1864. The station was known as Bailey's Ranch; the later settlement adopted the name, later shortening it.⁴ In 1878 the narrow-gage Denver & South Park Railroad made Bailey its terminal.

Bakers Crossing, Arapahoe County. In 1859 Jim Baker, famous Mountain Man, established a small store here and operated a toll bridge, built to replace the old ferry; hence the name. Baker's adobe house stood on the south side of Clear Creek, near what is now 53rd and Tennyson Streets in the present city of Denver.⁵

Bakers Park, San Juan County. This was the first permanent settlement on the present site of Silverton, and was named for the surrounding area, which had been called Bakers Park since 1860. In that year Capt. Charles Baker, an adventurous prospector, obtained a grub-stake and set out to prospect the little-known San Juan region. He found gold near the site of the later town, and for a number of years he continued to work the region. Baker's reports were largely responsible for the settlement of the region.⁶ In 1875 the inhabitants of this settlement voted on the names of Silverton or Greenville, the latter name chosen to honor the owner of the local smelter; the former name was adopted.⁷

*This article has been prepared by the Colorado Writers' Project and the State Historical Society's W.P.A. Project. A story on Colorado towns whose names begin with "A" appeared in our issue of January last.—Ed.

¹Charles Henderson, *Gold, Silver, Lead, Copper and Zinc in Colorado in 1918*, (pamphlet, U. S. G. S.); and *The Trail*, XVI, no. 7, p. 17.

²Statement by L. R. Rist, Superintendent of Uncompahgre National Forest.

³U. S. G. S. topographic map, Ouray Quadrangle.

⁴*The Trail*, XIII, no. 9.

⁵Nolie Mumey, *Life of Jim Baker*, 217.

⁶*Rocky Mountain News*, Nov. 14, 1877.

⁷State Historical Society, pamphlet 362/26.

Bakerville, Clear Creek County. The settlement, about six miles below Georgetown, was named for John Baker, who, with William F. Kelso and Dick Irwin, discovered the Baker Mine on Kelso Mountain in the summer of 1865.⁸

Bald Mountain, Gilpin County. Bald Mountain, a mining town, was named for its location at the foot of the peak of that name, so called for its bald crest. The name was chosen for the post office here by the Federal Government in 1859, but the settlers refused to accept the name for the town itself and continued to refer to the settlement as Nevada or Nevada City.⁹

Baldwin, Gunnison County. This was originally the name of a coal camp across the hill from the site of the present town. Since there is no record of a person of this name having lived in the camp, it is believed that it was named for someone living in the East.¹⁰

Balzac, Morgan County. The town is believed to have been named for the 19th century French author, Honoré de Balzac.¹¹ There are three towns of this name in Colorado, all ghost towns.

Barela, Las Animas County. Named for Casimero Barela, known as the "Perpetual Senator," having served Las Animas County as its representative for 40 years (1876-1916). He owned extensive properties in Las Animas County, and in New Mexico and Old Mexico, and a coffee plantation in Brazil. His home at Rivera, near Barela, was maintained with all the pomp and state of a feudal lord.¹²

Barnum, Denver County. Incorporated in July, 1887, this suburb of the State's capital was named for P. T. Barnum, famous showman, who purchased a large tract of land here in the 1880s as winter headquarters for his circus.¹³ An early day mining town in Gunnison County was named for a Mr. Barnum who owned a large ranch near-by.¹⁴

Barr Lake, Adams County. This town, founded in 1884 and first known as Platte Summit, was renamed Barr City, for a civil engineer of the Burlington Railroad. The name was later changed to its present form.¹⁵

Bartlett, Baca County. When the Santa Fe Railroad built a branch line through here to the town of Pritchett in 1928, they named the section point Bartlett, for an official of the railroad.¹⁶

⁸*The Great West*, Dec. 25, 1880.

⁹Frank Hall, *History of the State of Colorado*, III, 419.

¹⁰Letter from John A. Steel, Gunnison, Colorado.

¹¹*Place Names in Colorado*, M.A. thesis by Olga Koehler, University of Denver, 1930.

¹²Frank Hall, *History of the State of Colorado*, IV, 383.

¹³Frank Hall, *History of the State of Colorado*, III, 285.

¹⁴Ernest Ingersoll, *Crest of the Continent*.

¹⁵Letter from Mrs. Clara P. Sutton, Barr Lake, Colorado.

¹⁶Letter from Thomas A. Shyer, Postmaster at Bartlett, Colorado.

Basalt, Eagle County. Founded in the late 1890s when the Colorado Midland Railroad was built through here, and used as a railroad division point. The town was named for Basalt Peak (10,800 altitude), which rises from the center of a large outcrop of basaltic lava.¹⁷

Bassickville, Custer County. Bassickville took its name from E. C. Bassick, who discovered the Bassick Mine in 1877.¹⁸ At one time Mrs. Bassick found it impossible to obtain credit for a paper of pins in the neighboring town of Rosita, but a few months later her husband was able to refuse an offer of \$1,700,000 for his mine. The town's name was later changed to Querida.¹⁹

Battle Creek, Routt County. The town is named for the nearby stream, which derived its name from a battle fought on its banks in August, 1841, between a party of white hunters and their Shoshone allies and a band of Cheyenne, Arapaho, and Sioux. The whites were led by Henry Fraeb, usually called Old Frappe, who was killed in the fighting.²⁰

Baxter, Pueblo County, was named for O. H. P. Baxter, Colorado pioneer of 1859. He took up the land, twenty miles east of Pueblo, upon which the settlement was founded.²¹

Baxter Pass, Garfield County. This station on the Uintah Railway was named for C. O. Baxter, an official of the Barber Asphalt Paving Company of St. Louis, Missouri, a concern that developed asphalt deposits in the area.²²

Bayfield, La Plata County. The town was laid out by Mr. W. A. Bay, for whom it was named.²³ The post office was formerly Los Pinos.

Bear Gulch, Fremont County. The official name of this hamlet is Fremont, probably for the Fremont Mine; however, local inhabitants call it Bear Gulch.²⁴

Bear River, Routt County. The town was founded in 1915, with the opening of the Bear River Coal Mine, and was named for the stream that flows at one edge of the town.²⁵

Beaver, Fremont County. The town was probably named for the many beaver in the near-by stream. It was established as a post

¹⁷U. S. G. S., *Origin of Certain Place Names in U. S. A.* (Bulletin No. 258), 38.

¹⁸Frank Fossett, *Colorado* (1880), 466-467.

¹⁹*The Trail*, XIX, no. 5, p. 10; and the *Colorado State Business Directory* of 1885.

²⁰L. R. Hafen, "Fraeb's Last Fight and How Battle Creek Got Its Name," *Colorado Magazine*, VII, 100-101.

²¹*The Trail*, II, no. 12, p. 25.

²²Statement by F. A. Kennedy, Baxter Pass, Colorado.

²³Information by J. E. Tiffany, Bayfield, Colorado.

²⁴*Camp and Plant Magazine*, I, no. 7, p. 89.

²⁵Letter from Henry J. Dadds, Postmaster, at Bear River, Colorado, to State Historical Society, Jan. 27, 1935.

office in 1864.²⁶ There are sixty-two place names in the State with "beaver" as part of their construction.

Bedrock, Montrose County. The post office here is built on a bedrock of sandstone, which probably accounts for the name of the village.²⁷

Beecher Island, Yuma County. This post office-store was named for the island in the Arikaree River where Lieut. Fred H. Beecher was slain on September 17, 1868, during a battle between military scouts and Cheyenne Indians led by Roman Nose.²⁸

Belden, Eagle County. Belden was named for Judge D. D. Belden, who discovered the Belden Mine in 1879 and built a smelter here the following year. He operated the smelter until the Denver & Rio Grande Railroad entered the region the following year, thus facilitating the shipment of ore to larger centers.²⁹

Bells Camp, Eagle County. This early mining and logging camp, founded during the 1800s, was named for a Dr. Bell who lived here. The post office was at Red Cliff and mail was carried in twice a week.³⁰ The camp was originally known as Cleveland.

Bellvue, Larimer County. This name is a combination of two French words, "belle"—beautiful, and "vue"—view. It was given to the settlement in 1882 by its founder, Jacob Fowler, one of the first pioneers to demonstrate that fruit could be successfully grown in Colorado.³¹

Bents Fort, Bent-Otero County Line. This early trading post was named for its builders and managers, William and Charles Bent, who, with their partner, Ceran St. Vrain, established it for trade with the Cheyenne, Arapaho, Kiowa, and Comanche. The first important trading post in southern Colorado,³² it employed about one hundred men; it was occupied also by women and children, chiefly the Indian wives and half-breed offspring of the white employees. It was, in effect, a full-fledged frontier town.

Bergen Park, Jefferson County. Bergen Park was named for Thomas C. Bergen, who settled here in 1859, and who was one of the earliest settlers of the mountain region west of Denver. Mr. Bergen managed a hotel and stage station here for many years, and the entire surrounding area is called Bergen Park. Near-by Bergen Reservoir was built by Mr. Bergen in 1872.³³

Berthoud, Larimer County. This place was first called "Little Thompson." After the Colorado Central reached here in 1877, the

name was changed to Berthoud, to honor Capt. Edward L. Berthoud, chief civil engineer of the railroad. Capt. Berthoud was also the discoverer of Berthoud Pass.³⁴

Berwind, Las Animas County. This town, founded in 1888, when the Colorado Fuel & Iron Corporation opened the coal mines in this area, was named for E. J. Berwind, chairman of the Board of Directors of the corporation.³⁵

Bessemer, Pueblo County. In 1880 Gen. William Palmer, president of the Denver & Rio Grande Railroad, laid out the town of Bessemer—now a part of Pueblo—and named it for Sir Henry Bessemer, inventor of a process for reducing iron ores.³⁶

Bethune, Kit Carson County. This town, founded during the World War, was named for a town in France, possibly because some of the young men of the region had been sent overseas to that sector.³⁷

Beulah, Pueblo County. Founded in the early 1860s, this community was first known as Mace's Hole, because a Mexican outlaw named Juan Mace had formerly made the valley his hiding place. Later a Reverend Gaylord settled here, and feeling that the older name lacked beauty he suggested the present name. Silver Glen was also proposed; but at a voting held at a social gathering, Beulah won by two votes.³⁸ Beulah is a Hebraic word meaning "married" or "inhabited."³⁹

Blackburn, Custer County. The town was named for a Mr. Blackburn, an Englishman who owned a ranch here.⁴⁰

Blackhawk, Gilpin County. Blackhawk derives its name from that of an early mining company, Lee, Judd and Lee, who in 1860 brought into the mountains a quartz mill bearing as a trade-mark the name of the famous Indian chief, and established themselves here.⁴¹ Black Hawk, Mountain City and Central City were contiguous and formed practically a continuous settlement.⁴²

Blaine, Baca County. Formerly known as Artesia,⁴³ the town was re-named for an early settler of the region.⁴⁴

Blanca, Costilla County. This community, born of a land lottery in 1908, when people in all parts of the Country were sold small tracts of land here with the understanding that they would

²⁶O. L. Baskin (Publisher), *History of the Arkansas Valley*, 627.

²⁷Data from Thomas Allen, State Coal Mine Inspector.

²⁸Eugene Parson, *A Guide Book to Colorado*, 338-340.

²⁹Interview with Mrs. William Greiner, by E. C. McMechen in 1924.

³⁰*Ibid.*

³¹Ansel Watrous, *History of Larimer County, Colorado*, 188.

