

## Early Days of Central City\*

C. H. HANINGTON

The paper which I am reading this evening was written for a Cactus Club luncheon just before the opening of the Central City Festival of this year. Mr. Martin has asked me to present it at this meeting and I consider it a special honor to do so. The period covered is from the discovery of the camp to 1882 in Central City where I spent many happy days as a boy, roaming the hills, exploring old mines and having numerous other boy experiences.

Central City, as you all know, has been quite in the limelight these last few years, brought to the public's attention not by its mineral resources but by the resurrection of the old Opera House which had been idle for many years and was fast following the downward trend of the famous old camp.

The approach to Central in 1870 was quite different from what it is today. My father arrived from New York City in 1869, coming from Cheyenne via stage coach to close out the affairs of the

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\*This was the address given at the Annual Meeting of the State Historical Society of Colorado on December 9, 1941. Mr. Hanington, who spent his boyhood in Central City, is now President of the Board of Directors of the Colorado Museum of Natural History.—Ed.

Consolidated Gregory Company, which had collapsed during the panic. My mother, aunt, small brother, and I came the following year, but by train from Cheyenne to Denver, where father met us and drove us to Central through Golden, or what was known as the Golden Gate road entering the mountains near the brick works at Tucker Gulch, as at present.

Tony Bootner's stone house, an old stage station, still stands and can be found a few miles beyond Golden in Tucker Gulch.

It was a long pull to the top of Guy Hill and then down the old zig zag road to Guy Gulch. Traces of this road can still be seen on the south side of the gulch. The late John Kuykendall's father used to freight over this route. At the time they were figuring on reconstructing this road, John was on the State Highway Board and while going over the old route picked up an ox shoe which is probably in the Museum here somewhere. You may have noticed the sharp curves on this old stretch of road where it was necessary in coming up the hill from the west with a long bull team to unhitch the leading bulls and let the wheelers pull the wagon around the sharp curves. You entered Black Hawk either from Dory Hill or Smith Hill.

The former is still used and enters town a short distance below the Strohle foundry. George Knifton's father had a blacksmith shop at this point, where there was also a toll gate.

The Smith Hill road joined Clear Creek about four miles below Black Hawk, at the old water tank which disappeared when the railroad was abandoned. This road is still passable, but I would not recommend it to a timid driver. The east end joins the main Golden Gate road near the foot of Guy Hill on the west.

In later years a road known as the Big Hill road was constructed from the old Townsend ranch on Beaver Brook over and down the hill to the forks of the creek, thence up North Clear Creek to Black Hawk. It was little used, however, and soon abandoned. Traces of this road can still be seen on the hill south of the forks of the creek.

The present highway to Idaho Springs passed directly through the old Townsend ranch, which in early days was a famous dinner station, as Mrs. Townsend was one of the old-fashioned New England cooks. You could also approach Central via Virginia Canyon or Boulder, but both were too roundabout to be much used. Central was a thriving camp in those days, with shaft houses dotting the hills and smoke pouring from countless stacks, where today only the waste dumps remain to tell of its former glory.

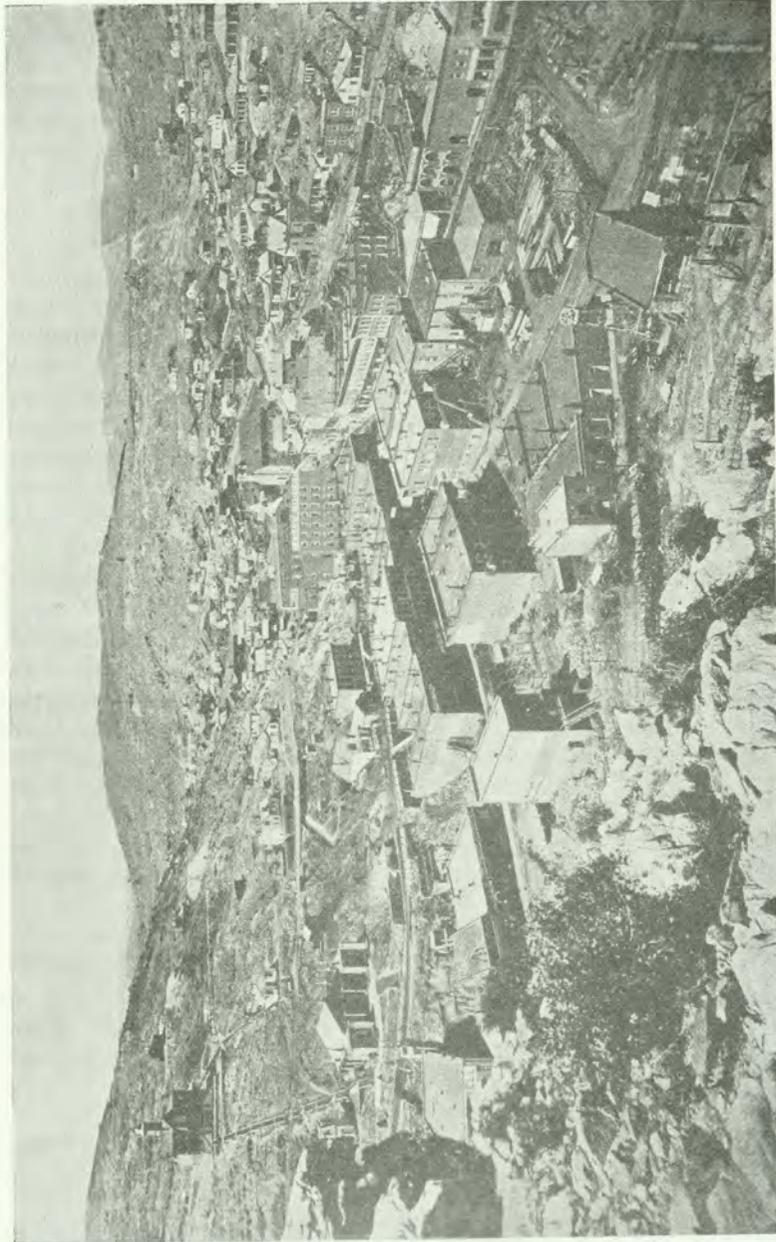
The first discovery of gold was made in 1858 in the stream beds by panning and on May 6, 1859, John H. Gregory, while prospecting in North Clear Creek, discovered the lode which bears his

name. The vein can still be seen on the left above the monument as you leave Black Hawk going toward Central, in a series of open cuts and abandoned shafts. Above the road on the left was the No. 2 or Black Hawk shaft. I have very vivid recollections of being taken down this shaft where a new manila rope had recently been installed. All went well going down, but on returning to the surface the twist in the rope turned the bucket round and round. The sensation as we neared the surface was that I was upside down. We were all so dizzy that we had to be lifted from the bucket.

On the east end of the vein below the Black Hawk and on the right of the present road was the Briggs and across the gulch the Smith and Parmalee, each with large combination shaft houses and stamp mills, all traces of which have long since disappeared. During the late seventies an incline was driven from Black Hawk which cut the Gregory lode near the Briggs' shaft and drained the vast underground workings. I still have a portion of the drill core taken at this time. The incline was equipped with a modern hoisting plant and adjoining one of the prominent mills in the county. A. N. Rogers engineered this undertaking, which for a time gave new life to the Gregory and Bobtail properties.

A short distance below the Gregory on the left as you approach Central is the Bobtail tunnel, driven into the hill to cut the Bobtail vein, so named from a bobtailed ox which packed ore from the mines on the hill to the mills. A short distance from the portal the Fisk and Sleepy Hollow vein is intersected. At one thousand feet the tunnel cuts the Bobtail vein. The Bobtail shaft below the tunnel level was equipped with the only cage in Gilpin County at the time. A battery of boilers supplied the steam and the old shaft to the surface of Bobtail Hill carried the smoke. The portal of the tunnel was connected with the mill by a surface tram, which in later years was abandoned and a tunnel driven through the hill direct to the mill. At the Bobtail shaft the tunnel turned to the right, crossing many of the lodes and terminated under the O. K. shaft, which is on the hill about opposite where Judge Searight lives.

One of our favorite Saturday amusements was to tramp in and out of the tunnel as far as the shaft, dodging the numerous mule-drawn ore trains. The ore cars were built after a special pattern developed by Mr. Rogers. They were of sheet steel, built in two sections which were hinged at the top, and carried on two four wheel trucks. To dump, a clip was released which dropped the two sections in the center, letting the ore fall into the bins below. I believe it was about this time that Mr. Rogers converted a large steam engine into an air compressor, one of the first in the country. Up to this time all drilling had been done by single and double hand drillers. The mining claims at the time were 50x100 feet and the



CENTRAL CITY IN 1878

Gregory Lode was dotted with shaft houses strung up the hill to No. 11, or the Narragansett. I believe the old stone building can still be seen.

Continuing up the Gulch toward Central, on the right is the Bates Hunter lode, which extends over Bates Hill and into Chase Gulch. Still farther on and to the left is all that remains of a large mill and shaft house known as the Levitte or Bela Buel property, whose workings extend under the hill toward the German. At the lower end of Central a road cuts back sharply to the right, which takes you out the Casey road, the Capitol Hill of Central, to Bates Hill. From here you have an extensive view of Gregory Gulch on the south and Chase Gulch on the north.

