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The Financing of Early Colorado Railroads

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Three railroads—the Denver Pacific, the Kansas Pacific, and the Colorado Central—had completed their connections to Denver by the fall of 1870. These lines were a necessary adjunct to the development of the region, and they had been gained only after a severe struggle against very considerable odds. Denver's immense satisfaction therefore is entirely understandable, even though the result had been achieved mainly through the assistance of outsiders. This latter feature presents a significant point of departure for the discussion of early Colorado railroad finances.

Generally speaking, new regions will lack the immediate capital to develop their own economy. Hence, outside aid in the form of capital investments will be essential if the region is to realize its full economic potential. But obviously these outside capitalists will be interested only for the financial opportunity the new region may afford. This will depend mainly upon the natural resources of the region, but it will also be influenced somewhat by the extent to which the local entrepreneurs already are entrenched in their possession of desirable economic opportunities. These local capitalists, who have surveyed the potentialities of the region and staked out their claims, are now—because of the scarcity of local funds—compelled to dicker with the outsiders for the all-essential financial assistance they can offer. Naturally they would surrender no more of their equities than necessary, but since each was a necessary supplement to the other a *modus vivendi* usually could be arranged whereby the local and the outside entrepreneurs could go forth arm in arm to exploit—and incidentally, to benefit—the economy of the new region. Of these generalizations the financing of the three early Colorado railroads affords an excellent illustration.

None of the first three Colorado railroads really was a "home enterprise," although both the Denver Pacific and the Colorado Central were billed extensively as such. In spite of strenuous efforts to raise at least some of the funds at home, practically all of the necessary funds were secured outside of the Territory.

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The favorite device of local promoters seeking home funds was the exchange of county bonds for railroad stocks. The latter were notoriously worthless, while county bonds at least were salable. Thus, in an exchange of equal amounts of bonds for stocks, the railroad stood to gain the difference. The game, therefore, was to stimulate railroad interest within a county, after which—with the public sufficiently "softened"— the railroads at first did not find it too difficult to persuade the voters to consent to the exchange.

The Colorado Central was the first Colorado road to utilize this scheme of money-raising.[1] In July, 1867, Union Pacific officials appeared in Denver to boost county subscriptions for the line, which was to run to the Union Pacific at or near Cheyenne. The arrangement, as outlined at a booster meeting, was that if Colorado graded the roadbed the Union Pacific would do the rest. The cost of this grading—about one-fourth of the claimed total cost—was put at $600,000, and of this amount Arapahoe county was urged to subscribe $200,000 in its eight percent, twenty-year bonds.[2] Similar meetings were held in other counties which would be benefited by the proposed line: Jefferson county was to vote $100,000 of its bonds; Gilpin was to vote $200,000; Boulder, $50,000; and Larimer and Weld counties, $25,000 each. In this manner the entire $600,000 would be raised by county subscriptions.

Unfortunately for the Colorado Central, local rivalries would not permit the issue to proceed on its merits alone. Instead, Gilpin county stipulated that its bonds would become available only for grading within the county; Boulder insisted its bonds should be voted only if the road were located on the west side of the South Platte River; and Arapahoe, the week before the vote on the issue, changed the terms so that the bonds would be available only if the road were built on the east side of the same river. Gilpin's bonds, though voted, were useless for the purpose indicated; Boulder turned the issue down; Arapahoe's bonds were unacceptable to the Colorado Central because of the stipulation made; Weld and Larimer rejected their propositions; and only Jefferson's $100,000 was voted and usable for the construction of the connecting line. Home financing, even for a mere portion of the total cost, thus proved a signal failure the very first time it was attempted.

Shortly after this campaign had failed, Colonel Archer, a purported representative of the Kansas Pacific railroad, appeared in Denver. He hinted strongly that unless Arapahoe county advanced his road $2,000,000 in county bonds—with $500,000 to

[1]The road's first charter, granted in 1865, specifically authorized this practice. Colorado Central charter, section 17, in Colorado University Historical Collections.
[2]*Daily Colorado Tribune*, July 12, 1867.

be offered at once—the Kansas Pacific probably would not be built to Denver.[3] The "offer," really little better than a clumsy attempt to blackmail, was rejected indignantly.[4]

The next try at county bonds was sponsored by the Kansas Pacific's rival, the Union Pacific. The eccentric George Francis Train was the emissary, and his proposal was that Denver should organize its own railroad company and look for assistance to the Union Pacific—a road which, he said, lived up to its promises. He carried all before him. In fact the editor of the *Daily Colorado Tribune* was so overcome that he mixed his metaphors badly: "Thanks to Mr. Archer, the cold water he cast upon our spirits kindled the fire that George Francis Train fanned into a blaze."[5] Several days later a meeting of the newly-created Board of Trade decided upon the organization of the Denver Pacific road.[6] Amid enthusiasm (and the reported subscription in Denver of $200,000 of the road's stocks) the project was launched. County bonds to the extent of $500,000 were voted for the new railroad,[7] and during the winter months Denver editors filled their columns with rosy stories of Denver's future greatness as a railroad center.

But the honeymoon did not last. The stock and bond subscriptions, so glibly announced as fact somewhat earlier, were beginning to be troublesome. Not a single county bond could be peddled in the East, although John Evans finally did succeed in selling a grand total of eleven one-thousand dollar bonds in Chicago.[8] A year later, making a virtue of necessity, Evans claimed that $350,000 of the county bonds were sold without being "hawked about the Eastern market,"[9] but it is unlikely he was referring to cash subscriptions actually secured. In fact the total amount ever realized from these bonds is reported never to have exceeded $150,000.[10] The Denver Pacific was to learn that there was a vast difference between paper subscriptions and cash payments.[11]

In brief, home financing proved somewhat less than successful. Outside aid would have to be forthcoming if Colorado was to have any railroads. Two alternatives presented themselves: secure land grants from the government; or interest private promoters who, for a price, would bring in outside capital. Under the former, the

[3]*Ibid.*, Jan. 15, Jan. 17, 1868. This was an unpleasant shock to Denver, which had counted upon an act of Congress of that year, stipulating that the Kansas Pacific should join with the Union Pacific at or near the Denver parallel, to bring the Kansas road to its door.
[4]*Ibid.*
[5]Issue of Jan. 17, 1868.
[6]*Ibid.*, Nov. 19, 1867.
[7]*Ibid.*, Jan. 21, 1868. The vote stood 1,251 to 48.
[8]Denver Pacific, *First Annual Report*, 32. The bonds were sold at 90.
[9]Statement in *Daily Colorado Tribune*, Jan. 21, 1869.
[10]This is deduced from figures cited in *ibid.*, Jan. 20, 1871, and in Denver Pacific, *First Annual Report*.
[11]It was reported that "most of what was paid, came harder than pulling teeth." *Daily Colorado Tribune*, Jan. 20, 1871. For other indications of difficulties see *ibid.*, Aug. 19, Oct. 10, 1868, and June 22, 1870.

government, presumably in the interest of the "general welfare," would permit the railroads to derive funds from the sale of lands granted the roads. Under the latter, "general welfare" would be replaced by the profit motive writ large.

As a matter of fact, even the procuring of land grants proved impossible for the local railroad without the assistance of the outside promoters. There is, for instance, the case of the Denver Pacific. It had been attempting to wring a land grant from Congress, but to no avail. Only when it lent its land grant bill to the Kansas Pacific for the insertion of a joker which would have increased that road's government subsidy by some $800,000 was any consideration given its request.[12] The joker ultimately killed the bill—a fact which was not designed to improve Denver's attitude toward the Kansas Pacific.[13]

Anticipating some such result, John Evans fortunately had insisted on a preliminary agreement with the Kansas road whereby it would turn its Colorado land grant over to the Denver Pacific if the above land grant bill should be defeated.[14] In return the Denver line was to build the road between Denver and Cheyenne for the Kansas Pacific, and the entire system was to be operated as one road. A bill sanctioning this arrangement now passed Congress.[15] The Denver Pacific had secured its land grant, but only at the sacrifice of its independent status.

Land grants were of prime importance in the financing of the Kansas and the Denver Pacific roads. The former received a land grant of approximately 3,000,000 acres for its Denver Extension, and the latter secured around 900,000 acres for its hundred-mile line.[16] By the time the Kansas Pacific was completed to Denver it had sold some 600,000 acres for about $1,800,000, and the Denver Pacific had disposed of more than 32,000 acres for a round $136,000.[17] In terms of net sales these land grants eventually brought the two companies the very tidy sum of $12,734,126.94. And furthermore, these land grants also served as a major portion of the necessary equity back of the railroad bonds.

But this assistance alone was not sufficient to build railroads in Colorado. Outside railroad corporations had to be induced to assume the further costs of financing the roads—and without exception they drove hard bargains for their help. Before the three roads were completed to Denver in 1870 at least four such

[12]These sparrings may be followed in the *Congressional Globe* and the Senate and House *Journals* for the first, second, and third sessions of the Fortieth Congress.

[13]See *Daily Colorado Tribune*, Jan. 17, Jan. 19, 1869.

[14]This, at least, was Evans' interpretation, as given in *Denver Daily Times*, May 3, 1877.

[15]*Cong. Globe*, 40 Cong., 3 sess., 781, 1082.

[16]Kansas Pacific, *Annual Report, 1869*; C. E. Collinson and W. A. Bell, *The Denver Pacific: Its Present Position and Future Prospect* (London, 1870).

[17]"Report and Testimony of the Pacific Railway Commission," Senate *Ex. Docs.*, no. 51, 50 Cong., 1 sess., 5244.

contracts had been entered into between the Colorado promoters on one side and either the Kansas Pacific or the Union Pacific promoters on the other.

The first of these arrangements was between W. A. H. Loveland, for the Colorado Central, and the Union Pacific. In 1867 an agreement was secured whereby the Colorado Central was to grade the line from Golden to the Union Pacific within two years' time. The Union Pacific would then furnish the track and rolling stock, and secure itself by taking all of the first-mortgage bonds of the road. It was also provided that the Colorado Central was to receive a drawback of 30% on all traffic exchanged with the Union Pacific for a five-year period, and 25% for the next five years, the proceeds to be used to pay off the mortgage bonds of the line.[18] Since the Colorado Central failed to grade the roadbed in the time stipulated, this agreement never became operative.

After the Colorado Central had failed to secure the necessary county bonds, the Union Pacific had turned to the Colorado Central's rival, the Denver Pacific. It now offered that line somewhat similar terms, though adding that before it would iron and stock the road the Denver Pacific must have organized a company to build into the mountain mining region and must have moved for a congressional land grant.

In 1868 this arrangement was altered drastically. Now the Union Pacific agreed to assume the entire construction of the road, merely sub-contracting the grading and tying to the Denver Pacific. When completed the road would be leased to the Union Pacific on such terms as would guarantee eight percent to Denver Pacific stockholders. In return the Union Pacific was to secure the road's land grant and all its securities except the Arapahoe county bonds.[19] This was taking control out of local hands with a vengeance!

For reasons not pertinent here, the Union Pacific refused to go through with its part of the contract. In despair Denver insisted that John Evans accept the "honor" of completing the road. After suitable demurring he capitulated. The essence of the very interesting agreement resulting was that Evans was to assume the outstanding debts of the road (about $200,000) and to iron the road in return for the assets of the road: securities with a face value of approximately $6,300,000, and about 100,000 acres of the land grant.[20]

John Evans promptly disposed of the contract to a construction company in which he and his local associates held a half-interest and in which General Carr, of the Kansas Pacific, held the other

[18]Contract in "Teller Papers," Colorado University Historical Collections.

[19]Compare the following on this contract: Edgar McMechen, *The Life of Governor Evans, Second Territorial Governor of Colorado* (Denver, 1924), 164; and *Weekly Rocky Mountain News*, May 6, 1868.

[20]Statement of John Evans in *Denver Daily Times*, May 3, 1877.

half-interest in trust for his road.[21] Thereafter collaboration between the two lines was very close. An operating agreement, very favorable to the Kansas Pacific interests, was entered into whereby —among other things—gross income on the 106 miles of each of the two lines out of Denver was to be divided equally.[22] And through the good offices of the Kansas Pacific, Denver Pacific bonds were sold in the East and in Europe.[23] In spite of Evans' shrewd manipulations—and he undoubtedly had made the best of a bad situation—the Denver Pacific had become a subsidiary of the Kansas Pacific.