³²G. B. Grinnell, *Bent's Old Fort and Its Builders*.

³³Interview with William H. Bergen, son of T. C. Bergen.

³⁴Frank Hall, *History of the State of Colorado*, IV, 189; and A. Watrous, *History of Larimer County*, 196.

³⁵*Colorado Magazine*, IX, 172.

³⁶*Denver Post*, Nov. 16, 1913.

³⁷Information from H. S. Hoskins, Burlington, Colorado.

³⁸Edith Townsend. Manuscript at State Historical Society Library.

³⁹Webster's Dictionary.

⁴⁰Information from Georgianna Kettle and Ranger R. M. Truman, San Isabel National Forest.

⁴¹Frank Hall, *History of the State of Colorado*, III, 407.

⁴²O. L. Baskin (Publisher), *History of Clear Creek and Boulder Valleys*, 217.

⁴³*Two Buttes Sentinel*, Jan. 11, 1923.

⁴⁴Information from Dolores Chacon, Trinidad, Colorado.

be eligible for a free drainage for larger plots of ground, was named for its location at the foot of Mount Blanca (14,363 alt.)⁴⁵ Blanca is a Spanish word meaning "White,"⁴⁶ and refers to the snow-capped summit of the mountain.

Bloomfield, Summit County. Founded in 1860, this town was named for J. M. Bloomfield, one of the promoters of settlement in this region. With J. H. Cotes and a Dr. Vance, he was appointed to donate town lots to persons willing to build on them.⁴⁷

Boettcher, Boulder County. Founded in 1926, the town was named for Charles Boettcher, pioneer industrialist and president of the Ideal Cement Company, which owns the town site.⁴⁸ There is a freight station in Larimer County with the same name.

Boggsville, Las Animas County. The town, the first seat of Bent County, was founded in 1866 and named for Thomas O. Boggs, pioneer settler. His partner, J. W. Prowers, is said to have brought the first herd of cattle into this region.⁴⁹

Bonanza, Saguache County. This town was so named because of a remark made by one of the prospectors whose discoveries led to the settlement of the region. Finding a particularly rich vein this man exclaimed, "Boys, she's a bonanza!" The name clung to the town that grew up on the site of this strike.⁵⁰ At the height of its prosperity, the town had a population of more than thirteen hundred, and hundreds of claims were located. Many mines were opened, but only a few proved valuable enough to warrant extended operation. After 1882 the population drifted away.⁵¹ Bonanza is a Spanish word meaning "prosperity," and was frequently applied to a rich body of ore.

Bon Carbo, Las Animas County. The name is a corruption of "bon carbon," French for "good coal," and was given by Abe Thompson, official of the American Smelting & Refining Company, about 1915. Coking is done in the vicinity, at Cokedale.⁵²

Bondad, La Plata County. The name is Spanish, meaning "goodness,"⁵³ and probably refers to the natural bounty of the region.

Bonita, Gunnison County. The name is Spanish, meaning "pretty" or "neat," and was possibly applied because of the scenic beauty of the vicinity.⁵⁴

⁴⁵Interview with E. Medino, Superintendent of Schools, San Acacio, Colorado.

⁴⁶Spanish-American Dictionary.

⁴⁷*Rocky Mountain News*, Sept. 12, 1860.

⁴⁸Interview with Charles Boettcher, Denver.

⁴⁹Baskin, *History of the Arkansas Valley*, 834-835.

⁵⁰Letter of C. M. Buck to State Historical Society, Feb. 21, 1935.

⁵¹Frank Hall, *History of the State of Colorado*, IV, 306-307.

⁵²Information from George H. Lake, Principal of Bon Carbo Schools, Oct. 10, 1935.

⁵³*Place Names in Colorado*, M.A. thesis by Olga Koehler, University of Denver, 1930.

⁵⁴*Ibid.*

Boone, Pueblo County. Named by Col. A. G. Boone, great-grandson of Daniel Boone, Kentucky pioneer. The town was first known as Booneville and Boon Town. The colonel served as postmaster here for several years,⁵⁵ and was an early Indian Agent on the Arkansas.⁵⁶

Bordenville, Park County. This ghost town was named for O. A. Borden, an early settler.⁵⁷

Borstville (Borst), El Paso County. This station on the Denver & Rio Grande Railroad was named for William W. Borst of Colorado Springs, who was appointed the first general superintendent on the railroad by General Palmer in 1871.⁵⁸

Bortonsburg, Summit County. Bortonsburg was named in 1861 in honor of Colonel Borton, who located a claim in Illinois Gulch, just below the town.⁵⁹

Boston, Baca County. This ghost town, founded in 1886, and possibly named for the eastern city, was once the largest town in the county. The notorious Jennings Gang, hold-up men and bandits, used the town as their headquarters, doing much to give it the reputation as one of the toughest towns on the frontier.⁶⁰

Bough Town, Lake County. Founded in 1860, this settlement received its name from the many early dwellings made of boughs stripped from near-by trees. At one time the town had a population of five thousand, but by 1872 most of the placers were worked out and the population moved away. One of the last acts of the departing miners was to pull down the log gambling hall and pan the dirt floor for the gold dust that had spilled from the gaming tables.⁶¹ In its later days the town was called Oro City (Gold Town). Today hardly a trace of the camp remains.⁶²

Boulder, Seat of Boulder County. Gold seekers came here in the fall of 1858. The city, named for the profusion of boulders in the vicinity, was the outgrowth of mining activity in the mountains to the west.⁶³ The Boulder City town company, consisting of fifty-six members, was formed in February, 1859.⁶⁴ The shareholders were divided into two parties; one favored selling the town lots at a thousand dollars each and thus assuring a huge profit for the promoters; the other favored giving alternate lots to those who would build on them. The get-rich-quick party won, but the lots failed to sell at such an extreme price and the scheme collapsed, while many

⁵⁵Frank Hall, *History of the State of Colorado*, II, 249-250.

⁵⁶George Bird Grinnell, *Bent's Old Fort and Its Builders*.

⁵⁷*Colorado State Business Directory*, 1881, p. 71.

⁵⁸*Rocky Mountain News*, May 22, 1872.

⁵⁹*Ibid.*, July 31, 1861.

⁶⁰J. R. Austin, *A History of Early Baca County* (1936), 27.

⁶¹E. Ingersoll, "The Camp of the Carbonates," *Scribners Magazine* (Oct., 1879), 802.

⁶²*The Trail*, XIX, no. 5, p. 13.

⁶³Baskin, *A History of Clear Creek and Boulder Valleys*, 382.

⁶⁴*Ibid.*, 401.

miners left the region for other places.⁶⁵ Later, many of the disappointed gold seekers began to settle on farms and ranches in the surrounding area.⁶⁶ There are seventeen place names in the State with "boulder" forming part of their construction.

Bovina, Lincoln County. Bovina is a Spanish word referring to cattle, and was probably given to the town because of its location in an area where cattle raising was the chief industry when the village was founded in 1890.⁶⁷

Bowen, Las Animas County. This village was named for Thomas E. Bowen, a lawyer of Del Norte, later United States Senator from Colorado (1883-1889).⁶⁸

Bowie, Delta County. This coal camp was named for the Bowie Brothers, founders of the coal company of the same name.⁶⁹

Boxelder, Larimer County. The name was derived from that of a near-by creek, which was probably named for boxelder growths along its banks.⁷⁰ There are four towns of this name in the State, two of them in Larimer County.

Boyd, Weld County. Boyd was named for Robert Boyd, a fifty-niner who settled here and farmed the land before the Union Colony at Greeley was founded.⁷¹

Boyero, Lincoln County. The word is Spanish, meaning "ox-herd," "cow-herd," or "ox-driver."⁷² However, according to a local story the word was used here as "bull pen" and was given to the settlement by Mexican laborers because of the stock yards here.⁷³

Bracewell, Weld County. It was formerly known as Hotchkiss, for Capt. Arthur Hotchkiss, Greeley pioneer who owned land here. As Hotchkiss, it was a station on the now-defunct Greeley & Salt Lake Railroad. In 1886 or 1887 the name was changed to Bracewell, for C. W. Bracewell, now of Greeley, who came here from England in 1885.⁷⁴

Braddock, Summit County. This former station town on the Denver & South Park Railroad was named for D. K. Braddock, owner of the town site land.⁷⁵

Bradford City, Jefferson County. This ghost town, founded in 1860, was named for Maj. Robert Bradford, who was president of a company engaged in constructing early wagon roads.⁷⁶

⁶⁵*Ibid.*, 401.

⁶⁶*Ibid.*, 402.

⁶⁷Dolly E. Minger, Postmistress, of Bovina, Colorado.

⁶⁸Frank Hall, *History of the State of Colorado*, III, 38.

⁶⁹Information from Mrs. Tibbitt of the State Coal Mine Inspection Office.

⁷⁰Letter from Ethel McMillan of Boxelder, Colorado, in 1936.

⁷¹David Boyd, *A History of Greeley and the Union Colony of Colorado*.

⁷²Spanish-American Dictionary.

⁷³Place Names in Colorado, M.A. thesis by Olga Koehler, University of Denver, 1930.

⁷⁴David Boyd, *A History of Greeley and the Union Colony of Colorado*.

⁷⁵Colorado State Business Directory, 1888.

⁷⁶Rocky Mountain News, Feb. 22, 1860.

Brandon, Kiowa County. This post office town⁷⁷ was possibly named for its location on the northern shore of Lake Brandon, a reservoir about one mile in diameter. The origin of the name is unknown.

Branson, Las Animas County. The town, settled about 1916, was named for Al Branson, of Trinidad, who was active in founding the settlement. At various times it was known as Wilson, Wilson Switch, and Coloflats.⁷⁸

Breckenridge, Summit County. Breckenridge was founded in 1859-1860 by a party of prospectors under Gen. George E. Spencer, who, after the Civil War, became United States Senator from Alabama. The town was named in honor of John Cabell Breckinridge, then Vice-President of the United States, a flattering gesture intended to prompt Congress to create a post office for the new settlement. The strategy worked, but because of the sympathy displayed by Mr. Breckinridge for the Confederacy, the citizens of the town, all of whom were ardent Unionists, petitioned Congress to change the name of the town. Accordingly, the first "i" was changed to "e," changing the spelling to its present form.⁷⁹ The town was first called Fort Meribeh (Mary B), honoring the only white woman in the original party of settlers.⁸⁰

Breen, La Plata County. Breen was named for Dr. Thomas Breen, superintendent of the Fort Lewis Indian School in 1900.⁸¹ There is a town of the same name in Huerfano County.

Briggsdale, Weld County. Founded in 1909, Briggsdale was named for Frank M. Briggs, a farmer and real estate dealer, who helped plat the townsite.⁸²

Brighton, Seat of Adams County. The town was named for Brighton, Mass., the home town of Mrs. D. F. Carmichael, wife of the man who laid out the town. It was originally known as Hughes Junction, for Gen. Bela M. Hughes,⁸³ who came to Colorado in 1861 as president of the Overland Mail Company. Hughes later was Democratic candidate for the governorship, in 1876, but was defeated.⁸⁴

Bristol, Prowers County. The town was named for C. H. Bristol, an official of the Santa Fe Railway. When the line was built through Lancaster, the company officials decided to rename the town for Mr. Bristol, because he owned some land in the vicinity. However, through a clerical error in the company's Chicago office, the name of Bristol was given to a site originally planned to be known

⁷⁷Colorado State Business Directory, 1935.