Near the junction of Chase Gulch and North Clear Creek, the former homes of the late Senator N. P. Hill and Dr. Richard Pearce can still be seen. Two roads at one time led into Chase Gulch from Bates Hill; the one to the west entered the gulch near the Bonanza Tunnel.

This property consisted of the tunnel driven into Maryland Mountain, many lode claims, and a mill. It was managed by Henry Becker and was never very active until a Raymond excursion party was in town, when great activity suddenly became evident. Parties were taken into the tunnel and allowed to inspect certain faces where very rich ore was exposed. All for a purpose, I suppose, for as soon as the excursion parties departed all was quiet again. Retracing our steps and soon after joining the main highway, you pass the Rialto mine at the left. I well remember seeing them turn the first shovel of dirt.

Just west of the stone Episcopal Church in Central is the Comstock Lode, which was discovered by my brother and a group of boys and was a heavy producer. Operated by an incline shaft which dipped under the gulch to the south, and much to Jack Raymond's dismay, it soon drained the well from which they drew all their domestic water supply. The underground workings connect with the East Boston, whose large dumps are seen on the hill to the south. Near the top of the hill, northwest of the Opera House, is the Winnebago, and a series of open cuts, where the body of a man was thrown after an early hanging bee. The Gunnell shaft, west of Central, is connected with the Newhouse Tunnel from Idaho Springs. Before connections were made all the water from this shaft was raised with an old-fashioned Cornish pump, a series of wooden rods driven by an engine on the surface connecting with the pump in the sump.

Evidently there was little underground surveying in these early days, consequently few maps, as the following illustrates. My father, with a group of associates, had taken a lease on the Ameri-

can Flag west of the Gunnell claim. In sinking their shaft to develop the ore bodies, they suddenly dropped into a vast network of workings from which everything had been stripped. For many years the California Mine in Nevadaville district was the deepest shaft in the country, over two thousand vertical feet. This is on the east end of the vein adjoining the Hidden Treasure, from which the late J. A. Thatcher and J. Standley took their fortunes.

Still west are an astounding number of abandoned properties with shafts down to the one thousand foot level. Only the caved-in and dilapidated shaft house on the Hidden Treasure remains of all this network of ancient activity.

South of the Hidden Treasure, near the top of the hill, is the Wood Lode. A shipment of this ore was sent to the B. & C. S. Co. as gold ore,—when returns came in only slight traces of the precious metal appeared. Mr. Pearce at once became suspicious and after analyzing the ore found it contained a large percentage of uranium or pitchblend. He at once had the lot jigged, obtaining from the same a concentrate which he shipped to Swansea, obtaining a fair sized check in return. This was the first discovery of pitchblend in this country.

The majority of the miners these early days were Cornish, "Cousin Jacks," as they were called, and Irish. Many a time from the hillside I have watched a Cornish wrestling match. The contestants were dressed in trousers and a loose canvas jacket, and the bouts reminded one of a cock fight as they faced each other. What a contrast to the present day matches!

I propose to go back now and describe some of the early equipment used in the mining and recovery of the precious metals. All ore was hauled to mills, etc., by wagons drawn principally by mules. The hoisting apparatus consisted of the windlass, whip, whim, and steam engines.

The windlass is too well known to need any explanation. The whip was like a letter "A" without the cross piece and was built of three sticks of timber, one on one side and two on the other. The pulley over which the hoisting rope was strung was between the two uprights and near the top. At the bottom of same was a smaller pulley under which the rope passed, and to which was hitched a horse or mule which pulled the bucket up by moving directly away from the shaft. To lower, the driver, who was generally a small boy, turned the horse or mule, readjusted the harness, walking them back to the shaft. For safety in lowering the bucket, the rope was clamped to the lower pulley while turning the horse.

The whims were of two types and consisted of large wooden drums. With one style the drum was in a shallow pit to which on top was fastened an extending arm, and to which the horse or

mule was attached, going around in a circle and winding up the hoisting rope. The other type was similar but the drum was placed in a frame above the horse and operated in the same manner. To lower the bucket, the underground whim had an attachment that released the horse power and lowered with a band brake. The overhead simply reversed the horse in lowering.

I doubt if there is in existence today one of the old Gilpin Company steam hoisting rigs. It consisted of a large drum which was erected above the engine and connected by pulleys to the same by a slack belt. The engineer operated his brake, slack belt tightener, and throttle from a position near the shaft, where he could also dump the bucket by fastening a hook, which was suspended a few feet away from the shaft on a rope, to the bottom of the bucket, closing the shaft cover and lowering the bucket, dumping either on the floor or into a hopper. I would like to see a model of one of these old hoists, as I doubt if there is one in existence. During the late seventies the modern steam hoists were used extensively, either friction or geared type.

The first gold recoveries were made by panning, followed by the sluice box, or gulch mining as it was called. The first recovery of gold was made in 1859 from the gulches below and in Black Hawk, where on the first four days \$1,914 was taken out. During the first eight months of 1859, \$1,000,000 was produced from lode and placer workings. Even the dirt from the Gregory Vein was taken to the creek and washed. I imagine several of the old arastas taken from the bed of the creek were used at this time. During those years, and even up to the present time, much gold has been recovered from the placer deposits. In the early years most of this work was done by Chinamen; the descendants of some of these are living in Denver today. Two grandsons of Lin Soo, who was a high type Chinese, are working for Fred McFarlane today, or were last summer.

The last few years much gold has been recovered by the modern dredging process. Those of you who went to Central some years ago saw the results of Manion's work before the excavations were refilled. At present you can see the same process a few miles below Black Hawk.

The system used at first was nothing but a long trough with riffles in the bottom. The dirt was shoveled in by hand, the gold and black sand being caught by the riffles. When cleaning up, the water was turned off at the head of the sluice and the riffles containing the gold and black sand were cleaned by hand and the two metals separated in a gold pan, after which the gold was sold to the banks. At this time there was practically a continuous line of workings from the Forks of the Creek to Black Hawk.

The Chinese were quite tricky, at times adding brass filings to increase the weight, which, however, was soon discovered by the bankers. On one occasion a Chinaman sold some gold to my father's bank. A young man helping in the bank took in the gold, weighed it, and paid several hundred dollars for the lot. That night in making up their cash, they were one hundred dollars short. After much figuring and pondering over the deal, Campbell, the young man, thought possibly he had paid this heathen too much. Father suggested that after supper they go down to Chinatown, which was in Lower Black Hawk, and see if the fellow to whom he had given the roll could be found. After prowling around the dives they finally located their man and father went up to him and asked to see his roll, he pulled it out of his pocket; and father counted the roll and found just one hundred dollars over what it should have been. The Chinaman simply grinned, and they handed back the roll, minus the hundred dollars, and left! The Hanington and Mellor Bank was always a great friend to these foreigners, and each Chinese New Year they were loaded with candies, nuts, and silk handkerchiefs.

As the numerous lodes were discovered, stamp mills and arastras came into use. By July, 1860, sixty mills and thirty arastras were in operation. The arastra was a circular basin or vat with a stone bottom, a post placed upright in the center carrying two arms, to which were chained heavy stones. They were revolved around the post and did the grinding. Quicksilver was placed in the bottom of the vat, the ore fed in with water and pulverized. The free gold adhered to the quicksilver, forming an amalgam. The amalgam was treated in the same manner as in the stamp mills. Savings in both mills and arastras were low as compared to present day methods. One of these old arastras is near the Teller House and was found when Manion was placering on the old smelter site below Black Hawk.

The stamps were arranged in batteries of five and were operated by either an over-shot water-wheel or slide-valve steam engine. The largest water-wheel was in the Hidden Treasure Mill, being fifty feet in diameter. Water was piped into the mortar beneath the stamps, the ore being fed by hand from bins nearby. The ore, after being crushed, passed through fine screens, and over copper plates which were washed with cyanide and then coated with quicksilver, and to which the free gold adhered. The plates were cleaned by rubber scrapers at intervals depending on the richness of the ore. The amalgam when collected was worked by hand into a ball, placed in a chamois bag, the surplus quicksilver squeezed out by hand, and then placed in a retort and heated in a forge. This retort was sealed with a cover having a long bent pipe, the open end of which

was immersed in a basin of water. The heating vaporized the quicksilver in the amalgam, driving it off, when it was collected under water and was ready for use again. At first the tailings were dumped into the creeks, but as the process improved they were saved, buddled by hand in long boxes, and shipped to the smelters. The gold retorts resulting from this process were sold to bankers, who in turn sold them to the United States Mint. The fineness was determined by color or streak. As I remember, the principal mills at this time were the Penn, Randolph, New York, Fullerton, Kimber, Hidden Treasure, Bobtail, Buel, and the Clay County in Nevadaville.

It is a sad sight to drive through this district today, not one stamp dropping, where in those days there were hundreds.

The first set-back to the camp came when the rich oxidized surface ores began to play out at forty or fifty feet, and were replaced by the complex sulphides. At this point there were numerous processes tried out for the reduction of these complex ores.

At the toll gate which was at the foot of Dory Hill was the Rocky Mountain Smelting Company. Its brick stack stood for years high up on the ridge above the smelter. There were the Sensendurfer Mill above Black Hawk, a large mill just under Castle Rock in Chase Gulch, the original stone depot in lower Black Hawk, and many others. None were successful and all traces of them have long since disappeared.

