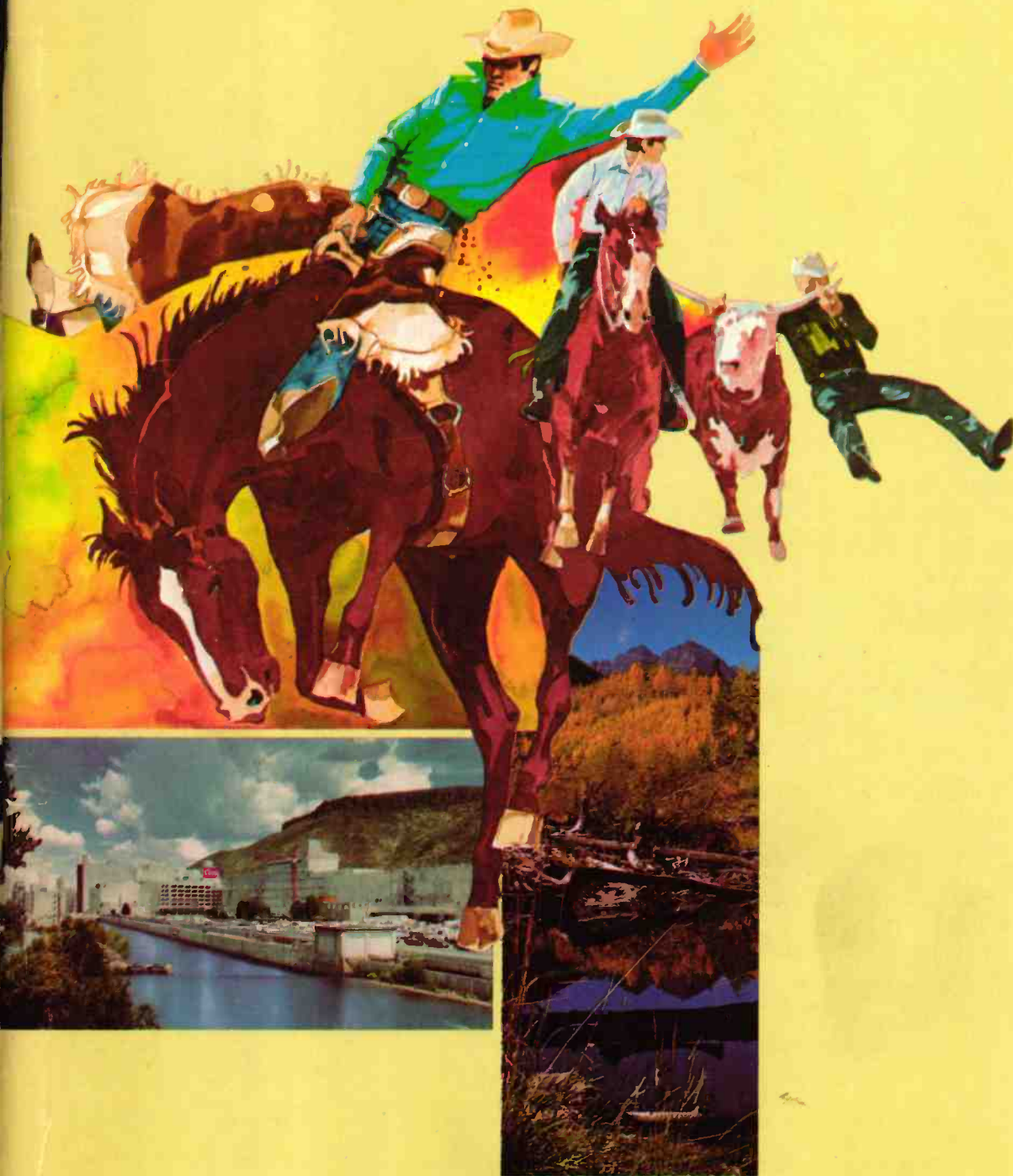


# FOR THE Golden times

GOLDEN, COLORADO



**The Greater Golden  
Tourist and Convention Industry Committee**

Presents

**FOR THE  
Golden times**  
GOLDEN, COLORADO

Written And Compiled by  
**Mary Fanning**

Assisted by  
**Helen S. Martin**

Artist Coordination by  
**Marian Metsopoulos**

With Special Acknowledgement to:  
Adolph Coors Company,  
Foothills Art Center, Golden Gallery,  
Golden Landmarks Association,  
First National Bank of Golden  
And Treasure Traders

# The Cover

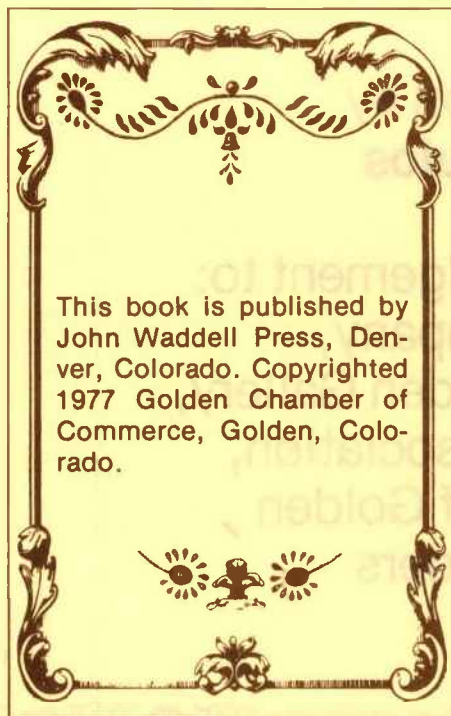


## About the Cover

The old and new mingle freely, accurately describing Colorado's most historic city - - - Golden. Days of the past are recalled when Golden was "Gateway to the Gold Fields," cowboys were kings, buffalo grazed on the open range and Buffalo Bill was delighting crowds with his Wild West Shows.

Today, Golden is the gateway to the mountains where skiers and snowmobilers run the slopes in winter, and in the summer quaking Aspen trees shade mountain canyons. Golden, home of Adolph Coors Company, The Colorado School of Mines, Foothills Art Center and The Colorado Railroad Museum, is truly a historic town where the West remains.

Designer of the cover, Marc Barrios. Ferdinand Eberwein, Illustrator. Photos Courtesy of Richard Ronzio, R. Jersild, Adolph Coors Company and members of the Golden Chamber of Commerce.



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# Charles S. Ryland

Author and Historian

Without the many years of research of Golden's history by Charles Ryland this book would not have been possible. Charles S. Ryland has lived in Golden since he was five years old. He is a graduate of the University of Denver and started working as a chemist in the Porcelain plant of the Coors Brewing Co. He was Sales Manager there and has now retired from Coors.

During the war he served four years in the U.S. Navy. His interests are Colorado history, especially railroads and that of Golden, Colo. where he resides. Other hobbies are photography and period printing. He has one of the largest collections of old type faces, wood cuts and similar material in the State. On a vacation trip with his family in 1960 to Europe he visited many old type foundries and returned with more items for his collection.



## Artists

Jann Eiland Burnett -  
Virginia Cobb -  
Lois Cowley -  
Pat Denton -  
Linda Endris -  
Doris Hutson -  
Norma John -

Jackie McFarland -

Margaret Rowland -  
Hal Shelton -  
Betty A. Tidwell -  
D.B. Williamson -

"Guqgenheim Hall"  
"Entrance to Lariat Trail"  
"Castle Rock"  
"Grist Stone"  
"Castle Rock"  
"First Presbyterian Church"  
"Table Mountains", "Old Panner",  
and "Scared Heart Statue"  
"Golden City", "Astor House",  
"Skier", "Clear Creek Tunnel"  
and "Red Rocks"  
"Hampton House"  
"The Armory"  
"Railroad Locomotive"  
"Saloon Scene" and "The Welch Ditch"



Pictures from collections of Richard Ronzio, Georgia Miller, Golden Pioneer Museum, Adolph Coors Company, First Federal Savings & Loan of Golden and the Denver Public Library.