⁷⁸Letter from H. W. Ruddy, Utleyville, Colorado, to State Historical Society.

⁷⁹Frank Hall, *History of the State of Colorado*, IV, p. 327-328.

⁸⁰Breckenridge Mining Gazette, June 1, 1880.

⁸¹K. Johnson, Postmaster, Breen, Colorado. Letter to State Historical Society.

⁸²Information from Donald L. White, Greeley, Colorado, 1939.

⁸³Colorado Magazine, IX, 172.

⁸⁴Hubert Howe Bancroft, *History of Nevada, Colorado and Wyoming*, 572.

as Hartman, for George Hartman, manager of the Holly-Swink Railroad.⁸⁵

Brodhead, Las Animas County. The town was named for the Brodhead Coal Mine, which was named for Brodhead Brothers, a company that leased the mine.⁸⁶

Brook Forest, Jefferson County. This summer resort, developed and owned by Edwin F. Welz, was named for a large estate in Germany.⁸⁷

Brookside, Fremont County. This town was founded by the Canon City Coal Company in 1888. The origin of the name is uncertain, but probably it refers to the natural setting.⁸⁸ There are two towns of this name in the State.

Brookvale, Clear Creek County. Brookvale was settled by a Mr. Ferrare, whose wife is said to have given the town its name, descriptive of its natural setting. The post office, earlier known as Sisty's, was moved several times; but the name was retained. In 1894 it was moved to its present site.⁸⁹

Broomfield, Boulder County. Founded in 1887, the place was originally known as Zang's Spur, for Philip Zang, Denver business man who bred Percheron horses near-by.⁹⁰ However, when the Denver & Salt Lake Railway (narrow-gage) established a station here, the present name was adopted. Railroad officials, noticing a small field of broom corn near-by, suggested the name Broomfield, which was accepted.⁹¹

Brush, Morgan County. This town was named for Jared L. Brush, pioneer cattleman of the South Platte Valley, and lieutenant-governor. The townsite was laid out in 1882, when the Burlington Railroad extended its tracks through the region. Long before there was a town here, the site was a favorite shipping point on the old Texas-Montana cattle trail, and was known among cattlemen as Beaver Creek.⁹²

Buckingham, Weld County. Preempted by an employee of the Burlington Railroad, from whom the company bought the rights, the townsite land was surveyed and platted by C. D. Buckingham, superintendent of the McCook division of the railroad. The town was named in his honor.⁹³

Buckskin (Buckskin Joe), Park County. Many of the towns that grew up at placer mining claims took the name of the discover-

ers of the claims; Buckskin Joe was one of these. Joseph Higginbottom, nicknamed Buckskin Joe for the leather garb he affected, made a placer strike here, his claim proving extremely rich. The camp adopted his name,⁹⁴ but in 1861 the district was reorganized and the town was renamed Laurette, in honor of the only two women residents—Mrs. Laura Dodge and her sister, Mrs. Jeanette Dodge.⁹⁵ The following year, however, the post office adopted the old name of Buckskin, although the camp continued to be known as Laurette.⁹⁶ No trace of the old town now remains.

Buena Vista, Chaffee County. The name is Spanish, meaning "beautiful view."⁹⁷ The town was incorporated November 8, 1879.⁹⁸

Buffalo, Jefferson County. The town, destroyed by fire three times, was named for a neighboring stream, and was first known as Buffalo Creek. In 1879 there were five stores, five saloons, and ten large saw mills here. The area was a favorite camping ground of the Utes, who maintained a semi-permanent camp, locally called Red Skin, on the river six miles above the town.⁹⁹

Bug Town, Routt County. There are two versions for this curious name. One version states that the town was so named because a number of Eastern capitalists, "big bugs" in the vernacular, made the place their headquarters while their mining interest were being developed. The other story has it that at one time the community was nearly wiped out by an epidemic of diphtheria and typhoid "bugs."¹⁰⁰

Bullion, Chaffee County. The town was established in 1879, and for some time was simply a town plat without a name.¹⁰¹ The origin of the present name is unknown.

Burlington, Kit Carson County. The first settlement here was made in 1886, and a town plat was made under the name of Lowell. Later the plat was abandoned and a new plat covering the same land was filed. The original town of Burlington was moved to the site of Lowell in 1887, and the new plat was called Burlington.¹⁰² The name is said to have been selected because many of the residents came from Burlington, Kans.¹⁰³

Burns, Eagle County. This post office town was named for Jack Burns, an early trapper, who built his cabin here.¹⁰⁴ There are seven towns in the State bearing this name.

⁹⁴Frank Hall, *History of the State of Colorado*, I, 263. J. C. Smiley, *History of Colorado*, I, 284, renders the name Joe Higginbotham.

⁹⁵*Rocky Mountain News*, Feb. 21, 1866.

⁹⁶Frank Hall, *History of the State of Colorado*, IV, 260-261.

⁹⁷Spanish-American Dictionary.

⁹⁸Frank Hall, *History of the State of Colorado*, IV, p. 80-81.

⁹⁹Interview with J. M. Green; Pamphlet 354, No. 2, State Historical Society.

¹⁰⁰Information from Joyce Hunt Wilson, Meeker, Colorado.

¹⁰¹Frank Hall, *History of the State of Colorado*, IV, 80.

¹⁰²Interview with H. G. Hoskin, Burlington, Colorado.

¹⁰³*Colorado Magazine*, IX, 172.

¹⁰⁴Statement by R. C. Bearden, Burns, Colorado.

⁸⁵*Lamar Daily News*, Oct. 16, 1935.

⁸⁶Information from Mrs. Tibbitt of the State Coal Mine Inspection Office.

⁸⁷Information from Mr. Meyers of Black Mountain Ranch, Denver.

⁸⁸*Camp and Plant Magazine*, I, 130.

⁸⁹*Colorado State Business Directory, 1880*; and letter to State Historical Society, Feb. 14, 1935, from E. L. Mason.

⁹⁰*Year Book-Directory, Boulder County, 1935*, 100.

⁹¹Statement by E. J. Jones, Postmaster, Broomfield, Colorado.

⁹²Statement by M. B. Gill, Brush, Colorado.

⁹³Statement by C. A. Macey, Buckingham, Colorado.

Burnt Mill, Pueblo County. This ranching community was named to commemorate a disastrous fire that destroyed the large flour mill here.¹⁰⁵

Byers, Arapahoe County. The town was founded in 1868 by a scout named Oliver P. Wiggins, who called it Bijou.¹⁰⁶ It was later renamed to honor William N. Byers, owner and publisher of the State's oldest existing newspaper, the *Rocky Mountain News*.¹⁰⁷

ADDITIONAL TOWNS ON WHICH MATERIAL IS LACKING*

Babcock, Chaffee Co.; Bacon, Summit Co.; Baden-Baden, Jefferson Co.; Badger, Arapahoe Co.; Badger, Teller Co.; Badger Camp, San Miguel Co.; Badger, Fremont Co.; Badger Springs, Lincoln Co.; Badito, Huerfano Co.; Baederville; Bake Owens, Las Animas Co.; Bagdad, Lincoln Co.; Bain, Eagle Co.; Baker, Baca Co.; Baker, Gunnison Co.; Bakers, Summit Co.; Bakers Bridge, La Plata Co.; Bakers Bridge, San Juan Co.; Bakers Coal Bank, Weld Co.; Bakers Switch, Weld Co.; Bakers Tank, Summit Co.; Balarat, Boulder Co.; Balcom, Jefferson Co.; Baldar, Larimer Co.; Baldwinville, Arapahoe Co.; Baldy, Alamosa Co.; Balfour, Park Co.; Baltimore, Gilpin Co.; Baltimore Tunnel, Clear Creek Co.; Baltista, Montezuma Co.; Bandora, San Juan Co.; Banister, Fremont Co.; Barbee, Routt Co.; Barbour, Huerfano Co.; Bardeen, El Paso Co.; Bardine, Gunnison Co.; Bare Hills, Fremont Co.; Barlow, Garfield Co.; Barnes, Las Animas Co.; Barnes, Montezuma Co.; Barnes, Huerfano Co.; Barnes Junction, Las Animas Co.; Barnes, Montrose Co.; Barnsville, Weld Co.; Barnett, Larimer Co.; Barnwell, Elbert Co.; Barr, Adams Co.; Barr City, Arapahoe Co.; Barre, Chaffee Co.; Barrel, Chaffee Co.; Barretts, Chaffee Co.; Barrett's Station, Hinsdale Co.; Barries Rancho, Weld Co.; Barrows, Jefferson Co.; Barr's Camp, El Paso Co.; Barry, Teller Co.; Bartholomews, Summit Co.; Bartletts Lake, Jefferson Co.; Barton, P. O. or Byron, Prowers Co.; Barwise Spur, Pueblo Co.; Bashore, Adams Co.; Bass, La Plata Co.; Bassett's Mill, El Paso Co.; Bassick Mine, Custer Co.; Bates, Gilpin Co.; Bates, Pitkin Co.; Bates Station, Chaffee Co.; Bath, Chaffee Co.; Bath, Park Co.; Bath, Teller Co.; Bauk, Gunnison Co.; Baum Mine, Weld Co.; Beacon, Huerfano Co.

Beacon, Las Animas Co.; Beacon Hills, El Paso Co.; Beaqua, Teller Co.; Bear Canon, Douglas Co.; Bear Canon, Las Animas Co.; Bear Creek, Clear Creek Co.; Bear Creek, Montezuma Co.; Bear Creek Junction, Arapahoe Co.; Bear Town, San Juan Co.; Beaumont, El Paso Co.; Beaver, Elbert Co.; Beaver, Chaffee Co.; Beaver, Pueblo Co.; Beaver Brook, Jefferson Co.; Beaver Creek, Logan Co.; Beaver Creek, Arapahoe Co.; Beaver Point, Larimer Co.; Beaver Station, Morgan Co.; Beaver Station, Weld Co.; Beaverton, Kit Carson Co.; Bedford, Jefferson Co.; Bee, Cheyenne Co.; Bee Hive, Jefferson Co.; Beeson Mill, Jefferson Co.; Beethurst, Bent Co.; Beetland, Logan Co.; Beet Spur, Montrose Co.; Beet Spur, Delta Co.; Belden, Garfield Co.; Belford, Hinsdale Co.; Bell, La Plata Co.; Bell Creek, Delta Co.; Bell's Springs, Fremont Co.; Bellevue, Chaffee Co.; Bellevue, Elbert Co.; Belleville, Jefferson Co.; Bellevue, Douglas Co.; Bellevue, Gunnison Co.; Bellevue Junction, Larimer Co.; Bellevue, Teller Co.; Bells, La Plata Co.; Beloit, Kit Carson Co.; Belmont, Summit Co.; Benco, Lincoln Co.; Benham Springs,

Elbert Co.; Benkleys, Park Co.; Bennet, Adams Co.; Bennet Springs, Douglas Co.; Benson or Rag Town, Boulder Co.; Bensons, Summit Co.; Bent, Bent Co.; Bent Canon, Las Animas Co.; Benton, Otero Co.; Benton, Fremont Co.; Bents Road Crossing, Bent Co.; Berkeley, Arapahoe Co.; Berlin, Arapahoe Co.; Berlin, Saguache Co.; Bernard, Mesa Co.; Bernice, Costilla Co.; Beronda, Las Animas Co.; Berrys Ranch, Eagle Co.; Berthoud Dale, Larimer Co.; Berthouds Pass, Gilpin Co.; Beshoar, Las Animas Co.; Bessire, Mesa Co.; Beta, Prowers Co.; Beta, Logan Co.; Bethel, Mesa Co.; Bethesda, Douglas Co.; Beuton, Gunnison Co.