The late Senator Hill enters the picture about this time. Interesting Boston capitalists, he had a large sample of the average ores shipped to Swansea, Wales, for experimentation. Results soon convinced him that the Gilpin County ores could be treated successfully and at a profit—capital was obtained from Boston, and the Boston and Colorado Smelting Company was incorporated, and works were erected in Black Hawk in 1867; moving to Argo, near Denver, in 1878. Matting furnaces of this company were also operated at Alma for a short time. All trace of these plants, that at one time employed 600 men, has disappeared.

The process was that used in Swansea, Wales, a reverberatory process using copper as the collecting base for the precious metals and was about as follows: The ores high in sulphur were roasted in out-door heaps, while others were crushed and roasted in furnaces. The roasted ores, properly mixed, were smelted in reverberatory furnaces, producing a copper matte which was at first shipped to Swansea, Wales, for refining. When the late Richard Pearce became connected with the company, he introduced the Zirkvogal process for refining the silver and developed his own secret process for refining the gold. And from that time on, until the works were closed, the refined gold and silver were shipped direct to the United States Mint. The copper was either shipped as an oxide.

or melted into bars. This was the only smelting company in the state that ever produced the refined metals. The other smelters of the state at Denver, Pueblo, Leadville, Golden, Salida, and Durango used the blast furnace process, where the metals were collected in a lead bullion and shipped to refineries in the east.

During the first few years, or until the railroad was constructed to Black Hawk, all the fuel used was cordwood, which came principally from the hills between Black Hawk and Rollinsville. Today, seventy years since the hills were denuded, a second growth has sprung up over this entire area. The smelting charges were quite high and consequently a very large tonnage of the lower grades were still milled but with a very poor saving. The smelting industry in Colorado, which at one time employed thousands of workers, is today represented by but one plant, the Arkansas Valley at Leadville. All ores bearing any amount of copper are today shipped out of the state for treatment.

Some of the events which stand out clearly in my mind are as follows: The first Central City fire occurred in 1873. This started in the Episcopal Church nearly across the street from our house, after a Sunday Evening Service. Fortunately, the wind was up the gulch, so we escaped, but I can see today the large bundles of our belongings which my mother had gathered ready to carry out. The fire extended to the cross street below Main Street on the south and the brick dwelling of Jack Reynolds on the north. A famous hotel, the St. Nicholas, was among the burned buildings.

When the late Henry R. Wolcott arrived in the camp, he located at this place, and when his money gave out, went to the clerk and said, "You can have my trunk and belongings for my room and board, as I am leaving for Russell Gulch." Here he worked with pick and shovel in the placers, and it was not long before he was on his feet, and fortune smiled upon him. The late Senator Ed. Wolcott arrived in Black Hawk in the early seventies direct from Yale University with a plug hat and a gold-headed cane. Three or four congenial companions were batching in a cabin back of the old Black Hawk foundry and he joined them. His first job was teaching school, and many amusing stories he told in after years of this experience. The late John L. Jerome, Dick Hart's father-in-law, also taught school in Black Hawk. When the second fire occurred, in 1874, we were in the East, but we had glowing accounts from father. It started from an over-turned lamp in a Chinese laundry and burned the entire business section.

The famous Montana Theatre was destroyed. This was a huge wooden structure approached by a long flight of wooden stairs and where all the early stars of the theatrical world who visited this part of the country appeared. The present Opera House was built a

few years later by a group of public spirited citizens. The opening night was a gala affair and attended by visitors from as far as Denver. The festivities continued for two nights, with local talent from Central and surrounding camps. I was one of the younger generation who witnessed this great event for Central.

The first railroad to enter the district was completed to Black Hawk in 1872, the depot being an old stone mill in the lower end of town. Large doors were cut in either end, so the entire train was under cover. This was abandoned when the high line to Central was constructed in 1878, and a new depot was erected nearer the center of town. The high line to Central City was completed in 1878. From Black Hawk the rails extended up North Clear Creek to just above Chase Gulch, where they doubled back, crossing the main business district on an iron trestle and toward the east to above the old smelter, where they again doubled back and proceeded to Central over numerous sharp curves and high trestles. During construction these trestles were very alluring to the venturesome boys. The first train consisted of a dummy engine and a street car, which was welcomed to Central with a grand celebration.

Fire companies, bands, fraternal societies, the Emmet Guards and hundreds of citizens were at the station in Central for this great event. A number of us boys had built a hook and ladder truck, provided ourselves with red flannel shirts and went to join the celebration. While at the station awaiting the arrival of the train, some difficulty arose among us, I don't remember what, but anyway the company broke up then and there, and two or three of us ran off with the truck and hid it in an old building. So as a company we took no part in the parade, but were all there just the same. The original station was where the train stands today; this was in later days used as a freight house and a new station was erected, which is today under the Chain-o'-Mines tailings dump.

During the eighties a company was organized to construct a twenty-four inch gauge railroad which would connect the mines with the mills, and the Colorado Central Railroad in Black Hawk. It was known as the Gilpin County Tram Company. Extending from Black Hawk up North Clear Creek to near the old Hidden Treasure Mill then doubling back and following up the north side of Chase Gulch to near Castle Rock, where it crossed and circled the hill north of Central, crossing again near the Gunnell shaft house and on up as far as the Saratoga Mine in Russell district. It was operated by Shay engines and for years did a thriving business. Today nothing is left but portions of the old grade.

During the summer months Central was a center for many of the outdoor sports.

Annual firemen's tournaments were held with hook and ladder and hose companies bringing teams from many of the mining camps of the state. Rock drilling by hand, both single and double, was very popular. Especially exciting were the double-handed ones when the drills were changed by a third man between hammer strokes with never a lost motion or stroke.

Baseball also was very popular. You may wonder where the game was played. There were two diamonds, one on top of Bobtail Hill, where there is quite a flat, and the other near Bald Mountain above Nevadaville. The Central team, and the Bald Mountain Daisies of Nevadaville had many a hard fought game, some ending in a free-for-all. In after years a ball park was constructed on the triangular plot of ground at the junction of Spring Street and the road leading into Nevadaville, just below the Chain-O'-Mines dump.

During the spring and fall we were always visited by bands of Indians passing to and from the parks and plains, generally using the James Peak, or Rollins, Pass. I remember being in Boulder Park on a picnic when, on our way home, we had to pass through a band of them. I was very much frightened but they willingly opened a road for us with a "how! how!"—Colorow leading the band with an old plug hat on his head. They generally camped on Spring Street, about where the Chain-o'-Mines dump is, and spent their time in gambling and begging.

It may be a surprise to some of you to know that Central had a picnic ground at this time.

To obtain water for placers, the Consolidated Ditch was constructed, taking its water from Fall River above Idaho Springs, and when not used for mining the water was turned into a depression on the hill southeast of Central. Here was a pavilion with a few straggling trees, and on the lake a crude excursion boat. By turning to the left at the head of Spring Gulch and driving about a quarter of a mile, you can see the outline of this lake.

During the winter we had a fine ice skating rink in the basement of the old Tappan hardware store which was destroyed during the first fire. While in Central this past summer I read in one of the old files of the *Register Call* of a mock trial. It lasted two days, with many of the prominent citizens taking part. All names were camouflaged, but I could easily identify most of them.

I could mention hundreds of names of former citizens who at one time lived in Central City, many of whom in later years became prominent in the social and financial activities of the state and nation. I hope you have been interested in this short sketch, and if you journey to Central see for yourselves the evidences of its former glory by the hundreds of dumps which dot the hillsides and once made the Little Kingdom of Gilpin the center of Colorado mining.

## Old Burlington

AUGUSTA HAUCK BLOCK\*

Not many of the present generation are aware of the fact that in the early '60s, a town was situated in northern Colorado Territory named "Burlington." This place was located on the south side of the St. Vrain River, where the present Highway Number 87 crosses the stream.

The village consisted of an aggregation of frame and log houses, a stage station, barns for hay, and a large stable which housed the change horses for the tired animals pulling the stage, which operated between Denver City and Wyoming.

The pioneer settlers from the adjoining valleys and the townsmen supported a general merchandise store. Also a blacksmith shop, where horses and oxen were shod with shoes made by the village "smithy." Besides, he sharpened plow shares or welded wheel tires and other iron parts of wagons and vehicles in use in that day.

Would you believe that this place had a photograph studio? Also a post office and several saloons.

During the time of the War between the States, and the strenuous Indian troubles between 1863 and 1869, the pioneer settlers of the upper St. Vrain and Left Hand valleys and the inhabitants of Burlington organized a company of men known as the "Burlington Home Guards."

The company was officered as follows:

Pennock, A. Y., Captain	Dixon, L. H., First. Lieut.
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Members of the Company were as follows:

Andrews, E.	Gardiner, Newton
Andrews, W.	McCaslin, Matthew
Blore, Dick	Pennock, Jackson
Cronk, David	Pennock, Degrass
Cushman, Alfred	Pennock, Porter
Cushman, Washington	Peck, W. L.
(Wash)	Pixley, Oscar
Dickens, Wm. H.	Rice, John
Dubois, Wm.	Rice, Rufus
Dwight, Lorenzo	Smith, John
Gardiner, Charles	Taylor, David

This company of Home Guards, though well organized, was not officially "mustered in." They met every week to drill on the plaza near the stage station.

\*Mrs. Block of Denver is President of the Pioneer Women of Colorado.—Ed.