These events compelled the Union Pacific to reverse its policy once more. First it had abandoned the Colorado Central, and then it had abandoned the Denver Pacific. Now, as a result, the Kansas Pacific had scooped up the Denver Pacific and was threatening to exclude the Union Pacific from the Colorado traffic. In the light of this fact, the Union Pacific's sudden decision to assist the Colorado Central (the Denver Pacific's local rival) is very understandable. Just what the nature of this agreement was cannot be ascertained definitely, but it is clear that the financial help of the Union Pacific alone made possible the construction of the Colorado Central from Golden to a point just north of Denver.[24] And later developments made it clear that just as the Denver Pacific, in return for financial assistance from the Kansas Pacific, had become the creature of that road, so the Colorado Central, in return for financial assistance from the Union Pacific, now had become the Union Pacific's creature.

Naturally the division of the spoils led to a good deal of friction between the local and the outside promoters. In fact the entire history of the Colorado Central is the story of one double-cross of the double-crossers after another. But the classic example arose when one group of local Colorado Central promoters who had earlier purchased the only practicable route up Clear Creek canyon, used their advantage very effectively; only after the Union Pacific parties who were paying for the construction of this clique's own Colorado Central had paid these worthies a very handsome "commission" would they permit these outsiders to build their own local railroad over their own right-of-way.[25] And the wily John Evans, forever ringing the changes on his concern for "Denver's interests," was likewise engaged in a tortuous game of playing off the Kansas Pacific against the Union Pacific in an effort to advance Denver's—and his own—welfare.

[21]Majority report, Pacific Railway Commission, *op. cit.*, 1847.
[22]*Daily Colorado Tribune*, June 22, 1870.
[23]This, as least, was the claim of the Kansas Pacific. See also *ibid.*, Feb. 2, April 10, 1870.
[24]Testimony of Henry M. Teller, Pacific Railway Com., *op. cit.*, 1848; Daily *Central City Register*, April 19, 1870; *Golden Transcript*, April 27, 1870.
[25]This incident can be traced in letters of Oliver Ames to Henry M. Teller. "Teller Papers," Colo. Uni. Hist. Colls.

But on the other hand numerous instances of more cooperative distribution of profitable ventures could be shown. There was, for instance, the Denver Land Association, an organization which handled most of the land sales on the grant received by John Evans and General Carr for completing the Denver Pacific. When the St. Louis-Western Colony was seeking a site for its proposed settlement the two railroad companies had interested it in a location on the railroad land-grant; but swift action by the Denver Land Association secured the colony's location on lands owned by Evans and Carr. Thus Evans and Carr profited at the expense of their own railroads, which thereby lost the sale of approximately 40,000 acres of land.[26]

These same parties likewise developed a "good thing" in the Boulder coal fields, into which they bought, and to which they built their Denver and Boulder Valley railroad. Thus they stood to gain from the building of their own road; from the sale of their coal; from the reduced costs of operating the Denver Pacific resulting from the cheaper coal; and from the income received from shipping their own coal over their own road.[27]

Just what was the monetary cost of these early railroads? A congressional committee attempted to answer that question in 1887 and gave up the task as hopeless. The case of the Kansas Pacific was typical of their findings; three estimates of the cost of constructing its 638 miles of road were suggested by the committee —$11,800,000; $24,919,540; and $34,357,489.[28] The first estimate apparently represented the replacement cost under favorable conditions; the second estimate represented an attempt to arrive at the actual monetary cost; and the last approximated the cost of the road in terms of the face value of securities issued. Since these securities sold at a considerable discount, the difference between the highest and the middle cost-estimates is understandable. But since this write-down should have taken up most of the added cost incurred by the speculative character of the venture, the difference between the middle and the lowest cost-estimates is another matter entirely. Even allowance for price differences at various times would not explain away the discrepancy. In the absence of more adequate bookkeeping, and in the face of an amazingly complex web of testimony, the committee was reduced to accepting the difference as "leakage."

Much of this "leakage" could be charged to the use of con-

[26]The outraged William N. Byers, land agent for the railroad companies, set forth the story, under oath, in his "Letterbooks."—Colo. Uni. Hist. Colls.
[27]This of course does not imply any unusual financial chicanery; it simply is presented as an example of the opportunities afforded capitalists by the economy of a new region.
[28]These varying estimates may be found in the report of the Pacific Railway Commission, *op. cit.*, 138, 4440, 4922.

struction "rings."[29] In this "wheel within a wheel" situation, insiders in the railroad voted themselves, as a construction company, the contract for the building of their own line at a handsome profit to themselves. Quite frequently, as in the case of the Denver Pacific, all of the road's unpledged securities were turned over to the "ring" in what were known very aptly as "exhaustive contracts." Thus the difference between the actual cost of the road to the "ring" and the value of the securities obtained for the building of the road represented the profits to the insiders. Unfortunately it cannot be known just how large such profits may have been,[30] but that they were large is amply substantiated by a mass of indirect evidence.

The case of the Denver Pacific is closely analogous to that of the Kansas Pacific. The books of the Denver road placed the cost simply at $6,500,000—the amount of securities outstanding when the road was completed. That the road should have cost anything like that figure of approximately $61,000 per mile is absurd, and yet, as the congressional committee pointed out, there was little choice but to accept that figure since the "necessary books appear to be missing or have been unintelligibly kept."[31] However, one thing is fairly evident: the $4,000,000 in stock issued by the road was offset by little or no assets, except possibly in the case of the $500,000 issued to Arapahoe county for county bonds. In other words, even accepting the railroad and county bonds at par, the cost of the road would have been no more than $3,000,000. Actually the estimates of David Moffat, high in Denver Pacific circles, placed the cost at $1,879,246, exclusive of grading.[32] Even if grading had cost as much as $100,000, the completed line then would not have cost over $2,000,000, or about $19,000 per mile. Certainly it is not unreasonable to assume that the road was built for approximately one-third of the claimed cost.

In the case of the Colorado Central there is a closer check. The road officially placed its own cost at $381,059.24;[33] and a confidential letter in the "Teller Papers" placed the cost at $396,025.24.[34] In view of the nature of that letter, and of the close agreement of the two sources, and of the reasonableness of these figures (around $23,000 per mile), there would seem to be no reason why this estimate should not be accepted as substantially correct.

[29]It should be pointed out that the greater portion of the Kansas Pacific and all of the Denver Pacific lines were built by such "rings."

[30]Because of the entirely inadequate bookkeeping. As the investigating committee reported of the Kansas Pacific bookkeeper: "He had about as much knowledge of bookkeeping as a Sandwitch [*sic*] Islander." Pac. Ry. Com. *op. cit.*, 4972.

[31]*Ibid.*, 55.

[32]*Denver Daily Times*, Jan. 15, 1877.

[33]Report of the Colorado Central for 1870, quoted in *Golden Transcript*, Jan. 11, 1871.

[34]Letter of J. W. Gannett to H. M. Teller, dated June 10, 1874, in Colo. Uni. Hist. Colls.

Speculation, "leakage," construction costs unduly high because incurred in advance of economic certainties—all of these factors combined to boost the cost of Colorado's earliest railroads. And yet, under the circumstances, there was little choice; it was railroads at such costs or none at all. Coloradans elected the former; they could pay the piper later.

History of the Four Mile House[1]

D. W. Working

Madam Regent and Daughters of the American Revolution; Guests of the Peace Pipe Chapter; Friends and Neighbors:

In behalf of Mrs. Working and myself and others related to Mr. and Mrs. Levi Booth, I greet you and welcome you to the Four Mile House—the Home for many years of two revered Pioneers of Colorado and their children: Gillett L., Lillie Belle, and Ella Grace. It is a happy hour for us[2] who have the privilege of welcoming you; and it is our wish and hope that you may be as happy here as we are. We know of your interest in the background of this place, and trust that your eyes will perceive some of the beauties that have been our inspiration for many years.

Madam Regent: Here stands the Four Mile House on which you have come to dedicate the beautiful Marker so generously provided by the Peace Pipe Chapter. Here this ancient building had stood by the Smoky Hill Trail a number of years before the great Cherry Creek flood of May, 1864. That flood had hardly subsided when two travelers from Southern New Mexico encamped beside it with their two children and their teams and covered wagons. After the long and dangerous journey, we may be pardoned for believing that they were glad to find rest and shelter among the friendly cottonwoods and to drink fresh water from the tavern well—water which Bayard Taylor two years later told the world "was very sweet and cold." This is the place; two of the old cottonwoods still stand for you to see, and a well with a pump of a more modern date offers sweet cold water.

Seeing what you now see, need you be surprised to learn that Mr. and Mrs. Levi Booth were so attracted by the place that the day following their arrival they bargained to buy the tavern and the

[1]This was the principal address given at the dedication of a bronze plaque on the Four Mile House, August 16, 1941. The marker was placed by the Peace Pipe Chapter of the Daughters of the American Revolution and the ceremonies were part of the program of the annual convention of the American Pioneer Trails Association. Mr. and Mrs. Working own the Four Mile Place.—Ed.

[2]The relatives present were: Ella Grace Working, daughter; D. W. Working; Lillie Holbrook Wettengel, Earl Booth Working, Elmer J. Working, grandchildren; Mrs. E. J. Working; Lillie H. Wettengel and Nancy and Robert Working, great grandchildren.

claim on which it stood, beside the Smoky Hill Trail? It was then, as now, a log house and rather commodious for the time. You may note at my left the exposed logs where I have removed the siding with which the building was later covered. And then you may turn your eyes to the peak of the roof to see the straight line which builders know is proof of the substantial structure of an old building.

We do not know the precise nature of the "claim" which the Booths bought from Mary Cawker. Probably she had only a squatter's right to the ground on which was built the house of hewed logs that served as her home and was used also for the accommodation of travelers. Such rights were recognized and respected in the informal days before the Government surveys were made. Indeed, at the time the property was transferred in

MR. AND MRS. LEVI BOOTH IN FRONT OF THE FOUR MILE HOUSE (1912)

1864, Township Four had been surveyed and it was possible to know the boundaries of the tract on which the tavern stood and which became the homestead and for long years the home of Mr. Booth and his family. The actual survey was completed in September, 1862; but Mr. Booth's homestead filing did not become effective until March 7, 1866. His final proof on the homestead of 160 acres was not made until March 26, 1872.

Meanwhile, the business of the tavern had been continued for a number of years. Then came the railroads to make an end to

stagecoach traffic over the Smoky Hill Trail; and so the importance to the traveling public of the Four Mile House declined and the old road became a plowed field and a memory. While this change was taking place, Mr. and Mrs. Booth purchased other tracts of adjoining land until the original homestead had become the Booth Ranch of over 600 acres when I first began to know it in the summer of 1889. Much of this was pasture land, as befitted an expanding stock business. Now the part of the old ranch which we call The Working Farm consists of less than a third of the acreage mentioned.

As the ranching business grew, it became necessary to have more room for a growing family and the increasing number of employees; so in the early eighties the old kitchen and dining-room were pulled down and a large brick addition built to the main or front part of the original house. Still later the barns were moved from the north side of the tract to ground nearer the creek and more convenient for farming operations.

Four years and a half after the purchase of the Four Mile House another child was born to the Booths—this one a daughter who, as Mrs. Working, will soon stand before you to tell some things which no one else could tell. Fortunately for her and me, two of our three sons and the wife and two children of our youngest are with us today. This youngest son shares with his Mother the distinction of having been born on the old homestead, but in a different house. From the family standpoint, many important happenings occurred here. In the grove adjacent, the elder daughter of the Booths was married and in the house her first son was born; in the old house in 1892 the youngest daughter was married. Here the Pioneers of 1864 celebrated their silver and their golden weddings; here they lived their bountiful lives to a ripe old age; and here they died—Mr. Booth in December of 1912, Mrs. Booth on the first day of May, 1926. Their bodies were buried at Fairmount with the title of Pioneer inscribed on their common tombstone.

