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## The Mission of Colorado Toll Roads

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Just as the occurrence of any physical event, however minute or insignificant, affects everything else in the material world, so each historical episode influences for good or ill the progress of civilization and culture. There is no impenetrable wall between past and present. The effects of erstwhile activities filter down through the intervening years to other generations whose contemporaneous philosophy and aspects of life are subtly tinted or even colored thereby. A closed incident of the past often leaves for the future a continuing influence, the obscurity of which only adds to the charm of its determination.

The toll roads of Colorado have come and gone—an affair that stripped of all the sentimental glamour with which moderns are prone to clothe vague incidents still remains strange enough to lure the most prosaic. It all started late in 1858 with the reported discoveries of gold in the Pike's Peak Region. The throng of gold seekers with their dependent women and children surged slowly westward across the great plains and finally came to rest in the shadows of the mountains that for days previously had stretched along the entire western horizon of the immigrants, a low, blue, somber bank of mystery. Here they were, confronted by an apparently impassable barrier and separated from civilized habitation by seven hundred miles of prairie the expanse of which was like the wideness of the sea, with the proverbial pot of gold at the end of the rainbow as illusive as the traditional will-o'-the-wisp. In keen disappointment, some braved contact with hostile Indians with whom the plains were infested, and set out on the long return journey for which there was no other motive power than animate energy of man and beast. Others, perhaps the more determined and intrepid ones, remained and were forced to accept the grim reality that indeed the depths of the mountains could only be penetrated by pedestrians and pack animals.

Undaunted by this fact, every beast of burden that could carry a load was commandeered and very shortly searchers for the hidden treasure pried into almost every nook and corner. Then

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another rather dampening discovery was made. There was little pure gold that might be had for the picking up, and such as could be obtained must be dug for and mechanically or chemically separated out of the rock with which it was combined. This meant labor, materials, equipment, and subsistence for a sustaining population in all of which travel and transportation were the fundamental elements. Expensive and slow as was the motive power, yet animal-drawn wheeled vehicles constituted the then modern and only available form of conveyance.

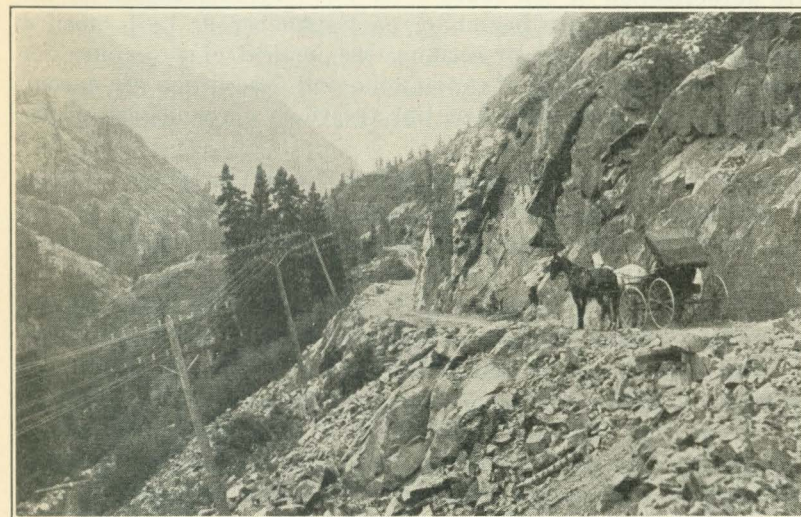
Here again entered an unexpected vicissitude to beset the fortune hunter and the potential home builder. Out on the plains a wagon could be taken almost anywhere without difficulty, but in the mountains where the treasure lay—what a different story! No wagon would cling to the steep side slopes of a mountain, nor were there sufficient draft animals available to pull it over the summit of one, only to be confronted with another and higher to be negotiated. These were indeed Rocky Mountains, and no one had the money, means, or time to build a suitable wagon road. Steam shovels were unheard of, and air drills entirely outside the pale of imagination. Dynamite was not discovered until 1866, and anyway, the hauling of blasting powder seven hundred miles overland was out of the question.

The earliest roads were nothing more than wagon tracks from which only the largest stones were cast out. No effort was made to keep them level transversely, and it was not until the tilting of a loaded vehicle approached dangerously near to overturning that resort was had to any leveling process whatever. Right of way was of the least concern, since there were no landowners. Negotiation of such wagon tracks depended largely on the resourcefulness of the individual user, and scarcely a trip was made in which it was not necessary to do some work on the road itself in order to get over it. Thus these first roads were the result of the combined efforts of many people, or in other words, virtually our first public works.

From the rapidly increasing demands for the carriage into the mountains of persons and goods contemporaneously with the arrival of multitudes of people overland from the East, and because of the slow and laborious going over the crude roads, little more than wagon trails, there originated the toll roads of Colorado. Up to this time, to be sure, transportation for hire had grown fast and common carriers had multiplied with remarkable rapidity, but operations had been conducted over the people's wagon trails, or over roads built or hastily prepared by the operators or over routes which were a combination of both. Even in

most cases where new roads had to be constructed for the conduct of operations, no charge was made against anyone who wanted to use them. The operators had all the business they could attend to in supplying equipment and animals for the overwhelming demands of the traffic and the collection of charges and fares therefor without bothering about the tolls which might have been assessed against other users.

However, there must have been some of the more important exclusively owned and operated routes on which tolls were collected, and it was no doubt an exaggerated opinion of the magni-



AN EARLY DAY TOLL ROAD  
Forerunner of the Million Dollar Highway

tude of these revenues that furnished the incentive to individuals and groups to build roads and charge for the use thereof. The profits in such enterprise were deemed assured by the fact that otherwise any kind of travel or trade except on foot was absolutely impossible in vast surface-broken area covered by the mountains.

Prior to the passage of the act creating the Territory of Colorado in February, 1861, there were authorized by the Kansas Legislature a few toll bridges and roads and by the Nebraska Legislature at least one toll bridge in the area subsequently included in Colorado. Aside from a toll bridge<sup>1</sup> built in 1860 across the Arkansas River at Pueblo, only two out of the many routes then in use are known to have been operating as toll roads.<sup>2</sup> One, opened in

<sup>1</sup>Authorized by the Kansas Legislature in January, 1860.

<sup>2</sup>J. C. Smiley, *History of Colorado* and O. J. Hollister, *The Mines of Colorado*.



December, 1859, Denver to Bergen Park, and completed thence to Tarryall in the spring of 1860, was constructed by the "Denver, Auraria and Colorado Wagon Road Company,"<sup>3</sup> organized to build a toll road from Denver via South Park to Saratoga West (Hot Sulphur Springs). The other, completed to Mount Vernon in the fall of 1859 and to Tarryall in 1860, was built by the "St. Vrain, Golden City and Colorado Wagon Road Company," organized to construct a toll road from Fort St. Vrain via Golden City to Saratoga West.

Most illuminating and significant is the record of the legislative authorization of toll roads from the very first session of the Territorial Legislature beginning on September 9, 1861, until a general act was passed prescribing the method of procedure for incorporation. Volumes of explanation and description are encompassed in the simple recital of this record in chronological order, thus:

October 3, 1861. "Enterprise Wagon Road Company." From Michigan House in Cold Spring Valley to Dalton's Quartz Mill in Gregory Diggings with a branch from French Hotel to same terminus.

October 11, 1861. "Denver, Bradford and Blue River Road Company." From Denver via Bradford, North Fork Platte River, and Hamilton, to Breckenridge.

October 11, 1861. "Apex and Gregory Wagon Road Company." From Cold Springs Ranch about 10 miles from Denver via Amos Gulch, Gregory Road, Big Hill, North Clear Creek to Gregory Gulch, with a branch from mouth of Russell's Gulch via Lake Gulch to Missouri City.

November 6, 1861. "Canon City, Grand River and San Juan Road Company." From the 28th mile of the Canon City-Hamilton Road southerly via Poncha and Sawatch Passes to an intersection with Loring's Road from Ft. Garland to Salt Lake City along the Rio Grande del Norte.

November 6, 1861. "Colorado and Pacific Wagon, Telegraph and Railroad Company." From Colorado-Kansas border via Denver, Golden, Clear Creek, South Clear Creek, Hop's Creek, Berthoud Pass, More's Creek, Hot Springs, Gore's Pass, various tributaries of Bear River, Yellow Jacket Pass, and White River to the western boundary of Colorado Territory.<sup>4</sup>

November 6, 1861. "Park Junction, Georgia and French Gulch Road Company." From De Hart's ranch in South Park via

Jefferson, Swan River Pass, Parkville, and Georgia and Humboldt Gulches to French Gulch.

November 7, 1861. "Central City and Georgetown Wagon Road Company." From Central City via Eureka and York Gulches, Fall River, and Clear Creek to Georgetown.

November 7, 1861. "St. Vrain, Altonia, Boulder Mines and Gregory Wagon Road Company." From St. Vrain River via Altonia, Left Hand Creek, and Holt's Mill to Mountain City.

November 7, 1861. "Bear Canon Road Company." From mouth of Bear Canon in Boulder County via South Boulder Creek to Missouri City.

November 8, 1861. "Breckenridge, Buckskin Joe and Hamilton Wagon Road Company." From Breckenridge via Hoosier Gulch, and Platte River to Buckskin Joe Gulch, with a branch from Hamilton up Tarryall Creek to the main road in Montgomery District.

August 8, 1862. "Ute Pass Wagon Road Company." From the town of Colorado (Colorado City) via the road known as the Colorado and Tarryall road to south branch of Platte River on the eastern edge of South Park.<sup>5</sup>

August 14, 1862. "Tarryall and Arkansas River Wagon Road Company." From Fairplay in Park County via Weston's, Union and Anderson's ranches, Snowy Range and Arkansas River to California Gulch, theretofore known as the "California Gulch Road."