The Indians, not having been successful in stemming the great influx of wagon trains coming to their hunting grounds, began to destroy the trains and kill settlers in the valleys. By June, 1864, many people had been massacred, so the various Home Guard companies built sod forts for the protection of their folk in times of Indian attacks.

When the word came to the little settlement on the St. Vrain that the Boulder City Home Guards were to build a fort on Chambers' homestead, a few miles northeast of their town, immediate plans were made to offer the assistance of the Burlington Home Guard Company. Their offer was accepted, and in return, the settlers from the Burlington district were granted the privilege to come to the fort for safety.

Fort Chambers, as it was named, was built of sod blocks, 24 by 24 inches. Walls were two feet thick, and the structure was 100 by 150 feet in size and made similar to other forts in the Territory.

A frame school house was built on top of Burlington hill, which has been replaced by a modern brick structure. This is the only landmark bearing the name of the ghost town that once was teeming with frontier activity.

Thrilling scenes were enacted in this place in that early day. Late one afternoon the stage from the northern mines, carrying mail and a cargo of gold dust, nuggets and amalgam, bound for the Denver City mint was held up on Burlington hill.

Four masked bandits, each with a brace of cocked six-shooters, jumped up from behind tall sage brush, just as the stage horses had slowed up on the steep grade near the top.

One robber covered the driver and messenger, another the passengers, while the other two rifled the express box of gold. Then they ordered the stage on its way. The bandits secretly disappeared on horseback and were never captured, because this happened in the days long before the telephone.

One of the saddest events of this old ghost town, was the murder of young Dubois, by a posse made up of men from the district. Willie Dubois, a son of a fine old Southern family, had been driven to become an outlaw through ill treatment, according to stories given out by a man living near the Dubois homestead. This Dubois affair caused much grief to the family and their associates. Many settlers had refused to join the posse, because of the friendship which existed.\*

In 1871 the inhabitants of Burlington received the news that a large colony from Chicago was coming to the section north of the crossing of the St. Vrain River to establish a new town and take up farmlands.

\*The writer is not at liberty to tell much of this happening because descendants on both sides are still living.

With bag and baggage they came and formed a new village which they named "Longmont," because in the west Long's Peak seemed to stand as a sentinel, casting its protecting shadow over the new settlement. The newcomers were as busy as bees—soon homes and stores were built in the newly-platted town.

The folk in old Burlington realized that the settlement had better advantages, so one by one they "pulled up stakes" and moved across the St. Vrain River to the new town of Longmont.

A number of the log buildings in the old town stood for many years, as a reminder of the Burlington of the '60s.

The D. A. R. Society of Longmont placed a monument beside Highway No. 87, to mark the site of the stage station of the ghost town of Burlington, Colorado Territory.

## Place Names in Colorado (M)\*

*McClave* (250 population), Bent County, a settlement that grew up around a beet dump of the American Beet Sugar Company, was named for B. T. McClave, owner of the townsite land.<sup>1</sup>

*McCoy* (75 population), Eagle County, was settled and named in 1890 by Charles H. McCoy, rancher. A post office was established May 3, 1891, with Mr. McCoy as postmaster. At one time the village was one of the main stage stations between the Denver & Rio Grande Railroad at Wolcott, and the Yampa and Bear River country to the north.<sup>2</sup>

*Mace's Hole*, Pueblo County, see *Beulah*.

*McGregor* (MacGregor) (100 population), Routt County. John McNeil, owner of the McNeil Coal Corporation, and Colorado's first coal mine inspector, opened a mine here in 1915. He named his camp McGregor, for his uncle, John McGregor, of Scotland.<sup>3</sup>

*Mack* (250 population), Mesa County, founded in 1905 by employees of the Uintah Railway, was named for John M. Mack, first president of the Barber Asphalt Company, and builder of the railroad. When the road was abandoned in 1939, Mack was a thriving settlement; since then the population has decreased rapidly.<sup>4</sup>

\*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.

<sup>1</sup>Incorporation dates are from the *Colorado Year Book, 1939-40*, "Gazetteer of Cities and Towns."

<sup>2</sup>Data from the Postmaster, McClave, January, 1935, to the State Historical Society.

<sup>3</sup>Data from Mrs. Leonora Stifel, Postmaster, McCoy, February, 1935, to the State Historical Society.

<sup>4</sup>Data from Mr. E. A. Bartlett (McNeil Coal Company), McGregor, February, 1935, to the State Historical Society.

<sup>5</sup>Data from Mrs. Vera Barber, Mack, October 8, 1940.

*McPhee* (350 population), Montezuma County, was named by C. D. McPhee, of Denver, when one of the largest saw mills in Colorado was built here with his financial assistance.<sup>5</sup>

*Maddox*, Park County, a stop station on the Colorado & Southern Railway, about one mile northeast of Shawnee, was established for the convenience of the Maddox Ice Company, which had two large ice lakes here, with buildings and necessary equipment. When the railway was discontinued the site was abandoned.<sup>6</sup>

*Madrid*, Las Animas County, a small settlement on the Purgatoire River, west of Trinidad, was the former ranch home of the Madrid family, and was known as Madrid Plaza.<sup>7</sup> Jose M. Madrid, prominently connected with the educational interests of Las Animas County, one-time president of the State County Superintendent's Association, and a member of the state legislature, 1902-1904, and state senator, 1932-1936, came here with his family from New Mexico in 1864.<sup>8</sup>

*Maher* (100 population), Montrose County farming settlement, was named for Caleb Maher, first stage driver in the vicinity.<sup>9</sup> A post office was established during the week ending May 10, 1884, with Mr. Maher as postmaster.<sup>10</sup>

*Malow*, Kit Carson County, see *Flagler*.

*Mammoth City*, Pitkin County, see *Independence*.

*Manassa* (1,008 population), Conejos County, is noted as the home town of William Harrison (Jack) Dempsey, the "Manassa Mauler," world's heavyweight boxing champion (1919-1926).<sup>11</sup> It was settled in 1879 by Mormon colonists. Elder Lawrence M. Peterson suggested the name Manassa in honor of the eldest son of Joseph of ancient Israel.<sup>12</sup> The first settlers were quiet and law abiding, and even now no liquor is sold in the town.<sup>13</sup> Post office established February 15, 1879;<sup>14</sup> town incorporated June 6, 1889.

*Mancos* (748 population), Montezuma County. As early as 1880 there was a post office here,<sup>15</sup> and the first store was opened in 1881.<sup>16</sup> Pioneer settlers named the town for the Mancos River.<sup>17</sup>

<sup>5</sup>Data from Harvey Pyle, Dolores, Colorado, January, 1936, to the State Historical Society.

<sup>6</sup>Data from F. D. Ridgley, Field Research Worker, Denver, Colorado, June 18, 1941.

<sup>7</sup>State Historical Society, Pamphlet 359, No. 6.

<sup>8</sup>Jerome C. Smiley, *Semi-Centennial History of the State of Colorado*, II, 477, and from legislative records.

<sup>9</sup>Data from Mrs. H. F. Slay, Maher, November 1, 1935, to the State Historical Society.

<sup>10</sup>*Denver Tribune*, May 16, 1884.

<sup>11</sup>*Colorado, A Guide to the Highest State* (New York: Hastings House, 1941), 399.

<sup>12</sup>*Colorado Magazine*, XVII, 177-78.

<sup>13</sup>Data from D. H. Christensen, Manassa, in 1935, to the State Historical Society.

<sup>14</sup>*Denver Daily Tribune*, February 20, 1879.

<sup>15</sup>Frank Fossett, *Colorado* (1880), 194.

<sup>16</sup>State Historical Society, Pamphlet 360, No. 38.

<sup>17</sup>Data from Harvey Pyle, Dolores, Colorado, January, 1935, to the State Historical Society.

*Mancos*, a Spanish word, means "one-handed," "faulty," or "crippled."

*Manitou Springs* (1,462 population\*), El Paso County, was founded in 1871, after the establishment of Colorado Springs eight miles distant. It surrounds the natural springs that gave the name to the older settlement. The 480-acre site was purchased by the Fountain Colony. First called Villa La Font (Fountain Village), the town was soon renamed Manitou,<sup>18</sup> an Algonquin Indian word meaning "spirit."<sup>19</sup> In November, 1935, the official name of the town became Manitou Springs.<sup>20</sup> Incorporated January 25, 1888.

*Manitou Park*, Teller County, first called Summit Park and now known as Woodland Park,<sup>21</sup> has been a popular resort since pioneer days. As early as 1875 a commodious hotel was in operation here and drives had been laid out through the pine forests.<sup>22</sup> Manitou Park was probably named for nearby Manitou Springs.

*Manzanares*, Costilla County, see *Garcia*.

*Manzanola* (531 population\*), Otero County, was settled in 1869 by Jasper M. and James W. Beaty, stockmen, and William H. May, grocer. Formerly called Catlin, and incorporated under that name in 1891,<sup>23</sup> it was reincorporated as Manzanola July 9, 1900. The name, a Spanish word meaning "red apple," is appropriate, since the town is surrounded by orchards.<sup>24</sup>

*Marble* (240 population), Gunnison County, derived its name from the vast marble deposits along Yule Creek, directly south of the town. These were discovered by prospectors from the Gunnison Gold Belt.<sup>25</sup> Yule marble is famous and was used in the Lincoln Memorial, Washington, D. C., and the Tomb of the Unknown Soldier at Arlington Cemetery.<sup>26</sup> Post office established in 1890;<sup>27</sup> town incorporated August 5, 1899.