You should know that the Booths came by good right to be called Pioneers. They were married in Wisconsin in 1854, shortly after Mr. Booth had graduated from the University of Wisconsin—one of two members of the first class sent out by that now famous institution. In 1860 Mr. Booth gave up his law practice in Madison and set out for Denver, and then went on to California Gulch to engage in mining. The following year he brought his family by covered wagon and went into business at the same place, Mrs. Booth doing her full share by keeping boarders. Two years in the mining camp seemed to be enough, and they moved to Mesilla Park, New Mexico, Mr. Booth to serve as court clerk to his law teacher who had been sent by President Lincoln to be United States Judge for the Southern District of New Mexico Territory. The following

spring they drove to Cherry Creek and the Four Mile House. After this their pioneering was of a different kind—part of which I may mention.

In 1868 Mr. Booth dug the First Attempt Ditch on the opposite side of the creek from where we are; in 1869 he added the Snell Ditch on this side of the creek; it brought water from a point about four miles up-stream and ran on the south side of the house, where you may see water running at this moment. In 1872 the third ditch was dug and called the Success. It joined the Snell near the south east corner of the alfalfa field past which you came to this place. From the Success Ditch and the Levi Booth Well at the corner of the alfalfa field comes the running water you may see. The Snell Ditch made possible the first irrigation of the land on this side of the creek; made it possible to make a beginning of successful tree-planting. The result you see about you; trees as tall as the tallest of those planted by old Cherry Creek before the first white settlers established themselves in this part of Colorado. However, for this part of the Booth Ranch of old, the Success Ditch is our standby, furnishing a continuing small supply of water, which we supplement at times by pumping from the well. As a reminder of the vitality of Mr. Booth in his old age, I may tell you that he had the well dug and equipped with pump and engine during the last year of his life, when he was past eighty years old in 1912.

When you look about you and consider the orchard and fields and pastures; the maple, cottonwood, walnut, and spruce trees that help to make this a pleasant place to see and a pleasanter place to live,—when you see and reflect on these things, you will begin to appreciate the quality of the man who chose to spend his days among country people, farm animals and farm crops rather than in digging for gold and silver in the mines. And his plans and work were not his alone; for Mrs. Booth was a helpful and understanding partner in the enterprise to which they devoted the major part of their lives. And what they did lives on after their passing. Those who knew them best knew them to love and admire and respect them for what they were and what they did.

Madam Regent and your fellow-daughters: I have greeted and welcomed you and your guests and ours in the name of Mrs. Working and myself and others related to Mr. and Mrs. Booth. For more than sixty years they were the owners and keepers of this place. In a special way they entrusted its care to me; and so I presume to add a welcome in behalf of the Pioneers who have gone before. The trees they planted and nourished; the flowers which bloomed and shed their fragrance under their care; the ditches they dug to carry the life-giving water to what was almost desert

land—all these are ours in trust. What you have done and are doing here and now—does not this make you sharers in this trust? You have done well to place a memorial tablet on the old Four Mile House. By this act you have given the ancient tavern a tongue and speech to tell its own story; in part the story of a home which has

MR. AND MRS. D. W. WORKING (in 1925)

been a blessing to this community; a home whose influence reaches out through children and children's children to an ever-widening horizon.

May I confess to you that it has been our hope that this old house and the stately trees around it might be kept by the State or by an organization such as yours as a memorial to the Pioneer Spirit and the pioneering work done by such devoted persons as those who lived so long and well in this old building. I am very sure that those who live only in the Present cannot live their best. The worth-while life of Today has its roots deep in the cultural soil of the Past. So by your work you are promoting a better knowledge of our own day by encouraging the increase of knowledge and appreciation of the days and the people who have passed into History.

The Gray and Torrey Reunion Fable

ERL H. ELLIS*

It has been a grand story, but perhaps it is time to put an end to the fictions involved and set the record aright.

The association of the names of Gray and Torrey needs no stressing, and we can all understand the background that led Professor C. C. Parry, in 1861, as an "innocent scientific pleasantry," to name the Twin Peaks after the pair of noted botanists. But this natural coupling of the two eminent men seems to have invited a stretching of facts to support the romantic thought that they visited Colorado together in 1872, and climbed together on Grays Peak.

The facts are simple: Torrey and Gray were *not* in Colorado *together* in 1872. Professor and Mrs. Gray, returning from California, detoured to Denver, and Georgetown, and climbed Grays Peak with nineteen others, on August 14, 1872. Torrey was not in Colorado at the time. Professor Torrey, his daughter, and a Miss Juell, from Norway, registered in Denver on September 16, 1872, and registered in both Georgetown and Denver on September 19, 1872. This was the time when Torrey "stood on the flank" of Torreys Peak. Gray was not in Colorado at this time.

Now for the contrary assumptions that have been made:

Perhaps John L. Jerome Hart innocently loosed the germ of the trouble in 1925 with the publication by the Colorado Mountain Club of his first edition of *Fourteen Thousand Feet*. Hart said, page 7: "That the two scientists should stand together on Colorado peaks is fitting." If this is read closely with the context, one gathers that Hart is commenting upon the appropriateness of the use of the names of these men on the twin peaks. On page 8, Hart mentions that Torrey "stood on the flank" of Torreys Peak in 1872, but does not mention Gray's more famous climb of Grays Peak.

Or perhaps the root of the difficulty should be found in the note on page 47 of the *Rocky Mountain Letters 1869*, by William H. Brewer, published in 1930 by the Colorado Mountain Club. This was "edited and annotated" by Edmund B. Rogers, but the editor comments that Merritt H. Perkins, R. H. Hart, and John L. Jerome Hart prepared many of the notes. From page 47, footnote: "The original names were confirmed in 1872 when Gray, Torrey and Parry revisited the region, their visit being made a great occasion." This refers to Gray's visit, but Torrey was a month late for the proceedings.

In 1931 the Colorado Mountain Club published the second edition of Hart's *Fourteen Thousand Feet*. The germ of the first

*Mr. Ellis is a prominent Denver attorney.—Ed.

edition here shows real growth. On page 12 is found: "In 1872 Gray and Torrey ascended Grays Peak." This is immediately followed by a quotation claimed by Hart to be what "Gray wrote concerning Torrey." (In this, host Judge McMurdy, of Georgetown, is miscalled by Hart, Judge McCurdy.) Quite evidently Hart assumed this language referred to an ascent of Grays Peak by Torrey. But the words quoted by Hart were in fact Mrs. Gray's own description of her husband's climb of Grays Peak, as will be found by a reference to pages 627-628 of *Letters of Asa Gray*, edited by Jane Loring Gray, 1893. Then Hart, now in a very changed context, repeats his remark: "That the two scientists should stand together on Colorado peaks is fitting." There is also repeated the statement that Torrey in 1872 stood on the flank of Torreys Peak.

But in this second edition of *Fourteen Thousand Feet*, on page 38, Hart correctly quotes the essence of the *facts*, from Gray's letter to A. De Candolle, of January 14, 1873 (see *Letters of Asa Gray*, page 636): "Dr. Parry passed last summer in the Colorado Rocky Mountains, where Madame and I visited him, in his cabin; and we ascended Grays Peak together (14,400 feet). Torrey, old as he is, was there later, but did not get up the twin Torrey's Peak, though his daughter did surmount Gray's Peak." It is the privilege of the present writer to introduce page 12 to page 38 and to suggest that they "get together."

It remained for Benjamin Draper to bring to full flower this enticing story. In the *Harvard Alumni Bulletin* of November 10, 1939, pages 220-223, is found his article, "Reunion at Fourteen Thousand Feet." "It was a strange yet exciting piece of luck," Draper says, "that three of the greatest men in American botany should have been brought together . . . for a reunion to do honor to one another. Stranger still that the location for such an honor-giving ceremony should be . . . at an altitude of more than fourteen thousand feet . . . But such a novel ceremony was held by the venerable John Torrey, his pupil and early assistant, Asa Gray of Harvard, and Charles Christopher Parry, pupil of Torrey and lifelong friend of both. This was in August, 1872. The place was the summit of Grays Peak, in the Colorado Rockies."

Rather as an anticlimax, late in the article it is explained that Torrey did not actually climb the peak, but that Miss Torrey did, while Professor Torrey "cheered himself by watching from a vantage point."

A second blooming of this delightful article appears in Volume XVII, pages 121-125, of the *Colorado Magazine*, July, 1940, where the same material, slightly rewritten from the *Harvard Alumni Bulletin*, again appears under the caption: "Reunion at Fourteen

Thousand Feet, 1872." Here we find related that the proprietor of the Barton House at Georgetown greeted Torrey, Parry, and Professor and Mrs. Gray with great cordiality. This time Benjamin Poff Draper states that in the annals of Georgetown "there is a record of a reunion of the three greatest figures in American botany—John Torrey, Asa Gray, and Charles Christopher Parry." There is, we submit, no such record.

There is no question but that the visit of Gray to the top of Grays Peak was made a great occasion. Parry was there. So were many others. But not Torrey; nor his daughter. There were ceremonies on top of the peak. Judge J. H. McMurdy presided. But the judge did not deliver the long and flowery address to Gray, as Draper states in both his publications. This peroration was from the pen and lips of the Reverend Professor R. Weiser, editor of the *Colorado Miner*, the early Georgetown newspaper, in which was officially published on August 22, 1872, the record of the proceedings on the peak.

In 1940, Benjamin Poff Draper published his *Georgetown*, a pamphlet telling the "High Points in the Story of the Famous Colorado Silver Camp." On page 17, he has "Excerpts from the Barton House Register." For August 10, 1872, he lists: John Torrey, Miss Torrey, Professor Asa Gray, Jane Loring Gray, and Charles Christopher Parry. What appears to be the original of the Barton House Register, in the Denver Public Library, lists *none* of these people as registering on August 10. "Professor A. Gray and wife, Cambridge, Mass." appears on August 14, and on September 19, John Torrey registered for himself, for Miss Torrey, and for Miss Juell.

Now the Colorado Mountain Club evidently intends a series of chronicles of "Botanical Explorers of Colorado," to be written by Joseph Ewan. In the April, 1941, issue we have the first, about C. C. Parry. Here we have another reference to "the visit of John Torrey and Asa Gray to Georgetown, Colorado, in 1872," and Draper is given as the reference.

Let us petition for an end to this myth. Torrey's separate visit to Colorado was apparently so unsung that it has been too easy and alluring to fix his trip as occurring at the same time that Gray "made the papers" in a big way.

NOTES

Colorado Miner, Georgetown, Colorado. Issue of Aug. 15, 1872, mentions that Professors Gray and Parry are en route to Grays Peak. Issue of Aug. 22, 1872, contains full account of the expedition, with two lists of all the members of the party. The main article is signed by the President and by the Secretary of the party. No mention of the Torreys, father or daughter.

Letters of Asa Gray, by Jane Loring Gray, 1893. On pages 627-628 appears Mrs. Gray's account of the ascent of the peak. No mention of the Torreys. On page 636 is Gray's letter to A. De Candolle in which Gray states that Torrey was in Colorado later than when Gray was there.

Daily Rocky Mountain News, Denver, Colorado. Issue of Aug. 9, 1872, mentions that Gray and wife are in Denver. Issue of Aug. 10, 1872, states that they go to Idaho that day, with plan to climb Grays Peak on the twelfth. Issue of Sept. 15, 1872, mentions that Dr. Torrey, with daughter and Miss "Yule" arrived in Denver the evening before.

The Daily Tribune, Denver, Colorado. Issue of Sept. 16, 1872, mentions arrivals at the American House as including Prof. John Torrey, Miss Torrey, and Miss Yule. Issue of Sept. 19, 1872, mentions, among arrivals, Dr. J. Torrey, Miss Torrey, and Miss Juell, of Norway.

"Barton House Register," Georgetown, Colorado. Shows registration of "Prof. A. Gray and wife, Cambridge, Mass." on Aug. 14, 1872. Also shows registration of "Dr. John Torrey, New York, Miss Torrey, ditto, Miss Juell, Norway," on Sept. 19, 1872.

American Journal of Science and Arts. In Volume V, No. XXX, page 411, is a biographical notice of John Torrey, by Asa Gray, read April 8, 1873. Gray mentions that Torrey stood on the flank of Torreys Peak the last summer.