August 14, 1862. "Fremont Orchard Plank Road and Turnpike Company." From mouth of Bijou Creek westerly via Platte River three miles to Fremont Orchard.

August 15, 1862. "Golden Gate and Gregory Road Company." From Golden Gate via Tucker's Canon or nearest and best route to Michigan House in Cold Springs Valley.

August 15, 1862. "Current Creek and Arkansas River Road Company." From first Current Creek crossing of Canon City-South Park main traveled road to the Arkansas River crossing of the Poncha Pass road.

August 15, 1862. "Idaho and Missouri City Wagon Road Company." From Idaho on South Clear Creek to Missouri City in Gilpin County.

<sup>5</sup>Probably confirmation of previous authorization by Kansas Legislature in January, 1860, for a toll road from Soda Springs (Manitou) into South Park over the traditional "Ute Trail." It formed one of the main routes to South Park and California Gulch. That tolls were ever collected cannot be verified. Irving Howbert in *Memories of a Lifetime in the Pike's Peak Region*, says the first bond issue for any county road in Colorado was voted for this highway on June 20, 1871, and that there were as many as 12,000 horses and mules at one time on this route.

<sup>3</sup>Incorporated by the Kansas Legislature in January, 1860.

<sup>4</sup>For attempts to establish an east and west route of travel through Colorado via Denver, see L. R. Hafen, "Pioneer Struggles for a Colorado Road Across the Rockies," in *Colorado Magazine*, III, 1-10.



August 15, 1862. "Clear Creek Wagon Road Company." From Idaho via Clear Creek and Floyd's ranch to Bergen's ranch with a branch from Floyd's ranch to the Beaver Creek crossing of the Central City-Mount Vernon Road.

August 15, 1862. "Empire City, New Pass, Breckenridge and Montgomery City Road Company." From Empire City via Georgetown, South Fork Vasquez River (Clear Creek) and Breckenridge to Montgomery City.



PACK TRAIN LOADED WITH CABLE, READY TO TAKE THE ROAD FROM TELLURIDE

March 8, 1864. "Clear Creek and Guy Gulch Wagon Road Company." Authorization to operate parallel with and to cross Golden Gate-Gregory Road.

March 10, 1864. "Denver and Pacific Wagon Road Company." From Empire City via Clear Creek, Vasquez Pass, Dennis, St. Louis and Hamilton Creeks, Hot Sulphur Springs, Yampa River, Mountain Ash and Yellow Jacket Passes and White River to western boundary of Colorado Territory.

March 11, 1864. "Central City and Idaho Wagon Road." Central City to Idaho.

March 11, 1864. "Central City and Montgomery Wagon Road Company." From Central City via Breckenridge to Montgomery.

March 11, 1864. "Boulder Valley and Black Hawk Wagon Road Company." From Boulder to Black Hawk.

February 8, 1865. "Boulder Valley and Central City Wagon Road Company." From Boulder to Central City via North Boulder Creek, crossing South Boulder Creek near the mouth of Beaver Creek.

February 8, 1865. "Russell Gulch and Nevada Wagon Road Company." From the head of Nevada Gulch, via Alps Lode and south side of North Russell Gulch to Cuddy and Barker Mills.

February 10, 1865. "Trinidad, Raton Mountain Road." From Trinidad via Raton Mountains on old Santa Fe and Bent's Old Fort Road to southern boundary of Colorado Territory.

February 10, 1865. "Overland Wagon Road Company." From Denver via Boulder City and Arapahoe or Boulder Pass to western boundary of Colorado Territory, provided no toll gate be erected on the portion between Denver and Boulder.

February 10, 1865. "Denver and San Luis Wagon Road Company." From Denver via Garbor's Ranch, south branch of the South Platte River crossing of the Colorado City-South Park road, fork in the Canon City-California Gulch-Montgomery road, drift crossing of Arkansas River (Parkdale), Poncha Pass, Conejos Agency, and Los Pinos to southern boundary of Territory.

February 20, 1866. "Butterfield Overland Dispatch Company." From Denver to eastern boundary of Colorado and from Denver to western boundary of Colorado Territory via any of the most practicable passes already discovered in the Rocky Mountains.

January 27, 1866. "Hamilton and Montgomery Wagon Road Company." From Hamilton via Tarryall, Dead Wood, and Little French Creek to Montgomery.

February 1, 1866. "Denver and Turkey Creek Wagon Road Company." From Denver via Turkey Creek Canon to the Turkey Creek crossing of the Bradford, Tarryall and Blue River wagon road about one-fourth mile below Columbia Ranch.

February 5, 1866. "Overland Wagon Road Company." From western boundary of Colorado on White River via Painted Rock Creek, Simpson's Pass, and Berthoud Pass to connect with the Denver and Pacific Wagon Road.



February 5, 1866. "South Park, Blue River and Middle Park Wagon Road Company." From Tarryall via Breckenridge and Blue River to intersect with the Overland Road in Middle Park.

February 6, 1866. "Middle Park and South Boulder Wagon Road Company." From Eagle Company's mills on South Boulder Creek via Boulder Pass and Middle Park to a junction with the Berthoud Pass Road.

February 6, 1866. "Ni-wot and Black Hawk Wagon Road Company." From a point on Lefthand Creek via Lee's sawmill site and mouth of Indiana Gulch to Black Hawk.

January 11, 1867. "Colorado and California Wagon Road Company." From Empire City via Jones Pass, Williams Fork, Middle Park, Grand River and Gore's Pass to Bear River.

January 11, 1867. "Gore's Pass and White River Wagon Road Company." From Gore's Pass via Egeria Park, Dome Mountains and White River to intersect in Simpson's Park with the Salt Lake Road opened in 1865.

January 11, 1867. "Georgetown and Breckenridge Wagon Road Company." From Georgetown via west branch of South Clear Creek, Grizzly Fork, Irwin Pass, North Fork of Snake River, and Blue River to Breckenridge.

Each individual entry of the foregoing record is a distinct story and the group a virtual epic. True, some remained forever unexecuted projects, while others were only partially carried out, but even so, nothing could more laconically reveal the general state of mind, the activities, and the purposeful aims of the people of the period.

Tolls varied generally with the length of the road or its cost of construction. Relative rates authorized were usually as follows:

Each vehicle with one span of horses, mules, or cattle.....	\$1.00
Each additional pair of draft animals attached.....	.25
Each horse or mule with rider.....	.25
Horses, mules, cattle, or asses driven loose....Per head	.10
Sheep, hogs, or goats.....Per head	.05
Travel for attendance at funerals.....	Free

Authentic records of the toll roads built after the passage of the general incorporation act have been scattered and lost. There were, however, many and important ones constructed and operated after 1867, one of especial note being constructed as late as 1896 from Eureka to Animas Forks.

The greatest of all toll road proprietors, Mr. Otto Mears, built his first road in 1867 from Saguache over Poncha Pass to a con-

nection with the Denver-Ute Pass-California Gulch road in South Park near Nathrop. He and his associates next built a road from Saguache via Cochetopa Pass to Lake City in 1871, which was extended later to the Uncompahgre Agency and still later to Ouray. His most famous road, now known as the Million Dollar Highway, was built from Ouray to Red Mountain in 1882 and on to Silverton in 1883. The entire "Mears System of Toll Roads" in the southwestern part of the state comprised some 300 or 400 route miles, and included besides those already mentioned, roads from Ouray to Sneffels, Poncha Pass via Marshall Pass to Gunnison, Silverton to Animas Fork, Dallas to Telluride, and Animas City to Ft. Lewis.

Toll roads were so intimately involved with the mountain freighting, staging, and packing industry, it is impossible to ascertain whether the dreams of the builders in the great wealth from tolls were ever realized. The most illustrious of our toll road owners, "The Pathfinder of the San Juan," was himself an extensive pioneer freighter and packer over his own as well as free roads and trails, and Mr. Mears declared to the writer that with possibly one exception, the Ouray-Silverton road, the tolls were not even moderately remunerative. The conduct of overland transportation with animal power has become a lost art, and yet who knows but the effect of the knowledge accumulated and skill developed therein still lives?<sup>6</sup>

Of this we can be sure—the toll roads are gone for good, having been abandoned through neglect, dedicated to the public, purchased by counties, or bought by supplanting rail lines to extinguish possessive rights of a doomed industry. The mystery of discerning the residual influence of so meteoric a pageant still remains.



## The Contract with Specifications for Building Stout's Pioneer Cabin in Denver, 1858

The original of the interesting contract here reproduced was recently acquired by the State Historical Society of Colorado. E. P. Stout, the building of whose house is provided for, was the first President of the Denver City Town Company, which was organized in November, 1858, and founded Denver City. Auraria, on the opposite (west) side of Cherry Creek, had been begun the preceding month and boasted several houses before Denver City was started. Auraria and Denver were rival towns until 1860, when they were consolidated under the name of Denver.

<sup>6</sup>Arthur Ridgway, "Transportation," in *History of Colorado* issued by the State Historical Society in 1927.



The Denver City company adopted its constitution and elected its officers (E. P. Stout, President) on November 22, 1858<sup>1</sup>. The organization of the town company, as well as the drawing of the contract for Stout's house, was made in Auraria. President Stout's cabin was one of the very first buildings erected in Denver City. The contract with its interesting provisions and specifications is reproduced herewith. L. R. H.