*Marshall*, Boulder County, one-time business center for a rich coal-mining territory embracing 1,480 acres,<sup>28</sup> was founded by Joseph M. Marshall,<sup>29</sup> who discovered coal here, and for whom the mines and the town were named.<sup>30</sup> A post office was established

<sup>18</sup>*Denver Post*, December 31, 1903.

<sup>19</sup>*Colorado Magazine*, IX, 180.

<sup>20</sup>*Colorado Springs Evening Telegraph*, November 5, 1935.

<sup>21</sup>*Pike's Peak Journal* (Manitou), November 14, 1940.

<sup>22</sup>*Denver Daily Tribune*, July 19, 1875.

<sup>23</sup>Data from Fred J. Andrews, Superintendent of Schools, Manzanola, December 3, 1940.

<sup>24</sup>Data from G. G. Walrath, Superintendent of Schools, Manzanola, October 28, 1935, to the State Historical Society.

<sup>25</sup>Data from the U. S. National Forest Service, Region II, Denver, Colorado, April, 1935, to the State Historical Society.

<sup>26</sup>*Colorado, A Guide to the Highest State*, 257-58.

<sup>27</sup>*Denver Republican*, June 6, 1890.

<sup>28</sup>*History of Clear Creek and Boulder Valleys* (O. L. Baskin & Company, Publisher, 1880), 421.

<sup>29</sup>*Boulder County Year Book-Directory*, 1935, 57.

<sup>30</sup>"Place Names in Colorado," M. A. Thesis by Olga Koehler, University of Denver, 1930.

in August, 1878.<sup>31</sup> The office name was changed to Langford in 1882,<sup>32</sup> probably for N. P. Langford, President of the Marshall Coal Company, and A. G. Langford, Manager.<sup>33</sup> The settlement, however, continued to be known as Marshall.<sup>34</sup>

*Marshall Pass* (7 population), Saguache County, is a small post office village on the crest of Marshall Pass, for which it is named.<sup>35</sup> The pass (altitude 10,846 feet), highest railroad crossing on the Continental Divide,<sup>36</sup> was named in honor of its discoverer, General William L. Marshall.<sup>37</sup> (See also *Mears*).

*Marshdale* (10 population), Jefferson County, was settled in 1923 by Dr. and Mrs. W. C. Marsh. Dr. Marsh subdivided his property and sold the lots for summer cottages.<sup>38</sup>

*Martin*, Grand County, was named for Pat Martin, an early settler.<sup>39</sup> A post office was established October 10, 1898.<sup>40</sup>

*Marvine* (20 population), Rio Blanco County, was settled in 1912 by W. E. Simpson, and a post office was established the same year.<sup>41</sup> Since Marvine Peak<sup>42</sup> and Marvine Lakes, named in honor of A. R. Marvine, geologist of the Hayden Geological Survey,<sup>43</sup> are near, it is probable that the town derived its name from them.

*Masonville*, Clear Creek County ghost town, lay about four miles below Idaho Springs, on the old Colona Placer, one of the richest gold bars in Colorado in 1859-60.<sup>44</sup> The camp was probably named for Alonzo S. Mason, pioneer of '59, who lived here for many years.<sup>45</sup>

*Masonville* (105 population), Larimer County farming settlement, was at one time an important trading post.<sup>46</sup> It was settled in 1875 by Benjamin, James, and Joseph Milner, and named for James R. Mason, a rancher, who laid out the site when gold was discovered nearby.<sup>47</sup> A post office was established July 10, 1880,<sup>48</sup> and, to avoid confusion with an office in Grand County, the name was changed to Masonville by postal authorities June 30, 1896.<sup>49</sup>

*Masters* (17 population), Weld County, a post office village on

<sup>31</sup>*Denver Tribune*, August 8, 1878.

<sup>32</sup>*Colorado State Business Directory*, 1882, 307.

<sup>33</sup>*History of Clear Creek and Boulder Valleys*, 421.

<sup>34</sup>*Colorado State Business Directory*, 1882, 307.

<sup>35</sup>Eugene Parsons, *A Guidebook to Colorado*, 297.

<sup>36</sup>Denver & Rio Grande Western Railroad Booklet, *Through the Rockies—Not Around Them*.

<sup>37</sup>State Historical Society, Mss. XI-14a.

<sup>38</sup>Data from Dr. and Mrs. W. C. Marsh, Marshdale, January 18, 1941.

<sup>39</sup>Data from Mrs. Carrie D. Schnoor, County Superintendent of Schools, Grand Lake, Colorado, June 3, 1935, to the State Historical Society.

<sup>40</sup>*Denver Times*, October 10, 1898.

<sup>41</sup>Data from O. C. Sizemore, Postmaster, Budford, Colorado, January 23, 1941.

<sup>42</sup>Henry Gannett, *Origin of Certain Place Names in the United States* (1905), 201.

<sup>43</sup>Frank Hall, *History of the State of Colorado*, IV, 289.

<sup>44</sup>*Georgetown Courier*, March 14, 1836.

<sup>45</sup>State Historical Society, "Randall Clippings," I, 31-32.

<sup>46</sup>Data from Stella Burkart, Masonville, February 9, 1935, to the State Historical Society.

<sup>47</sup>Data from the Postmaster, Masonville, October 6, 1940.

<sup>48</sup>*Denver Tribune*, July 15, 1880.

<sup>49</sup>*Denver Times*, June 30, 1896.

the Union Pacific Railroad, was named by John Barton, owner of the 4-Bar Cattle Ranch here, for his foreman, John Masters.<sup>50</sup>

*Matheson* (200 population), Elbert County, was named in honor of Duncan Matheson,<sup>51</sup> early-day sheepman, upon whose land the town was built.<sup>52</sup>

*Matterhorn* (9 population), San Miguel County, a small settlement on the Lake Fork of the San Miguel River, was originally called San Bernardo, but was so often confused with San Bernardino, California, that the name was changed. The town lies at the base of Yellow Mountain (12,900 feet altitude), which somewhat resembles the Matterhorn in the Swiss Alps, hence the present name.<sup>53</sup>

*Maurice*, Gunnison County, founded in 1896, was for a short time a flourishing gold-mining settlement. The name honors J. Maurice Finn, secretary of the Michigan Gold Mining and Milling Company,<sup>54</sup> and a mining man of Colorado.<sup>55</sup>

*Maurice Le Doux Post*, Fremont County. In 1830 Maurice Le Doux, a French trader, built a fortification at the junction of Adobe and Mineral creeks, collected a Mexican settlement and erected thirteen cabins around a plaza in the Mexican fashion. In 1838 the Sioux and Arapaho Indians attacked the settlement, but were fought off with the assistance of the friendly Utes. The settlement was not entirely broken up until 1846.<sup>56</sup>

*Maybell* (107 population), Moffat County. The first post office in this vicinity was at Bell and Banks' Ranch, and was named for Mr. Bell's wife, May. The settlement was laid out by Gene and Charles Hunt, W. P. Wagner, and B. A. Noble, owners of property cornering at the present site.<sup>57</sup>

*Maysville*, Chaffee County, was first known as Feather's Ranch, the site having been taken up as a stock ranch by Amasa Feathers prior to the discovery of minerals in this region. Maysville was platted October 20, 1879, by Thomas Atwood, for Miner, Crane, and Company, and in 1882 was the largest town in the county.<sup>58</sup> It was named for Maysville, Kentucky, the birthplace of General William L. Marshall, discoverer of Marshall Pass.<sup>59</sup>

*Mead* (191 population), Weld County. Dr. Martin S. Mead

<sup>50</sup>Data from Hayes E. Hindry, an attorney of Denver, Colorado, June 17, 1941, to the State Historical Society.

<sup>51</sup>Data from State Representative John P. Dickinson, Hugo, Colorado, January 17, 1936, to the State Historical Society.

<sup>52</sup>*Colorado Springs Farm News*, December 6, 1935.

<sup>53</sup>Data from Flora M. Beselack, Matterhorn, 1936, to the State Historical Society.

<sup>54</sup>*Denver Weekly Times-Sun*, May 13, 1896.

<sup>55</sup>William N. Byers, *Encyclopedia of Biography of Colorado*, 360.

<sup>56</sup>*Fremont Daily Citizen*, October 3, 1935.

<sup>57</sup>State Historical Society, Pamphlet 356, No. 56.

<sup>58</sup>Frank Hall, *op. cit.*, IV, 80, 85.

<sup>59</sup>State Historical Society, Mss. XI-14a.

homesteaded here about 1886.<sup>60</sup> In 1905, when the Great Western Sugar Company built a spur and beet dump to accommodate farmers of the region, Louis Roman and Paul Mead, son of Dr. Mead, founded the town, naming it in honor of the doctor. Paul Mead set aside forty acres of the old home farm and had it surveyed into town lots.<sup>61</sup> The town was incorporated March 7, 1908.

*Mears Junction* (6 population), Chaffee County, was formerly known simply as Mears.<sup>62</sup> The source of the name is controversial. According to Thomas F. Dawson, journalist, when General William L. Marshall discovered the famous pass that bears his name (1873), he had with him as packer a Mr. Mears in whose honor the station was named by the Denver & Rio Grande Railroad.<sup>63</sup> Another source states that the settlement was named for its postmaster, Otto Mears,<sup>64</sup> "the Pathfinder of the San Juan."