Biebles, Gunnison Co.; Biedell, Saguache Co.; Bierstadt, El Paso Co.; Big Bar, Clear Creek Co.; Big Bend, Alamosa Co.; Big Bend, Costilla Co.; Big Bend, Montezuma Co.; Big Bend, Bent Co.; Big Bend, Weld Co.; Big Elk, Boulder Co.; Big Five Junction, Boulder Co.; Big Four, Huerfano Co.; Big Grant Mining Camp, San Juan Co.; Big Hill, Costilla Co.; Big Hill, Jefferson Co.; Big Horn, Larimer Co.; Big Sandy, Elbert Co.; Big Sandy, El Paso Co.; Big Sandy, Gunnison Co.; Big Springs, El Paso Co.; Big Springs, Gunnison Co.; Big Thompson, Larimer Co.; Big Timber, Arapahoe Co.; Big Timber, Bent Co.; Bijou, Elbert Co.; Bijou, Morgan Co.; Bijou Basin, El Paso Co.; Bijou Basin, Park Co.; Bilderback (Orchard), Morgan Co.; Bilk, Rio Grande Co.; Bilk, San Miguel Co.; Bingham, Las Animas Co.; Bird, Arapahoe Co.; Bird, Larimer Co.; Bird's Eye, Lake Co.; Birmingham, Huerfano Co.; Bismark, Saguache Co.; Bismuth, Larimer Co.; Bison, Teller Co.; Bisonte, Baca Co.

Blackburn, Delta Co.; Black Canon, Huerfano Co.; Black Diamond, Las Animas Co.; Black Hollow Junction, Larimer Co.; Black Iron, Eagle Co.; Black Hollow, Weld Co.; Black Hawk, Dolores Co.; Black Hills Rancho, Huerfano Co.; Black Lake, Ouray Co.; Black Mountain, Park Co.; Black Sage, Gunnison Co.; Black Swan, Boulder Co.; Black's Camp, Gilpin Co.; Blackwell, Prowers Co.; Blainvale, Rio Grande Co.; Blair, Morgan Co.; Blair (Roggen), Weld Co.; Blakeville, Saguache Co.; Blanco, Archuleta Co.; Bland, Elbert Co.; Blandon or Blandin, Weld Co.; Blende, Pueblo Co.; Bloom, Las Animas Co.; Bloom, Otero Co.; Bloomerville, Boulder Co.; Bluebird, Boulder Co.; Bluebird, Teller Co.; Blue River, Summit Co.; Blue River Valley, Summit Co.; Bluffs, Jefferson Co.; Bluemenau or Blumerian, Custer Co.; Blumer, Boulder Co.; Boaz, Las Animas Co.; Boaz, Huerfano Co.; Bocea, La Plata Co.; Bocker, Gunnison Co.; Boettcher, Larimer Co.; Boiler, Larimer Co.; Bolton, Arapahoe Co.; Bolton, Douglas Co.; Bond, Eagle Co.; Bond, Lake Co.; Bonita or Freeland, Clear Creek Co.; Bonita, Saguache Co.; Bonner, Eagle Co.; Bonny, Kit Carson Co.; Boodford Junction, Jefferson Co.; Bookcliff, Mesa Co.; Bordenville, Jefferson Co.; Boreas, Park Co.; Bosler, Jefferson Co.; Boston, Las Animas Co.; Botsford, Mesa Co.; Boulder Falls, Boulder Co.; Boulder Siding, Chaffee Co.; Boulder Springs, Chaffee Co.; Boulder Valley, Weld Co.; Boulder Valley Coal Bank, Weld Co.; Bounce, Boulder Co.; Bountiful, Conejos Co.; Bovina, Mesa Co.; Bowen, Dolores Co.; Bowen, Rio Grande Co.; Bowenton, Rio Grande Co.; Bowerman, Gunnison Co.; Bowman, Gunnison Co.; Bowser (Flagler), Kit Carson Co.; Bowzer, Lincoln Co.; Box Elder or Watkins, Arapahoe Co.; Box Elder, Moffat Co.; Boxwood, Park Co.; Boyd Lake, Larimer Co.; Boyd Lake, Weld Co.; Boyds Spur, Weld Co.; Boyer, Mesa Co.; Boyer, Park Co.; Boyers, Elbert Co.; Boyles, Conejos Co.; Boyles Siding, Boulder Co.

Bradbury, Otero Co.; Bradford, Huerfano Co.; Bragdon, Pueblo Co.; Brainerd, Boulder Co.; Braidwood, Larimer Co.; Branch Canyon, Larimer Co.; Brayton, Montezuma Co.; Brazil, Las Animas Co.; Brazos, Conejos Co.; Breece Junction, Lake Co.; Breed, El Paso Co.; Breen, Huerfano Co.; Breenes, Summit Co.; Brennan, Chaffee Co.; Brennan, Huerfano Co.; Brewster, Fremont Co.; Brickyard, Las Animas Co.; Brick Yard, Jefferson Co.; Bridgeport, Delta Co.; Bridgeport, Mesa Co.; Bridges, Mesa Co.; Briggs, Pitkin Co.; Brightside, Jefferson Co.; Bristol, Larimer Co.; Broadmoor, El Paso Co.; Brolen, Jefferson Co.;

¹⁰⁵Edith D. Townsend, Beulah, Colorado. Pamphlet 917.88 CS433/C2, State Historical Society.

¹⁰⁶Year Book Directory, Arapahoe County, 1935, 31.

¹⁰⁷Place Names in Colorado, M.A. thesis by Olga Koehler, University of Denver, 1930.

*Upon the following names no reliable data as to origin have been found. Information regarding any of them would be welcomed by the State Historical Society, State Museum, Denver.—Ed.

Bronco, Morgan Co.; Broncho, Summit Co.; Bronquist, Pueblo Co.; Brookfield, Las Animas Co.; Brookfield, Baca Co.; Brooklyn, San Juan Co.; Brooks, Pueblo Co.; Brookside, Park Co.; Brookside Junction, Fremont Co.; Brookston, Routt Co.; Brookvale, El Paso Co.; Brown, Jefferson Co.; Brown P. O. or Colorow, Montrose Co.; Brown, San Miguel Co.; Brownard, Logan Co.; Brown Creek, Chaffee Co.; Brown & Dads, Elbert Co.; Brownlee, Jackson Co.; Browns Canon, Chaffee Co.; Browns Creek, Lake Co.; Browns Hole, Moffat Co.; Brownsville, Boulder Co.; Brownsville, Chaffee Co.; Brownsville, Clear Creek Co.; Brownsville, Fremont Co.; Brownsville, Jefferson Co.; Broyles, Conejos Co.; Brubaker, Park Co.; Bruce, Weld Co.; Bruner, Washington Co.; Brush Creek, Jefferson Co.; Bryant, Garfield Co.; Bryant, Phillips Co.; Bryant, Pitkin Co.; Brynmawr, Jefferson Co.

Buchanan, Logan Co.; Buchanan, Weld Co.; Buchtel, Otero Co.; Buckeye, Baca Co.; Buckeye, Larimer Co.; Buckhorn, Larimer Co.; Buckley Junction, Gunnison Co.; Buckleys, Montezuma Co.; Buckskin, Lake Co.; Bucktown, Lake Co.; Buda, Weld Co.; Buffalo, Logan Co.; Buffalo, Weld Co.; or Buffalo Colony (Merino, Weld Co.); Buffalo Creek Park, Jefferson Co.; Buffalo Flats (Erie District), Summit Co.; Buffalo Gulch, Jefferson Co.; Buffalo Springs, Park Co.; Buffalo Tank, Jefferson Co.; Buffers, Summit Co.; Buford, Rio Grande Co.; Buick, Elbert Co.; Bulger, Larimer Co.; Bulkley Mine, Gunnison Co.; Bull Hill, Teller Co.; Bunce, Boulder Co.; Bunker Hill, Huerfano Co.; Bunnel (P. O. Fitzsimmons), Adams Co.; Bunyan, Weld Co.; Burchs Lake, Boulder Co.; Burdette, Morgan Co.; Burdette, Washington Co.; Burial Rock, El Paso Co.; Burks, Boulder Co.; Burleigh Tunnel, Clear Creek Co.; Burlington, Boulder Co.; Burnito, Fremont Co.; Burnham, Denver Co.; Burns, El Paso Co.; Burns, Dolores Co.; Burns Gulch, San Juan Co.; Burns Junction, Boulder Co.; Burns Spur, Jefferson Co.; Burns Station, Larimer Co.; Burnt Gulch, Saguache Co.; Burrell Hill, Clear Creek Co.; Burrows, Park Co.; Burrows Park (formerly Argentum), Hinsdale Co.; Burt, El Paso Co.; Burtonville, Clear Creek Co.; Bush, Larimer Co.; Busknells Spur, Summit Co.; Busk, Lake Co.; Buster, Baca Co.; Buster, Larimer Co.; Buster, Las Animas Co.; Butler, Larimer Co.; Butte City, Larimer Co.; Butterfly, San Miguel Co.; Butters Spur, Arapahoe Co.; Butterworth, El Paso Co.; Buttes, El Paso Co.; Butte Valley, Huerfano Co.; Buxton, Saguache Co.; Buzzards & Shorretts, Elbert Co.

The Leadville Ice Palace of 1896

MRS. JAMES R. HARVEY*

The Leadville of 1895 was satiated with business—the business of handling the millions of dollars which, since 1870, had flowed in a more or less varied but never ending stream, from the barren surrounding hills, through her hands, and on into the coffers of an Eastern civilization. In the winter of 1895, the citizens, having decided to make that Eastern world aware of Leadville as a city, a place where might be found culture, and amusement for leisure hours, cast about for an idea of entertainment which would be unique, original, and impressive. The result was the Crystal Palace and the Ice Carnival.

*Mrs. Harvey, wife of our Assistant Curator of History, is a graduate of the University of Nebraska and served as Principal of various High Schools in Nebraska and Illinois.—Ed.

In mass meeting assembled the citizens resolved that the carnival must be on such a scale of magnificence as would attract international attention. With characteristic energy all financial needs were soon provided for, a sum of \$46,000 being raised at once by donation.¹

Hon. Tingby S. Wood, a pioneer mining operator, was unanimously chosen Director-general of the carnival. He at once sought out and employed as Contractor Charles E. Joy, who had built the Ice Palace in St. Paul in 1894, and later, in 1896, built the one in Montreal, Canada.²

Work was begun November 1, 1895. The foreman in charge of the actual labor on the Ice Palace was James A. Murray, who now resides at 2671 Ash Street, Denver, Colorado. In a recent interview he gave some interesting data on the building of the Palace:³

“Work was begun November 1st, with a total of two hundred and sixty workmen. Fifty-two carpenters were set to work immediately putting up forms for the ice blocks, to provide for the doors, windows, and steps. The men worked in two shifts; common labor was paid two dollars and fifty cents a day, while skilled labor received three dollars, which was Union wages at that time.