"AURARIA"

"Article of agreement made & entered into this 9th day of Dec 1858 between Jesse Blakely & E. P. Stout Witnesseth that the said Blakely Agrees to Build for the said Stout 1 hewed logg house in the city of Denver dimensions as follows to be 20 ft long inside & 16 feet wide inside 8½ ft high in the clear to the eaves Roofed with 4 ft pine Boards giveing 1 ft to lap Roofed with rafters in the common stile gable ends to be weather boarded. 1 six inch square girder across the center of the building 1 window cut out & neatly cased 1 door cut out and neatly cased A floor to be made & laid smoothly consisting of ⅓ mud ⅓ sand ⅓ ashes mixed and laid 3 inches thick The crack all to be neatly chinked & daubed inside & out The Roof to project 1 ft at each end and 1 ft over each side The work is all to be executed in a good and workman-like manner Tis further agreed that the said Blakely hew out & put up a frame for 1 corner chimney. The loggs of said building all to be hewed to six inches thick and the wall are to be carried up as square as may be. The corners all to be neatly squarred The house to be built to the square inside of six weeks from the above date and finished by the first of May The said Stout is to furnish nails All other material to be furnished by the Blakely For all of which the said Stout Agrees to pay to the said Blakely one hundred & twenty five dollars The said Stouts note to be given for the same on completion of the said building according to Agreement and to become due by the 20th of May the said note to be well secured."

"E. P. STOUT

JESSE BLAKLEY"



the citizenry of the state at large. In this article we have endeavored to assemble concise information upon the cities and larger towns of Colorado, including only those places having over one thousand population (according to the federal census of 1930).<sup>2</sup>

**Aguilar** (1,383)<sup>3</sup>, Las Animas County, was named for Jose Ramon Aguilar, prominent pioneer of southern Colorado. Originally the place was a trading post for barter with Indians and Spanish Americans. The town was incorporated in 1894 and J. H. Hibbets became the first mayor.

**Akron** (1,135), Washington County, was surveyed in May, 1882, by A. B. Smith for the Lincoln Land Company and was laid off as a town the following month. The site was largely vacant until 1886, when heavy emigration to the section began. The town was incorporated in 1887 and H. G. Pickett became the first mayor. The town appears to have been named for Akron, Ohio. *Akron* is a Greek word meaning "summit."

**Alamosa** (5,107), Alamosa County. There were beginnings of settlement on the site in 1876, but the coming of the D. & R. G. railroad really gave birth to the town in 1878. The railroad reached the site in July and the town was incorporated in August. D. R. Smith was the first mayor. *Alamosa* is a Spanish word meaning "shaded with cottonwoods." The name was given first to the stream and then to the town.

**Arvada** (1,276), Jefferson County. The California-bound Cherokee party panned some gold on Ralston Creek in 1849. The creek, which runs through Arvada, was named for a member of that party. Some placer mining was done in the vicinity immediately following the Pike's Peak gold rush of 1859. The Wadsworth Ditch was built for mining purposes, but later was used for irrigation. Farming continued in the vicinity thereafter. The town was platted by B. F. Wadsworth and Lewis A. Reno in November, 1880, and was named for Hiram Arvada Haskin (1830-87), a brother-in-law of Mrs. Wadsworth. (Haskin and Wadsworth married the Grove sisters). The town was incorporated in 1904.

<sup>2</sup>Gathering data on so many places in a comparatively short time, we have not always been able to find original sources and have been forced in a number of instances to rely on secondary materials. Hence misstatements may have crept in. Data in correction of any errors will be welcomed. The following persons have kindly furnished information: W. S. Pershing of Limon. Mrs. Roy Ray of Windsor. S. E. Poet of Victor. H. G. Hoskin of Burlington. Edward A. Folter of Louisville. J. L. Cleaves of Aurora. M. M. Watson of the C. F. & I. Fred L. Harris of Two Buttes. W. H. Stonehouse of Oak Creek. C. E. Barker of Ordway. C. C. Dieter and the Postmasters of Center, Lafayette, and Aguilar.

<sup>3</sup>The figures following the names of the cities indicate the population in 1930.

## Colorado Cities—Their Founding and the Origin of Their Names\*

LEROY R. HAFEN

The name of a city has significance in the history of the locality. The data as to the founding of a town are of interest not only to the residents of the particular town or city but to

<sup>1</sup>See the original Minute Book in possession of the State Historical Society of Colorado.

\*A similar article on Colorado Counties appeared in the *Colorado Magazine* of March, 1931.



**Aurora** (2,295). The town of "Fletcher," adjoining Denver on the east, was founded in 1891 by Donald Fletcher and associates. The name was changed to Aurora by vote of the Town Board in January, 1907. *Aurora* is a Latin word meaning "morning," "dawn," or "east."

**Berwind** (1,286), Las Animas County, was named for E. J. Berwind, Chairman of the Board of Directors of the Colorado Coal and Iron Company (1880-93), which opened up the coal mines there in 1888. The mines gave rise to the town.

**Boulder** (11,223), Boulder County. Goldseekers reached the site of Boulder in the fall of 1858. A town company was formed and the town was platted early in 1859. G. W. Gregg and I. W. Fisher surveyed the town. Boulder was incorporated in Nov., 1871. The name comes from the abundance of boulders in the vicinity.

**Brighton** (3,394), Adams County. The Boulder Valley railroad was built to the Erie coal mines in the winter of 1870-71. This road connected with the Denver Pacific at Hughes Junction (named for Gen. Bela M. Hughes), which later developed into the town of Brighton. The town was laid out by D. F. Carmichael and was incorporated in 1887. The name was taken from Brighton, Mass., old home of Mrs. Carmichael.

**Brush** (2,312), Morgan County, was named for Jared L. Brush, prominent cattleman and pioneer of the South Platte valley. The site was surveyed in May, 1882, by A. B. Smith, for the Lincoln Land Company, and was laid off in June following. The coming of the Burlington railroad in 1882 gave rise to the town. It was incorporated in Nov., 1884.

**Burlington** (1,280), Kit Carson County. The first settlement was made in 1886 and the townsite was platted in Feb., 1887. The Rock Island depot, built in 1888, was located about a half mile west of the original townsite. The business part of Burlington moved to the new location about the depot. The name is said to have been chosen because a number of the first settlers had come from Burlington, Kansas.

**Canon City** (5,938), Fremont County. In the fall of 1859 Josiah F. Smith and others are said to have planned a town at the site of Canon City and to have built one house there. Nothing further was done at the time. With the important gold discoveries at California Gulch, near present Leadville in 1860, interest revived in the Canon City site, natural gateway to the mines of the upper Arkansas. The site was surveyed and platted by Buell and Boyd, log cabins were built and the town was begun (1860). It was deserted by 1864, except for the family of Anson

Rudd. Then followed a gradual re-occupation of the town. It was incorporated in 1872. The name comes from its location at the mouth of the Grand Canyon of the Arkansas.

**Center** (1,011), Saguache County, was founded in 1898 by J. L. Hurt, who owned the land and platted the town. Presumably, the name was given because of the central location of the place in reference to the San Luis Valley. The original name was Centerview, but it was changed to Center by the Post Office Department. Incorporation papers for the town were filed in Jan., 1907.

**Colorado Springs** (33,237), El Paso County. Colorado City, forerunner and now a part of Colorado Springs, was begun in Aug., 1859. It was so named because it was the gateway to the mines on the Colorado River. With the building of the D. & R. G. railroad south from Denver in 1871, land was purchased and the town of Colorado Springs was laid out by a subsidiary of the railroad company. Gen. W. J. Palmer, moving spirit in building the railroad, is looked upon as the founder of the city. The first town stake was driven July 31, 1871.

**Craig** (1,418), Moffat County. Settlers came into the Yampa River Valley in the 1870s and a post office called "Yampa" was established near the present site of Craig. Rev. Bayard Craig and Alexander Crawford Craig (not related) organized and founded the town of Craig in 1889, giving it their own name. The town was incorporated in July, 1908.

**Crested Butte** (1,251), Gunnison County. Coal was discovered at Crested Butte Mountain (a gray conical peak which dominates the valley) in 1877 by the Jennings brothers. The next year Howard F. Smith purchased some coal interests and started the town of Crested Butte, naming it from the nearby mountain. The town was incorporated in 1880 and the railroad reached it the following year.

**Cripple Creek** (1,427), Teller County. The land the town now occupies was first claimed as a homestead by William W. Womack of Kentucky, in 1876. It was a cattle ranch in the '80s. Gold was discovered in the vicinity by Robert Womack in January, 1891. In Oct., following, Bennett and Myers platted eighty acres for a town site, naming it "Fremont." It was incorporated and the name changed to Cripple Creek in 1892. The name was taken from the creek that runs through the city. The creek is said to have been so named by the early cowboys because a cow was crippled while attempting to cross it.



**Delagua** (1,021), Las Animas County. The mine and the town received their name from the Spanish words *del agua* "of the water," and refers to the "canyon of the water." The town was incorporated in 1903.

**Del Norte** (1,410), Rio Grande County, takes its name from the *Rio Grande del Norte*, Spanish for "Grand River of the North." Some Mexicans had lived on small farms in the vicinity in the '60s. Gold discoveries at Summitville gave rise to the town. Mining in the San Juan region gave it impetus, the city being known as the "Gateway to the San Juan." On Nov. 23, 1871, the few Americans in the region held a meeting and organized a town company and named their prospective town Del Norte. Survey of the town plat was made by Oakes and Kellogg in Dec., 1872. Incorporation papers were filed in 1885.

**Delta** (2,938), Delta County, formerly known as "Uncompahgre," was laid out by the Uncompahgre Town Company, George A. Crawford, President, in April, 1882. The first town officers were elected that year, M. C. Vandeventer being chosen mayor. The town takes its name from its location on the delta at the mouth of the Uncompahgre River.