*Meeker* (1,399 population\*), seat of Rio Blanco County, was named for Nathan C. Meeker, one of the founders of Greeley, Colorado.<sup>65</sup> While serving as agent at the White River Ute Indian Agency in November, 1879, Meeker and the agency employees were murdered by the Indians. Meeker's wife and daughter and Mrs. Price were carried away as captives.<sup>66</sup> After the massacre, a military post called "Camp on White River," in charge of General Wesley Merritt, was established four miles above the ruined agency. It was abandoned in August, 1883, and all buildings were sold to the residents of the valley, who thus acquired a ready-made town. Incorporated November 10, 1885.<sup>67</sup>

*Merino* (259 population\*), Logan County, originally known as Buffalo, was settled by the Buffalo Colony early in 1874.<sup>68</sup> In 1882, when the Union Pacific cut-off was being built, the town was re-named by the railroad men for the huge flocks of Merino sheep raised in the community.<sup>69</sup> Incorporated January 4, 1917.

*Merival*, Larimer County ghost town, was laid out in 1860 on the old Laramie road, at the crossing of the Thompson River. It was named in honor of Joe Merival, old mountaineer and long-time resident of this region.<sup>70</sup>

*Mesa* (92 population), Mesa County. Archie R. Craig arrived in Plateau Valley in 1887, taking up a 100-acre homestead on the site of Mesa. The settlement which grew up here, composed largely

<sup>60</sup>Data from C. I. True, Platteville, Colorado, in 1935, to the State Historical Society.

<sup>61</sup>Data from Donald L. White, Field Staff Writer, Greeley, Colorado, in 1938.

<sup>62</sup>*Denver Republican*, November 29, 1884.

<sup>63</sup>State Historical Society, Mss. XI-14a.

<sup>64</sup>*Denver Republican*, May 16, 1881.

<sup>65</sup>*Colorado Magazine*, IX, 180.

<sup>66</sup>*The Trail*, V, No. 4, 22.

<sup>67</sup>Frank Hall, *History of the State of Colorado*, IV, 286.

<sup>68</sup>*Greeley Tribune*, March 25, 1874.

<sup>69</sup>Data from Mrs. Arthur M. Davis, Librarian, Merino Public Library, January, 1935, to the State Historical Society.

<sup>70</sup>*Rocky Mountain News*, March 7, 1860.

of families from Arkansas, headed by J. R. Barnes,<sup>71</sup> is now the center of a stock raising and fruit-growing region. *Mesa* is a Spanish word meaning "plateau" or "table land."

*Mesita* (250 population), Costilla County, was organized in 1909-10 by the Costilla Estates Development Company. The settlement was first called Hamburg, but to avoid confusion with another Colorado town the name was changed to Mesita,<sup>72</sup> for the little flat-topped hill nearby, said to have been named by early Spanish explorers.<sup>73</sup> *Mesita* is a Spanish word meaning "small table land."

*Messex* (45 population), Washington County, a small post office village, was settled about 1914 by a Mr. York, and named for a Mr. Messex who was killed by a train at nearby Shugert (now Gill's) Crossing.<sup>74</sup>

*Middle Boulder* (Nederland) (285 population), Boulder County, known as Brownsville in 1870,<sup>75</sup> was in 1873 a struggling village on Middle Boulder Creek, for which it was named. It was the home of the Breed and Cutter reduction works, erected to reduce the ore of the famous Caribou silver mines, and said to have been the most perfect reduction works in the United States.<sup>76</sup> The town was renamed Nederland in February, 1874.<sup>77</sup>

*Middle Kiowa*, Elbert County, see *Kiowa*.

*Middleton*, San Juan County, a long-abandoned ghost camp on the bank of the Animas River, was named about 1880, by a group of miners who met in a cabin at the base of Middle Mountain, two miles above Howardsville, and chose the name for their gold camp at the entrance of Maggie Gulch. Because the site was near Middle Mountain, and also midway between the Forks (Animas Forks) and Silverton, the name seemed appropriate.<sup>78</sup>

*Midland* (10 population), Teller County, was named for the Midland Terminal Railway, which built a water station here. The site was platted April 20, 1892, by the Oil Creek Land and Water Company,<sup>79</sup> and a post office was in operation in 1894.<sup>80</sup>

*Milk Fort*, Bent County, see *Fort El Pueblo*.

*Mill City*, Clear Creek County, see *Dumont*.

*Milliken* (531 population\*), Weld County, named in honor of John D. Milliken, president of the Southwestern Land and Iron Company, was platted July 10, 1909. A post office was established

<sup>71</sup>State Historical Society, Pamphlet 364, No. 17.

<sup>72</sup>Data from Orlan J. Norton, Mesita, November 23, 1940.

<sup>73</sup>Data from Kleuto Medina, County Superintendent of Schools, San Acacio, Colorado, May 6, 1935, to the State Historical Society.

<sup>74</sup>Data from Edna L. Haw, Principal of Schools, Messex, December 2, 1940.

<sup>75</sup>Data from Geneva Meyring, Nederland, June 1, 1941.

<sup>76</sup>*Greeley Tribune*, December 24, 1873.

<sup>77</sup>*Boulder News*, February 27, 1874.

<sup>78</sup>*San Juan Herald* (Silverton), August 17, 1882.

<sup>79</sup>Data from Harry Galbraith, Field Staff Writer, Colorado Springs, Colorado, in 1939.

<sup>80</sup>*Colorado State Business Directory*, 1894, 573.

February 15, 1910. Mr. Milliken was a founder of the Denver, Laramie and Northwestern Railroad.<sup>81</sup>

*Milner* (75 population), Routt County, one-time chief supply point for most of the surrounding mining region, was established in 1917 by a pioneer merchant and banker, for whom it was named.<sup>82</sup>

*Mindeman* (15 population), Otero County, now only a siding on the Santa Fe Railway,<sup>83</sup> was named by a Mr. Mindeman, who came here for his health.<sup>84</sup> In 1927, Adina Mindeman was postmaster and Edwin Mindeman operated a general store and a garage.<sup>85</sup>

*Mineral City* or *Mineral Point*, San Juan County. The history of the camp dates from the autumn of 1873, when Captain A. W. Burrows and C. H. McIntyre spent several months here, located a number of leads (gold), and built several cabins. By 1876 the camp had become prominent as the center of one of the chief mining districts in the San Juan.<sup>86</sup> In 1882 it was still called Mineral City, although the post office name was Mineral Point.<sup>87</sup> Later, both town and post office were known by the latter name,<sup>88</sup> which came from the many small, highly mineralized peaks in the vicinity.<sup>89</sup> Mineral Point is now a ghost camp.

*Mineral Hot Springs* (25 population), Saguache County resort, was homesteaded in 1880 by Sylvester A. Jenks. The medicinal springs, thirty-seven in number, were named in 1912 by Everett Dunshee, whose father owned the site at that time.<sup>90</sup>

*Minnequa* (500 population), Pueblo County, is an unincorporated town on the southwest edge of Pueblo. The steel mills, established here in 1881 by the Colorado Coal and Iron Company (present Colorado Fuel & Iron Corporation), are the largest west of the Mississippi.<sup>91</sup> *Minnequa*, an Indian word, means "to drink."<sup>92</sup>

*Mitchell* (8 population), Eagle County, originally Roudebush, was settled in 1878 by a Mr. Roudebush, for whom it was named.<sup>93</sup> The name was changed to Mitchell in April, 1883,<sup>94</sup> for George R. Mitchell, a former member of the Colorado House of Representa-

<sup>81</sup>Data from the Principal, Milliken School, Milliken, in 1938, and from the *Denver Post*, December 3, 1941.

<sup>82</sup>*Routt County, Colorado, Year Book-Directory, 1935*, 36.

<sup>83</sup>Data from W. H. Hogsett, County Superintendent of Schools, La Junta, Colorado, December 3, 1940.

<sup>84</sup>Data from C. Wilson, Postmaster, La Junta, Colorado, January 22, 1941.

<sup>85</sup>*Colorado State Business Directory, 1927*, 741.

<sup>86</sup>State Historical Society, Pamphlet 357, No. 65.

<sup>87</sup>*Colorado State Business Directory, 1882*, 276.

<sup>88</sup>*Colorado State Business Directory, 1883*, 236.

<sup>89</sup>Data from L. R. Rist, Forest Supervisor, Uncompahgre National Forest, in 1935, to the State Historical Society.

<sup>90</sup>Data from Ada W. Collins, Postmaster, Mineral Hot Springs, February, 1935, to the State Historical Society.

<sup>91</sup>*Colorado, A Guide to the Highest State, 189-90*.

<sup>92</sup>Henry Gannett, *op. cit.*, 210.

<sup>93</sup>Data from Alfred Benson, Pando, Colorado, and Gus Meyer, Eagle, Colorado, January 31, 1941.

<sup>94</sup>*Denver Republican*, April 12, 1883.

tives, who with Frank Benjamin, C. C. Walsh, and others, located some placer claims nearby and established the townsite.<sup>95</sup> Mr. Mitchell was postmaster, also hotel keeper.<sup>96</sup>

*Mirage*, Lincoln County (formerly Elbert County) ghost town, was named, according to George Crofutt, author and historian, for the mirages that are common in this region, and were often witnessed by travelers on the old Smoky Hill Route.<sup>97</sup> Another authority stated that the settlement was named for a nearby bed of shining sand, which from a distance resembled a river.<sup>98</sup>

*Modoc*, Boulder County, see *Altona*.