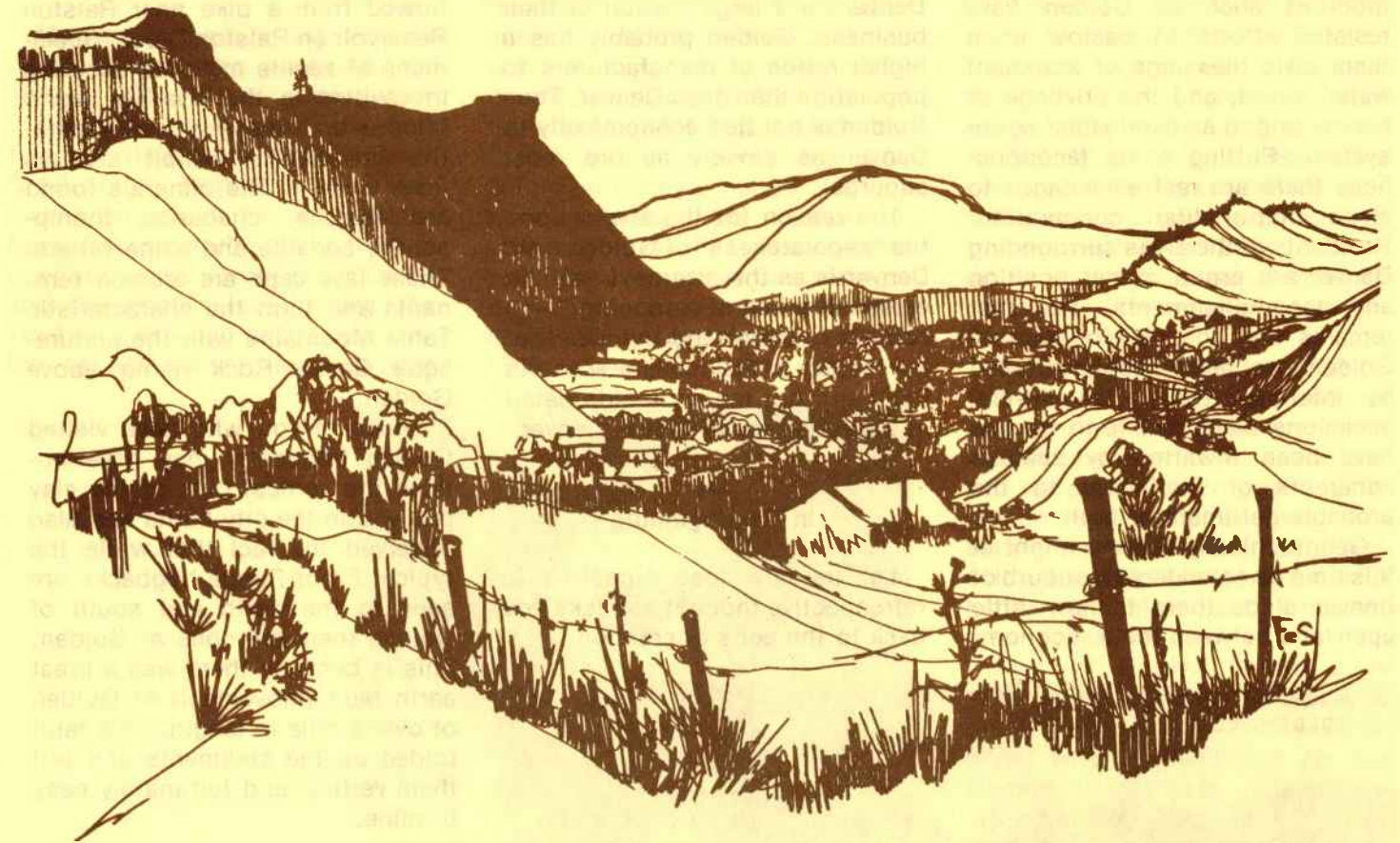
Photography by Art Owen and Mary Fanning.

Poetry by Robert Ransome, Deputy State Public Defender. Robert lives in Golden with his wife, Martha and their three daughters.

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# A HISTORY OF GOLDEN



**Golden City**

Though this valley is mentioned in written history first in 1843, archeological evidence indicates Indian tribes had been passing through and camping in the vicinity for thousands of years.

"Golden City" was founded along the banks of Vasquez Fork (now Clear Creek) in 1859. Gold had

attracted a stampede of prospectors, miners, settlers, hangers-on, and adventurers to the valley. "Golden City" prospered rapidly and in 1862 became the capital of Colorado Territory, a distinction lost to Denver only five years later. Golden is a scene in itself in Colorado's history.

# The History of "Golden City"

By Charles S. Ryland

39° 45 ft. 19 in. North Latitude  
105° 13 ft. 17 in. West Longitude at  
5690 feet above mean sea level on  
the banks of Vasquez Fork (now  
Clear Creek) lies the city of  
Golden, Colorado.

It is not an easy task to establish  
the location of Golden without  
reference to its neighbor 15 miles  
to the east whose tentacles reach  
out hungrily. Independent com-  
munities such as Golden have  
resisted efforts to bestow upon  
them civic blessings of abundant  
water, taxes, and the privilege of  
connecting to an overloaded sewer  
system. Putting aside facetious-  
ness there are real advantages to  
close metropolitan cooperation.  
Residents of the areas surrounding  
Denver are proud of her position  
and accomplishments. The fact  
remains that the development of  
Golden has been deeply affected  
by intercity rivalry. On several  
occasions plans put forth by one  
have been thwarted by zealous  
adherents of the other to the  
probable detriment of both.

Geographically Golden might at  
this time be considered a suburb of  
Denver since there is now little  
open land between them. Econom-

ically and socially this is not true.  
It is not typical for a Golden, wage  
earner to live in Golden and work in  
Denver. More people come into  
Golden to work than leave Golden  
to work in Denver each day.

Golden has several manufactur-  
ing plants and the clay mining  
activity. With the exception of the  
brickyard and the clay company,  
none of them are dependent upon  
Denver for a large portion of their  
business. Golden probably has a  
higher ration of manufacturers to  
population than does Denver. Thus  
Golden is not tied economically to  
Denver as closely as are most  
suburbs.

The reason for the stress upon  
the "separateness" of Golden from  
Denver is as the attorneys say "to  
establish a line of reasoning,"—to  
commit to your mind the idea that  
the history of Golden is a scene in  
itself and not merely a side detail  
in the broad mural that is Denver.

## In The Beginning

Let us now lose ourselves in  
retrospective thought as I take you  
back to the eons of creation.

Directly to the west of Golden is  
the Front Range of the Rocky  
Mountains, with Mt. Zion and  
Lookout Mountain forming the  
western border of the town. These  
mountains consist of gneiss and  
schist of the Pre-Cambrian (Old-  
est) Period.

East of Golden clay and shale of  
the Arapahoe-Denver formation are  
capped with a basaltic lava which  
flowed from a dike near Ralston  
Reservoir on Ralston Creek. Spec-  
imens of zeolite minerals occurring  
in cavities in the lava are world  
famous and nearly all representa-  
tive collections exhibit crystals  
from Golden. The minerals found  
are analcite, chabazite, thomp-  
sonite, sodalite and some others.  
These lava caps are erosion rem-  
nants and form the characteristic  
Table Mountains with the picture-  
sque Castle Rock rising above  
Golden.

Those of you who have visited  
Golden frequently may have no-  
ticed the vertical cuts of the clay  
pits within the city limits and also  
observed the fact that while the  
typical Front Range hogbacks are  
seen to the north and south of  
Golden there are none at Golden.  
This is because there was a great  
earth fault (movement) at Golden  
of over a mile in length. This fault  
folded up the sediments and left  
them vertical and fortunately easy  
to mine.

## Climate

It will be sufficient to say that  
the climate of Golden is unusually  
salubrious due in part to the fact  
that the few hundred feet of  
increased altitude is enough to  
escape the haze and heavy air  
occasionally seen over Denver. It  
must be admitted that the frequent  
abundance of fresh air at Golden  
might be termed wind!

## Indians

There is little specific mention of  
Indians in connection with the city.  
Utes, Arapahoes and Cheyennes  
were in the vicinity. Richard Broad  
quotes old timers as saying that  
the Arapahoes shunned the site  
and held some great fear of the  
spot though no one seemed to  
know the reason. They would  
approach and look into the basin  
but would not enter it. In later  
years (1880-1890) Indians would  
hold foot and pony races on a flat  
area near the mouth of the canon.

## Vasquez and Clear Creek

Mention is made in the records  
of the Major Long expedition of  
1820 of "Cannonball" creek, later  
to be known as Vasquez Fork, and  
finally by its present name of Clear  
Creek. Louis Vasquez was a well  
known mountain man of French-  
Canadian origin who built a trading  
post at the junction of Clear Creek  
and the Platte River. During the  
1830's, 1840's and 1850's, a num-  
ber of exploratory, hunting and

touring parties passed by and  
camped at the site of Golden but in  
1858 there were no permanent  
residents at or near Golden. In the  
fall of 1858 at the start of the  
"Pikes Peak" excitement a settle-  
ment was laid out by a George B.  
Allen, Samuel Curtis and others at  
the site of some placer diggings  
two miles east of Golden, which  
bore the name of Arapahoe Bar.