**Denver** (287,861). Placer gold discoveries in Cherry Creek and affluents of the South Platte made by the W. Green Russell party of prospectors during the summer of 1858 led to the founding of Denver. The "Lawrence Party" from Lawrence, Kansas, started "Montana City" on the South Platte a little south of present Overland Park, Denver, on Sept. 7, 1858. The town was deserted within a few months. The St. Charles Town Company, organized on Sept. 24, 1858, laid claim to a town site on the east side of Cherry Creek near its mouth, but made no improvements. The real beginnings of present Denver date with the organization of the Auraria Town Company on Oct. 31, 1858. The town was built on the west side of Cherry Creek, near its junction with the Platte. The name was taken from Auraria, Georgia, home town of the Russell brothers, pioneer prospectors. It is a Latin word meaning "gold town." Gen. William Larimer and a party from Leavenworth, Kansas, arrived at Auraria on Nov. 16, 1858. The following day they formed the "Denver City Town Co." and proceeded to take possession of the St. Charles town site on the east side of Cherry Creek. Denver City, which the Larimer party founded, was named in honor of Gen. James W. Denver, Governor of Kansas, which Territory then included the site of Denver. Auraria and Denver were active rivals until 1860, when they were consolidated under the name of Denver.

**Durango** (5,400), La Plata County. In 1860 Charles Baker had prospected in the San Juan Mountains and a shortlived boom developed. Real mining development came in the early seventies. Animas City was founded on the Animas River. But when the railroad came a site was chosen 1½ miles south of the existing town and here Durango was built. The new town was laid off in Sept., 1880. The railroad was completed to the site on July 27, 1881. The town was named after Durango, Mexico. The suggestion appears to have come from a stockholder in the railroad, Gov. A. C. Hunt, who had recently traveled in Mexico.

**Eaton** (1,221), Weld County, was named for Gov. Benjamin H. Eaton, prominent builder of irrigation projects and principal founder of the town. The plat was filed in July, 1888, and the town incorporated in Dec., 1892.

**Edgewater** (1,473), a suburban city adjoining Denver, was organized as a town in 1901. James B. Westhaver was the first mayor. The town takes its name from its location on the edge of Sloan's Lake. Manhattan Beach, located there, was at one time a famous pleasure resort.

**Englewood** (7,980), Arapahoe County. When the Denver City Ditch was being built in the 1860s, Thomas Skerritt took up the land upon which present Englewood stands. His patent from the United States is dated Dec. 15, 1870. A. C. Fisk, who later acquired part of the land, opened upon it a pleasure resort known as Fisk's Gardens. It later became known as Orchard Place, from the large apple orchard owned by J. C. Jones. In 1903 the residents of the locality decided to organize a town and call it Englewood. It was done accordingly, J. C. Jones becoming the first mayor. The name appears to have been taken from Englewood, near Chicago. The origin of the word is from the English "wood ingle," a woody nook or corner.

**Florence** (2,475), Fremont County, was named for Florence McCandless, a daughter of James A. McCandless, principal founder of the town. Mr. McCandless homesteaded at the present site of the town. Coal was mined in the vicinity as early as 1860 by Jesse Frazier. The railroad was built to the vicinity of Florence in 1872 and an attempt was made to launch the town of Labran (a little east of Florence). This was unsuccessful and the town of Florence became the station. The town was incorporated in Sept., 1887.

**Fort Collins** (11,489), Larimer County. During the Indian wars of the 1860s, a military post, Fort Collins, was established at the present site of the town. Col. W. O. Collins of the 11th Ohio



Regiment, located the post, which took his name. When the fort was abandoned and the reservation was opened to settlement in 1872, the lands were taken up by a town company organized by Gen. Robert A. Cameron. The city of Fort Collins was founded by the company on the abandoned reservation. It was incorporated in 1883.

**Fort Lupton** (1,578), Weld County. The fur trading post, Fort Lupton, was founded in 1836 by Lieut. Lancaster P. Lupton. He forsook his post in the 1840s and in 1849 moved with his Indian wife and family to California. Soon after the gold rush to Colorado of 1859, farmers took up ranches in the vicinity. The old adobe fort became a stage station on the mail and express route from the Missouri River to Denver. It also served as a place of refuge during the Indian uprising of 1864. The town site was surveyed by L. P. Drake in Nov., 1881, and the plat filed in June, 1882, by W. G. Winbourne. Incorporation papers for the town were filed in Jan., 1890.

**Fort Morgan** (4,423), Morgan County. The first military post at the site was named Camp Tyler; later it was changed to Camp Wardwell; and on June 23, 1866, it was named Fort Morgan in honor of Col. C. A. Morgan, prominent Union officer who died Jan. 20, 1866. It was located at the junction of the Denver cutoff and Platte River roads. The old sod fort was built in the summer of 1865 by a detachment of "galvanized Yanks." The post was abandoned in 1868. Ranches were taken up in the vicinity in the 1870s. The present town was founded in 1884 and was incorporated in 1887.

**Fruita** (1,053), Mesa County, was founded by the Fruita Town and Land Co., T. C. Henry, President. A previous attempt to found the town of Fairview at the same site had failed. Fruita was surveyed by A. J. McCune and the plat was filed July 23, 1884. The papers of incorporation for the town were filed in April, 1894. It was so named because of its location in a fruit growing district.

**Glenwood Springs** (1,825), Garfield County. Isaac Cooper and others settled at the site of Glenwood Springs in 1882. H. P. Bennet and Cooper subsequently organized the Defiance Town and Land Co. The original name of the town they founded was "Defiance," but in 1883 it was changed to Glenwood Springs. The town was incorporated in 1885. It was named for Glenwood, Iowa, and for the famous springs in the vicinity.

**Golden** (2,426), Jefferson County. In June, 1859, the Boston Company, composed of George West and others, organized a town company and built the first house in Golden. Thomas L.

Golden and others had previously established a temporary camp at the site. Hence the town was named in honor of Mr. Golden. In 1862 Golden was declared the capital of Colorado Territory, and it remained the nominal capital until 1867.

**Grand Junction** (10,247), Mesa County. The Ute Reservation on the Western Slope was opened Sept. 4, 1881. Gov. George A. Crawford was the leader of the company which selected Grand Junction town site on Sept. 26, 1881. On Nov. 5, 1881, the town was named Grand Junction by common consent of the people, it being located at the junction of the Grand (now Colorado) and Gunnison rivers. Incorporation papers were filed in July, 1882.

**Greeley** (12,203), Weld County, was founded by the Union Colony in 1870. Nathan C. Meeker, agricultural editor of the *New York Tribune*, was the chief organizer of the enterprise. The town took its name from Horace Greeley, famous editor of the *Tribune*, who gave the project his active support. The town was a semi-cooperative undertaking and was the most successful "colony" founded in Colorado. It was incorporated by order of the County Commissioners in May, 1871.

**Gunnison** (1,415), Gunnison County. A cow camp for care of the Ute Indian cattle was established in the vicinity of present Gunnison in 1871. Prof. Sylvester Richardson's Gunnison colony was started in 1874, but soon disbanded. The Gunnison Town Co. was organized in 1879 by Richardson, Gov. Evans, and others. A survey was made in April, 1880, and the town was laid off. It was named for Capt. John W. Gunnison, who had led through the region the survey for a Pacific railroad in 1853. He was killed by Indians in Utah in the fall of that year.

**Haxtun** (1,027), Phillips County, was surveyed by A. B. Smith for the Lincoln Land Co. in June, 1888. The name was originally spelled Haxtum. The town was incorporated in July, 1909.

**Holyoke** (1,226), Phillips County, was laid out by the Lincoln Land Co. in 1887 and was incorporated the following year. B. A. Hoskins was the first mayor. The town was named for Holyoke, Mass., which was named for Rev. Edward Holyoke, an early President of Harvard.

**Idaho Springs** (1,207), Clear Creek County. Gold was discovered at the site of Idaho Springs in Jan., 1859, by George Andrew Jackson. Active placer mining was carried on for several years, the place being known as Jackson's Diggings or Idaho. It did not become a popular summer resort until after 1870. The origin of the name is uncertain. "Idaho" was early said to be



an Indian word meaning "Gem of the Mountains," or "rocks." These meanings are questioned. It may have come from *Idahi*, the Kiowa Apache word for Comanche Indians.

**Julesburg** (1,467), Sedgwick County. The original stage station of Julesburg was established in 1859 at Jules Beni's ranch on the south side of the Platte River, one mile east of the mouth of Lodgepole Creek. Julesburg has since made three migrations. The second Julesburg was established four miles east of Fort Sedgwick, just outside of the military reservation. The third was on the north side of the Platte and was for a time the terminus of the Union Pacific railroad in 1867 (location of present Weir). Present Julesburg, farther east, first known as "Denver Junction," was laid off by the Union Pacific when it built its line to Denver. The plat was filed in July, 1884. It was incorporated as Denver Junction in Nov., 1885, and as Julesburg in 1886.

**Lafayette** (1,842), Boulder County, was platted in 1889, by Mary E. Miller, who owned the land where the town now stands. She named it for her husband, Lafayette Miller. The survey was made by C. A. Russell. Incorporation papers for the town were filed in Jan., 1890.

**La Junta** (7,193), Otero County, was founded in Dec., 1875, as a temporary halting place for the Santa Fe railroad. It was incorporated in the spring of 1881. J. C. Denny became the first mayor. *La Junta* is Spanish for "the junction." It refers to the junction of the railroad lines running to Pueblo and to Santa Fe.

**Lamar** (4,233), Prowers County. I. R. Holmes, an experienced town builder and boomer, launched the town. He had his eye on getting a United States land office for the place and so named the town after the Secretary of the Interior, Hon. L. Q. C. Lamar. The promoters of the town moved the Blackwell station (three miles distant) to the new location on flat cars, May 23, 1886. Sale of town lots began the next day, \$45,000 worth of lots being sold the first day. Business houses and homes were built immediately. The town was incorporated in 1886.

**Las Animas** (2,517), Bent County. After the building of Fort Lyon a considerable settlement sprang up on the opposite side of the Arkansas River. A town site was surveyed by Capt. William Craig in Feb., 1869, and was christened Las Animas City. The town became an important freighting center. In 1873 the Kansas Pacific railroad built a branch from Kit Carson to the south side of the Arkansas. The town of West Las Animas was platted and lots were sold by the West Las Animas Town

Co., apparently a subsidiary of the railroad. This town was incorporated in 1882. Its name was changed to Las Animas in 1886. The name is taken from the Las Animas River.