*Moffat* (149 population\*), Saguache County, at the north end of the San Luis Valley, in a farming and stock-growing region, was laid out by the San Luis Town and Improvement Company when the narrow-gauge Denver & Rio Grande Railroad was built into the region. The town was promoted by George H. Adams, S. N. Wood, Otto Mears, J. W. Gillully, and other railroad officials,<sup>99</sup> and was named for David H. Moffat, president of the railroad.<sup>100</sup> The town at one time ranked first in Colorado as a stock loading center.<sup>101</sup> Incorporated April 20, 1911.

*Moffat Lakes*, Boulder County, see *Eldorado Springs*.

*Mogote* (50 population), Conejos County, was first called San Juan. With its sister settlement, Servilleta, it sprang up almost immediately after the founding of Guadalupe on the Conejos River (1854).<sup>102</sup> The present name derives from the nearby mountain peaks, called *mogotes* (Sp. "peaked stacks of corn"), for their resemblance in shape to sheaves of corn.<sup>103</sup>

*Molina* (100 population), Mesa County agricultural town, was known in 1883 as Orson, for the postmaster. When Orson, due to some difficulty, was requested to leave town, the office was renamed Snipes in honor of his successor.<sup>104</sup> The present name, a Spanish word meaning "mill," came later, after a waterpower flour mill had been built a short distance above the town on Cottonwood Creek.<sup>105</sup>

*Monarch*, Chaffee County. In 1882 the settlement, eight miles northwest of Maysville, was a flourishing camp known as Chaffee

<sup>95</sup>Data from the United States Forestry Service, Region II, Denver, Colorado, in 1935, to the State Historical Society.

<sup>96</sup>Data from William B. Thom, New London, Ohio, March 29, 1940, to the State Historical Society.

<sup>97</sup>George Crofutt, *Grip-Sack Guide of Colorado, 1881*, 46.

<sup>98</sup>*Hand-Book of Colorado, 1876*, Denver (J. A. Blake, Publisher), 75.

<sup>99</sup>A. R. Pelton, *San Luis Valley*, 27.

<sup>100</sup>Frank Hall, *op. cit.*, IV, 307.

<sup>101</sup>Data from Flora E. Morris, Postmaster, Moffat, 1936.

<sup>102</sup>State Historical Society, Pamphlet 349, No. 18.

<sup>103</sup>Data from J. D. Frazey, Secretary of the Chamber of Commerce, Antonito, Colorado, 1935, to the State Historical Society.

<sup>104</sup>State Historical Society, Pamphlet 364, No. 19.

<sup>105</sup>Data from F. N. Nisley, Mesa County Superintendent of Schools, Grand Junction, Colorado, in 1935, to the State Historical Society.

City.<sup>106</sup> The name was changed to Monarch for the great Monarch gold mine, the first large mine discovered in the Monarch District (1878).<sup>107</sup> By 1884 the town, then the terminus of the Maysville branch of the Denver & Rio Grande Railroad, had increased its population to 400.<sup>108</sup> Its heyday was reached in 1893, and then it began to wither, but did not become a ghost town, as the Colorado Fuel & Iron Corporation operated limestone quarries here, employing a number of men.<sup>109</sup>

*Monte Vista* (3,208 population\*), Rio Grande County, one of the leading agricultural towns in the San Luis Valley, was first known as Lariat, later called Henry. It received its present name in 1886.<sup>110</sup> It was laid out and platted by the Monte Vista Town and Land Company in March, 1887, correcting another plat executed January, 1886. *Monte Vista* is Spanish, meaning "mountain view."<sup>111</sup> Incorporated September 27, 1886. (See also *Henry*).

*Montezuma* (59 population\*), Summit County. The first discovery of silver ore in this district was made by J. Coley in 1863. In 1865 the camp was founded by O. Millner, W. W. Webster, D. W. Willey, J. T. Lynch, and others<sup>112</sup> on a branch of the Snake River at the base of Glacier Mountain. By 1871 it boasted a summer population of 200. The reduction works of the Suki and St. Lawrence Mining Company, and a steam saw mill were built here.<sup>113</sup> The settlement and the surrounding district were named for the last Aztec emperor of Mexico (1503-20).<sup>114</sup>

*Montgomery*, Park County ghost town, was founded in June, 1861, after the discovery of gold at the base of Mount Lincoln (14,237 feet altitude). It takes its name from one of the pioneer settlers. During 1862 Montgomery's population was about 1,000, and the camp cast the largest vote in the county,<sup>115</sup> but the more readily worked ore soon gave out and new discoveries elsewhere invited people to move on; by 1881 all that remained of the town was an immense stamp mill.<sup>116</sup> A year later, it was again an active camp, with a post office established in June.<sup>117</sup>

*Montrose* (4,764 population\*), seat of Montrose County, and trading center of a large irrigated area, was named by its founder, Joe Selig,<sup>118</sup> a great admirer of Sir Walter Scott, for the Duchess of Montrose in Scott's *Legend of Montrose*.<sup>119</sup> It was located as a

<sup>106</sup>Colorado State Business Directory, 1882, 161.

<sup>107</sup>State Historical Society, Mss. XA, No. 428.

<sup>108</sup>Colorado State Business Directory, 1884, 276-77.

<sup>109</sup>State Historical Society, Pamphlet 346, No. 2.

<sup>110</sup>Colorado Magazine, XVIII, 148.

<sup>111</sup>Ibid., IX, 180.

<sup>112</sup>Frank Hall, *op. cit.*, IV, 331-32.

<sup>113</sup>Rocky Mountain Directory and Colorado Gazetteer, 1871, 51.

<sup>114</sup>Henry Gannett, *op. cit.*, 213.

<sup>115</sup>Frank Hall, *op. cit.*, IV, 262-63.

<sup>116</sup>Denver Tribune, August 5, 1881.

<sup>117</sup>Ibid., July 13, 1882.

<sup>118</sup>Denver Republican, January 13, 1884.

<sup>119</sup>Data from Arthur W. Monroe, Montrose, February 10, 1941.

townsite January 20, 1882, an election for incorporation was held the following April,<sup>120</sup> and the town was incorporated May 1, 1882.

*Monument* (175 population\*), El Paso County. In 1874 there were two post offices of this name in the county; in order to untangle the resultant mix-up, the name of Monument Station, given because of its proximity to Monument Park, was changed to Edgerton, February 25, 1874. The other, called Henry Station by the Denver & Rio Grande Railroad, now adopted its post office name, Monument, as its official title.<sup>121</sup> A plat was filed in January, 1874,<sup>122</sup> and the town, which lies in the heart of a productive farming country, soon became an important shipping point.<sup>123</sup> Monument was named for the rock formation to the west.<sup>124</sup> Incorporated May 14, 1881.

*Montana City*, Arapahoe County, which was the first settlement of white people in the Denver region, was laid out by the Lawrence Company in September, 1858, on the east bank of the Platte River, about six miles from the mouth of Cherry Creek. Josiah Hinman was made president of the town company, and William Boyer secretary, and the settlement was christened *Montana*,<sup>125</sup> a Latin word meaning "mountainous" or "rough country."

*Moraine Park* (Moraine) (50 population), Larimer County, in 1875 was a small scattered settlement known as Willow. Later, when a post office was established, the name was changed to its present form,<sup>126</sup> probably for its setting, a park-like valley walled in on the south by a large glacial moraine.<sup>127</sup>

*Morapos* (15 population), Rio Blanco County, an agricultural community center rather than a town, was settled in 1885, and named for Morapos Creek, which in turn was named by the Indians.<sup>128</sup> The exact meaning of the name is not known.

*Morley* (600 population), Las Animas County, a coal-mining town controlled by the Colorado Fuel & Iron Corporation, was settled in 1875, and according to one source was named for Tom Morley, original owner of the mine.<sup>129</sup> It has also been suggested that the town may have been named for William R. Morley, construction engineer for the Atchison, Topeka & Santa Fe Railway Company, who laid out the railroad in this vicinity in 1879, and who

<sup>120</sup>La Plata Miner (Silverton), June 17, 1882.

<sup>121</sup>Rocky Mountain News, February 25, 1874.

<sup>122</sup>Denver Tribune, January 14, 1874.

<sup>123</sup>Ibid., February 11, 1874.

<sup>124</sup>Data from Gentry Stewart, Monument, November 26, 1940.

<sup>125</sup>Frank Hall, *op. cit.*, IV, 20. L. R. Hafen (Ed.), *Pike's Peak Gold Rush Guidebooks of 1859*, 73-74.

<sup>126</sup>Data from A. E. Sprague, Moraine Park, February 2, 1941, to the Colorado Writers' Program.

<sup>127</sup>Colorado, A Guide to the Highest State, 445.

<sup>128</sup>Data from Josephine Holland, Morapos, January 9, 1941.

<sup>129</sup>Data from L. C. Miller, Postmaster, Morley, February 18, 1940.

was responsible for securing the Raton Pass route for the Santa Fe.<sup>130</sup>

*Morrison* (216 population\*), Jefferson County resort town. Dr. Joseph S. Casto, pioneer of 1859, was one of the original founders of Morrison,<sup>131</sup> which was laid out in October, 1872,<sup>132</sup> and named for another fifty-niner, George Morrison, who homesteaded the townsite land.<sup>133</sup> Post office established in 1872;<sup>134</sup> town incorporated January 29, 1906.