## Arapahoe Bar and John Gregory

Arapahoe Bar reached a maxi-  
mum population of 250 in 1859 but  
declined rapidly after the settle-  
ment of Golden. Richard Broad  
writing in the Colorado Transcript  
quotes Allen as stating in 1859 that  
there were over 100 buildings. But  
Broad says that since this was  
before prohibition, conditions may  
have magnified his powers of  
observation. Contemporary reports  
give 30 as the number of buildings.  
Both Gregory and Jackson were  
residents of Arapahoe Bar. Early in  
1859, David K. Wall came to



JOHN H. GREGORY was a coarse  
featured man with red hair and beard.  
He was a very colorful man with a  
vocabulary to match. Mr. Gregory,  
while being illiterate, managed to  
complete some deals that demon-  
strated his shrewdness. A driving  
blizzard forced Mr. Gregory out of  
Gregory Gulch before he could confirm  
his stake, and he did not return until  
May 6, 1859. That was to be the first  
Lode discovered in Colorado, at a point  
known as the Gregory diggings, then  
Mountain City, half way between  
present day Blackhawk and Central  
City. The gold rush was on.

Arapahoe from Indiana, having  
previously mined in California  
1850-54. John Gregory met Wall  
and told him of his small find of  
gold near Black Hawk in February.  
But he was discouraged because  
he had no money or provisions. D.  
K. Wall agreed to grubstake Greg-  
ory; Gregory then set off to  
discover the Gregory lode, which  
would begin the "Rush to the  
Rockies."

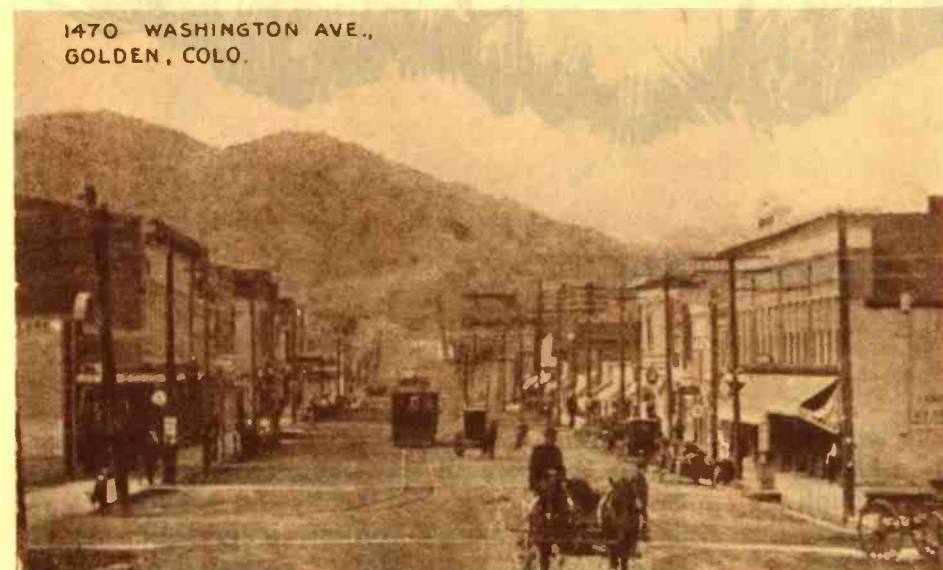
## Golden City Is Born

George Jackson, Tom Golden  
and a man named Saunders were  
camping on the site of Golden and  
prospecting as the weather would  
allow during the 1858-59 winter. In  
December they set out to the west  
and came upon a herd of elk near  
Bergen Park. Golden and someone  
named "Black Hawk" (Saunders  
had gone elsewhere) were distract-  
ed by so much game and returned  
to camp with food. Jackson went  
on to Chicago Creek where he  
made his discovery of gold on  
January 7, 1859.

David K. Wall moved in 1859 up  
the valley from Arapahoe and set  
up a tent north of Clear Creek. He  
cultivated and irrigated some land  
and raised a nice crop of vegeta-  
bles in the summer of 1859. This  
activity impressed William Byers  
of the Rocky Mountain News who  
hailed the achievement as a great  
step forward.

Also at Golden before June  
1859, was John M. Ferrell who  
built a toll bridge across Clear  
Creek where Washington Avenue  
crosses it. Charles H. Judkins also  
arrived in Golden on June 3rd and  
lived in Golden until he died in the  
1920's.

"Pikes Peak Fever" was spread-  
ing epidemically by March 1859.  
An infected group met at Mechan-  
ics Hall March 3, 1859 in Boston  
and formed the Mechanics Mining  
& Trading Co. with subscriptions  
of \$2064. They proceeded west to  
Bellemont, Kansas, the railhead,  
and set out in late March. On June  
12, 1859, they arrived in Golden  
under the leadership of George  
West, wagonmaster.



An early postcard of Golden, probably around 1900.

### The Boston Company

George West's group, meanwhile had changed their name to the "Boston Company."

The members were George West, President, James McDonald, L. Panton, Mark L. Blunt, J. McIntyre, J. H. Bird and Walter Pollard. Their first night in Golden was spent south of Clear Creek near the present School of Mines athletic field.

Other prominent residents known to have been in the city during June, 1859 and who had a part in the town's founding were: D. K. Wall, J. M. Ferrell, W. A. H. Loveland, Fox Diefendorf, Dr. I. A. Hardy, John F. Kirby, T. P. Boyd, Ensign B. Smith, J. C. Bowles, J. B. Fitzpatrick, W. J. McKay, George Jackson, C. Remington, Dan McCleery and P. B. Cheney.

The town of Golden City was organized by the Boston Company, D. K. Wall, J. M. Ferrel, J. C. Kirby, J. C. Bowles, Mrs. Williams, W. A. H. Loveland, H. J. Carter, E. B. Smith, Wm. Davidson, Stanton & Clark, F. Beebee and E. L. Berthoud. This took place June 18, 1859.

### Golden's First Building

The town area was 1280 acres. F. W. Beebee laid out the town and the survey completed by Cap't. Berthoud in 1860. The Boston Company built at 10th and Washington the first building, T. P. Boyd the first residence at 11th and Washington, and W. A. H. Loveland the first store building on Washington Avenue.

### Prosperity Reigns

Golden City was a prosperous community, particularly for the merchants. A saw mill could scarcely cut enough lumber for the many buildings and homes being erected. The Boston Company operated a store



in the two-story log building, with George West's printing shop and newspaper "The Western Mountaineer" on the second floor.

### Golden City to Golden, the City of The Golden Opportunity

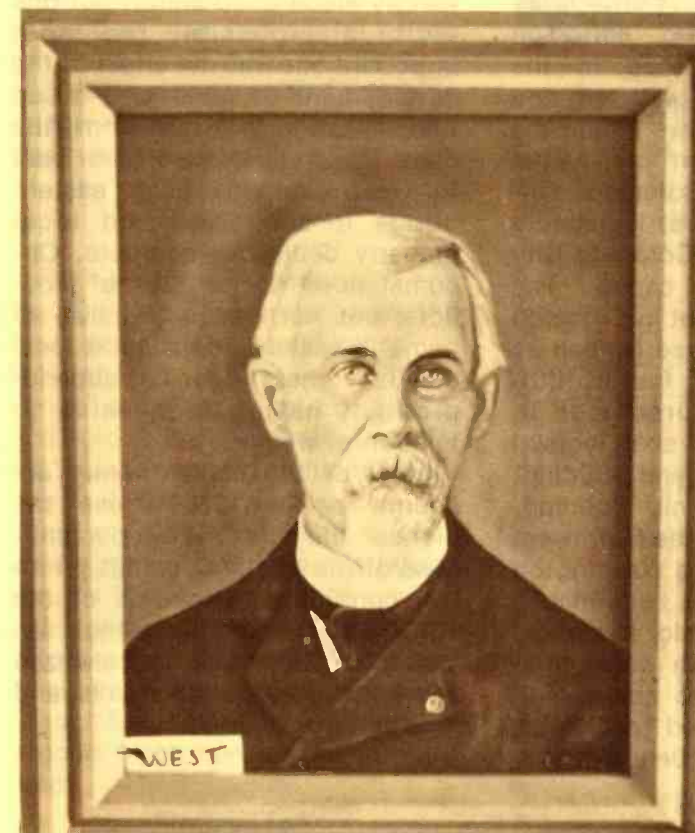
The commonly accepted theory as to the origin of the name Golden City, later changed officially in 1872 to Golden, is that it was named for Thomas Golden, a miner and merchant. I presume to question the assumption. So far as I have been able to determine no direct evidence exists to prove or disprove the legend. Jerome Smiley, in one volume (1903) says it was named for Tom Golden and later (1913) in another, says it was not. In 1859 Tom Golden set up a store in Golden Gate and in running for office in 1859 was soundly defeated in Golden. The "Western Mountaineer" refers to him once and carried an advertisement for the Golden Gate store. In a brief recapitulation of the local history in 1860, it does not refer to him. The name of Golden City never appears with the possessive form, which might have (but not necessarily) been used if it were considered Golden's city.