**Leadville** (3,771), Lake County. A rich placer mining district was discovered on the upper Arkansas in 1860 and Oro City sprang up. It was almost deserted, however, before the silver deposits that made Leadville were discovered. W. H. Stevens and others made discoveries of silver ore in 1876; other finds were made in 1877 and the rush to the region began. The ore was carbonate of lead bearing silver. A few houses were built on the site in the summer of 1877. At a meeting of citizens on Jan. 14, 1878, steps were taken to organize a town and the name "Leadville" was adopted. At the first election, on Feb. 2, 1878, H. A. W. Tabor was chosen mayor. Leadville experienced a phenomenal growth in 1879, reaching a population of about 35,000.

**Limon** (1,100), Lincoln County. *Limon* is Spanish for "lemon." Although the Kansas Pacific railroad was built across the site of present Limon in 1870 the town did not develop until a much later date. The Rock Island railroad built to Colorado Springs in 1888, crossing the Kansas Pacific at the site of Limon. A station was built here and called Limon Junction. It continued for some years only as a shipping point for cattle and sheep. Then farming developed in the locality and energetic promoters advertised the town and region. The town was incorporated in 1909 and W. S. Pershing became the first mayor.

**Littleton** (2,019), Arapahoe County, was named for Richard S. Little, who came to Colorado in 1860 and engaged in farming in the vicinity of the present town. In 1867, with J. G. Lilley, he erected the Rough and Ready Flouring Mill. The locality had a small population before it was platted as a town by Mr. Little in 1872. Incorporation papers for the town were filed in March, 1890.

**Longmont** (6,029), Boulder County, was founded by the Chicago-Colorado Colony, Robert Collyer, President. The company was organized at Chicago on Feb. 22, 1870. Seth Terry, Andrew Kelley and W. N. Byers selected the site. The company purchased 30,000 acres of land. The old town of Burlington, founded some years previously, was merged with Longmont. Settlement began under colony auspices in 1871 and the town was incorporated Jan. 7, 1873. The name is a combination of the name of Major Long (for whom Longs Peak is named) and the French *mont*, meaning "mountain."

**Louisville** (1,681), Boulder County. Coal was discovered at



the site of Louisville by C. C. Welch of Golden in 1877. The town was platted in Oct., 1878, by Louis Nawatny and derived its name from Mr. Nawatny's Christian name. It was incorporated in May, 1882, and John H. Simpson became the first mayor.

**Loveland** (5,506), Larimer County. In 1877 the Colorado Central railroad was built across the Big Thompson Valley and the town of Loveland was established. It was named for Hon. W. A. H. Loveland of Golden, under whose supervision the railroad was built. David Barnes owned the land on which Loveland stands. He platted the town and has been called the "Father of Loveland." The Barnes Ditch supplied the first water for the community. The town was incorporated in 1881.

**Manitou** (1,205), El Paso County, takes its name from Manitou Springs. *Manitou* is an Algonquin Indian word meaning "spirit" or "Great Spirit." In 1871 the Fountain Colony was organized and laid its plans for a health resort town at the springs. "Villa La Font," the name first applied, soon gave way to Manitou. The Manitou House, the first building erected, was built in the spring of 1872.

**Meeker** (1,069), Rio Blanco County, was named for N. C. Meeker, one of the founders of Greeley, Colorado, who while Ute Indian Agent was murdered by the Utes at their White River Agency in Nov., 1879. After the massacre, Gen. Wesley Merritt established a military camp about four miles above the destroyed agency. The post built there was abandoned in Aug., 1883, when the houses and other property were sold at nominal sums to settlers in the vicinity. The town was incorporated in Oct., 1885. W. H. Clark was the first mayor.

**Monte Vista** (2,610), Rio Grande County, was laid off and platted by the Monte Vista Town and Land Co., J. J. Brank, President, in March, 1887. This plat corrects and explains one executed in Jan., 1886. Both surveys were made by W. H. Graves. The town was incorporated in 1886. The name is Spanish, meaning "mountain view."

**Montrose** (3,566), Montrose County, takes its name from Sir Walter Scott's legend of Montrose. Montrose was located as a town site on Jan. 20, 1882. An election for incorporation was held in April following and on May 2d town officers were chosen. Dr. W. H. Cummings was elected the first mayor.

**Oak Creek** (1,211), Routt County, was organized by the Oak Creek Town, Land and Mining Co. The town was platted and incorporated in 1907. It takes its name from the creek upon which it is located. The railroad reached Oak Creek in 1908.

**Ordway** (1,139), Crowley County. George N. Ordway early settled on the land upon which the town that bears his name was founded. The Ordway Town and Land Co. was organized in April, 1890, with Mr. Ordway as President. The town was incorporated in 1900.

**Pueblo** (50,096), Pueblo County. Z. M. Pike built a crude log structure at the site of present Pueblo in 1806. Jacob Fowler, a fur trader and trapper, built a log house there in Jan., 1822. Both structures soon disappeared. In 1841, or immediately before, houses were erected on the site for trade with the Indians. The occupants soon joined forces and built an adobe-walled enclosure or fort (probably in 1842). This was occupied by various traders until Christmas Day, 1854, when the Utes massacred the inhabitants of the post. It remained unoccupied until the coming of gold seekers in 1858. In the fall of 1858, Josiah F. Smith and others started the town of Fountain just east of the mouth of Fountain Creek. Houses were built largely with adobes from the old fort. In the spring of 1859 an irrigation ditch was dug and crops planted. In the winter of 1859-60 Drs. Belt, Catterson and others from Independence, Missouri, established a rival town west of the Fountain. At first it was called Independence, but the name Pueblo soon replaced Independence. It was surveyed and platted by Buell and Boyd. The growth of the place was slow until the coming of the railroad in 1872. *Pueblo* is Spanish for "town" or "village."

**Rocky Ford** (3,426), Otero County. The first Rocky Ford was located on the Arkansas River in 1868, by A. Russell, who started a trading store there. In 1870 George W. Swink joined Russell. After the extension of the Santa Fe railroad to Pueblo the post office was moved from the old town on the river to the railroad station three miles away. At the new location Russell and Swink laid out the present town in 1877. Six blocks were surveyed and platted and trees were planted on the streets. In 1887 an organization took place, when 400 acres were platted. Most of the lots were immediately sold to incoming settlers. The town and locality became famed for its melons. The town takes its name from the rocky ford across the Arkansas at this point.

**Saguache** (1,010), Saguache County. The name is derived from an Indian word meaning "blue earth," or "water at the blue earth," and refers to springs some twenty miles above the town on the Saguache River. The first settlement on the river, near the present city was made by Nathan Russell and others in 1866. The next year Otto Mears, John Lawrence and associates started the settlement that became Saguache.



**Salida** (5,065), Chaffee County. Settlers came into the upper Arkansas Valley and took up ranches in the 1860s. Salida, first known as "South Arkansas," was founded by the D. & R. G. railroad upon reaching the locality in 1880. The name is Spanish for "gateway" or "outlet," and refers to its location at the upper end of the canyon of the Arkansas. The name is said to have been suggested by Governor or Mrs. A. C. Hunt. The ex-governor, an official of the railroad company, had recently traveled in Mexico.

**San Luis** (1,135), Costilla County, the oldest town in Colorado, was founded in 1851. The original site was three-fourths of a mile below the present one. It was founded on the Sangre de Cristo Land Grant, which had been given to Luis Lee and Narciso Beaubien in Dec., 1843. It has a plaza and other features typical of Spanish-American towns. The name is Spanish for "Saint Louis," patron saint.

**Silverton** (1,301), San Juan County. The first settlers came to this region in 1871. A town company, composed of D. Reese and others, was formed and the site was platted in 1874. Rich mineral discoveries in the locality account for the population influx. The town was incorporated in 1876.

**Springfield** (1,393), Baca County, was organized as a community by a group of townsite promoters from Winfield, Kansas, in March, 1887, on a tract of land owned or entered by Andrew Harrison. The new town was named for Springfield, Missouri, home town of Mr. Harrison.

**Steamboat Springs** (1,198), Routt County. The name is derived from the peculiar puffing sounds formerly emitted by the springs there. The first claim at the springs was made by James H. Crawford in 1874. The next year he moved his family there and they became the pioneers of the settlement. The town was not incorporated until 1900, and very appropriately the first mayor was Mr. Crawford, founder of the town.

**Sterling** (7,195), Logan County, was named by David Leavitt, a railroad surveyor and surveyor of the Sterling Ditch, for Sterling, Illinois, his former home. A colony of Southerners came to the site and founded original Sterling in 1873 (about three miles north of the present city). When the Union Pacific branch, Julesburg to Denver, was built, the town was moved to its present location. The present city was platted by M. C. King in 1881, and was incorporated in 1884. George E. Wilson was the first mayor.

**Trinidad** (11,732), Las Animas County. The site of Trinidad had long been a favorite camp ground of early trappers and travelers. Permanent settlement began in 1859, when Gabriel Guiterrez and Juan N. Guiterrez, of New Mexico, built a cabin on the site. Others came in 1860 and 1861. The town was named for Trinidad Baca, a daughter of Felipe Baca, a pioneer settler. The name, Spanish for the Trinity, has a religious origin. The city was incorporated in 1879.

**Victor** (1,291), Teller County. The site of present Victor was first known as the Mt. Rosa Placer Claim. The Mt. Rosa Mining, Milling and Land Co. planned a town to be established there. The first buildings were erected in Oct., 1893. The place early became known as the "City of Mines," because of the large number of important mines located there.

**Walsenburg** (5,503), Huerfano County, was named for Fred Walsen, a pioneer German merchant, who platted the place in 1873. Previously, a primitive village, *La Plaza de los Leones*, named for Don Miguel Antonio Leon (an early settler of the locality) had grown up on the Cucharas (Spoon) River. The railroad came in 1876 and the consequent development of coal mines in the region promoted the growth of the city.