“Most of the ice was obtained from the lakes of the Leadville water company; however, some was shipped in by trainload from Palmer Lake, via the Denver & Rio Grande Railroad. We got two cuttings of twenty-inch ice from the Leadville lakes. Out on the lakes, the blocks of ice were sawed out with a hand saw, then hauled to shore by hooks, and loaded upon sleds, where they were pulled by four-horse teams to the Ice Palace, one and one-half miles distant. Here the blocks were trimmed to the regulation size of twenty by thirty inches. At first, we employed stone-cutters to trim the ice-blocks, but these proved much too slow, so we imported a number of Canadian wood choppers, who with their broad-axes, did the work with neatness and dispatch. In the walls and towers we used five thousand tons of ice.

“After the ice-blocks had been trimmed, they were laid in the forms, and sprayed with water. In the place of mortar, we used water which froze the blocks together into a solid wall. It was cold work, and I wore two coats most of the time. The south side of the Palace presented the worst problem, for, being protected from the cold wind, the sun got in its work on this side of the building and our walls were continually melting and falling apart. Finally we

¹Leadville Crystal Carnival Association, 1896.

²Leadville Herald Democrat, 1896.

³Mr. Murray was born in New Hampshire, March 3, 1856. He went to Leadville April 7, 1880, where he engaged in the construction business until 1907, when he moved to Denver. Here he was employed as stationary engineer of the Denver National Bank building until 1938, when he retired. He considers the building of the Ice Palace in Leadville his most interesting construction job.

were compelled to purchase ten thousand yards of canvas, with which we covered the entire south wall of the Palace."³

Day and night shifts worked for two months to complete the huge structure, which covered five acres of ground.

It was larger than any other house of ice that ever was built. It cost more to build and was far more magnificent than those of Moscow, Quebec, Montreal, or St. Paul. In its interior arrangements it stood alone as an ice palace in which the pleasures of skating, dancing, music, banqueting, and the display of works of art in painting and sculpture, the products of mine, field, and factory were exhibited in large and comfortable halls, all enclosed in the same walls, and under the same roof.⁴

The castle itself was built in the Norman style, as that type of architecture seems to be peculiarly adapted to ice building because of the heavy shade effects that are secured, and the lasting strength of its massive walls. The Palace was nearly one-twelfth of a mile in length from north to south. Located on Capital Hill on the western edge of the city, between 7th and 8th streets, it covered an entire city block. The monotony of plain walls was relieved by belts of projecting blocks run about the Palace, and by corbeling, and paneling; all of which lent variety to the walls. The plainness was relieved also by the buttresses of hewn ice that extended midway to the panels of the top, and by the indentures and projections produced by the towers and arches.

The towers were of irregular pattern and formed the main feature of ornamentation of the building. The main ones on the north front were octagonal in shape, ninety feet high, forty feet in diameter, and one hundred and twenty-six feet in circumference. They reached to an imposing height above the rest of the palace and were the first thing to attract the eye as one approached the building. They were decorated by turrets on the eight corners of the octagon and with paneling and imitation battlements.

The south towers were circular, sixty feet high, thirty feet in diameter, and ninety-four feet in circumference. The corner towers likewise were circular, forty-five feet tall, twenty feet in diameter, and sixty-three feet in circumference.

The entrances on the north, south, and east sides were ornamented with huge blocks of carved and hewn ice. Murray says: "The great stairways were beautiful and I often thought it too bad that they were built of anything so fleeting as ice."

From the north to the south towers the distance was three hundred and twenty-five feet. To the south there was an extension in-

cluding an archway over Seventh street, and a separate building that inclosed a riding academy, in all one hundred and eighty feet.

The main building was square, three hundred and twenty-five feet from corner tower to corner tower.

The main entrance to the Palace was at the north, and this was the entrance used by daily visitors. The portal was of ponderous, ornamental style, and the sun by day and countless electric lights by night made it appear a dazzling crystal gateway indeed. Here all sculptured in ice, stood a massive statue entitled "Leadville." The figure was nineteen feet high, with outstretched right hand pointing off to the rich mineral hills whence came Leadville's wealth. Over the right arm was carried a scroll representative of the smelter returns of the city. On it, in raised gold figures, was the total sum of Leadville's past production of precious metals, \$200,000,000.

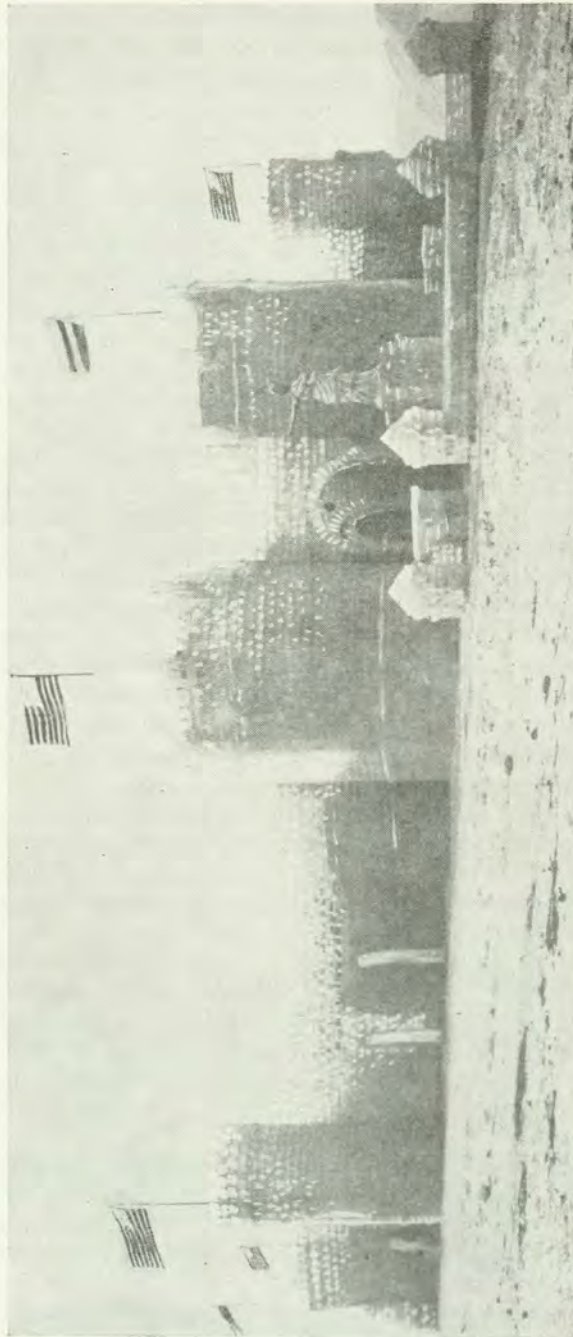
The visitor to the Palace entered the north gateway, passed up a broad stairway of glistening crystal ice, and found himself in the great ice rink. This room was in the center of the building and was entirely of ice, with the exception of the great truss roof. The ice surface was eighty feet wide and one hundred and ninety feet long. About the walls were pillars of ice and in the center of each was embedded an incandescent electric lamp, so that light radiated from them in all directions. The same lighting effect was used at the ends of the room, and over the arches, so that the whole effect was that of an ice cave of dazzling splendor. At each corner of the room was placed an electric searchlight and the vari-colored rays of all these were made to meet in the center of the room.

From the Eighth street entrance one came into the grand ballroom, fifty feet wide by eighty feet long, with an auxiliary ballroom and dining room of the same dimensions to the right of the rink. These two halls were houses built within the ice palace, kept at a comfortable temperature by large base-burner stoves. The parlors were furnished with easy chairs and settees for those who wished to rest from skating or dancing. The walls facing the rink were made of glass so that visitors who did not wish to skate, could watch the sport on the ice, and not be exposed to the cold of the rink. Here was also a restaurant, a kitchen, concession booths, to sell articles of every description, and a large number of exhibits which could not be frozen in ice.

Mr. H. B. Hardt had charge of the exhibit department. The exhibits in ice were unique. Goods of all descriptions were frozen in blocks of ice and so arranged that the palace seemed a vast art gallery. Following is a list of some of the most interesting exhibits:

The South Park railroad occupied a space in the hall with photographs of scenes along its line. The pictures showed some of the grandest scenery in the Rocky Mountains.

³The data hereafter given, unless otherwise credited, is taken from the files of the *Leadville Herald Democrat* of Jan.-July, 1896, and from the booklet, *Leadville Crystal Carnival Association*, 1896.



THE ICE PALACE AT LEADVILLE, 1896

The Midland Railroad also had a display of Colorado scenery frozen into twelve large blocks of ice; and the big red Indian, the road's trademark, was painted on a glass two by five feet in size and frozen in a block of ice.

The Denver & Rio Grande had an exhibit in fifteen blocks, a panorama showing the line of road from Denver to Leadville. They had on display, also, a \$1500 model engine.

T. G. Underhill displayed specimens of his factory's make of overalls, vests and pants.

In the West Annex the Denver Fire Clay Company had a display of assayers supplies of every description; as also, did A. M. Donaldson and Company.

The Hungarian Flour mills had a stack of flour in the southwest corner, enough to supply a regiment for an indefinite time. The Alamosa Milling Company had a display of wheat flour in ice.

The May Shoe and Clothing Company made a handsome display in eight blocks of ice.

W. H. Jackson had twenty views of Colorado scenery on display.

The Booth Packing Company had a display of fish, oysters and canned goods, frozen into eight blocks; the Denver Fish Company also occupied eight blocks; and the Cornforth Fish and Oyster Company showed all manner of deep sea delicacies, in two blocks.

H. Kahn and Company had a large showcase of souvenir spoons of the ice castle, of gold and silver. In the bowl of the spoon was engraved a picture of the castle, with the lettering "Leadville Crystal Castle, 1896." There were also spoons containing the Colorado Coat of Arms and State Flower.

A number of beer companies displayed their wares: the Phil Zang Brewery, the Pabst Brewery Company, the Neif Brothers Brewing Company, and A. Coors, of Golden. Mr. Murray tells the following story: "A little incident occurred in connection with the Coors display, which I shall never forget, as we thought it such a good joke on our workmen. Coors had sent up six barrels of bottled beer for his display, which were to be frozen into ice blocks. Thinking a few bottles more might be needed, Adolph Coors sent along a case of a couple of dozen extra bottles. This case standing about proved too strong a temptation for our workmen and one evening it simply disappeared. For two days Mr. Hardt and I searched for that lost case of beer; finally, it showed up in another part of the Palace with only six bottles empty. We were puzzled as to why the culprits had desisted here, but on opening one of the bottles we found it to contain salt water, colored to resemble beer. Coors had thought thus to prevent breakage upon freezing, much to the workmen's discomfort."

Some of the other exhibitors were: John A. Miller Jewelry Store, Singer Manufacturing Company, F. W. Bartlett and Company, Herald Democrat, Denver Republican, Times, and Rocky Mountain News, Vendome Hotel, Windsor Hotel, Albany Hotel, Solis Cigar Company, Dunn & Bloss Leather Goods Company, Longmont Creamery, Colorado Packing Company, Kuner Pickle Company, Dunwoody Soap Company, Capital Hill Greenhouse, Fleishman & Company, George Kindell, Colorado Orchard Company, Grove & O'Keefe, A. E. Meek, and many others.

All through the Palace were numerous statues, fashioned out of snow, sprayed with water, and frozen to give a sparkling polish. They represented all the familiar figures of Leadville as a mining town: the grizzled prospector of the mountains with his patient burro; the hard-rock miner with his hammer and drill; the miner who had just "struck it rich"; and lastly, the miner in high silk hat, toothpick in mouth, hands in pockets, who had just sold his mine to a syndicate and was preparing to go abroad.