Proceedings of Davenport Academy of Sciences, Volume 6, pages 35-52, contains a biographical sketch of Dr. C. C. Parry, written by Dr. C. H. Preston. In this, on page 40, Preston quotes from an earlier obituary notice by Parry after Torrey's death, in which Parry mentions entertaining Torrey in 1872 at Parry's cabin at the foot of the peaks. Parry also told, separately, of his second ascent of Grays Peak with Professor Gray. Parry does not connect the two occasions.

The American Naturalist, Vol. 6, 1872. On pages 709-710 is a *note* by "A. G." which mentions the ascent of Grays Peak by Dr. Gray and the visit of Dr. Torrey "a few weeks later." There is internal evidence in this article that suggests that this was a note by Gray himself.

Recollections of Pioneer Life in Colorado

As told by

DR. WILLIAM RUSSELL COLLINS to MR. JAMES R. HARVEY*

I was born on May 9, 1858, in a small log cabin in Winnebago County, Illinois, near Freeport. My father, Dr. Russell Jarvis Collins, served as physician and surgeon during the Civil War, from 1861 to 1865, with the Illinois troops; he left the army at the end of hostilities, with the rank of Major. He came home to his small family fully determined to pack up at once and set out for that wondrous new land of California of which he had heard such glowing accounts while in the army.

So early one spring morning in May, of the year 1866, we hitched the horses to the wagon, which had already been packed with our most treasured possessions, and set out for St. Louis. Here father bought an extra set of harness for the horses, clothes

*Mr. Collins now resides in Denver. Mr. Harvey, Assistant Curator of History, obtained this story through interviews in 1940.—Ed.

for all of us, and put in a large supply of grub—staples mostly, such as sugar, flour, lard, salt, coffee, bacon, and some canned goods, with a small amount of dried fruit as a special treat on Sundays.

We boarded the steamer *Pocahontas* with our outfit and started up the Missouri River for Omaha. The water was high from recent spring rains and the boat made its way with difficulty against the strong current. We were eight days making the trip. On board was the first shipment of railroad iron for the Union Pacific railroad and we found contractors impatiently awaiting its arrival at the docks in Omaha.

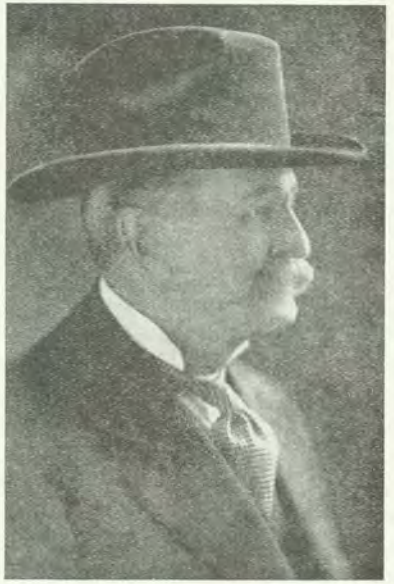
Omaha was teeming with activity—a typical freighter's town. There were a number of freight lines. I remember the Red Line, the Green Line, and the Blue Line. All day long vast freight wagons, sometimes with fourteen to sixteen yoke of oxen, rumbled up from the docks and joined in trains, two to three miles long, as they set forth on the long journey across the prairies. The going was rough and the oxen made but slow progress, not over ten miles a day. Many of the poor brutes wore no shoes and, foot-sore and weary, they sickened and died before they had covered half the long trail to California.

We, with our horses and wagons, could make much better time, but father experienced considerable difficulty in passing the wagon trains, for the heavy freight wagons held to the ruts and, in order to pass, we had to take out across the virgin prairie, which was very rough and uneven. Sometimes father had to leave the road and drive over the prairie sod for nearly a whole day in order to pass one train. When we left one freight train behind we soon caught up with another, so that we did not travel alone. I amused myself by counting the number of rounded white tops of the wagons in the snake-like trains as they wound ahead of us, or in looking out over the prairies for antelope and buffalo. These furnished us our fresh meat on the trip.

We made the crossing of the Platte River at Grand Island easily enough, due to the large island in the middle of the river, but the California Crossing, where we planned to cross back, was a different matter. The Platte was running bank to bank from the melting snows in the mountains. It is hard to realize now that the Platte River of pioneer days was a large river at that point, and a dangerous one. We camped at the California crossing several days, during which time I saw wagons upset and swept away by the river, people and oxen floundering in the water and, in some cases, drowning. Father decided not to attempt the crossing, to abandon our trip to California for the time, and to continue on to Denver instead.

At Fort Kearny we were held up because of Indian scares. On the way out we had seen only a few scattered bands of Indians, who had not offered to molest the wagons in any way, but merely escorted us for several miles staring curiously at everything in the train. However, every night we had kept a strict watch for Indians and horse-thieves. But from Fort Kearny, west, it seemed that the Indians had begun to harass travelers and it was deemed wise to travel in parties large enough to resist the savages, if attacked. We traveled for days with a train out of Fort Kearny but the going was so slow that we all became restive.

Finally we reached a place where it was possible to leave the main traveled road and, by a cut off, save several days' travel. Mother and all of us were anxious to reach Denver as soon as



DR. WILLIAM RUSSELL COLLINS (1923)

possible, so we decided to take the cut-off. Five wagons, bound for Salt Lake, joined us, and we left the main road and turned toward Denver.

Toward evening we pulled into a nice grassy spot, circled the wagons, unhitched the horses, and the women started to prepare supper. Suddenly there were six hundred Indians right on top of us. One of the young fellows in our train placed his Winchester at his shoulder and started shooting at a nearby bank of earth. At each shot, the dirt would fly back and the Indians would retreat a little, muttering—"bad—bad—bad;" he indicated by sign-

language that he could keep this up all day. In the meantime father and the other men had been hitching up the horses.

One old Indian stuck his head in our wagon and demanded sugar. Mother gave him some. Then he asked for salt. Mother didn't care to argue the point, she gave him some salt. Then he said his papoose was hungry, and he needed some flour. Mother would have given him some flour, also, but the flour can was empty. She told him to wait until her "man" came back to open another sack of flour. I can still see his head thrust through the doorway of our wagon where I crouched in terror; there was a wide red streak painted right down the middle of his face and head. Father came back with the horses and began hurriedly to hitch them to the wagon. Mother asked him to give the Indian some flour. Father turned angrily, raised his arm threateningly, and shouted, "Get out of here or I'll knock your d——— head off." The Indian left to join his fellows, muttering threats.

Before our guns, they all dropped back, but followed us for a time at a distance, showing in pantomime what they would like to do to us, drawing their hands across their throats, and scalping an imaginary enemy. Perhaps the only thing that saved our small party from complete annihilation was the fact that the Indians were moving camp and had their women and children with them. Sometime later a band of about fifty men came riding from the wagon train we had left, to bring us aid, having seen the smoke from a ranch and store building set afire by the Indians after they tired of following us. This store-keeper and several ranch hands had been killed. Finding us miraculously safe, the party of horsemen turned back to join their own train on the California trail to the north of us.

Without any further trouble, we arrived in Denver on July 4, 1866, having been six weeks on the road after we left Omaha. We made camp out near Rocky Mountain Lake and spent a quiet Fourth, all glad for a blessed sense of security, after the nerve-wracking days on the prairies. However, one of the young fellows in our company went into town to a circus and came home very drunk, shooting his gun and celebrating in what he thought to be true western style. His brother banged him over the head with a neck-yoke and put him to bed.

While camped here, father met some "Hoosier" who told him glowing tales of fortunes to be made in the gold mines of Empire, Colorado. Not at all eager to take up again the tedious trail to California, father listened interestedly and finally decided to take his family to the mountainous country around Empire. Here in the Colorado mountains father remained for the rest of his lifetime, and found his fortune, not in the yellow gold of the mines,

but in administering to these mountain folk as surgeon, physician, and friend.

We arrived in Empire in September, 1866, in one of the worst storms of the year; the snow was two feet deep. The winter was severe. We had snow early, late, and deep. The lake froze to a foot and a half in depth, solid, clear ice. Here, in the evening, practically the whole town would gather about a huge bonfire and skate until midnight. Often I would skate until I was so cold I couldn't stand up, then return home to shake from the bed-covers the snow that had sifted through the cracks of my small attic bed-room, and creep under the heavy home-made quilts with a brick or a stove lid wrapped in paper, to lend me its comforting warmth.

At that time Empire was composed of two intersecting streets; the north and south street ran one mile up the hill to North Empire. In 1866 Empire had a population of eight hundred people. The only water supply was a well, one hundred feet deep, in the center of town. Here everyone came with pails and jugs to obtain their drinking water.

Living conditions were not at their best—we hadn't much to live on. Most families kept some bacon on hand, or a piece of salt pork. This supplied our meat and gravy, which with hot biscuits made up our menu for many a meal. Flour was eighteen dollars a hundred. It was freighted in from the flour mill at Littleton, Colorado, and it looked like cigar ashes. Sugar sold from fifty to seventy cents a pound; naturally we didn't use a lot of it. We never saw eggs. Butter, when we could get hold of it, was seventy-five cents to one dollar a pound. It was sold to Denver merchants from the ranches nearby. When it finally reached us, by means of slow freighters, it smelled to high heaven. The stores tested it by running a glass rod down into the tub of butter to determine the color and kind. I thought they might better test it by the smell and taste. I liked my biscuits better without it. We had little fresh meat—sometimes a small amount of beef. There was little wild game and I do not remember having many fish, although father fished a great deal. We had fresh wild berries in season, gooseberries, choke-cherries, and raspberries, when a bear didn't beat us to them.

In 1867 the Utes, under Colorow, gave us several bad scares and caused considerable trouble for four months. Colorow brought his band of warriors and camped on a hill across the river from Empire. He made numerous threats, letting it be known that he intended to attack Empire, and burn it to the ground. There was an old prospector in town who spoke the Ute language. He finally coaxed Colorow to go back into the park. My brother, seven, and

I, then nine years of age, from behind the shelter of large rocks, watched the Indian band leave, riding up the pony trail over the pass. But one morning, they were back again, camped in the same place, over three hundred of them, and Colorow seemed to be making preparations to really carry out his threats. This time everyone was much alarmed. My brother and I went to bed with our clothes on, so we could jump out and run the minute we heard them coming. Colorow finally left, when he was informed that the United States soldiers were in town. For several months a large band of Utes camped near Empire, with their women and children. They made great nuisances of themselves, especially at meal time, when they would appear at every back door in town begging for something to eat. I remember one Indian whom we called "Bill." He always wore beautiful beaded buck-skin suits. He liked to sit by the hour in the kitchen of the hotel and talk; he loved to have picture books explained to him. I showed him some pictures of the Digger Indians in California, and read him their story. He became very excited and exclaimed, "Digger Indians, no good Indians."

The small boy of this period had to create his own sources of amusement. I read all the books I could get; I tick-tacked on windows by the hour; or took my bow and arrow out on a buffalo hunt. Of course the buffaloes were chipmunks, and my efforts at marksmanship never even interrupted the even tenor of their lives. In those early days our imaginations had to take the place of the modern picture shows. Every new and strange pile of rocks became the stage of desperate battles with cattle rustlers, and stage robbers; or presented the problem of lurking Indians, to be tracked down and slain with our bow and arrows.

The boom in Empire had started in 1860. By 1866 Empire was practically through, due to the scarcity of water. A number of mills had been built—some made fortunes, others were simply promotion schemes, such as the Leeper Mill, which was built with Eastern capital, and never turned a wheel. The mills of course, were stamp mills, in which the ore was crushed, and the metal collected by means of quick-silver.

The Star Mill, built by Andrew Mason, had ten stamps; the Conquerer, five stamps. George Mason built the Knickerbocker Mill. The Empire ore, while present in large quantities, was a low grade ore, producing from one-fourth to one-half ounce of gold per ton. At $20 an ounce, one can see it would scarcely be a paying proposition. The Hills Mill was another built with Eastern capital, but never run; the machinery was packed in and set outside the mill; eventually it was broken up or stolen; the promoters had known from the first that the ore was of such a

nature that it could not be handled, but they realized a fortune from the building of the mill.

The first mining in this district had been done at a small place called Mill City, half way between the towns of Dumont and Downieville. Here was operated a Spanish arrastra in 1862. Later, in 1873-4, Mr. Rumbald operated a mill in North Empire, and made expenses. Still later, in 1878-79, the Negus, a placer mine below North Empire, paid $50,000.