**Windsor** (1,852), Weld County. Farming had been carried on in the vicinity of present Windsor since the early '70s. In 1882 the railroad was built up the Poudre Valley and the town of Windsor was laid out by Edward Hollister and the Lake Supply Ditch Co. It was named for Rev. Samuel Asa Windsor, the Methodist minister who preached there at the time. The town was incorporated in 1890.

**Wray** (1,785), Yuma County, was named for John Wray, cattle foreman for I. P. Olive, who had taken up his ranch near present Wray in 1877-8. The town was laid off in 1886 by the See Bar See Land and Cattle Co. and the Lincoln Land Co., a subsidiary of the Burlington railroad. The town was incorporated in 1889.

**Yuma** (1,360), Yuma County. Farmers began to come into the region in the middle '80s. Preceding this there had been a railroad station and water tank at the site of the present town. Fred F. Weld and Ida P. Aldrich, through marriage, joined their two quarter sections, on opposite sides of the railroad, and established the townsite. The site was platted in 1885, business houses were established the next year and the town was incorporated in 1887. The name is that of an Indian tribe on the lower Colorado River and means "sons of the river."



## Pioneer Days in the Upper Arkansas Valley

ARTHUR HUTCHINSON\*

On June 18, 1860, approximately a dozen wagons set out from Sparta, Wisconsin, for the Pike's Peak Region. All except one were drawn by oxen. Among the party were my grandparents, Mr. and Mrs. John McPherson, and their young children—Charles H., Annabel (my mother), and John Jr. There were also my great uncle, Murdock McPherson and his friend Henry Harkins, who were associated with a Mr. Cooper in bringing a saw mill to the Pike's Peak country.

They crossed the Mississippi at Prairie du Chien on a ferry boat and headed west. At first the riding in the slow, creaking wagons was so tedious that the women would walk ahead some distance and then sit down and wait for the wagons to catch up. But they soon got used to staying with the wagons, where they did their sewing and other duties that could be performed while riding. On portions of the Plains the grass had grown so high that when the wind blew it created waves like those at sea.

After crossing the Missouri River at Council Bluffs the party frequently encountered the Plains Indians in their breech clouts and moccasins. No actual hostilities developed against the little party of emigrants, but there were frequent annoyances. In a party just ahead of them a white woman was killed by the Indians. After weeks of travel across the Plains they reached Denver and then moved southward to Canon City, where they arrived in October, 1860.

Grandfather and his family spent the winter at Canon City. While here a large war party of Utes passed through the town in full war paint, with yellow crescents on their cheeks and vermilion around their eyes. The inhabitants, fearing an attack, spent the night at Russell, Majors and Waddell's warehouse. The Indians returned in a few days with some Plains Indians' scalps and at night had a war dance near the town.

In the spring of 1861 grandfather moved to California Gulch, or Oro City. Uncle Murdock and Harkins remained at Canon. At Oro City the miners anxiously awaited news of the Civil War and word from the folks back home. Often crowds of men under the influence of liquor could be seen celebrating the news brought by the mail. Colonel Austin, a very dignified, gray-haired old ex-army officer could be seen with his plug hat and

\*Mr. Hutchinson was born at Poncha Springs in the upper Arkansas Valley in 1870. He has learned the history of the region not only from experience but from his pioneer parents and grandparents and from study. He lives near Salida today.—Ed.

Prince Albert coat mingling with the rest of the crowd with their long hair and buckskin shirts. Uncle John tells of an incident he observed. A group had overindulged in whiskey, had their jug beside a dry spruce tree. They formed a circle and danced around the tree, each man hopping on one foot and holding up the foot of the man in front of him. Col. Austin in his dress attire was in the circle with the buckskin-clad miners.

In 1862 flour and meal were becoming scarce in California Gulch so Charles Nachtrieb (generally known as Nathrop) and Henry McPherson (only 17 years old) took a pack outfit and set out for Taos, New Mexico, for supplies. They followed down the Arkansas River, then over Poncha Pass and through the San Luis Valley. This was one of the first times this route was taken for commercial purposes.

After the mining excitement began to die down the pioneers began to leave Oro City and to seek different locations. Some returned to the States, some went to Bannock City and Alder Gulch in Montana, some to Denver, while others drifted down the Arkansas Valley for the purpose of homesteading. In the spring of 1865, in the first place where the valley began to widen, they squatted in the place where the present town of Buena Vista (formerly called Cottonwood) now stands. Farms were also taken up at Chalk Creek and Browns Creek. Grandfather settled on a tract about where the State Reformatory now stands.

In 1865 or '66 John McPherson established the first post office in this section of the country, naming it after his wife Helen. Helena was located a few miles south of Buena Vista, at his home on the Arkansas River. At that time the mail was brought in from Fairplay to Helena and continued on to Saguache. He was also instrumental in establishing other post offices in this section. A nucleus of settlers becoming established and asking for a post office, the postal authorities would instruct McPherson to supervise the matter. One such office was established in South Arkansas on the present Scanga ranch, June 26, 1868, with Ira King as post master. One mail bag was sufficient for the entire trip, each office opening the bag and taking out the mail directed to it. One day after the McPhersons had moved to South Arkansas, King came to McPherson carrying under his arm a small box containing the stamps, stampers and official papers of his office. Turning these over to McPherson he resigned, saying he was not sufficiently "edicated" to be post master. McPherson's younger son, John, then thirteen years



old, carried the mail, which I think ran once a week. It was carried by a Mexican from South Arkansas to Saguache.

Utes from Utah would come in occasionally and on meeting with the Colorado Utes would go through all the ceremony of smoking the pipe, etc., as if of a different tribe. The Utes of those days never used wagons, but traveled with horses and travois, the tepee poles being lashed to the sides of their horses with one end dragging on the ground and the packs fastened on top of the poles.



JOSEPH HUTCHINSON'S LOG STORE AT SOUTH ARKANSAS, ERECTED IN 1874

My father Joseph Hutchinson came to the present Chaffee County in 1866. He had served through the Civil War in the Union Army as Captain of Company D of the 18th Indiana Infantry and was wounded at Vicksburg. Later he was transferred to Texas and at the close of the war was on Provost Marshal duty in New Orleans. After arriving in the Upper Arkansas Valley he became superintendent of extensive mining interests of the Gaff Placer Operations at Granite. About 1871 he formed a partnership in the cattle business with Bailey and Gaff, under the name of Hutchinson & Co. They were quite extensively engaged in the early seventies—over 1100 calves being branded

by them in South Park in 1876. The range was great in those days—from Tennessee Pass to South Park and down on the San Luis Valley, where the company had ranches which were later sold to Tom Clayton. The cattle were gathered for shipment by trailing them to Deertrail, down on the Kansas Pacific east of Denver, if taken by way of South Park, and at Las Animas if taken down the Arkansas. Bailey wrote to father and asked him to go down in the San Luis Valley and look at Gov. Gilpin's grant (the Baca Grant). Gilpin said he would take \$20,000. for it.

Father started a store at South Arkansas, erecting a two story log building which is still standing. The upper story was used by the Masons and for other meetings and religious services. My father also had a store at Saguache in the early '70s in company with Henry Henson. It was at Saguache where my mother made her formal acquaintance with Ouray. Going over to Saguache with father she saw Ouray sitting out in front of the store. Father introduced my mother: "Ouray, my squaw." Whereupon Ouray got up, raised his hat and extended his hand, which rather surprised my mother as she was not looking for any polite formalities from an Indian. In 1876 father sold his property here to James P. True. True laid out the town site of Poncha Springs in 1879 or '80.

The report made in 1874 by the Secretary of the School Board of District No. 3, which included seven of the present districts, showed a population of thirteen of school age. The same territory now has a school population of about 1400. John McPherson, Eli Trusdale and Noah Baer were the School Directors at that time. Until the time of the Leadville boom of 1879 the population remained about the same. All settlements were along the creeks, the pioneers considering the mesas worthless. After 1879 this upland was homesteaded and is now the most valuable farm land in this region.

Charles Nachtrieb, or Nathrop, built a saw mill and grist mill on Chalk Creek, which was run by water power. The old grist mill is still standing, but has not been in operation for many years. He also built a toll road over Poncha Pass in about 1870. My grandfather, John McPherson, was toll keeper. Later the road was sold to Otto Mears, who established the toll gate about two miles above South Arkansas, near the present D. & R. G. sidetrack of Otto. One time a man from the San Luis Valley and Mears' toll keeper got into a controversy which ended in the shooting of the traveler.



The first settlers on the South Arkansas River were Nat Rich and Bob Hendricks, who built a cabin on the site of the present town of Poncha Springs in 1865. Later, in 1868, Rich sold his squatter's right to Joseph Hutchinson, my father. Rich was very popular with the Indians, who could not understand the change from his ownership. They would say to my folks: "This Nav-a-et's camp. Three sleeps, you go. Nav-a-et heap good man. You no good." I was born on this place November 16, 1870. James Rich was also born here, the first white child born in this end of the county.

J. E. Gorrell was on the present Veltre place; Herman Dickman located on Bear Creek, an affluent of the Arkansas River. Dickman's son, Max, who is the present Police Magistrate of Salida, was one of the first, if not the first, white child born in Park County. Spragues located on the present Howard Sneddon ranch. Howard Sneddon is the present County Surveyor and Water Commissioner of this irrigation district. William McAlmont located on the present Glen Ranch; Charles Peterson, Jim Taylor (for whom Taylor River was named), James Rule, George Williams, Edward Naylor, Brisco, Tom Cameron and O. E. Harrington settled on Adobe Park.