In view of the enthusiastic seizure of the townsite in which to set up their store and colony by the Boston Company, it is my view that the site was considered as a city of golden opportunity. The fact that St. Charles, now a part of Denver, had already been named Golden City (until changed in Oct. 9, 1858) suggests that its appropriateness as a town name was appreciated by 59'ers. Richard Broad mentions that Golden did not own a lot in Golden and his name does not appear on the rolls of the Golden City Town Company. Until some record or document appears to prove the origin of the name, there is no real evidence either way. There is also the possibility that the name was selected with both considerations in mind.

### George West

"The Western Mountaineer" published from December 27, 1859 through December 20, 1860, was a lively newspaper. Its columns contain many interesting items revealing the vigorous life on the frontier.

George West, editor and publisher of "The Western Mountaineer" was an enterprising journalist and a great lover of jokes. One of these jokes is reported in Alice Polk Hill's "Tales of the Colorado Pioneers." It seems that in 1860 one local secessionist took offense at a remark in the paper made about him by General West. Fired up with indignation and whiskey, he challenged West to a fight. Realizing his condition, West agreed, but suggested a formal duel to be handled through seconds in a proper manner. Bowie



George "Give 'em Hell" West led the Boston Company into the valley of Golden on June 12, 1859. West founded the Colorado Transcript, now the Golden Daily Transcript

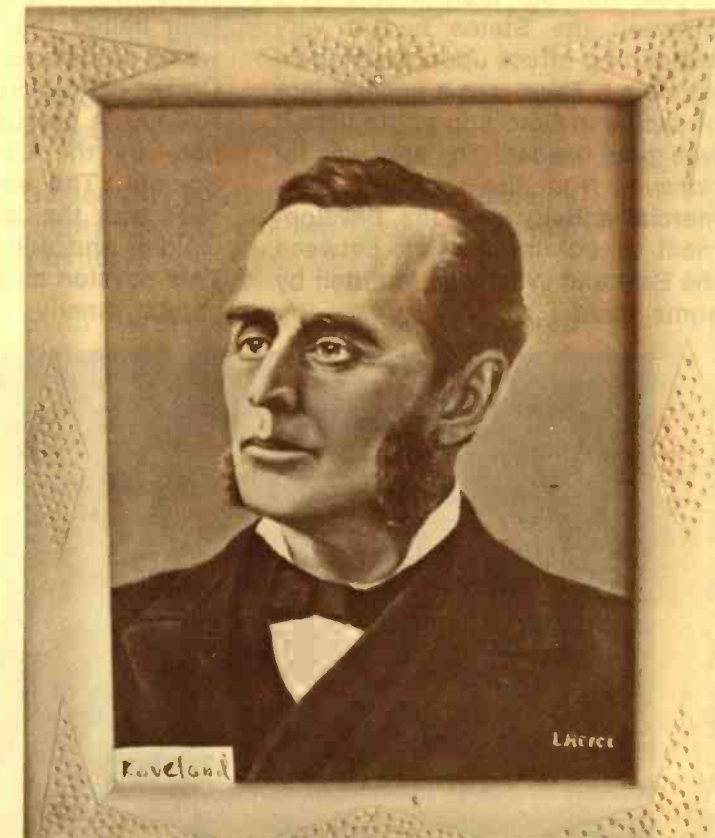
knives were chosen as the weapons and one party was to stand on the south edge of North Table Mtn. and the other on the north edge of South Table Mtn., and fight across the chasm. As the offended party was by then sober, they concluded the matter over a drink without bloodshed. Many of his articles are quite humorous in the style of his day. In 1860 the paper had two nationally known journalists who operated the paper themselves for a time when West went East for a time. These men were A. D. Richardson and T. W. Knox, who were also correspondents of New York and Boston papers. Both became famous as reporters in the Civil War.

George West was born in New Hampshire and became an apprentice printer in Boston and one of the

principals of the Boston Stereotype Foundry. After operating "The Mountaineer" for a year, he did some freighting, and joined the Union cause as a Captain. He served well, and after the war, returned to Golden and founded the "Colorado Transcript." For brief periods in 1859 and in 1865, he worked for Wm. Byers on the *Rocky Mountain News*. "The Colorado Transcript" is the oldest continuously operated business in Golden, and Colorado's oldest continuously issued newspaper, now the Golden Daily Transcript.

### William Loveland

Perhaps the most tireless booster of Golden was William Austin Hamilton Loveland. Born in Massachusetts, he lived in Illinois and served in the Army during the Mexican War, and was wounded seriously. He was in California for 2 years, during the early 1850's. Arriving in Golden in June of 1859, he started a store on Washington Avenue. He built the first road up Clear Creek, and began agitation for a railroad to the mines. He organized and became president of the Colorado Central Railroad. He had considerable mining property, and for nine years 1878-1887, owned the *Rocky Mountain News*. A prominent Democrat, he was a candidate for governor against F. W. Pitkin, and against N. P. Hill for senator, but lost both races. At one time he was a county commissioner in three separate Colorado counties, simultaneously.



W.A.H. Loveland built the first road up Clear Creek and is best known for his railroad ventures. Loveland pass is named for the famous Golden resident.

### School And Theatre

Returning to the Golden of 1859, we find the residents establishing the first school, which opened January 1860, with Prof. Thomas Dougherty instructing 18 students. A grand ball was held to celebrate the completion of a great half year. The first theatrical performance of Madame Haydee, and her sisters, took place the first week of January, 1860. The first Masonic meeting in Golden was held Feb. 22, 1860. The Odd Fellows Lodge was organized in 1871. W. L. Douglas opened a shoe store and cobblers shop in the 1860's, and later went on to found a shoe factory which became a great industry.

### The "Poorer" Times

The decade 1860-1870 in Golden was a period of a curious mixture of optimism, expansion, frustration, accomplishment, disappointment and general confusion. The discovery of and exploitation of the mineral values provoked great hopes, but the start of the War Between the States had a very restraining effect upon Colorado's economy. There was a general lack of capital in Colorado at the time it was most needed. The area was far removed from the scene of commercial activity and the development of communication between the East and West was retarded by some years.

The population of Golden declined by 42% from 1860 to 1870. Things apparently went very well from 1859 through 1863, but were in poor shape until about 1870. The lack of capital 1863-1869 is seen in that while the first railroad to be organized in Colorado was Golden's "Colorado Central," it could not raise enough money to build and operate until 1870.

### Golden Loses to Denver

Golden for a time, seriously rivaled Denver as the seat of Colorado's government. The proclamation establishing Jefferson Territory was published in the "Mountaineer," as well as the "Rocky Mountain News," then the only papers in the territory. At the establishment of Colorado Territory in 1861, the first legislature met in Denver, and Colorado City was chosen as the capital. The second legislature met in Colorado City in 1862 and chose Golden as the capital. The third, fourth, fifth, and sixth legislatures met in Golden. The fifth and sixth legislatures met in the Loveland Building, later called the Koenig Building, which still stands at the Northwest Corner of 12th St. and Washington Avenue. A plaque has been placed here by the Colorado Historical Society. The seventh session in 1867 was the last to convene in Golden and adjourned to Denver. This session named Denver as the capital, finally.

### Manufacturing and Tourists, Too

Because of Clear Creek's supply of water and power, abundant supplies of coal, and nearby lime, clay and sandstone deposits, it was expected Golden would develop as a manufacturing city. This did to some extent come to pass. There have been potteries, brickyards and ceramic plants in Golden from the earliest years. For some years during the 1880's, a paper mill operated. For a short time an iron foundry smelted bog-iron ore.