Now Empire started on its decline (1866) and Georgetown began its mushroom growth. In September, 1865, Thomas Hodgkinson and Thomas Wetherall of Empire mowed the ground where Georgetown now stands and got three tons of hay from the bars and willows. They sold the hay for six cents a pound in Empire. By 1878, Georgetown boasted five thousand inhabitants. The discovery of silver in the Snake River district, Summit County, and the Argentine district, Clear Creek County, gave rise to its rapid growth.

In 1867, father moved his family to Georgetown, in the wake of the boom. Now, for the first time, I became acutely conscious of the advantages to be derived from having money in one's pocket, and I cast about for ways of amassing my fortune. There were varied opportunities for a small boy to earn money, but vastly different from the present day. I gathered great quantities of tin cans; then I built a huge bonfire on the stone floor of some old smelter and threw in the cans. After the fire had burned itself out, I gathered up the solder and sold it at 25c a pound. Sometimes I earned a little driving or herding cows; often I assisted the driver of some milk wagon. I distributed hand-bills. Whenever a show came to town I was always on hand to earn a few pennies turning the hand-organ, gathering grass for the snakes, or picking up pebbles for the iron-jawed man to munch upon. I gathered old iron which I sold to the smelter, for 4c a pound; likewise the smelter bought all the old bones I could collect, at 3c a pound. They bought these to use in place of lime in an iron and silica mixture to help form slag, which in smelting, floated the impurities to the top. The scrap iron they used in place of iron ore. Most people were glad to have these things picked up, and in '68 and '69 I combed the country from stem to stern for cans, bones and iron.

The lower part of town was, at this time, a swamp, filled with tall willows. I took my baby brother down here one day to see a prize fight. I saw a tall thin man batter the daylights out of a short fat fellow. It was my first—and last—prize fight.

Through the years of 1870-71-72, I acted as printer's devil in the Georgetown printing office. It was a monotonous grind for three years. The town was growing all the time. At first

the lower part of the present town was known as Elizabethtown. The upper part was mostly trees. It was cleared by sheer might and muscle, and houses were built there. During the '70s Georgetown grew to a prosperous town. Coaches arrived daily from Denver. The fare was $35. Sometimes as many as three Concord coaches arrived in one day.

In 1873-4, I attended Jarvis Hall, at Golden, Colorado. It was established as a school for boys in 1871 by Bishop Randall of the Diocese which embraced New Mexico, Colorado, and Wyoming.

The foundation of the school was sponsored and funds provided by friends of Bishop Randall in Boston. Mrs. Jarvis and relatives were members. It was situated about one mile south of Golden City limits, on the small mesa where the State Reformatory now stands. The school was comprised of three buildings arranged in a row, facing north toward Golden.

The School of Mines was the first building on the west, square, two-stories high, with a large tower on one corner, one story higher. It had a flat roof which made it a favorite place for boys on hot summer nights. The building was never completely finished. It had earth floors, on the ground floor. On the second floor were the lecture rooms and the chemical laboratories.

The second building was two stories high, oblong, with a mansard roof. This was the dormitory. A long hall extended the length of the building with partitions forming small box-stalls like a stable, all along either side; a blue cotton curtain hung in front of each of these sleeping rooms. There was no heat except what was obtained from two chimneys on each end of the hall. Each stall was furnished with an iron cot, a single mattress and bedding, a chair, a mirror, and a bowl and pitcher on a wash stand. This building was called Jarvis Hall.

The third building was the Divinity school, known as Matthews Hall, and furnished quarters for those studying to be Episcopal Ministers.

On the lower floor of Jarvis Hall were the kitchen, dining room, and class rooms of the general school. The grounds were 640 feet square, the same as the Mormon Temple in Salt Lake City. The entire grounds were fenced, with one entrance to the north, facing Golden. A wooden arch over the entrance bore this inscription, *Nil Sine Dui Nine,* meaning "Nothing without God's Influence."

Some of the instructors were: Professor Arthur Lakes, in charge of the geology school; Charles M. Marshall, an Episcopal Minister; Professor Sheldon, principal; Thomas L. Bellam of Pittsburgh; Bishop John Spalding of Colorado, Consultor for Conduct of the Institution. Dr. and Mrs. Collins were, later, married by Bishop Spalding.

The only water supply available to the school was a well, 75 feet deep. In 1773, some of us boys noticed feathers floating in the well. Upon examining the well closer we discovered a number of dead chickens floating on the surface of the water.

The buildings burned between 1875 and 1880.

In 1879 the rush to Leadville almost depopulated Georgetown. All miners and prospectors who were out of a job, storekeepers, and rif-raf that drifts into a boom town, melted away from Georgetown at the first news of the "strike" in Leadville.

Father's practice fell off, so he again followed the crowd, and set up an office in Leadville; however he left his family in Georgetown. My mother, Mrs. Mary M. Collins, was elected a member of the first Georgetown School Board. She was the first woman member in Colorado. In 1880 father was appointed by Governor Pitkin, as a member of the first State Board of Medical Examiners in Colorado.

I was still working on the paper; we were publishing a daily—the *Colorado Miner,* and also a *Mining Review.*

Georgetown was fairly quiet for a mining town. I saw few rows. Usually when I heard a shot I ran the other way, I was not at all curious about who shot or got shot. The first year we were in Georgetown, a young fellow, Edward Bainbridge, shot James Martin in a quarrel arising from a card game in Gayoso saloon. The bullet lodged in Martin's head, but he subsequently recovered. However, an infuriated mob took Bainbridge out and lynched him.

There was no dance hall in Georgetown but the miners had their own form of amusement. One incident I recall clearly. A. F. Curtis was in the hardware business in Georgetown. He was paying court to Libby Cree, who lived in the lower part of town. Every evening he went to call on her, and always he went down Main street. A couple of miners who had a small cabin near the road decided to play a trick on him. They knew he always went back up Main street past their cabin at ten o'clock. When they heard him coming, Harris rushed out and started throwing rocks on their own roof. Pearson came out shouting and emptied his six-shooter in the air. Curtis took it for granted they were shooting at him, and vanished up Main street in a cloud of dust.

I often saw Henry Crow and Fred Clark, discoverers of the Terrible Mine, riding up the Silver Plume road with their dinner pails over their shoulders. When they made their strike they sold out for $128,000 apiece. The company which bought it realized $556,000 from this mine.

Henry Crow, who ran for Governor but was not wanted by the people, built a great brick house on the hill. He had 20,000 brick hauled in by team from Kansas City. Of course, some bricks were made in the Georgetown brickyard but they were of worthless clay, and soon crumbled. The Cushman Opera House was built with these poor bricks, likewise the school.

Fights in the mines were common events. Often one party would take possession of a mine. That was a signal for the other party to smoke them out. This they did by lighting bales of hay and dropping them down the shaft; sometimes they dropped burning sulphur into the mine.

I tired of the newspaper business and having grown interested in my father's profession, I decided to study medicine. I was graduated from Bowdoin College in Brunswick, Maine, in 1880, and later, from St. Louis Medical College.

I practiced medicine in Idaho Springs, Victor, Leadville, and Empire. I had just the regular country practice. I never knew what I would see until I got there. I got $5 a call. I was City Physician in Leadville from 1893-96. During this time there was much strike trouble.

I followed the boom to Alaska in 1897, where I remained six months. From 1902 to 1912, I had charge of the St. Joseph Hospital in Georgetown. There were eight sisters as nurses in the hospital. The miners paid $1 a month for hospital care.

I met a number of extremely interesting characters among these mountain people. One was Postmaster Avery of Empire. Like many of the early settlers, his previous life was unknown, and remained a closed book.

About two-thirds of the way to the summit of Lincoln mountain was a huge white spot in a rock slide, perhaps 150 feet long, and 75 feet wide. Mr. Avery used to say, "See that burned spot on the mountain? It was smoking when I came here." One day he was carrying a pail down the street, a neighbor yelled to ask what he had, and Avery replied laconically, "Fish." I looked up in surprise as I could see the pail contained milk. Avery said solemnly, "I always carry them in milk." Avery had the misfortune to be standing in his door-way in 1863 when Peter Cooper was shot in a dispute over a dog fight. Avery was sent as witness at various intervals, to Golden, Boulder, and Colorado Springs. He often told that it cost him $1,500 for traveling expenses and that he never got a cent back.

Another colorful figure was Benjamin F. Southgate, called the hermit of Georgetown. He came to Georgetown in 1883, at the age of 79. He built a cabin on the outskirts of Georgetown and called it the "Franklin Hermitage." The term hermitage

was a misnomer, for Southgate never tried to shut himself off from the world. Rather, needing money on which to live, he put the following advertisement above his door: "Philosophic Scientific Repair Shop. Clocks, Coopering, Chairs, Saws Filed, Tinware, Politiks and Theology Tinkered."

He eked out a meager living from money received for odd jobs, but as often he gave his work free to those who could not pay. He loved children and the Georgetown youngsters found in his shop a fairy land of wonders. By means of water power he set in motion dozens of queer mechanical toys about the large room that served as his home and work shop. Outside his house he constructed a wooden merry-go-round, and it was the pride and delight of every child in town. He built a long flight of steps up the granite slope of Chimney Rock. At the top the feeble old man blasted and scooped out a tomb from the solid rock of the mountain. He erected a monument with the inscription, "The end of the road to eternity." He requested that his body be placed in this tomb, but the state law prohibited burials within the town limits. He was buried in 1895, at the age of 91 years, in the Alvarado Cemetery and the wooden monument was brought down from the mountain and placed by his grave.

I retired from active duty in 1912 and have resided in Denver ever since.

Place Names in Colorado (L)*

La Boca (14 population), La Plata County, is in a region rich in archaeological interest, where numerous ruins of the pit-house type have been found.[1] La Boca is Spanish for "the mouth," and the name was probably selected because the village is near the mouth of Los Pinos River Canyon. The postoffice, established in 1902 at a point two miles down stream, was moved to the present site in 1909.[2]

Lacy (4 population), Garfield County. The site was settled in 1890 by James Lacy, and named in his honor.[3]

Lafayette (2,052 population*), Boulder County, was named for Lafayette Miller, husband of Mary E. Miller, owner of the townsite land.[4] Mrs. Miller had the site platted and surveyed February

*Prepared by the Colorado Writers' Program, Work Projects Administration. An asterisk * indicates that the population figure is from the 1940 census.
Unless otherwise credited, all information or data has been sent to the Colorado Writers' Program.
[1]*Colorado Magazine*, II, 45-7.
[2]Data from Sadie P. Aspass, Postmaster, Ignacio, Colorado, October 29, 1940.
[3]Information from Edna Tawney, Field Staff Writer, Grand Junction, Colorado, in 1938.
[4]*Colorado Magazine*, IX, 176.