The Boone boys were on the present Vellotta ranch, about three miles above Poncha. Hugh Boone is still living, is a Civil War veteran and is 92 years old. Ira King, Shriver, and Cox located on the present Scanga ranch above Poncha. Later James Maxwell bought the place. Maxwell was the father of Mrs. Burnett and was the first known white person to die and be buried here, his death taking place in December, 1870. John Mundlin located on the present Mundlin ranch. About 1866 O. E. Harrington settled on the present Kaess ranch, and Cameron on the present Sage ranch. John Nelson's place has been divided into different tracts—Starbuck's, city land, etc. Matthews located here in 1874. John Burnett settled the present Burnett ranch. The original Burnett cabins are still standing and are the oldest buildings in this end of the county. The place is still in possession of the Burnetts. Christian located on the present Hutchinson ranch, where he built a cabin in about 1867, and spent two years here.

Down the South Arkansas Otis White settled on what is now several tracts. Adjoining White was Noah Baer's place, part of which is now occupied and owned by his nephew, L. A. Swallow. Tanasee, an Italian, had located on the same tract previous to Baer, but after gaining the wrath of the Utes, Chief Shavano gave him a few "sleeps" to get out of the country,

which he did in a hurry. Adjoining Baer was the William Bale place. Ora Bale, his daughter, is the namesake of Cleora. The Bale ranch was later the Barlow and Sanderson Stage station. Some of the barns are still standing. The place is now a thriving ranch owned by Sterling Jones.

In 1868 the pioneers established an election precinct. The boundaries were from the top of Poncha Pass on the south to Brown's Creek on the north, with a width of about twenty miles. Fremont County was the eastern boundary and Utah the western. The total votes cast were eight. At the first election after Colorado became a state, in 1876, the boundaries of the precinct were about the same and there were 81 votes cast.

My grandfather McPherson's place was at the outlet of Poncha Pass and the mouth of Poncha Creek. It was quite a necessary stopping place for travelers—either white or red—who were coming from the San Luis Valley or to the Western Slope via Cochetopa Pass. At that time Monarch and Marshall passes were not open for travel. Thus grandfather came in contact with Indian Department officials, army officers, settlers, explorers, hunters and adventurers. All were made welcome and given food and shelter.

In 1868 a delegation of Ute Chiefs and Indian Department officials on their return from a trip to Washington, camped at grandfather's. The Indians stayed outside as grandmother did not want to take chances on account of lice, etc. The next morning one of the officials went to the Indian camp and told Chief Piah to go on ahead and notify the Utes to gather for a big talk. Piah rose up in his dignity and said: "You go, me Piah." I think this was the same party that Kit Carson, Hunt, Burnett, Godfrey, Kellog, Boone, Curtis and others accompanied to Washington.

Felix Brunot, head of Indian affairs at Washington, stopped at grandfather's place in the early '70s, at the time of the hanging of Captain Jack of the Modocs in Oregon. Brunot paced the floor, bemoaning Captain Jack's fate and regretting that he was not in Denver where he could telegraph and save Jack's life.

A man who claimed that he was in the expedition against the Utes with Col. Fauntleroy told the story of the battle, which took place April 29, 1855.<sup>1</sup> This was told to my grandfather and corroborated by Woodson of Saguache, who was very intimate with the Indians. It was later told to me by Uncle John, grandfather's son, who also heard the story in detail. The re-

<sup>1</sup>See L. R. Hafen, "The Fort Pueblo Massacre and the Punitive Expedition Against the Utes," in *Colorado Magazine*, IV, 55.



ports of Col. Fauntleroy say the battle took place about twenty miles from Poncha Pass on the Arkansas River, but these men described the place as being across the Arkansas River about two miles north of present Salida. During the battle the squaws threw away their papooses and ran to the shelter of the pinon trees. If in the neighborhood of the pinons and if this were the locality, it was probably at the mouth of Ute Trail, which emerges from the mountains about a mile from the Arkansas River. If the distance were taken from the top of Poncha Pass to Ute Trail via the old Indian route, which was along the Little Cochetopa, the distance would be approximately seventeen miles.

The Indians would camp in one place for a while, then break camp and move to another locality. However, there were two Utes, Spoke and Muglus, who during the 1870s would bring their families and stay in the upper Arkansas Valley all summer. The Utes hated Mexicans and never hesitated in any way to show their disdain. The Indian favorite way of expressing contempt for the Mexicans was by saying: "Ute, American. Dog, Mexican." If a white man offended a Ute in some slight way he would often poutingly say, "Me go to Denver, me no come back."

At one time in the late '60s the Utes created great excitement among the settlers by riding by my grandfather's house all day. They would stop, enter the house, show anger and say, "White man too much. White man take everything." Other bands would come and repeat the same expressions. Nothing came of the matter, however. One afternoon Chief Colorow came to grandmother's and informed her that he was going to call next day. "Heap visit. Heap cook. Bring squaw." The next day he came with his squaw, who tried to dress up for the call. She had a white night cap on her head and her blanket wrapped around her, over which she had a pair of old-fashioned wire hoops. It was indeed a ludicrous sight.

While the McPhersons were still at Helena, a band of Utes camped in that vicinity. After they departed one lone tepee was seen standing. James Maxwell investigated and found it occupied by a sick squaw. The tribe had left her provisions sufficient to last until their return from a buffalo hunt on the Plains. Maxwell took her to his home where he and his wife nursed her, but their efforts were useless, for she died. McPherson made a box for a coffin and he and Maxwell dug a grave and buried her. When the squaw's husband returned and learned of her fate and burial he told Maxwell to dig up the body and bury it properly, with pack saddle, kettles, etc. Maxwell told the Indian to do it himself. The Indian dug on the

surface a little, but finding the ground somewhat frozen, he piled the articles on top of the grave and departed.

Andy Hice, who died not long ago at Hotchkiss, Colorado, lived in the early '70s near Round Hill on the San Luis Valley side of Poncha Pass. Up to the time of his death he was trying to get the government to repay him for cattle that the Utes killed in the early '70s. One day when some Indians were at grandmother's she was talking to Uncle John: "Andy Hice came over and has gone up to John Burnett's to have Burnett look at some of his cattle Colorow's Utes have killed." Grandmother did not realize that the Indians could understand English, but one spoke: "You heap d— liar. Utes no kill cattle." My uncle knew of thirty-four head of cattle that had been killed. Hice claimed sixty.

After the treaty of 1868 the supplies furnished by the government for the Indians were often left at Burnett's ranch and were there issued to the Utes. Some of these provisions were ridiculous, such as sewing thimbles for the squaws, pants for the bucks, which were always cut in the seat and other places before they would put them on. The barrels of brown sugar were opened and the squaws joyously helped themselves. After a day of receiving "presents" the Indians spent several days in celebrating with horse races, etc., wagering their presents on the races.

Ouray, Shavano, Piah, Curricante, Colorow, Sawyerwick, Sar-rup, Pattadeon, Waro, and others were familiar figures here then.

A few years ago I met Rich at Poncha. He was telling me that in the early days when he first came here he and his family once grew lonesome, not having seen anyone for about three months, not even Indians. Yearning for excitement, he climbed to a high point where he made a signal fire as he had seen the Indians do. The next morning the place was full of Indians who thought it to be a warning of the approach of Cheyennes.

Poncha at one time had a population of 2000 or 3000, but as the railroad was built on to Gunnison a large number followed there. In 1882 a fire broke out and destroyed the business section. Later the residential section was demolished by another fire, which left the present population of 80. Maysville also, during this time, was quite a town. Cleora, started in 1879, moved to Salida in 1880 when the latter was started.



In 1880 Salida was laid out as a town site by A. C. Hunt, as a terminal for the D. & R. G. railroad, which was being built into the valley. Salida went by the name of South Arkansas for a short time. She has had a steady and substantial growth and now has a population of over 5,000. Maysville and Arbourville are now ghost towns.

Game and fish were plentiful in the upper Arkansas Valley in the seventies. Elk, antelope, bear, mountain sheep, deer—both mule and whitetails—were plentiful and the streams were teem-



VIEW AT PONCHA SPRINGS, 1881 (Courtesy Mrs. Mary T. Smith)

ing with trout. The whitetail deer confined themselves to the lower valley and were soon killed off. There were no buffaloes, but bones and mummified carcasses were found. Tom Ashley of Saguache tells of speaking to Ouray about the bones of buffaloes and the Chief answered: "Heap deep snow killed them." Ira King, noticing the tops of cottonwoods chopped off pretty high above the ground, asked the Indians the cause, and was told: "Snow heap deep. Squaws cut trees for ponies." This had been done years before; evidently about in the '40s.



## The Story of Cameron, Colorado

S. E. POET\*

The beginning of the town of Cameron<sup>1</sup> dates back to the early nineties. At the time the town of Fremont was growing near the discovery of Womack, two miles east of the town of Fremont, another group of miners' shacks was collecting. This latter town (Cameron) had the proposed name of Cripple Creek. In the contest for supremacy the town of Fremont won over its rival because of the nearness of water and the locating of a paying mine. The supply of water was very necessary to a camp that was then known

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<sup>1</sup>Cameron was one of the early towns of the Cripple Creek District. Other towns might be listed as follows: Cripple Creek, Anaconda, Elkton, Lawrence, Victor, Goldfield, Independence, Altman and Gillet. Data for this story was obtained from the *Golden Crescent* (Dec. 8, 1900, Anniversary Edition), the *Official Manual of the Cripple Creek District* (1900) and from Mr. Frank Stock-lasa and Miss Georgia Burns, early residents of Cameron. Richard Burns, a student in the Victor school and son of John Burns, early resident of Cameron, assisted in gathering information. Mr. L. S. Cox, for thirty-five years a resident of the Cripple Creek District, read this paper and added bits of information.

as a "dry camp." The rival town of Fremont not only gained the largest number of the intruding miners, but it even took the name of its rival—the name of Cripple Creek. The losing townsite gained little in importance in the next few years. The location took on the name of "Gassy" after a stockman that lived nearby.