The toboggan slide, built beside the Palace, was 2,100 feet long. There were two separate slides, one starting at Harrison Avenue, running on the right side of Seventh Street to Spruce Street, twelve hundred feet long; this was met by one from the Palace, and for a block between Spruce and Pine Streets the slides ran on each side of the street. Each slide contained two parallel shoots which allowed toboggans with from four to eight passengers to pass down every half minute. There were a hundred toboggans available for rent at seventy-five cents an hour. Persons owning sleds were given a special rate, as also were members of toboggan clubs, of which any number were organized. Boys were employed at a small fee to pull the sleds back up, after the wild ride down.

The Leadville Carnival Snow Shoe Club, composed of almost a hundred members, took part in all the parades and helped with entertainments. They wore white blanket knickerbockers, red ribbed stockings, buckskin moccasins, and Canadian web snowshoes.

During the Carnival season three large displays of fireworks were held on such a lavish scale that nothing like it had been seen in the West heretofore.

One of the best features of the Carnival entertainment was the music. It was furnished by the famous Fort Dodge Cowboy band, composed of twenty pieces, with the well known Jack St. Clair as leader.

The formal opening of the Ice Palace took place on January 1, 1896. There was a costume parade in the afternoon, exercises at the Palace, and skating and dancing in the evening. On January 4th, there was a crowd of visitors, Denver being represented by several hundred persons. Governor McIntire and staff, Lieutenant-

Governor Bush, and other state officers were in attendance, as well as Mayor McMurray and other Denver city officials.

Throughout the season special days were held as a compliment to various towns, Denver, Pueblo, Aspen, etc.; certain societies were thus honored also.

A general admission fee of fifty cents was charged, with additional fees for skating, dancing, etc. The Palace lasted from January first until June first, when it began melting, and had to be closed the first of July. The association closed the season with a loss of \$20,000.

Mr. Murray's wife, Mrs. Margaret E. Murray, received an award and honorable mention for her display of paintings in the Palace hall. This award, Mr. Murray had framed, and recently, presented it to the State Historical Society, in memory of Mrs. Murray, who died June 29, 1930.

Early Western Experiences

JOHN S. HOUGH*

My boyhood life was made up of a wonderful experience in wild western life. At the age of fifteen years I started overland to California with my father. This was in the year 1849. We started from Baltimore, Maryland, taking the Baltimore and Ohio Railroad to its terminal at the foot of the Allegheny Mountains at the town of Cumberland, from there taking stage coaches over the mountains to Pittsburgh, over what was then known as the National Road. After remaining a short time in Pittsburgh we took passage on the Ohio River boat called the *Messenger*, which was one of the finest boats on the river for Cincinnati. However, we were obliged to leave this boat in a few days as the river was falling and take a smaller boat that did not draw so much water.

When we arrived at Cincinnati we took another boat for St. Louis. We remained some days in St. Louis, awaiting the starting of the boat we had taken passage on for the upper Missouri. At that time, the cholera was very bad in St. Louis, and we were anxious to get away from there thinking we could leave that fatal disease behind, but how disappointed we were. We had just started on the Missouri River when the disease broke out on our boat in its

*Mr. Hough was a prominent pioneer of Colorado. He was a member of the Colorado Constitutional Convention of 1876 and was the Democratic candidate for governor in 1880. At Las Animas he was closely associated with Kit Carson and with John W. Prowers, whose sister he married. At Lake City he took an active part in mining development. John Simpson Hough was born in Philadelphia on December 25, 1833, and died at Lake City, Colorado, November 28, 1919. In his last years he wrote this sketch and other reminiscences.—Ed.

most violent form. In these days the steamboats used cord wood for fuel and wood yards lined the banks of the river. Our boat took on wood once each day, and making the stop for wood, all that had died since the day before were carried ashore and buried. They had men, day and night, making rough board coffins. We, however, were not affected.

We reached Independence, or rather the landing, as the town is some four or five miles from the river. We remained ten or twelve days at the town as my father was buying mules, wagons and supplies for our overland trip. We started with three other men who also had a good outfit. Their names I do not remember. They were all from New England. I should mention also that my father took a young man along whom father knew to be a West Pointer, but who was discharged before he graduated.

There were a great many emigrant trains crossing. In fact, wagons were hardly ever out of sight. Occasionally we would see Indians, and they would frequently come to our camp to visit, especially when they thought it was about meal time. We always treated them well, but what appetites they did have. One instance I shall always remember was when we had been only a few days on the road. At the place we intended to camp there were two Buck Indians sitting, apparently watching the different wagon trains passing. One of the two could talk a little English, and coming to me first, began saying, "Heap white man going California." I said, "Yes, heap." The Indian said, "I guess pretty soon all be gone." I agreed with him. Said, "Almost." Then, he said, "When all gone Indian go down and get what white man left." Little they thought that all the white men they had seen pass would be scarcely missed from whence they came. We had a pleasant time and had game in abundance, but for me the saddest was coming.

After having passed through the plains country, and before crossing the mountains, my father was taken with cholera, and only lived two days. We had to bury him there. Our New England friends stayed with us. Then we had to decide what was best for us to do. Should we return, or go on to California? The young West Pointer was so determined to return that I thought it useless to insist on going ahead. After starting back across the plains, nothing of importance occurred. At least, it seems so to me now, after passing a lifetime in the mountains and plains regions. When we arrived at Independence we had no difficulty in disposing of our outfit, as we found the place crowded with men enroute to California. We took the same route home as we came, excepting the stage route across the Alleghanies, as the Baltimore and Ohio had been completed to Wheeling, West Virginia, which route we took.

What a sad meeting for me, for my mother had heard nothing from us since we started west from Independence, and being a delicate woman the shock of my father's death under such circumstances caused her death within a short time. I had several uncles and aunts on my father's side living in and near Philadelphia who were all well-to-do merchants, who at once took charge of me and without consulting my wishes decided that I was to learn the wholesale dry goods business, and I started the work. However, I had plenty of time to do a little figuring for myself. The employes in these large wholesale houses have their vacations during the summer months and by the time my vacation arrived I had formed a plan entirely different from what those staid old uncles had planned for me.

I had sniffed the air of the Rocky Mountains and plains, and when I again left my home I struck a bee line for Independence. I was afraid to ask for too much money on leaving, because it might arouse the suspicions of my uncles, so I was about broke when I reached there, but I felt quite at home. I went to the same hotel we had stopped at both going and returning, kept by as fine an old gentleman as I have ever known. He had taken a fancy to me when we were there before, so I told him what had happened and also that I was not going to California, but wanted to go out in the Indian country if I could get a place with some trading company. Uncle Wood Nolan, as that was his name, said, "Well you must go to Westport, twelve miles from here, as that is headquarters for the Indian traders. Some of them may appear rough, but you will find them as true friends, and perhaps more so, than many of the polished gentlemen you have known, and if you need any money let me know before you leave here." I said that I had enough to take me to Westport, and I thought that having no money would be an incentive to boost me up in looking for a place.

When I arrived at Westport, and had paid for my room and breakfast, I had just one dollar left, so I inquired of the landlord if there were any Indian traders in town. He was a fine old gentleman, this hotel man, "Uncle Jack Harris." He made me sit down beside him on the steps of the hotel and gave me quite a lecture on what I should do to get in the good graces of the Indian traders and telling me there was one now who had four wagons loaded, camped down the street, and ready to start as soon as they could find another driver. He gave me the name of the man and where I could find him. I was not long in hunting him up. As I was so well dressed, the old trader could scarcely refrain a smile as he looked me over, but said, "You can't drive oxen, can you?" I replied, "I can drive mules, and anyone who can do that, can drive anything." He seemed rather amused at my answer, and told me to go down to



JOHN S. HOUGH

Photograph taken at Lake City, Colorado, in Mr. Hough's last years. The buckskin hunting coat he is wearing was given him by his friend Kit Carson. This coat was exhibited at the Centennial Exposition at Philadelphia, 1876. It was taken by the sculptor, F. W. MacMonnies, to Paris and was worn by the model for his figure of Kit Carson on the Pioneer Monument at Denver. The coat is now among the State Historical Society's exhibits in the State Museum, Denver.

see the wagon master, and if he hired me for me to come up to the store and get what I needed as those togs I was wearing would stam pede the cattle.

I at once went down to see the wagon master whose name was Cannatser (?), and struck him for the job of ox-driver. He, like his boss the trader, was surprised, but unlike the trader was unable to restrain his laughter. I at once saw that he was a man of kindly feelings. He said, "You have just struck it right, my boy. I know that when we get out to the trading post the old man will not let you get away. It is only 150 miles out there. We will start in the morning, and you had better come down this evening and make some keys for your yokes." As I had had no experience with oxen I had to admit that I did not know what the keys were. He said that he would make them for me and would give me the six yoke of the most gentle oxen, and said that I would soon learn to yoke them up, and that they would not require any skill in driving.

I then went up to the store, as the trader had told me, and fitted myself out with a Hickory shirt and corduroy pants, together with a western hat. The next morning I was down at the camp ready to start to work in a business I knew nothing about, but thanks to the wagon boss, I got along fine. He helped me to yoke up my six yoke of oxen, and then gave me an ox whip, and I should not have known how to use it had I not taken notice of the other drivers. The whip had a hickory stock and long lash. When I saw the other drivers making their whips pop as loud as a pistol shot, I thought I could do the same and the first effort I was unlucky enough to land that long lash around my neck to the great delight of the other drivers.

We had nice weather all the way and in a little over two weeks reached our destination, but the stream on which the trading post was located, was flooding and we could not cross that night, so we made camp on the east side of the stream. We heard a great noise further down the stream. I asked the wagon master what it meant. "Oh," he said, "it's the Indians having some kind of a dance. If you would like to go down I will take you." I told him that it would suit me exactly. When we got down there the Indians were dancing around a big fire, and carrying something on a pole. Cannatser, the wagon master, had been talking to some of the Indians, whose language he spoke, and he told me then that they were having a scalp dance, and the thing on the pole was a scalp of an Otoe (?) Indian, that they had killed in a fight that day. So I was well satisfied that I had gone down as I got my first lesson in Indian celebration of victory.

The next day the stream had fallen and we crossed over and unloaded the wagon in the trading house, and as the trader had

no one to help in unpacking his Indian goods, I saw my chance and pitched in to help him, and what a help it was to me, the training I had had in the wholesale house, and the old trader seemed more astonished at the way I handled his goods than he did at my togs (as he called my clothes) when I struck him for the job to drive oxen. When we got through with the goods, he said: "I would like you to stay with me, as my man has left for the States, and if you will, I will give you \$75.00 a month and board, and will raise it to \$100.00, when you learn to speak the language well enough to trade with the Indians." Of course, I took him up. To the price he offered, I hardly gave a thought, as what I was after was a job as Indian trader.

So to my great delight, I was duly installed and by watching the boss trading with the Indians for a few days, I picked up a few words so I could, with the assistance of signs, make a start at trading. Before the first month was out I could talk the language almost as well as an "Injun." When the Indians found out my name was John they gave me the name of Johnyshinga (Little John). As everything was so new and strange to me, and being of that disposition, I enjoyed my surroundings.