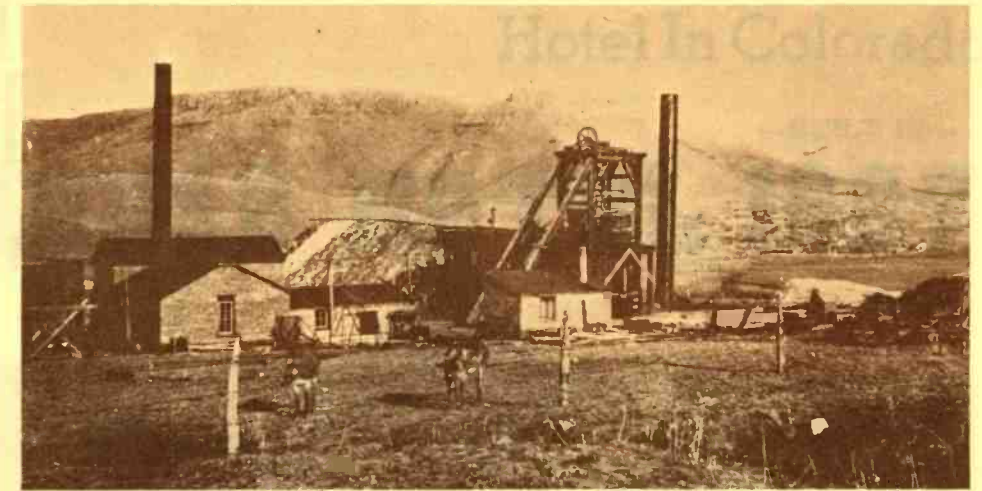
The paper mill and the glass factory made good starts, but one factor and possibly the most important one was the effect of the development of rapid and cheap transportation by rail from the East. Preferential rates from east to west dumped cheap eastern goods in the area, and local industry could not compete. Circumstances favored some products, but not others. Survival of some is based upon a good local market, others upon a superior product, having high value in relation to weight.

Most of the contemporary accounts before 1870 stress the pioneer life and the resourcefulness of the settlers against primitive conditions. Accounts of the 1875-1890 period change their approach and point out how civilized and well developed the area is, and how safe for tourists.

### Coal Mining

As mentioned previously, the clay deposits in and near Golden, have been operated continuously since the first months of their existence until today, and are not yet exhausted. The George Parfet Estate, and the Rubey Clay Co. have operated the large pits in Golden. Other ceramic plants now gone are the Gjeisbeek Pottery, makers of stoneware and good chinaware, the Cambria Brick and Tile Co., Curry's brickyard, and the Castle Rock brickyard.

For many years coal was mined in Golden from two shafts of the White Ash coal mine. On Sept. 9, 1889, one of the levels of the mine under Clear Creek flooded and seven miners were drowned.



The White Ash Coal Mine

### Newsworthy

"The Western Mountaineer" and the "Colorado Transcript" were the first newspapers established in Golden. In 1872 the "Golden Globe" was begun by Ed. Howe, and sold to Wm. G. Smith in 1877. Mr. Howe went to Atchison, Kansas and became famous as the "Sage of Potato Hill." The "Globe" was succeeded by the "Jefferson County Republican" which ceased publication about 1947. Today the "Colorado Transcript" and the "Golden Outlook" publish and the Church Extension Service operates a good sized specialized printing plant.

### Movies, Too

The first movie house in Golden was operated by the Bensons in the Christian Church on 10th St., between Washington and Jackson Sts. Another house was started at 13th and Washington. Small shops now occupy the building.

### Into the Future

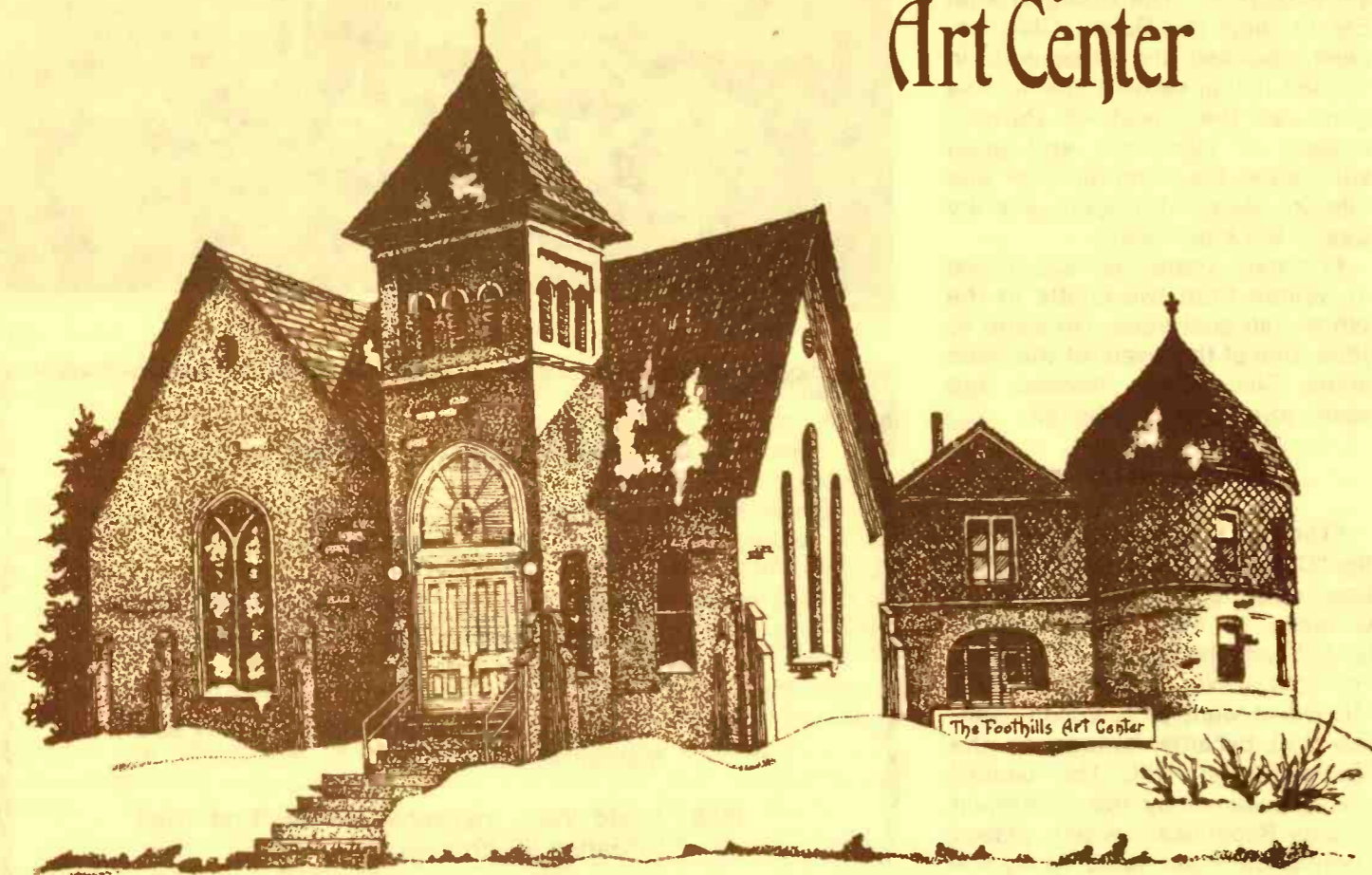
Golden has completed 118 years of its existence in 1977 and appears healthy and progressive. It is difficult to predict its future, though it will probably maintain its identity for the years to come.

## Historical Golden

- 1843 Mentioned by Rufus Sage, reported in Vasquez Fork (Clear Creek).
- 1858 George Jackson, Tom Golden and Jim Sanders camped on the site of Golden City for the winter.
- 1859 The Boston Company founded the City as a mercantile center.
- 1859 David Wall, vegetable farmer, first used irrigation for produce.
- 1860 Golden City boasted 700 residents, became county seat of Jefferson County, Colorado Territory.
- 1860 E. L. Berthoud, road builder, discovered coal, a badly needed commodity.
- 1862-1867 Capitol, Colorado Territory.
- 1870 Colorado Central Railroad established in Golden.
- 1871 Golden incorporated, legislature authorized dropping "City" from its name.
- 1873 Coors-Schueler Brewery established.
- 1874 Colorado School of Mines established.
- 1879 Golden boasted 5 smelters, 3 brickworks, 6 coal mines, 3 flour mills, 2 breweries.