3, 1888, and again January 5, 1889.[5] Lafayette was incorporated January 6, 1890.[6]

La Garita (49 population), Saguache County, a small Mexican settlement, was named for La Garita Peak, west of the town. According to the older residents, the Indians sent smoke signals from this peak to the Sangre de Cristo Range, across the San Luis Valley. La Garita is Spanish, meaning "the lookout," or, loosely, "the signal."[7]

La Grange, Weld County, was named for Mr. and Mrs. B. S. La Grange,[8] members of the Union Colony (see *Greeley*), who took up farm land here about 1872.[9]

La Jara (897 population*), Conejos County, came into existence soon after the Denver & Rio Grande Railroad reached here in 1880.[10] The Spanish name, literally "cistus or rock rose," is locally confused with "brush," and refers to the profuse undergrowth along the banks of the river.[11] Before there were any real settlements between the Conejos River and the Rio Grande, a few Mexican families lived near this site, and the place was called Llano Blanco[12] ("white plain").[13]

La Junta (7,040 population*), Otero County, founded in December, 1875, as the temporary halting place of the Santa Fe Railroad, soon became a thriving settlement. It probably retained its first name, Otero, until 1878, when the Kansas Pacific branch was abandoned and the Santa Fe was extended south.[14] *La Junta*, Spanish for "the junction," refers to the joining of the railroad lines.[15] The town was incorporated April 23, 1881.[16]

Laird (165 population), Yuma County, surveyed in September, 1887, was laid out October 5, 1887, by the See Bar See Land and Cattle Company. The plat was filed October 7, 1887. The town was named for Congressman James Laird of Nebraska.[17]

Lake City (185 population*), seat of Hinsdale County, takes its name from near-by Lake San Cristobal (Sp., "Saint Cristopher"), one of the largest natural lakes in Colorado.[18] Founded in 1875,[19]

[5]Frank Hall, *History of the State of Colorado*, III, 305.
[6]*Colorado Year Book, 1939-1940*, "Gazetteer of Cities and Towns."
[7]Data from Irene Williams, La Garita, October 29, 1935, to the State Historical Society.
[8]Information from D. L. White, Field Staff Writer, Greeley, Colorado.
[9]David Boyd, *A History; Greeley and the Union Colony*, 389-99.
[10]State Historical Society, Pamphlet 349, No. 46.
[11]Data from J. D. Frazey, Secretary of the Chamber of Commerce, Antonito, Colorado, in 1935, to the State Historical Society.
[12]State Historical Society, Pamphlet 349, No. 19.
[13]Velazquez's Spanish-American Dictionary.
[14]*Denver Tribune-Republican*, December, 1884.
[15]*Colorado Magazine*, IX, 178.
[16]*Colorado Year Book, 1939-1940*, "Gazetteer of Cities and Towns."
[17]Frank Hall, *History of the State of Colorado*, IV, 357.
[18]Data from Pearl McCloughan, Treasurer, Hinsdale County, 1939.
[19]*Hinsdale County Year Book, 1935*, 5.

the settlement had a population of 1,500 by 1877.[20] It was incorporated September 19, 1884.[21]

Lake George (100 population), Park County, an early-day mining camp, was named for George Frost, founder of the town and builder of the artificial lake here.[22] It was the overnight stage stop between Colorado Springs and Leadville, and a bright spot in the mountains. With the coming of the Midland Terminal Railroad, week-end wild flower hunts and ice-skating excursions made the town famous throughout the state. After the mines closed and the railroad was abandoned, Lake George was deserted. In later years, C. E. Stevenson, Oklahoma's "Millionaire Newsboy," and his associates built a resort here.[23]

Lake Vista, Montezuma County. When a school was completed in this district in 1889, William Wooley, a prominent resident, suggested the name Lake View for both school and district. A postoffice was established in 1915 by Mr. and Mrs. J. T. McDill, who applied for the name Lake View; since there was a Lake View in California, the request was refused by postal authorities, and at McDill's suggestion "Lake Vista" was substituted.[24]

Lamar (4,445 population*), seat of Prowers County, was promoted chiefly through the efforts of I. R. Holmes of Garden City, Kansas, who planned to procure a United States land office for the town. After failure to secure the site of the Santa Fe Railway station of Blackwell, three miles to the east on land owned by A. R. Black, the present site was selected.[25] The Blackwell station was moved here May 23, 1886. On May 24, the railway ran excursions to the new town; $45,000 worth of property was sold the first day. Lamar was named for the Secretary of the Interior, the Honorable L. Q. C. Lamar.[26] It was incorporated December 6, 1887,[27] and became county seat November 5, 1889.[28]

Lamartine, Clear Creek County (Lamartine-Trail Creek District), settled in 1887, was located a few hundred feet from the Lamartine Mine, which lies near the peak of Lamartine Mountain. The mine was located in 1867, and produced high grade silver ore.[29] The town was probably named for the mine or the peak.

Lancaster, Prowers County, see *Hartman*.

Landon Hills (12 population), Jefferson County, a dry-land farming community settled by a small group of farmers, was

[20]Frank Hall, *History of the State of Colorado*, IV, 155.
[21]*Colorado Year Book, 1939-1940*, "Gazetteer of Cities and Towns."
[22]Data from Mrs. M. R. O'Malia, County Superintendent of Schools, Park County, in 1935, to the State Historical Society.
[23]*Pikes Peak Journal* (Manitou), August 12, 1938.
[24]Data from Grace G. Gordon, Dolores, Colorado, January 24, 1940.
[25]State Historical Society, Pamphlet 355, No. 26. See also the *Colorado Magazine*, VI, 119-126.
[26]*Colorado Magazine*, IX, 178.
[27]*Colorado Year Book, 1939-1940*, "Gazetteer of Cities and Towns."
[28]State Historical Society, Pamphlet 355, No. 21.
[29]*Denver Times*, August 1, 1891.

named by the Denver & Intermountain Railroad.[30] The exact derivation of the name is unknown.

La Placita de las Meas (La Placito de las Meas), Conejos County, an early Mexican plaza on the south side of the Conejos River, where the canyon begins to narrow, has long since disappeared. It was founded by Don Quirino Meas and named in his honor.[31] The name translates, "The little square of the Meas."

La Plata (21 population), La Plata County, first known as Parrot City,[32] now bears the Spanish name meaning "silver."[33] In 1882 La Plata had a population of 100,[34] and the postoffice was established in August of that year.[35]

La Porte (100 population), Larimer County, was the first settlement in this region. In 1858, John B. Provost and Antoine Janis, with a group of French trappers and their Indian wives, came down from the trading post at Fort Laramie seeking a site for a new post.[36] Janis said that he had staked a claim on the Cache la Poudre River fourteen years previously, and this site was selected. The village was called Colona.[37] The name was changed to its present form in 1862,[38] when a postoffice was established here. *La Porte,* French for "the gate,"[39] is often translated as "behold the gate" (Fr., *la*—"behold"; *porte*—"gate"), and was given because the site is the natural gateway to the region lying to the northwest.[40] La Porte was the seat of Larimer County from 1861 until 1868.[41] See also *Colona.*

Lariat, Rio Grande County. See *Henry.*

Larkspur (150 population), Douglas County, was settled in 1865. The beautiful flowers that covered the surrounding hills, but which are poisonous to livestock, suggested the town's name.[42]

La Salle (755 population*), Weld County, owes its existence to a quarrel between the Union Pacific Railroad and the city of Greeley, which led to La Salle's becoming the northern Colorado headquarters for the railroad in 1909-10.[43] The town was incorporated June 6, 1910.[44] There are two versions of the name origin: one has it that the name honors the French explorer of the

[30]Data from the Librarian, School of Mines, Golden, Colorado, January 9, 1941.
[31]State Historical Society, Pamphlet 349, No. 18.
[32]*Denver Post*, April 17, 1921.
[33]Velazquez's Spanish-American Dictionary.
[34]*Colorado State Business Directory, 1882.*
[35]*Denver Republican*, August 31, 1882.
[36]Ansel Watrous, *History of Larimer County*, 45.
[37]Alvin T. Steinel, *History of Agriculture in Colorado* (The State Agricultural College, Fort Collins, Colorado, August 1, 1926), 177.
[38]*Colorado Magazine*, XVII, 135-36.
[39]Spiers and Seirenne's *French Pronouncing Dictionary.*
[40]Ansel Watrous, *History of Larimer County*, 228.
[41]*Ibid.*, 40.
[42]Data from Grover W. Reed, Postmaster, Larkspur, January 15, 1941.
[43]Data from Donald L. White, Field Staff Writer, Greeley, Colorado, in 1938.
[44]*Colorado Year Book, 1939-1940*, "Gazetteer of Cities and Towns."

Mississippi Valley,[45] while the other states that it was given for La Salle, Illinois, by a settler who had originally come from there.[46]

Las Animas (3,232 population*), Bent County. After the building of new Fort Lyon, a flourishing settlement grew up on the opposite side of the Arkansas River. The townsite was surveyed in February, 1869, and was named for the Las Animas River,[47] *Rio de Las Animas Perdidas en Purgatorio,* "the river of lost souls in purgatory."[48] In 1873, when the Kansas Pacific Railroad built its branch from Kit Carson to the Arkansas River, the town of West Las Animas was settled six miles to the west of the first site. It was incorporated in 1882, and in 1886 the name was changed to its present form.[49]

La Sauses (La Sauces) (150 population), Conejos County, was settled in 1863-64 by Antonio Marquez, Jose Rodriques, and Fernando Borrego. The site was called *Sauses,* Spanish for "willows," since the many trees along the river and lagoons resembled willows.[50] By an error, the correct name, "Los Sauses," became "La Sauses" on the application for a postoffice. Authorities did not rectify the mistake and even after the postoffice was discontinued in 1881, the feminine prefix *la* remained before the masculine noun.[51]

Lascar (50 population), Huerfano County, settled in 1911, was originally called Concord. Confusion resulted because of another Concord in California, but there was a great deal of difficulty over the selection of another name. H. D. Burger, Colorado & Southern Railway agent, who had just read a book dealing with Norwegian sailors—*las-kars*—suggested the Scandinavian name, which was accepted with modified spelling. The word "lascar" also means an East Indian sailor or artilleryman.[52]

Latham, Weld County, first known as Cherokee City, was established in 1863,[53] and was an important stage station on the Overland Route at the junction of the stage lines for Denver and California, after the old Julesburg crossing was abandoned. It was named in honor of Milton S. Latham, early-day senator from California,[54] and was for a short time the seat of Weld County.[55]

Laurette, Park County, see *Buckskin Joe.*

La Veta (897 population*), Huerfano County, was formerly known as Francisco Plaza or Francisco Ranch. Colonel John M.

[45]"Place Names in Colorado," M. A. Thesis by Olga Koehler, University of Denver, 1930.
[46]*Greeley Tribune and Weld County Republican*, March 14, 1927.
[47]*Denver Post*, December 31, 1903.
[48]A. W. McHendrie, "Origin of the Name of the Purgatoire River," in *Colorado Magazine*, V, 18-22.
[49]*Colorado Magazine*, IX, 178.
[50]Data from Procopio Jiron, La Sauses, in 1940.
[51]State Historical Society, Pamphlet 349, No. 19.
[52]Data from Anna O. Thell, Lascar, to the State Historical Society.
[53]Frank A. Root and William E. Connelley, *The Overland Stage to California* (Topeka, Kansas), 224.
[54]*Ibid.*, 321.
[55]Frank Hall, *History of the State of Colorado*, IV, 347.

Francisco selected this site for his home while on a prospecting tour in 1834.[56] The present town was incorporated June 18, 1886.[57] La Veta means "the vein," and probably refers here to the numerous dykes radiating in all directions from West Spanish Peak.[58]

Lawson (10 population), Clear Creek County, was once a solitary inn known as Six Mile House, owned by Alexander Lawson. When valuable ores were discovered here in 1876, a great number of prospectors poured in, and a town soon developed. It was named for the inn-keeper.[59]

Lay (16 population), Moffat County. In 1879-80, after the Meeker Massacre, soldiers were stationed at various points to guard the road from Rawlins, Wyoming, over which supply trains must pass. One squad, camped on a small creek, was in charge of Lieutenant McCullough (McCulloch), who named the place Camp Lay, honoring his sweetheart in Chicago. After the camp was abandoned the stream was still called Lay Creek, and later, when a postoffice was established, it was also called Lay.[60] In 1886 Mr. A. G. Wallihan established the present town about a mile west of the original location.[61]

Lazear (50 population), Delta County, was founded in 1910 by B. M. Stone as the supply point for the fruit and livestock districts nearby. It was named for J. B. Lazear, a pioneer.[62]

Leadville (4,774 population*), Lake County. W. H. Stevens and others made discoveries of silver ore in this region in 1876, and in 1877 other rich strikes were made and the rush began. The early camp was known by many names: Slabtown,[63] Boughtown,[64] Cloud City,[65] Carbonate, Harrison,[66] and later Agassiz. When the time came for the adoption of a legal name, controversy raged. A strong faction desired to call the camp Harrison, for Mr. Harrison of the Harrison Reduction Works, but H. A. W. Tabor, the store-keeper, favored Leadville. Tabor won, possibly because so few people could oppose him for fear of a little unpleasantness concerning overdue bills.[67] The name Leadville was chosen for the large amount of argentiferous lead ores found in the vicinity.[68] Leadville

[56]*Colorado Magazine*, XVIII, 34.
[57]*Colorado Year Book, 1939-1940*, "Gazetteer of Cities and Towns."
[58]Data from Karl Gilbert, Forest Ranger, La Veta, January 31, 1935, to the State Historical Society.
[59]Frank Hall, *History of the State of Colorado*, III, 315-16.
[60]Data from Allen G. Wallihan, Postmaster, Lay, February 2, 1935, to the State Historical Society.
[61]Data from Mrs. June Sweeney and Mrs. Alice Robertson, Juniper Springs, Colorado, November 23, 1940.
[62]*Delta County Year Book, 1935.*
[63]*Leadville, Lake County & The Gold Belt* (Manning, O'Keefe & DeLashmutt, Publishers, 1895), 18.
[64]*Ibid.*, 9.
[65]*Denver Times*, June 12, 1889.
[66]*Daily Chronicle* (Leadville), April 7, 1879.
[67]*Colorado Graphic*, September 17, 1887.
[68]Eugene Parsons, *A Guidebook to Colorado*, 184.

experienced a phenomenal growth in 1879, reaching a population of about 35,000.[69]

Lebanon, Montezuma County, a picturesque village built in a dense setting of cedars, as was the Biblical Lebanon,[70] was founded and named by the Railway Building and Loan Company of Pueblo, about 1908.[71]

Left Hand, Boulder County, a small village near Gold Hill, was also known as Utilla.[72] The place was settled by farmers in 1859-60-61, and was platted by Porter M. Hinman and others, the plat being filed March 30, 1875.[73] Left Hand Valley was named for the famous Arapahoe chief, Left Hand (Ni Wot),[74] and the town was probably named for the valley.