Soon after my arrival at the trading post, the Indians began making preparations for the buffalo hunt. The buffalo did not winter as far north as where we were located, but sought the southern country, principally along the borders of Texas and what is now Oklahoma, and along in the spring and summer move north as the grazing is sufficient for their support. There was a stream some 100 miles southwest in which the grass was generally earlier and the buffalo would remain there some time. As soon as the Indians knew that the buffalo had reached this place they would, in a few days, be on the way. The whole tribe would leave except a few of the very old, who would be left at their villages. Then we would have a dull time for five or six weeks until the return of the Indians.

There was, a short distance from the trading post, a Methodist Mission for boys, which generally had about fifty pupils. These boys, when taken into the school, were furnished with white men's clothes, but when their older friends and relatives were ready to start on the hunt they would desert the school and join the hunters and on return would be wearing blankets like the other Indians. The robes they would get would not be of very good quality. However, we did not pay much for them in trade. The meat was very good. The Indians have a way of curing this buffalo meat for winter use. They cut the meat in long strips which, when dried, are about one inch wide. These, after drying and smoking, are plaited into squares resembling a door mat. We would sometimes

use this meat in the winter, and we prepared it by boiling, but were careful to pour off the first water to get rid of the dirt. They would bring a great many buffalo tongues, which we were glad to get as they were very good eating.

This tribe of Indians, like most others, thought it a disgrace for a man to work, thinking all work should be done by the squaws. Many times I have seen a squaw pack an eighty pound sack of flour from the trading house, and her buck go strutting along without carrying anything. In those times no paper sacks were used. If an Indian, in his trade, got any sugar or coffee, it was weighed to him and he would hold up the corner of the blanket and it would be dumped in. The principal goods traded to this tribe of Indians were blankets, a blue cloth used by both sexes for leggings, bright colored calico for shirts for the aristocrats, wampum and ear-bobs, and a red paint put up in small packages, butcher knives. But few groceries were sold them outside of coffee, sugar, flour, and tobacco. The blankets were of different sizes and of the best quality and various colors. Wampum, ear-bobs, and paint were brought from France. The flour was of very inferior quality and put up in eighty pound sacks, especially for the Indian traders.

An Indian's wealth was estimated by the number of ponies he possessed, and the number of wives he was entitled to depended on the number of younger sisters his squaw had, and his ability to furnish the required number of ponies to the father of the young squaws. The Indian ponies were smaller than the Spanish broncos, and more docile. We would trade for them, but did not make any particular effort to get them as we had no sale for them. When we had quite a herd of them we would drive them down to the states, and sell them for anything they would bring, as we knew we could not lose anything on them as we only paid \$5.00 apiece for them in trade.

And now, we must leave the Indians, with whom I first became a trader, for other worlds to conquer. A party enroute to Albuquerque had come out as far as our post. It consisted of a Mexican trader at Albuquerque, his half-brother and a younger half-brother, a boy. He had two fine ambulances and a span of fine, large, American mules to each. His idea was to travel out thus far, and from there on to accompany the U. S. monthly mail to Santa Fe through the dangerous Indian country. He was not getting along well with the older half brother who was a young doctor from Georgia. I heard him talking to the trader. He was asking him if there was any show to get a man who had knowledge of the country and Indians whom he could get to go with him for good wages, as he was afraid he could not keep up with the U. S. mail. The trader said he did not know of any, and I thought I did, so I said to the

boss, "Let me off until the winter trade, and I will go with him, if we can agree on terms, as I would like to see that country along the Rio Grande." "Well, I don't like to let you go," he said, "on account of the danger of storms about the time you will be coming back. Should it be later than you expect, stay out until spring, as I know the danger of the plains when the storms overtake you."

The Mexican trader was pleased when I told him I would go with him, if we could agree on terms. He was quite liberal in his offer, and I closed with him, and began getting ready to start the next morning, as I advised him not to wait for the mail coaches, because we would be better able to keep up with them when they overtook us farther west. We got an early start, the first camping place being fifteen miles, but as I told him, there was another good spring fifteen miles further on. We concluded to make that place before stopping.

It was arranged that the trader and the boy were to take one conveyance and the doctor and myself the other. When we camped at the spring I soon had my span of mules picketed out and the trader had his also, but my partner, the doctor, showed no inclination to do anything, but after we had the mules picketed, he came out wearing one of those silk hats about a foot tall, and going near the mules he nearly stampeded them all. One of the wildest of the mules jerked up the picket pin and made a straight streak back across the road from which we had come. As he had a forty foot rope dragging the picket pin, I thought that I could get near enough to catch the end of the rope. While I came pretty near doing so several times, the mules would put on a little more steam and widen the distance between us, and when Mr. Mule and I were coming near the other spring, fifteen miles, how glad I was when I looked up and saw the mail coaches driving in there to camp, well knowing that my mule would stop with the mail mules, which he did. The mail men, whom I knew, had a time plaguing me about running a fifteen mile race with a mule. I stayed with them for supper, and when we started, tied my mule along side of their mules, and took a seat in the coach and was soon back where we all camped for the night.

These mail coaches carried mail and passengers. They ran monthly; on the first day of each month they left Independence, Missouri, and the same day one would leave Santa Fe. They generally met at the crossing of Arkansas, where Fort Atkinson was located. That is near where Fort Dodge is now located. The fare from Independence to Santa Fe was one hundred and twenty-five dollars in the summer time, and one hundred and fifty dollars in the winter months. The passengers were furnished their food, but were expected to help in preparing it, besides to assist in collecting

fuel which at most times consisted of buffalo chips, a description of which my modesty prevents me from giving. There was a coach for mail and passengers, and one for grain for the mules and food supplies, also for baggage, which was little, as only fifty pounds were allowed for each passenger. Anything in excess of that was extra, at fifty cents a pound. There were six mules to each coach, and besides the driver there was a whipper-up, mounted on a mule with a big black snake whip to encourage the mules to put in their best licks. Besides the two drivers and two whipper-ups, there was a conductor. We managed to keep up with the mail coaches until we reached Fort Atkinson.

Here the mail changed mules. We knew we could not keep up with this lot of fresh mules. Besides the road on the south side of the river was, for great distances, in heavy sand. I had an elegant partner. While he would do nothing to aid us in our work in camp, he was very profuse in trying to impress on my mind what a brave man he was, and of the number of duels he had fought, and took great pride in showing me his pair of dueling pistols. I took it all in and never made any complaints to the boss, knowing that it would do no good, and perhaps cause more ill feeling between them. However, I had a chance to test his bravery in a very short time.

We were making a night drive to reach a certain small lake, to camp there. It was as bright a moonlight night as I have ever seen. When we reached the lake at almost midnight, the boss, whose carriage was ahead of us, I following close behind with our teams and walking slow through deep sand, hollered back at me that there was a train camped at the lake. I at once stood up, and as soon as I got sight of them I replied that it was not a train but Indians, as there were no wagons, but an immense amount of horse stock. The road, which in those days we called the trail (Santa Fe Trail), ran about a hundred yards from the lake, and the boss and I concluded we might possibly pass by without the Indians discovering us. In the meantime, I commenced to punch up the doctor who was laying asleep. When I had him awake I told him to get one of the guns and his dueling pistols as the country was full of Indians.

When we got directly in front of the lake we discovered a small fire with some objects around it. Right then, some seven or eight Indians jumped up, and in Spanish, hollered, "Stop, Friends." The boss, who spoke Spanish, told them to stay away. The boss and myself each took a gun, and getting on the ground next to the Indians, I tried to get the doctor to come to the front of the carriage and take the lines, but he seemed so paralyzed with fear that he could not even sit up, at least he didn't. The Indians then, in Spanish, hollered, "Stop, God damn you." The boss hollered back in Spanish, "If you come any closer we will fire into you." These Indians

then stood where they were and we kept going on in a slow walk, walking beside our teams. The mules were about giving out in the heavy sand after a hard day's travel, and about the time we lost sight of the Indians, one of my mules laid down in the harness. I took out my butcher knife and putting my thumb about half an inch from the point of the blade began such a spurring of that mule as she never had before, and she was not long in getting on to her feet again. We then soon got out of the sand, and drove slowly until we reached a camping place five miles distant called McNiece Creek. It bore this name on account of the McNiece party of white people who were murdered by the Indians some years previous, at this place.

I had expected that the Indians would make a daylight attack on us at our camp, but we were not attacked. We were on the road by daylight, our mules being so refreshed with good grass and water we made over fifty miles that day. When we arrived at Fort Union, we discovered the reason the Indians did not attack us. The U. S. government has a government farm some four or five miles from the fort which is used for the keeping of all extra horses, not in actual use. The Indians, a night or two before we ran into them had run off all the government stock, and did not wish to chance a battle fearing they might lose the stock they already had.

But now, our brave doctor, has an inning, as I hear him talking to the officers, and telling what wonderful things he did to save our outfits. We made but a short stay at Fort Union and pulled out for Las Vegas some thirty miles, and then in two more days reached Santa Fe, which was, in those early days, quite a little city. The principal part of the town was built around a square called the Plaza. The business houses were all fronting the Plaza. The Plaza in the evening was used by the government band and for dress-parade in the day time as Santa Fe was the capital of the Territory, as well as headquarters for the army. We stopped a couple of days there for our stock to rest up as we contemplated making the drive through to Albuquerque in one day which is about sixty miles, and late that night we reached there.

The next morning after my breakfast I took a stroll through the town, looking for Americans. The only one I found was an old German who kept the Fonda, and who came out with the American troops during the Mexican war. The population was made up of Mexicans. I made one discovery in prowling around the Mexicans. I ran across a Mexican whose hair was fiery red, something, at that time, new to me.

I soon tired of Albuquerque, and buying a saddle horse I started for Santa Fe. All along the road there were trails made by the Mexicans with their trains of pack animals, which are cut-offs com-

ing back in the road again shortening the distance. When I thought I was nearing Santa Fe, I concluded to take one of these that had the appearance of being traveled a good deal as it was nearly dark. This trail soon emerged into the timber and the trail almost entirely disappeared and I began to think that I had taken a wrong trail. I saw nothing better to do than to make camp with nothing to eat and a saddle blanket for bed, and no feed for the horse. As the night was not cold I fared pretty well.

I awoke in the morning after daylight by hearing some Mexicans with burros passing a short distance from where I had camped and seeing their burros all loaded I at once followed them. I did not go a mile until I looked down from where I was and there loomed up the town of Santa Fe. I soon passed my Mexican guide and reached the town. I satisfied by hunger, and that of my horse. I spent a few days in Santa Fe, and while there met for the first time, F. E. Aubrey, the then famous mountain and plain traveller. He had just returned from a trip to California with his men who had taken a herd of sheep there to sell. He told me a very interesting story of his experiences with some Indian in the mountains on his return trip.

His party, if my memory serves me right, consisted, besides himself, of four men and a boy, besides the animals they rode and three pack mules. The Indians were not of any tribe that Aubrey had seen although he had been over the route before. By signs they made it known that they had bullets to trade, and showed one which Aubrey recognized as gold. He told them he would trade. The Indians made signs that they would be back. After waiting a long time, they concluded that the Indians were not coming and commenced to pack up. Just then six of the Indians appeared, and as Aubrey was stooping over tightening the pack rope, one of the Indians jerked a club from under his blanket, and made for Aubrey, the other Indians doing the same thing to the other men, but fortunately they had overlooked the boy who had a good pistol and began using it on the Indian that had attacked Aubrey. This gave Aubrey a chance to get his aim and in a very few minutes they had all six Indians laid out for keeps. After looking the dead Indians over they discovered they had about a quart of the gold bullets. Aubrey concluded that good Indians did not need any gold bullets, so brought them along.