The Bennett and Meyers Company, a cattle company of Denver, next became interested in the Cameron location and platted a new town and called it Grassy—this name derived from the fact that there was an abundance of grass in the region. With the coming of the Midland Terminal Railway in 1894 there was a period of growth in Grassy, as the town for a time was the terminus of the road. This growth was of short duration for, as the railway was extended around the mountain to Cripple Creek, the business in Grassy slumped.

Early in the summer of 1899 the strikes of gold in the district seemed to be drifting toward Grassy. The Isabella, Victor and the Wild Horse were mines that were helping to make the camp famous. Still closer to Grassy were the Damon and the Jerry Johnson, and in Grassy itself was the Lansing, that had already produced \$250,000 in gold ore.

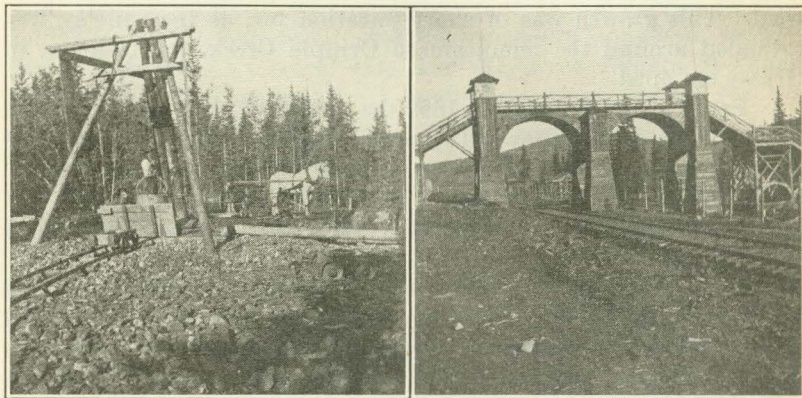
A large organization that became interested in this section was the Woods Investment Company. Warren Woods and his sons Harry and Frank had made a large sum of money in the Gold Coin mine in Victor, Colorado. Using this sum as a basic fund, they organized the Woods Investment Company. The three "Woods" held the controlling stock of the organization and sold stock to bolster up the company. A project of this company was the purchase of the townsite of Grassy under the name of the Cameron Mines, Land and Tunnel Company. The town of Grassy was given the name of Cameron. The purchase was made in May, 1899, for the sum of \$123,000 for the 183-acre townsite. The town that was a small group of cabins in 1899 soon had graded streets, board sidewalks and business buildings. Lots were sold and family residences were built. The company spent \$22,000 in the building and platting project. In a wooded area south of the town the famous Pinnacle Park was constructed. The park included such added attractions as a zoo and an athletic field. The features for amusement were constructed at the expense of \$32,500.

The town of Cameron by 1900 was furnished lights by the Golden Crescent Water and Power Company. The same company furnished the town with water early in the year 1901. The water was piped over Galena hill from Gillet. Cameron and Gillet got their water from a reservoir near the foot of Pikes Peak. The storage reservoir was called Woods Lake, the lake having been built by the Woods Investment Company. Besides the adequate



supply of lights and water the town was connected by telephone to other parts of the district.

By the year 1901 the large power house of the Colorado Springs and Cripple Creek District Railway Company was completed and was operating in Cameron. An electric car line virtually encircled the town; it also connected Cameron with other parts of the district. The electric line was connected with the steam railway that had its terminus in Cameron. The railway was often termed the Short Line; however, it should have been known as the Colorado Springs and Cripple Creek District Railway.



BEGINNING OF A SHAFT NEAR CAMERON (Left)  
BRIDGE OVER RAILWAY AT ENTRANCE OF PINNACLE PARK (Right)

At the close of the year 1900 the newly incorporated town of Cameron could boast of a population of 400 people. The business houses and main attractions were as follows: an hotel, a town hall and jail, a park, an athletic field, a zoo, two saloons, a printing office,<sup>2</sup> a meat market run by G. G. Sweet and Company, three grocery stores, four restaurants, a billiard room, a barber shop operated by Earl Dobbs, and a school.<sup>3</sup> The town also had its resident physician, Dr. M. D. Gibbs; an insurance agent, Mr. Dickinson, and a Justice of the Peace, T. A. McMurtrie.

The little village had an able town government by 1900. Weekly meetings were held in the splendid town hall. Mr. C. L.

<sup>2</sup>The *Golden Crescent*, a weekly newspaper, was edited by L. D. Dickinson. The first issue was published in Cameron Dec. 9, 1899. The paper was published for a brief period only.

<sup>3</sup>The first schoolhouse in Cameron was a one-room log building. It still stands by the forks of the road (Corley Mountain Highway). The second and last schoolhouse in Cameron was a two-room frame building that accommodated about one hundred pupils. It was built about 1900. Some of the first teachers were: Miss McKenzie, Miss Cannon, Miss Bankroft and Miss Kirk. Miss Rider was principal of the school in 1920. There were six students attending the school when it closed in 1921. Miss Mannering was the last teacher.

Arzeno<sup>4</sup> was elected the mayor. The trustees were S. P. Armstrong, the oldest resident of Cameron; M. C. Gleason,<sup>5</sup> F. M. Duncan, H. J. Gates, T. F. Hurley and L. D. Dickinson. J. A. McNamara was the recorder and W. G. Wagner recorder pro tem. The police magistrate was T. A. McMurtrie and John Knowles acted as town attorney.

The town of Cameron was a place of interest in the Cripple Creek District because of its famous Pinnacle Park—"the pride of the camp." The park was constructed in a wooded section of about thirty acres. It was located just south of town. The district with its 50,000 people made the park the amusement center. One of the main attractions of the park was the athletic field. From the bleachers of this field 1,000 people could watch their favorite team compete in baseball or football. Scattered about the park were cages of animals. There was a bears' cage just under the beautiful rustic bridge that was built over the Midland Terminal Railway that passed through the park. The animals in the park were of the various species such as might be found in a metropolitan zoo. Included in the attractions of the park were several rustic log buildings, arbors, seats and swings. A merry-go-round, spoken of as a carrousel, was an added attraction for the young. The largest building in the park was a dance pavilion, 50 x 125 feet. There was a large restaurant, 40 x 60 feet, where lunches or dinners were provided for the pleasure seekers. Admission to the park was 10c at the entrance; on special occasions 25c was charged. On Labor Day in 1900 there were over 9,000 paid admissions into the park. On such occasions the crowds could not be handled by the existing transportation facilities.

The Woods Investment Companies were the promoters of the town of Cameron. Their policies were to invest money in the district and to win through such investments. Through such affiliated companies as the Cameron Mines, Land and Tunnel Company<sup>6</sup> and the Elsmere Mining and Leasing Company they sought to develop the area within the townsite of Cameron. The officers of the Cameron Company in December, 1900, were: Warren Woods, president (C. F. Rickey was president before Woods); C. L. Arzeno,

<sup>4</sup>Mr. Arzeno was elected mayor without a single dissenting vote. He held positions of trust in many of the organizations of the Woods Investment Company.

<sup>5</sup>Mr. Gleason came to Colorado in the early eighties. He had worked fifteen years in the coal mines of Pennsylvania. He became connected with the Consolidated Gold Mines Company in the District in 1898. In 1900 he was superintendent of the Wild Horse, Deadwood and the Battle Mountain properties of the Woods Investment Company. During the labor strike in 1903, while enroute to the Deadwood mine, Mr. Gleason was decoyed into the Kalamazoo shafthouse and was thrown down the shaft. The murderer was not apprehended.

<sup>6</sup>The Cameron Mines, Land and Tunnel Company was incorporated on September 3, 1897. It had a capitalization of 2,000,000 shares of stock (par value of \$1.00). Besides developing the town of Cameron, it carried on a similar project at Whitehorn, Colo.



vice-president; F. M. Woods, secretary; J. M. Allen, assistant secretary, and H. E. Woods, treasurer. The officers of the Elsmere Company were: C. L. Arzeno, president; H. E. Woods, vice-president; J. A. Small, treasurer, and F. M. Woods, secretary.

The townsite was divided into over sixty mineral blocks averaging about 350 x 400 feet. The Cameron Company carried on development work on the four blocks in the southwest corner of the town. The Elsmere carried on their work through three shafts, the prospects were known as Elsmere No. 1, Elsmere No. 2 and Elsmere No. 3. Elsmere No. 1 was located in the southwest corner of Pinnacle Park. Elsmere No. 2 was located close to West Cameron Avenue between Eighth and Ninth Streets. Elsmere No. 3 was located in the extreme northwest part of the townsite of Cameron. By means of the extensive development work some ore was found but not in quantities necessary for such large companies.

Near the town of Cameron the mines known as the Isabella, Victor, Wild Horse, Damon, Jerry Johnson, Hoosier, Lansing, Morning Star and the Blanche were producing their millions. On the north slope of Galena, the hill north of Cameron, the F. C. Company held a group of claims and was doing development work. Some good ore was shipped from the claims. The Long John mine of the Victor Mines and Land Company was sunk and seemed a likely prospect. Other companies known as the Pinnacle Company, the Homestead Company and the Colorado City and Manitou Company were developing prospects nearby with some success.

The glow of success seemed to crown the Cameron project in 1900. How well it would have been if all had turned out as it seemed to be to those so interested in the town's future success. The story of most mining camps seemed to repeat itself. Much gold was found in and near Cameron—yet it did not last. Few were to become rich; many more were to become poor. The labor strike and the era following seemed to give the investment companies blows from which they could not recover. The Woods people staked their all, but failed. The park lost its attraction; the population of the Cripple Creek district lessened. Cameron lives today as a memory. Little is left—practically no buildings grace the little grassy area. Laughter, song, dance and the glow of success felt through the accomplishment of making a rich strike are memories dear to those who participated. Some gold lies in hiding in the areas in and about the old site of the town, a little is still being found. The present Cameron is a mere shadow of what used to be a rising town.