Leonard (28 population), San Miguel County, was founded in 1900 by four ex-soldiers, veterans of the Civil and Spanish-American Wars. To settle the question of the new town's name, they wrote their own names on slips of paper, placed them in a box, and had one drawn out in lottery fashion. The winning name was Leonard.[75]

Lewis (49 population), Montezuma County, was named for W. R. Lewis, who purchased the townsite about 1909.[76]

Leyden (29 population), Jefferson County. As early as 1870 coal was mined here.[77] In 1903 Robert Perry, Denver coal operator, took over the management of the mine, and named the village for the two Leyden brothers, well-known residents.[78]

Lily (8 population), Moffat County, a farming community, was settled in 1884 by A. G. Wallihan, Mary Farnham, and Doc Higgins. John W. Lowell, prominent rancher, called the site Lily Park for the Mariposa lilies blooming on nearby hills.[79] In 1902, when F. C. Barnes secured a postoffice at his ranch house, postal authorities assigned it the name of Lily, dropping the "Park." The postoffice was discontinued in 1937.[80]

Lime (78 population), Pueblo County, was originally called San Carlos. About 1888 the Colorado Fuel and Iron Company obtained title to most of the land here for the purpose of quarrying the limestone with which the region is underlaid. The lime was

[69]*Colorado Magazine*, IX, 179.
[70]State Historical Society, Pamphlet 360, No. 73.
[71]Data from Harvey Pyle, Dolores, Colorado, in 1936, to the State Historical Society.
[72]*The Trail*, VI, No. 1, 14.
[73]Frank Hall, *History of the State of Colorado*, III, 304.
[74]*History of Clear Creek and Boulder Valleys* (O. L. Baskin & Company, Publisher, 1880), 420.
[75]Data from the Postmaster, Leonard, in 1936, to the State Historical Society.
[76]Data from Harry Pyle, Dolores, Colorado, January, 1936, to the State Historical Society.
[77]*Rocky Mountain News*, September 14, 1870.
[78]Data from Katherine Kilian, Golden, Colorado, October 15, 1940 (obtained by Mrs. C. E. Dollar, Golden).
[79]Data from H. A. Shank, Lily Route, Cross Mountain Post Office, Colorado, December 4, 1940.
[80]Information from F. C. Barnes, Postmaster, Lily, January 29, 1935, to the State Historical Society.

used at the steel works in Pueblo. In 1897 or 1898, a permanent camp was established and good houses were erected for the workers. The name was changed to Lime about 1900.[81]

Limon (1,053 population*), Lincoln County, established as a railroad camp when the Rock Island Railroad built here in 1888, was known as Limon's Camp, for the foreman, a Mr. Limon. Later it was called Limon's Junction, being a junction for the Rock Island and Union Pacific Railroads.[82] It incorporated under its present name November 18, 1909.[83]

Limrock (18 population), Larimer County, a siding where lime rock was loaded, was undoubtedly named for that natural product of the region.[84]

Lindland (15 population), Jackson County. The postoffice established here October 5, 1922, was named for J. C. Lindland, postal inspector in charge of the Denver office.[85]

Lindon (Linden), Washington County, settled in the 1880s, was first known as Harrisburg. Later the postoffice was moved three miles southeast and the name changed to Linden,[86] in honor of L. J. Lindbeck, of Illinois, early resident.[87] See also *Harrisburg*.

Littell (15 population), Fremont County, took its name from the Littell coal mine here. The mine was named for its owner.[88]

Littleton (2,244 population*), seat of Arapahoe County, was founded by and named for Richard Sullivan Little,[89] a civil engineer from New Hampshire, who came to Colorado in 1860 and engaged in farming. In 1867, with J. C. Lilley, he erected the Rough and Ready Flouring Mills. Little had the town platted.[90] It incorporated March 13, 1890,[91] and became the county seat November 8, 1904.[92]

Livermore (285 population), Larimer County, was named for two of the earliest permanent settlers here, Adolphus Livernash and Stephen Moore, who built a cabin one-fourth mile south of the present town in 1863 and engaged in prospecting. Livermore is a combination of their two names.[93]

[81]Data from J. U. Bruce, Principal, Lime Consolidated School, in 1935, to the State Historical Society.
[82]Data from J. C. Kessenger, Postmaster, Limon, January, 1935, to the State Historical Society.
[83]*Colorado Year Book, 1939-1940*, "Gazetteer of Cities and Towns."
[84]Data from F. E. Cook, Postmaster, Bellvue, Colorado, 1941.
[85]Information from J. C. Lindland, Inspector, Post Office, Denver, Colorado, to the State Historical Society.
[86]*Colorado Magazine*, XVIII, 144.
[87]"History of Washington County," Thesis by Stanley M. Porter, State Teachers College, Greeley, Colorado.
[88]Data from Lucile Pursel, Acting Secretary, Chamber of Commerce, Canon City, Colorado, January 17, 1941.
[89]Data from Houstoun Waring, *Littleton Independent*, Littleton, December 6, 1940.
[90]Frank Hall, *History of the State of Colorado*, III, 284.
[91]*Colorado Year Book, 1939-1940*, "Gazetteer of Cities and Towns."
[92]Data from E. E. Anderson, Arapahoe County Clerk, Littleton, November 17, 1939.
[93]Ansel Watrous, *History of Larimer County*, 192-93.

Lizard Head (5 population), San Miguel County, on the boundary between Dolores and San Miguel counties, was named for nearby Lizard Head Peak, which was so named for its curious shape.[94]

Lobatos (25 population), Conejos County, was once known as *Cenicero* (Sp. "ash heap") because of large heaps of ashes found in the vicinity.[95] Lobatos, the present name, is a Spanish word meaning "young wolves."[96]

Lockett, Saguache County ghost town, was founded by and named for a Dr. Lockett, at one time the county judge.[97]

Logan (10 population), Logan County. In 1916 or 1917, the Burlington Railroad put in a side track at this point to spare the grain-raising farmers the long haul to Sterling or Willard. It was first known as Amen, a name that proved unsatisfactory; Pinto and Oasis were suggested, but Logan was finally decided upon. The name is that of the county, which honors General John A. Logan (Civil War commander).[98] At one time there were two other towns in Colorado called Logan, one in Arapahoe County,[99] and one in Conejos County.[100]

Lolita, Crowley County, is a small settlement and station on the Missouri & Pacific Railroad. *Lolita* is a Spanish proper name meaning "little Lola."[101]

Loma (460 population), Mesa County, bears a Spanish name meaning "hill in a plain."[102] The Loma Vanadium Mill was recently installed by William G. Morrison, of Texas; the valley is the center of one of the world's most extensive vanadium fields.[103]

Loma (La Loma), Rio Grande County. In 1872-73, the full-fledged frontier town of Del Norte had spread out on both sides of the Rio Grande, and was divided into three small hamlets, Del Norte, West Del Norte, and Loma.[104] Loma was founded by Mead, Goodwin, and Pollack in February, 1873, and the plat was filed July 29, 1874.[105] All that remains of Loma today is the old town well.[106]

Longmont (7,406 population*), Boulder County. In November, 1870, the Chicago-Colorado Colony was organized in Chicago, and a committee was sent to Colorado to select a townsite. Fifty

[94]Data from the Postmaster, Lizard Head, in 1937.
[95]State Historical Society, Pamphlet 349, No. 18.
[96]"Place Names in Colorado," M. A. Thesis by Olga Koehler, University of Denver, 1930.
[97]State Historical Society, Pamphlet 367, No. 3.
[98]Emma Burke Conklin, *History of Logan County*, 179.
[99]Frank Hall, *History of the State of Colorado*, III, 286.
[100]*Ibid.*, IV, 101.
[101]"Place Names in Colorado," M. A. Thesis by Olga Koehler, University of Denver, 1930.
[102]Eugene Parsons, *A Guidebook to Colorado*, 219.
[103]*Daily Sentinel* (Grand Junction), January 1, 1941.
[104]*Colorado Magazine*, V, 98.
[105]Frank Hall, *History of the State of Colorado*, IV, 297.
[106]*Colorado Magazine*, V, 99.

thousand acres were purchased, and a town was laid out.[107] At a meeting in Chicago, March, 1871, members of the colony voted that the town should be called Longmont, for near-by Longs Peak,[108] whose name honors Major Stephen H. Long, noted explorer. The old town of Burlington, founded years before, was merged with the new settlement and the name of the Burlington postoffice was officially changed to Longmont in May, 1873.[109] Longmont was incorporated January 7, 1873,[110] and re-incorporated November 5, 1885.[111]

Longsdale (40 population), Las Animas County, was settled in 1901 by Alfredo Long and was named for the Long families, who established their homes and farms in this fertile plains area.[112]

Los Cerritos (50 population), Conejos County, an early Mexican settlement, was founded by Rafael Garcia, Antanacio and Ignacius Trujillo, and their families. Coming from New Mexico, they camped near the small hills that give the site its name, Spanish for "little hills."[113]

Los Pinos, Conejos County, founded in 1859, took its name from Los Pinos River, which was named for the pine timber at its source. *Los Pinos* is Spanish for "the pines."[114] See also *Bayfield.*

Lotus (24 population), Ouray County. When the Denver & Rio Grande Western Railroad built a station on this site it was called Bachelor Switch. Harry Stough, however, changed the name to Lotus Glen, for the lotus flower that grows abundantly in this area. Later, the "Glen" was dropped.[115]

Louisville (2,023 population*), Boulder County. C. C. Welch, of Golden, discovered coal here in 1877. The boring was in charge of Louis Nawatny,[116] who owned the surface of the land on which the original settlement was located. Nawatny had the town platted October 24, 1878, and his Christian name was adopted by the town. Louisville was incorporated May 26, 1882.[117]

Louviers (350 population), Douglas County, was founded in 1906 as the site of a branch explosives factory of the Du Pont industries.[118] It was named for Louviers, Delaware, where the Du Ponts established a woolen-cloth factory, the first step in the

[107]J. F. Willard and C. B. Goodykoontz, *Experiments in Colorado Colonization, 1869-1872,* xxiv-xxx, 135-330.
[108]*Golden Transcript,* March 12, 1871.
[109]*Boulder News,* May 23, 1873.
[110]Frank Hall, *History of the State of Colorado,* III, 301-02.
[111]*Colorado Year Book, 1939-1940,* "Gazetteer of Cities and Towns."
[112]Data from Mary D. Brunelli, Postmaster, Sopris, Colorado, January 13, 1941.
[113]Data from Mrs. Victor Garcia and Mr. Crecincia Salazar, January 16, 1941.
[114]Data from J. D. Frazey, Secretary of the Chamber of Commerce, Antonito, Colorado, to the State Historical Society.
[115]Data from Melvin A. McNew, Superintendent of Ouray High School, by Anna L. Nickel, Secretary, Ouray, Colorado, January 22, 1941.
[116]*History of Clear Creek and Boulder Valleys* (O. L. Baskin & Company, Publisher, 1880), 420-21.
[117]Data from Edward Affolter, Attorney, Louisville, August 3, 1932, to the State Historical Society.
[118]*Douglas County Record Journal,* December 16, 1921.