Aubrey said he was going to make another trip to California in the spring and wanted me to go with him, but since I had agreed to return I could not do so. As I heard so much while in Santa Fe of the famous ride made by Aubrey from Santa Fe to Independence, Missouri, it seems that it might be interesting to any who have not heard of it before. It was sometime in the '40s, several years before

my time in the country. Santa Fe in those days was a great sporting center, and such men as Aubrey, Kit Carson, and hundreds of others would gamble on most any proposition. Some of those who were great friends of Aubrey's offered to bet large sums of money that Aubrey could ride horseback from Santa Fe to Independence in six continuous days and nights. The distance was about one thousand miles. This was soon taken up. Aubrey was to have the privilege of as many horses as he wished and to have the privilege of fixing the starting time. Large bets were made all over the Territory for and against. Even the Missourians, who in those days, loved nothing better than any sort of a game of chance chipped in thousands of dollars.

In the springs of the year the Mexican freight trains would be passing in over the Santa Fe Trail empty, for the Missouri river. Aubrey after selecting the best horses that could be found arranged with the wagon masters to take one horse and a man he would send with feed for the horse and equipments. Then on the next train he would do the same thing, until he had some ten or twelve horses and men strung out along the trail, and being careful to have them distributed as nearly as possible at given distances apart. Then when the last were gone a sufficient length of time, Aubrey mounted his horse at Santa Fe and started. He had his men trained so that when he came in sight they would have their horse saddled. He would immediately mount the fresh horse and in less than one minute would be in full run. This arrangement worked like clockwork, but what a terrible strain on the rider, as the only chance for sleep was in the saddle. The last change he made was at Council Grove, an Indian Trading Post in those days, about 150 miles from Independence, where he mounted his last horse a small clay bank mare, which he rode into Independence, having six hours to spare. He was, however, unable to dismount, and had to be carried into the hotel, and thus ended the greatest ride ever known.

Aubrey was rather a small man, but of great nerve, and as Kit Carson has often told me, he was the greatest mountain and plain explorer that had ever crossed the mountains and plains. Some years after meeting him in Santa Fe I was pained to learn of his death, which occurred at that place. He had a difficulty of some nature with a man, I think an army officer, and they apparently settled it and went up to the bar of the hotel to take a drink. Aubrey was one of those hot-headed Frenchmen, and after pouring out his glass of whiskey for some unknown cause dashed it in the face of the other man, and he, being armed, drew his pistol, and killed Aubrey, and so ended the life of the greatest of all Pathfinders.

George M. Pullman and the Colorado Tradition

PETER D. VROOM*

For the last 75 years residents of Colorado, and particularly Denver, have clung to the tradition that George M. Pullman got his ideas of sleeping car berths from the bunks in the miners' cabins. This idea is without basis in fact but still prevails, notwithstanding that the Pullman Company has told the true story in hundreds of daily newspapers and periodical magazines. Before detailing the development of the sleeping car, let it be said that Mr. Pullman had a fleet of 12 sleeping cars before he ever saw Colorado.

The bunk, such as economically built into miners' cabins, goes back to primitive times. It was used in both forecables and cabins of ships centuries ago; with the addition of curtains it furnished sleeping quarters on the Erie Canal boats; it was the basic accommodation in America's first sleeping cars, which operated in Pennsylvania in 1836 and a number of years afterward. It was about 1853 when Pullman took his first sleeping car ride. He was young, 22, and the distance between Buffalo and Westfield, New York, was only 60 miles, but the discomforts were numerous. There were three tiers of bunks and there was little or no bedding; merely a place to lie down. The thoughtful young man wondered whether a car could not be built that would serve both day and night travel, and furnish some comforts, too. Some five years elapsed before he again considered the matter, but then he had real ideas. George M. Pullman never claimed the invention of the sleeping car. He did, however, produce more comfortable cars than any then in service, and he also proved a marvelous organizer of a budding business.

It was in 1858 that Pullman and his associates first started actual operation of sleeping cars. This was probably about April 6, 1858, when they made a contract with the Galena & Chicago Union Railroad to furnish sleeping cars to run between Chicago and Freeport, Illinois, and Dubuque, Iowa, and also "between Lake Michigan and the Mississippi River." Shortly afterward Pullman and his associates began remodeling two Chicago & Alton day coaches, Nos. 9 and 19, into sleeping cars. The backs of the seats were swung together to form the lower berth, while the upper was lowered from the flat roof by means of ropes and pulleys. In September, 1859, these cars were put into service on the Alton, and were followed by others that Pullman and his associates remodeled or otherwise operated. The enterprise was temporarily abandoned in 1861, not because the railroad did not see the sleeping cars'

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value, but for the reason that the Civil War had begun, and the United States government needed these and other such cars for the transporting of troops.

Under these circumstances Pullman's thoughts turned to Colorado, where the "Pike's Peak or Bust" rush had settled into a steady movement of settlers, at least half of whom probably intended to mine gold. Because of the initial big discoveries at Gregory Gulch, Clear Creek and Gilpin counties were the center of attraction, and towns such as Idaho Springs and Central City rose almost



GEORGE M. PULLMAN

Photograph taken in the early 1860s

overnight. The miners, in and out of the towns, needed a constant flow of supplies, and Pullman saw an opportunity to participate in this phase of mining, as well as working claims and buying ore. Between Denver and Golden there stands today an old house known as the Cold Spring Ranch, with a sign announcing that there George M. Pullman evolved the sleeping car. As a matter of fact, this ranch house was half-way point between Denver and the gateway to the hills, and was used by Pullman and probably others as a resting point for their teams of horses or oxen, and a place for storing supplies.

It would be futile to assert that Pullman did not think about his shortlived sleeping car business while in Colorado, and undoubtedly he planned greater things when the Civil War should end.

However, he learned nothing from the cabin bunks; that was the type of sleeping car construction he had gotten away from in 1859.

After more than two years in Colorado Pullman decided to return to Chicago, possibly sensing that Gettysburg was the turning point in the war. He had made no fortune out of the mining industry but, together with his original capital, he had better than \$20,000. This he decided to invest in a sleeping car that would be far ahead of anything he or other experimenters had produced. This was the famed *Pioneer*, the first all Pullman-built car, and it took nearly all his savings. *Pioneer* had hard wood interior finish, tastily upholstered seats, beveled mirrors, and upper berths that were hinged and folded toward the side and roof. This latter improvement necessitated a higher car than usual and proved the forerunner of the double-deck style. The car was also wider in order to furnish more comfort.

Some railroad men asserted that *Pioneer* was too high and wide for any railroad, and for a time it seemed without a market. Fate intervened in Pullman behalf. President Lincoln was shot April 14, 1865, and his remains were carried across the country in a special train from Washington to his home at Springfield, Illinois. Pullman's new car was wanted to convey the president's family on the last portion of the journey, from Chicago to Springfield. It was rushed to completion and the Alton road's management saw that platforms and bridges were altered when necessary. From then on the Pullman type of advanced railway car architecture prevailed, though the changes naturally took some time.

Thus began the rise of a tremendous, far-reaching industry, destined to lead its field in furnishing comfort and safety for those who travel by rail.

And this is the authenticated story of George M. Pullman and his sleeping car.

The Snow Slide at Toponis Mine, 1883

E. M. HARMON*

The Toponis Mine, where the February, 1883, snow slide occurred, was located in Bowen Gulch, about twelve miles above Grand Lake, Colorado. The mine derived its name from the Toponis (Ute word for Chimney) Rock in Egeria Park. On the day of the slide C. H. Hook, Charlie Roger and John H. Stokes were on their way to the mine. The road extended only as far as

*Mr. Harmon, a pioneer resident of Grand Lake, Colorado, lives in Denver today.—Ed.

Gashice, about three and a half or four miles from the mine. Hook returned to Grand Lake with the team, leaving Stokes and Roger to make their way the remaining distance on foot. The snow was pretty deep on the trail and walking without snowshoes was difficult, so it was late in the afternoon when they arrived in sight of the cabin. Had the slide occurred ten or fifteen minutes later, they also would have been caught in the cabin and probably would have perished. As it was, however, they heard and saw the avalanche sweep away the building. Roger grabbed Stokes and pulled him behind a big tree which afforded some protection, but they were buried to the waist in the hard packed snow.

Scrambling out as soon as they could, they went to the Wolverine mine, about a mile distant, and summoned help. The entire force, some twenty-five or thirty men, instantly responded, and the bodies of Doc Duty and Tom Booth were recovered in a few hours. But it was eighteen hours before Flynn was found and rescued. One of the cabin logs lay across his face in such manner as to leave a little breathing space, so he was not suffocated. It was a fortunate circumstance that Roger and Stokes failed to reach the cabin, and so were enabled to summon help, otherwise, six lives would have been sacrificed, as it might have been a week or two, or longer, before any one discovered that the slide had occurred, as it was in such an isolated spot.

Hook and I started from Grand Lake for Hot Sulphur Springs before learning of the tragedy. The morning was pleasant, though very cold, as we left the lake. Hook had fortified himself with several bottles of Jamaica Rum, and snuggled down in the sleigh in blankets and robes leaving me to drive. We had a wonderful team of horses, named Stonewall and Long Sorrel; they were accustomed to bucking snow, and we broke the trail all the way to the Bunte Ranch (now the Blanney Ranch). Billy Pattison and Miss Laura Spurgeon (a sister of Mrs. L. J. Adams), followed us in another sleigh. They had a good strong team, and at one time took the lead, but they played out in a few hundred yards, so Stonewall and the Long Sorrel had to take the lead again.

The snow was deep and drifted across the road in many places, so we made slow progress. A blizzard set in at sundown as we reached the flat where "Camp Ouray" is now located. The road ran in a straight line from this point to the Ranch, and although there was nothing to indicate there ever had been a road, I was confident I could follow it all right. We had gone perhaps about two miles when the horses suddenly stopped. It was too dark to see anything ahead of them, so I roused Hook from his snug quarters and told him to see if we were still on the road. He took only a step beyond the horses heads, when he disappeared. I got

out of the sleigh to investigate and found the horses had stopped on the bank of the river. It was ten or twelve feet down to the ice, and Hook had fallen over the brink. He yelled to me not to come down there, and I assured him I had no such intention. It seems the horses had swung around to the right in attempting to avoid facing the direct force of the blizzard, until we reached the river bank. I saw a faint light directly behind us which I thought must be at the ranch, and after getting the team turned around, headed straight for it, keeping the light between the horses heads although the driven snow almost blinded me. We finally pulled up in front of the cabins and were welcomed by Ben and George Bunte. The horses were unhitched and put in the barn and fed, after which we had our supper.

The storm blew itself out by morning and after a good breakfast we started for the Springs. We had gotten completely turned around in the storm and believed we had arrived at the ranch from the South, instead of the North; but in the morning we found the sleighs just as we had left them the night before headed south. Billy Pattison and Miss Spurgeon were married shortly after this trip and located at Trappers Lake, living there a number of years, then taking up some land on the White River where they now are, if still living. Mike Flynn went to the San Juan country and I heard he had been caught in another slide, but was rescued again. I don't know whether or not he is still living.

Doc Duty was brought to the lake and buried in the little cemetery. Jack Williams and Tom Booth were buried on the hillside just at the edge of town.

The slide cut a swath through the green timber some twenty or thirty yards in width and a hundred or so in length, uprooting and breaking off pretty large trees. I measured one stump left in the path of the slide that had been broken off seven or eight feet above ground, which was twelve inches in diameter.