*Mosca* (75 population), Alamosa County, was named for Mosca Pass (9,713 feet altitude), which lies to the east.<sup>135</sup> A post office was established in May, 1880.<sup>136</sup> For a few years the town was known as Orean;<sup>137</sup> later it was again called Mosca.

*Mosquito* (Musquita), Park County ghost camp, one mile south of Buckskin Joe, was settled in 1861.<sup>138</sup> When the miners met to organize a district, in June, 1861, no suitable name could be agreed upon and the meeting was adjourned, leaving the name space in the record book blank. When the book was opened at the next meeting, it was found that a large mosquito had been crushed on the blank line, and all agreed that the district should be called Mosquito.<sup>139</sup> Probably the town was named for the district. The name was later changed to Sterling City.<sup>140</sup>

*Mount Harris* (1,500 population), Routt County, a coal-mining settlement, began in 1913-14, when the mines here were developed by George W. Harris, for the Colorado & Utah Coal Company. He was aided by officials of the Denver & Salt Lake Railroad, who named the mountain where the mines are located Mount Harris, and the settlement Harris, in his honor. Later the town took the present name. A post office was established in 1914.<sup>141</sup>

*Mount Hope*, Pitkin County, see *Independence*.

*Mount Princeton Hot Springs* (25 population), Chaffee County, lies in the shadow of Mount Princeton (14,177 feet altitude), for which both springs and settlement were named.<sup>142</sup> A large hotel, opened in 1921, is all that now remains of the village.<sup>143</sup>

<sup>130</sup>Data from Jennie Wiles, Principal of Morley School, Morley, November 13, 1935, to the State Historical Society.

<sup>131</sup>*The Trail*, I, No. 9, 30.

<sup>132</sup>LeRoy R. Hafen, *Colorado, The Story of a Western Commonwealth*, 185.

<sup>133</sup>State Historical Society, Pamphlet 345, No. 7.

<sup>134</sup>*Colorado Transcript* (Golden), May 15, 1872.

<sup>135</sup>*Colorado, A Guide to the Highest State*, 355.

<sup>136</sup>*Denver Tribune*, June 3, 1880.

<sup>137</sup>*Colorado State Business Directory, 1885*, 338.

<sup>138</sup>Frank Fossett, *Colorado* (1876), 63-4.

<sup>139</sup>John L. Dyer, *The Snow-Shoe Itinerant*, 151.

<sup>140</sup>O. J. Hollister, *The Mines of Colorado* (1867), 282.

<sup>141</sup>Data from George W. Harris, president, Potash Company of America and Hayden Coal Company, Denver, Colorado, in 1935, to the State Historical Society.

<sup>142</sup>Data from Tom Allen, State Coal Mine Inspector, Denver, Colorado, in 1935, to the State Historical Society.

<sup>143</sup>Data from Bessie M. Shewalter, Salida, Colorado, November 25, 1940.

*Mustang* (35 population), Huerfano County, a picturesque Swedish settlement, was once called Larimer. When the Colorado & Southern Railway built a line south from Pueblo, the name was changed to Mustang, for Mustang (wild horse) Arroyo near by.<sup>144</sup> A post office was established in 1908, but was discontinued in 1940.<sup>145</sup>

**Notice:** If any of our readers know the origin of place names that have been omitted from these articles or if they have any corrections to offer, the data would be most welcome. Please send the information to the Colorado Writers' Program or the State Historical Society, State Museum, Denver.

**Correction:** Dr. E. B. Renaud of Denver University has called attention to an error in the preceding article in this series. *La Porte* is French for "the door, or entrance or gate," and does not mean "behold the gate," as erroneously stated.

<sup>144</sup>Data from Mrs. Anna O. Shell, Postmaster, Lascar, Colorado, January 18, 1941.

<sup>145</sup>*Sunday Gazette and Telegraph* (Colorado Springs), March 24, 1940.

## An Excursion to Alamosa in 1878

MRS. A. M. MORRISON

[In the early days of railroading in Colorado various organizations found a source of revenue in promoting excursions over the narrow gauge railroads to various points of interest. Usually one day was sufficient for these trips, but some of them were more ambitious. Later the railroads promoted their own special trips.

A jingle of long ago gives a vivid picture of "The Narrow Gauge Engine."

It doubles in, it doubles out,  
Leaving the traveler still in doubt,  
Whether the engine on the track  
Is going on or coming back!

The letter which follows was written by my mother and was published in the *Whitewater Register*, of Whitewater, Wisconsin, in July, 1878.—Martha A. Morrison, Denver, Colorado.]

The wonders of Colorado will never cease, for what nature has not done, with her canyons, her waterfalls, her hot springs, her mountain passes and gorges, her beds of mineral wealth, her extinct craters, her grand, solemn and awe-inspiring Rocky Mountains, man has attempted. He has dug deep for her treasures; he has developed the richness of her soil by irrigation, when the rains of heaven have not fallen; he has opened roadways over steepest passes; he has told

the height of those peaks, classified the flora and fauna, and filled museums with the riches and curiosities these mountains have given. Now, following in the lines of civilization and the needs of the miner, the iron horse goes snorting up the steep grades, and places that seemed myths of distance and weariness of way, are made our neighbors.

We left for Veta Pass and Alamosa behind the iron horse on a perfect summer morning with such lights and shadows as only our mountains can show, with the greens and browns of the plains stretching far away to the left.

At noon we were in Pueblo; the shallow, muddy Arkansas, the glaring white rocks, tell of heat and discomfort. We loiter not. Still southward. The Spanish Peaks, twin summits, loom now to the right, now to the left, in front and almost in our rear, as the road winds and turns on what seems an open plain. Unknown are the ways of engineers. What mortal reason could send us away toward the Spanish Peaks when La Veta Mountain is far away to our right? and does it not look level between? But we bend here and curve there, past this height so insignificant beside the bare-topped summit that is our goal. How interminable the road; how barren the way! The tree cactus rises four or five feet high, now rich with its red blossoms. The low prickly pear covers most of the ground; nothing else is seen larger than sagebrush and the alkaline greasewood. The occasional streams are lined with willows, cottonwoods, rank herbage and a locust with pink blossoms.

We pass Cucharas where the adobe houses begin and a branch line turns southward to El Moro and Trinidad, and come to more houses, larger patches of grain, tolerable barns and Mexican faces.

At La Veta an extra locomotive, steam up, is standing on the track, telling of work ahead. A valley with its little stream drops further and further below as we creep around the base of Veta Mountain, and before, and above us, far up and away, we see an excavation, and know that there is where Dump Mountain is turned, and the Pass is reached.

The puffing of our faithful iron horses grows louder, although our speed is slackened. We are far above the stream and wagon road. We look up with wonder, the timid with fear, four hundred feet, almost above us, and realize that we will soon, from that point, look down on this. It is a twisting road and curved here and there, still upward. There is a sharp curve where a bridge crosses the stream and road so far below. More curves, still rising for four miles, and we look down where so little time ago we looked up in fear and wonder, so near a stone might be thrown across, so far down that the tops of the beautiful silver firs are far below. No

wonder it was called the Mule Shoe Curve. We draw a long breath of relief, involuntarily bracing ourselves, as we speed away and the Pass is reached.

It is nearing night and our destination is still fifty miles away. The sun hides behind thick clouds, a little rain falls; here are trees, mountains and ravines. The stream turns toward the Rio Grande. The most of Garland has been transferred to Alamosa and we see a car loaded with what were houses in Garland and will be houses in Alamosa—a shingle roof in sections, window and door casings, already painted, siding carefully removed, all loaded and ready. A little farther we pass Fort Garland, with its adobe walls and a single colored soldier in blue standing sentry.

We have come upon the level plateau of San Luis Valley. At our right is a snow-covered mountain standing alone, Sierra Blanca, said to be the highest peak in Colorado. After dark we stop at Alamosa. There is no depot. A crowd of men greeted our arrival. The saloons seemed the best lighted spots. The long line of freighters' fires were still glimmering. The few hotels offered their best. The ladies were tolerably well cared for, but the gentlemen had to be satisfied with any place. No complaints were heard the next morning, when fresh trout were served for breakfast. A shower during the night had laid the thick dust and made the morning delightful.

The Valley is forty-five miles wide and a hundred and fifty in length and it seemed a dead level. The Rio Grande was a muddy, treacherous looking stream. We could see the character of the buildings—the old and used brought from Garland, pieced out with the new. Too, we noted the glaring signs, the camps, the long line of freighters' wagons for carrying supplies to the San Juan country.

In the morning light, Sierra Blanca looked huge and bare. Far above timberline lay patches of snow. After many blunders in guessing, we were astonished to learn that its nearest point was fourteen miles away.

After twenty-five miles of level road, we again began the climb. While waiting at the summit, acclamation carried our thanks to the Railroad Company, the conductor and engineer who had made our trip such a pleasure. We loaded ourselves with the beautiful flowers, but almost paled in breathlessness as we began the descent. Very carefully, with airbrakes at work, we wound about. Those on the back platform could see how steep the grade was. We came to the last short curve, the bridge and left Dump Mountain, clinging to the side of La Veta, which looked barer and more bald than ever. The two days were true to their promise but exhausting in their effect.