# The Foothills Art Center



The building which houses the Foothills Art Center today was for many years the meeting place for the First Presbyterian Church of Golden. This church, as well as others in the Rocky Mountain area, was founded by the colorful circuit-riding missionary, The Reverend Sheldon Jackson. The church building was dedicated on June 16, 1872. Today, this building is the Ronald Waelchli Western Gallery and the south half of the Main Gallery. The red-orange bricks on the exterior were manufactured locally. The foundation, buttresses and window sills were made of hand-hewn sandstone. Eight of the beautiful original stained-glass windows remain at Foothills Art Center today. Several additions over the years have enlarged the Gothic-style building.

Services were held continuously in the church building until 1958 when the congregation moved to larger quarters. The Unitarians leased the building for a time, and it became a cultural center for art shows, workshops, and classes. Because of the popularity of

these cultural programs and the increasing interest in the Annual Golden Sidewalk Watercolor Show, plans were made to convert the building into a community art center.

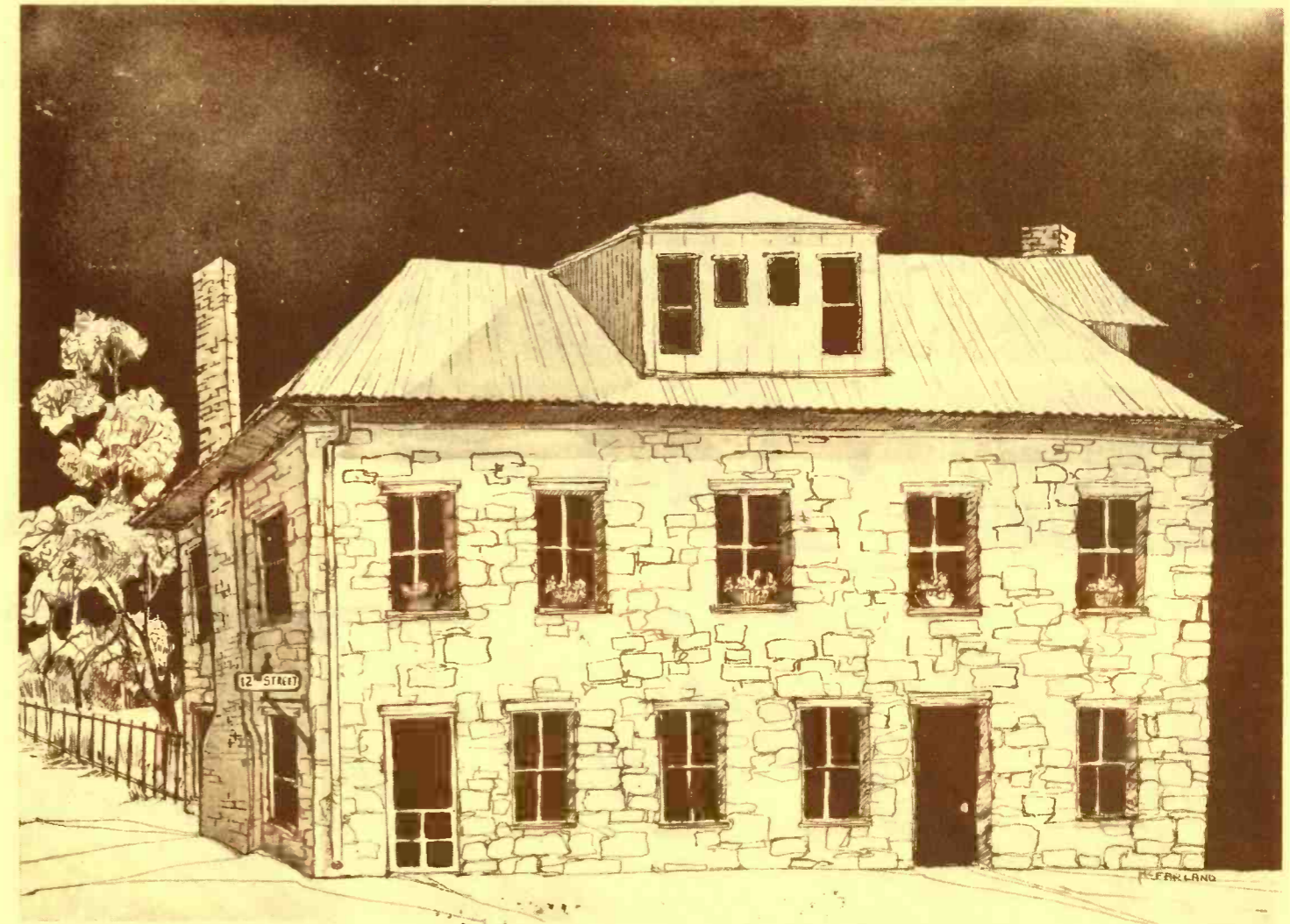
Foothills Art Center was incorporated on April 19, 1968. A renovation program began with the donation of materials by merchants, and time and effort given by artists and other interested people. By July, the Center was ready to display the winning art work from the Golden Sidewalk Watercolor Show which the Center co-sponsored with the Golden Chamber of Commerce. On August 3, 1968, the Center was officially opened.

Foothills Art Center, a non-profit organization, is supported by classes, memberships, donations and gallery sales. It is unique because it is a living art center in the Foothills Region where people are continually participating in exciting art happenings. Variety is apparent in the art classes being offered and in the ever-changing exhibits at the Center.

# The Oldest Stone Hotel In Colorado

—BUILT IN—

# ASTOR HOUSE HOTEL 1867

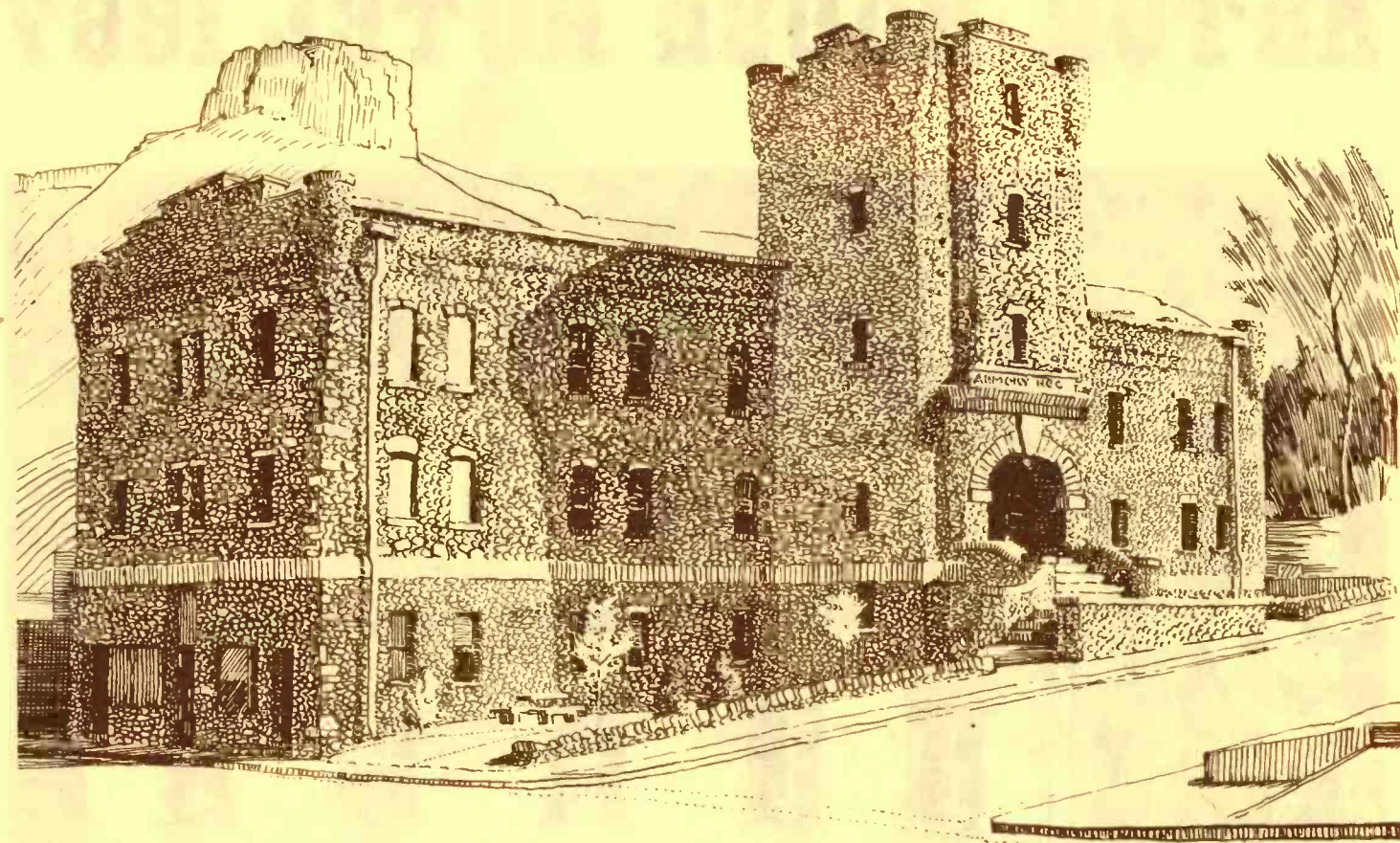


Except for prehistoric Indian buildings the Astor House is the oldest stone building in Colorado. It is also Colorado's oldest remaining hotel from the 1860's.