amazing financial career of the family. The Delaware town, in turn, was named for the French city that is the center of the woolen industry in France.[119]

Loveland (6,145 population*), Larimer County. For several years the business center of the Big Thompson Valley was the Namaqua trading post of Mariana Modena. Later a trading point and business center grew up at Old St. Louis, one mile east of the present city of Loveland. During the fall of 1877 the Colorado Central Railroad completed its line from Golden to Cheyenne; the road crossed the Big Thompson River at this point, and a station was established here. In September, a townsite was laid out and platted in a wheat field on the farm of David Barnes, who was later known as the "father of Loveland."[120] Citizens of the new town wished to call the settlement Barnesville, but Mr. and Mrs. Barnes declined the honor. They named the town for W. A. H. Loveland, president of the Colorado Central Railroad,[121] and prominently identified with affairs of the state since its organization. Many of the buildings of Old St. Louis were moved to the new town, which soon occupied a commanding position. Loveland was incorporated April 30, 1891.[122]

Loveland Heights (13 population), Larimer County, a summer resort, was founded by O. D. Shields, who owned the townsite. The village, about five miles east of Estes Park, takes its name from the city of Loveland.[123]

Lowell, Kit Carson County, see *Burlington.*

Loyd (50 population), Moffat County, was settled in 1925 by the Stanolind Oil and Gas Company, and named for John Loyd, a neighboring farmer.[124]

Lucerne (75 population), Weld County. When the Union Pacific Railroad built a side track and station here to afford shipping facilities for alfalfa and potatoes, the settlement was called Lucerne, the name by which alfalfa was commonly known.[125]

Lulu, Grand County. After the discovery of silver on the headwaters of the Grand River (now Colorado), a town was laid out here.[126] The townsite was surveyed in 1870 by Ben F. Burnett, one of the original settlers, and was named in honor of his eldest daughter. Its existence was short lived—for one year it was a flourishing town; now only the name remains.[127]

[119]Data from F. E. Jacquot, Manager E. I. du Pont de Nemours & Company, Louviers, February 21, 1935, to the State Historical Society.
[120]*Colorado Magazine,* IX, 232-234.
[121]State Historical Society, Pamphlet 353, No. 9.
[122]*Colorado Year Book, 1939-1940,* "Gazetteer of Cities and Towns."
[123]Data from F. D. Ridgley, Field Research Worker, Denver, Colorado, June 5, 1941.
[124]Data from Bennie Long, Principal of Schools, Loyd, November 19, 1940.
[125]Data from George Hodgson, Curator Meeker Museum, Greeley, Colorado, to the State Historical Society.
[126]Ansel Watrous, *History of Larimer County,* 243.
[127]Data from Mrs. Belle Kauffman, Grand Lake, Colorado, July 22, 1935, to the State Historical Society.

Lumber City, San Miguel County. This small settlement was very active in 1881, and probably took its name from the large saw mill here, which supplied dressed wood for the lumber yards at Telluride.[128]

Lupton, Weld County, see *Fort Lupton*.

Lycan (15 population), Baca County, a farming and stock-raising community, was settled in 1913.[129] Mabel Lycan and her father, Morgan B. F. Tresner, Civil War veteran, homesteaded here in 1910, planning to establish a community modeled after Tresner, Illinois, which had been settled by the Tresner family. The Colorado town was named by early settlers for Mrs. Lycan, who was the first school teacher,[130] and who has served as postmaster for twenty years, and aided the community in many ways.[131]

Lyons (654 population*), Boulder County, a farming and mining center, lumber camp, and cow town, was named for Mrs. Carrie Lyons, pioneer editor of the *Lyons News*.[132] A postoffice was established in June, 1882.[133] The site was platted July 25, 1882, by the Lyons Townsite and Quarry Company. Another plat was made by Thomas G. Putman, March 29, 1890, and filed April 1 of that year.[134] The village was incorporated April 10, 1891.[135]

Additional Towns on Which Material is Lacking

Labran, Fremont Co.; Lado, Conejos Co.; Ladora (Ladore), Gilpin Co.; Ladore, Moffat Co.; Lady Murphy (Murphy), Chaffee Co.; Lafayette, Otero Co.; Legalite, Mesa Co.; La Jarita, Saguache Co.; La Junta (Weston), Las Animas Co.; Lake (Lakeside), Boulder Co.; Lake, Eagle Co.; Lake, Fremont Co.; Lake, Lincoln Co.; Lake, Larimer Co.; Lake Archuleta, Archuleta Co.; Lake Creek Camp, Chaffee Co.; Lake Crook, Chaffee Co.; Lake Eldora, Boulder Co.; Lake Fork, Chaffee Co.; Lake Gulch, Gilpin Co.; Lake Hughes, Ouray Co.; Lake, Jefferson Co.; Lakeland, Jefferson Co.; Lake Lincoln, Lincoln Co.; Lake Shore, Gunnison Co.; Lake Shore, Hinsdale Co.; Lake Side, Summit Co.; Lake Station, El Paso Co.; Laketon, Elbert Co.; Lake View, Jefferson Co.; Lakewood, Boulder Co.; Lakewood, Jefferson Co.; La Manga Club, Conejos Co.; Lamara (Kendall), Kiowa Co.; Lamb, Jefferson Co.; Lamb, Morgan Co.; Lambs House, Larimer Co.; Lamport, Baca Co.

Lanark, Saguache Co.; Landsend, Delta Co.; Landsman, Yuma Co.; Langdale, Boulder Co.; Langdon, Teller Co.; Langford (Marshall, Gorham), Boulder Co.; Langley Ranche, Pueblo Co.; Lannons, Pueblo Co.; Lansing (Kingsley, Kingston), Yuma Co.; Lapis, Chaffee Co.; La Placito Por Alimpia, Conejos Co.; La Plant, Gunnison Co.; La Plata, Summit Co.; La Plaza Del Poleo, Costilla Co.; La Posto (Posta), La Plata Co.; Larand No. 1, Jackson Co.; Larand No. 2, Jackson Co.; Largo, San Juan Co.; Larimer, Pueblo Co.; Larimore, Huerfano Co.; Lariviere, Larimer Co.; La Sal City, Ouray Co.; Las Angelos, Teller Co.; Last Chip Junction, Lake Co.; Last Dollar, Teller Co.; Las Tigeras, Las Animas Co.; Last Resort (Resort, Park Siding), Jefferson Co.; La Trinchera, Costilla Co.; Laub (Nola), Las Animas Co.; Laura, Logan Co.; Laurium, Summit Co.; La Valley (San Francisco), Costilla Co.; Lavender, Dolores Co.; Lawrence, Ouray Co.; Lawrence, Teller Co.; Laws, Weld Co.; Lawton, Morgan Co.; Lay, Prowers Co.

Leader, Adams Co.; Leahowe Island, Jefferson Co.; Leal, Grand Co.; Leander, El Paso Co.; Leavick, Park Co.; Lee, Jefferson Co.; Leeds, Pueblo Co.; Lees, Pueblo Co.; Lehigh, Douglas Co.; Lehman, Grand Co.; Lehritter, Delta Co.; Lemons, Weld Co.; Lenado, Pitkin Co.; Lemnox, Pueblo Co.; Leo, Grand Co.; Leon, Garfield Co.; Leon, Las Animas Co.; Leonhardy, Chaffee Co.; Leopard, Ouray Co.; Leopard Creek (Leopard), San Miguel Co.; LeRoy, Logan Co.; Leschers Spur (Leschers), Larimer Co.; Leslie, Washington Co.; Lester (Bunker Hill), Huerfano Co.; Letford, Weld Co.; Levis, El Paso Co.; Lervin, El Paso Co.; Leyner, Arapahoe Co.; Liberty (Parma), Rio Grande Co.; Liberty (Cottonwood), Saguache Co.; Liberty, Weld Co.; Lidderdale, Park Co.; Liggett, Boulder Co.; Lightner, La Plata Co.; Lignite, Boulder Co.; Lillie, Teller Co.; Lime, San Miguel Co.; Lime Creek, Pitkin Co.; Lime Rock, El Paso Co.; Lime Rock Track, Park Co.; Lincoln Park, Summit Co.; Linderman, Lake Co.; Link, Las Animas Co.; Linton, Saguache Co.; Linwood, Las Animas Co.; Lion Tunnel, San Juan Co.; Littel, Gunnison Co.

Little Beaver, Rio Blanco Co.; Little Buttes, El Paso Co.; Littledale (Lidderdale), Park Co.; Little Pisgah, Fremont Co.; Little Winnie, Lake Co.; Livesey, Pueblo Co.; Living Springs, Adams Co.; Llangollen, Park Co.; Loback, Mesa Co.; Loca, Kit Carson Co.; Lodge, Gunnison Co.; Lodo, La Plata Co.; Logan, Yuma Co.; Log Cabin, Larimer Co.; Logtown, La Plata Co.; Lojeta, Costilla Co.; Lombard, Clear Creek Co.; London, Park Co.; Lone Dome, Montezuma Co.; Lone Oak (Duncan, Gotera), Las Animas Co.; Lone Pine, Larimer Co.; Lone Tree, Archuleta Co.; Lone Tree, Larimer Co.; Long Branch, Elbert Co.; Long Fellow, Chaffee Co.; Long Meadow (Meadow), Park Co.; Longs, Montezuma Co.; Longview, Jefferson Co.; Loomis, Boulder Co.; Loop, Gilpin Co.; Loop, Teller Co.; Lords (Lords Spur), Larimer Co.; Lorencito, Las Animas Co.; Loretto, Arapahoe Co.; Lorey, Weld Co.; Los Brazos, Conejos Co.

Los Gardunos, Las Animas Co.; Los Medinas, Las Animas Co.; Los Jolleros, Las Animas Co.; Los Rincones (Rincones), Conejos Co.; Los San Jose (San Jose), Conejos Co.; Los Veses, Las Animas Co.; Los Serribos, Conejos Co.; Los Zamores, Las Animas Co.; Lost Canon, Montezuma Co.; Lost Park, Gunnison Co.; Lost Park, Park Co.; Lost Trail, Hinsdale Co.; Lost Trail, Mineral Co.; Los Varros (Varros), Las Animas Co.; Louis, Ouray Co.; Louisville, Prowers Co.; Love, El Paso Co.; Love, Teller Co.; Loves, Dolores Co.; Lowe, Weld Co.; Lowery, Larimer Co.; Lowes, Park Co.; Lowland, Elbert Co.; Lowland (Howland), Lake Co.; Low Pass, Lake Co.; Lowry, Larimer Co.; Loyton, Conejos Co.; Lucero, Las Animas Co.; Ludlow, Las Animas Co.; Ludlow (Ludlum), Yuma Co.; Lujane, Montrose Co.; Luke, Eagle Co.; Luke, Huerfano Co.; Lundgren, Summit Co.; Lureyville, Larimer Co.; Lutzville (Cascade), Clear Creek Co.; Lyman, Denver Co.; Lynn, Las Animas Co.; Lytle, El Paso Co.

Correction

Our attention has been called to an error in our July issue concerning the naming of Hillrose. The town was named for Rose Hill Emerson (first names reversed), sister of C. W. Emerson of Brush, Colorado, by their mother, Mrs. Kate Emerson. Data from C. W. Emerson, Brush, Colorado, and W. R. Eaton of Denver.

[128] *La Plata Miner* (Silverton), August 6, 1881.
[129] Data from Mabel Lycan, Walsh, Colorado, December 13, 1940.
[130] Data from Mabel Lycan, Lycan, February, 1935, to the State Historical Society.
[131] *Ibid.*, January 17, 1935.
[132] *Colorado, A Guide to the Highest State* (New York: Hastings House, 1941), 223.
[133] *Denver Tribune*, June 15, 1882.
[134] Frank Hall, *History of the State of Colorado*, III, 309.
[135] *Colorado Year Book, 1939-1940*, "Gazetteer of Cities and Towns."