The style of the building is identified as plain or frontier Georgian. In both style and system of construction there is no older or better example in the entire state. Golden has no other hotel dating back over a century.

The hotel functioned while the first legislature and supreme court were in session next door. The 1866 & 1867 "Transcripts" describe the hotel as "handsome" built in the "Grand Style" and undoubtedly the best in Colorado. It is certain early legislators and jurors used the hotel as their residence. The old hotel began its second century of existence in 1967. It now houses the Golden Chamber of Commerce office.

## The Cobblestone Armory



John Skelton '72

The ARMORY building was from 1913-1971 just what its name signifies, a Colorado National Guard ARMORY, with barracks, a messhall, study rooms and of course, the tower for observation and map making. Through the years, it also housed the Golden Post Office, a photographic supply store and the American Women's League, a non-profit corporation. It has also been closely associated with the Colorado School of Mines military department and fraternity activities.

The Armory is reputed to be the largest cobblestone building in the United States. 3300 wagonloads of cobblestones aggregating 6600 tons were used in constructing the building. The mortar used in laying

the stones was made from 5500 sacks of cement and 1,000 cubic yards of sand. The rocks are stream worn boulders from Clear Creek and the quartz from Golden Gate Canyon. It was predicted at the commencement of construction that the walls would collapse before the building was completed. Upon completion, however, these "ex-prophets" of doom insisted that these walls would stand 1,000 years or more. It seems to be well on its way.

The ARMORY Limited Partnership purchased the building from the State of Colorado in August, 1971, rescuing it from a possible tragic end, that of being torn down.

## Red Rocks

The formations here were laid down nearly 300 million years ago. Geologically they are part of the, "Red Beds" of the Rocky Mountains. Dinosaurs, Stegosaurus and many other extinct animals lived here when this area was a large sea.

The first historical reference to the Red Rocks, was made by F. V. Hayden in 1869, when he made a geological reconnaissance from Cheyenne, Wyoming to Santa Fe, New Mexico.

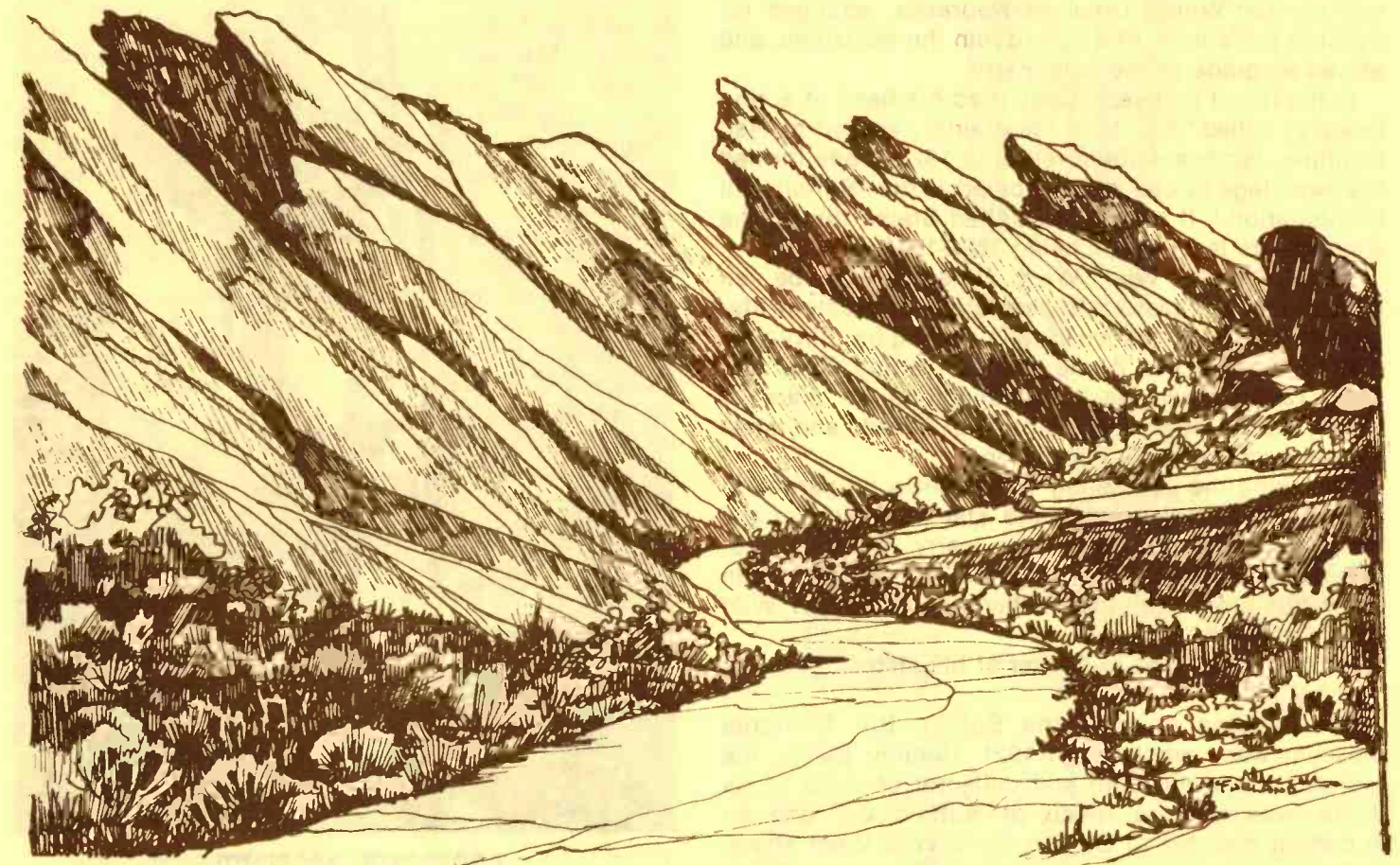
Great sandstone ledges that form the sides of the perfect open-air theatre were pushed up by slow earth movements from a prehistoric ocean bottom. The fantastically beautiful Red Rocks Theatre is a dramatic "record book of the ages", carrying the spectators back millions of years as they gaze at the towering red sandstone rocks standing guard over her majestic natural theatre. Laid down 250 million years ago, in and out of the sea many times, here geologists find an incredible tale of prehistoric times. Nearby dinosaur tracks tell of the Jurassic period of 160 million years ago. Fossil fragments of the giant 40-foot sea serpent, Pleisosaur; the marine reptile, Mossaur; and flying reptiles intrigue students of ancient lore.

Some rocks slope as much as 90°: others tilt

backwards. The one rock which resembles a ship, in shape, is named "Ship Rock", and the huge rock opposite it, on the other side of the theatre is named "Creation Rock", each one higher than Niagara Falls. This great natural theatre looks out over a breath-taking 200-mile panorama of many-hued plains toward Denver, 15 miles away. The Red Rocks Theatre, once listed by geographers among the Seven Wonders of the World, has now become world famous for its distinguished musical and cultural events. The natural acoustic qualities are comparable to the ancient Greek Theatre at Taormina in Sicily, where 20,000 people can conveniently hear the natural voice.

At one time, John Walker, well-known financier and editor, owned the whole area of the Park of the Red Rocks. His keen imagination looked into the future and saw the wonders that would be, as he dreamed of its becoming a great musical theatre for the world to enjoy.

In September 1929 the City began work on a scenic drive through Red Rocks. But the Depression stopped all work for a time. In 1935 the same Depression sparked the program through federally financed labor in C.C.C. camps.



The

# BUFFALO BILL

## Memorial Museum and Grave

Buffalo Bill has become the symbol for the westward movement. When one thinks of him, one also thinks of the Pony Express, the Army scout, the buffalo hunter, the cowboy, the Indian fighter and the showman.

William F. Cody was born in Iowa. When he was seven years old his family moved to Leavenworth, Kansas, through which pioneers passed on their way west. He himself traveled west with wagon trains and then rode for the Pony Express (1860-61), completing one of the longest rides on record at age fifteen. He fought for a time with the Seventh Kansas Cavalry in the Civil War and later scouted for the U.S. Cavalry on the plains in several campaigns against Indians. He soon gained the reputation of a courageous individual with a sharp eye, a good memory for terrain and unusual endurance. He was highly praised by all the generals he served and even received the Medal of Honor for one encounter with a band of Indians. His last employment as scout was in 1876.

It can be said that Buffalo Bill's show business career began in January of 1872 when he was chosen by General Phillip H. Sheridan to help plan entertainment for the Grand Duke Alexis visiting here from Russia on a goodwill mission. Cody picked the camp site on Red Willow Creek in Nebraska, arranged for Spotted Tail's band of Sioux to join the festivities, and served as guide to the royal party.

In the fall of that year, Cody tried his hand at acting in a play called "Scouts of the Prairie", written by Ned Buntline, famous dime novelist. In 1873, Cody formed his own stage troupe, usually billed as the "Buffalo Bill Combination." It toured the United States during the winters—its last season being 1882-1883.

Buffalo Bill's Wild West, intended to be an educational and historic presentation of Western life, gave its first performance in 1883. During its thirty-year history, people like Annie Oakley, Sitting Bull, and Buck Taylor could be counted among its stars. It toured the United States and parts of Canada and made several successful trips to Europe.

Following the auctioning of the show properties in 1913, Buffalo Bill became the star attraction of the Sells-Floto Circus, owned by Harry Tammen, co-owner of the Denver Post. He spent his last season in show business with the "Miller and Arlington Wild West Show Co."

William Cody died in Denver at his sister's home in January 1917.

The building housing the Buffalo Bill Memorial Museum was completed in 1921. Johnny Baker, the founder of the museum and collector of most of its items, was a close friend of Buffalo Bill and an important member of Buffalo Bill's Wild West show. Following Mr. Baker's death in 1931, Mrs. Baker

assumed responsibility for operation of the museum for about twenty-five years until her own death. Since that time, the museum has been the property of the City and County of Denver and maintained as one of its Mountain Parks.

Exhibits based around Buffalo Bill's Wild West show, including a saddle, guns and costumes used by Mr. Cody, are permanent attractions in the main room of the museum. Colorful Wild West posters, which advertised the show, and items used by the Indians who appeared in the show are also exhibited.

Other exhibits outline William Cody's exciting and varied life. They cover his boyhood in Iowa and Kansas, the Pony Express, buffalo hunting, scouting for the Army, his first venture into show business and Buffalo Bill's Wild West.



LOOKOUT MOUNTAIN

## Tread In The Footsteps Of Mother Cabrini... *America's First Citizen Saint*

Saint Frances Xavier Cabrini was born of holy and virtuous parents in the town of Sant' Angelo, Italy, in the year of 1850. Guided by divine grace she led a most austere life and sought the closest union with God even from her earliest years. She twice attempted to enter the religious life, but because of delicate health she was not accepted. Upon the request of the Bishop of Lodi, she took charge of a Home for Orphans and managed affairs with such wisdom and skill that he urged her to found a new religious congregation. She accepted the task courageously and instituted the Missionary Sisters of the Sacred Heart in 1880 at the Chapel of Our Lady of Grace in Codogno.

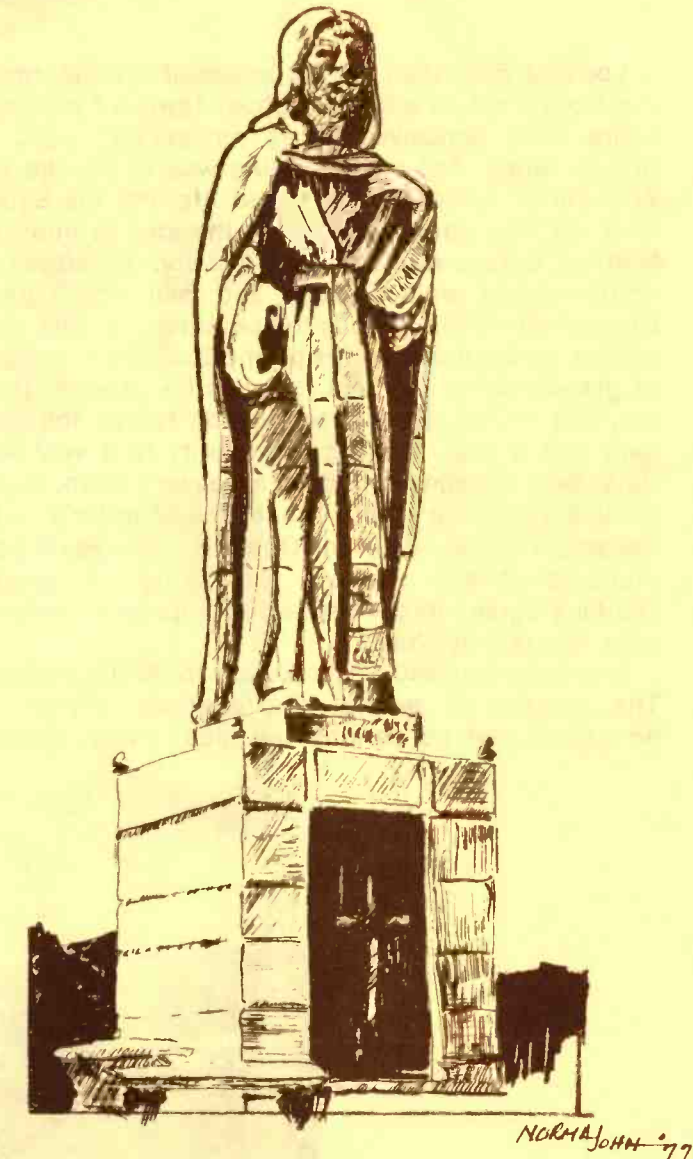
Pope Leo XIII turned her attention to America, where a vast number of Italians had immigrated to escape want at home only to suffer privation abroad. Mother Cabrini gave herself gladly and vigorously to their help, thereby abandoning her hope to do missionary work in China. She crossed the Atlantic twenty-four times and traveled the length and breadth of the Americas everywhere erecting schools and hospitals. Even in the most trying circumstances, she never withdrew her mind from heavenly things. The course of her holy life terminated in Chicago on December 22, 1917. Later her body was transferred to New York. Pope Pius XI declared her Blessed, November 13, 1939 and on July 7, 1946 Pope Pius XII canonized her, thus giving the necessary ecclesiastic approbation for public veneration.

In 1912 Mother Cabrini visited the site which is now known as THE MOTHER CABRINI SHRINE. The trip to the Mt. of the Sacred Heart, was made on a burro that refused to go any further. While the burro was resting, Mother Cabrini, selecting white rocks scattered nearby, fashioned the image of a heart in honor of the Sacred Heart. The rocks remain exactly where she placed them. Having descended the hill, Mother Cabrini stopped to rest where the Spring water is drawn today. Inspired by dauntless faith and trust in God, she pointed to a rock with her staff and told the sister who had accompanied her to dig and she would find water. Her confidence in God was rewarded by an unending source of spring water.

The original grotto which had been built in 1929 was replaced by a modernistic chapel in 1959. It has a seating capacity of 100. The Mother Cabrini Shrine is visited annually by thousands of pilgrims from the States and also from foreign countries. A four foot statue of the saint graces the altar where hundreds of priests offer holy Mass while visiting the Shrine.

Traveling Hwy. 40 to I70 from Golden, the shrine can

be reached from exits 57 and 58. The Stations of the Cross and the Mysteries of the Rosary adorn the sides of the stairway leading to the Statue of the Sacred Heart. For the convenience of pilgrims, artistic terra cotta benches are placed at intervals throughout the stairway and around the foundation of the Sacred Heart.



THE STATUE OF THE SACRED HEART

The statue was sculptured by Italian artists and imported from Italy. The base stands 11 feet high, the statue is 22 feet high, making total height from the ground of 33 feet. It stands in front of the image of the Sacred Heart fashioned by Mother Cabrini from the quartz rocks taken from the ground surrounding the statue in the year 1912.

# HERITAGE SQUARE



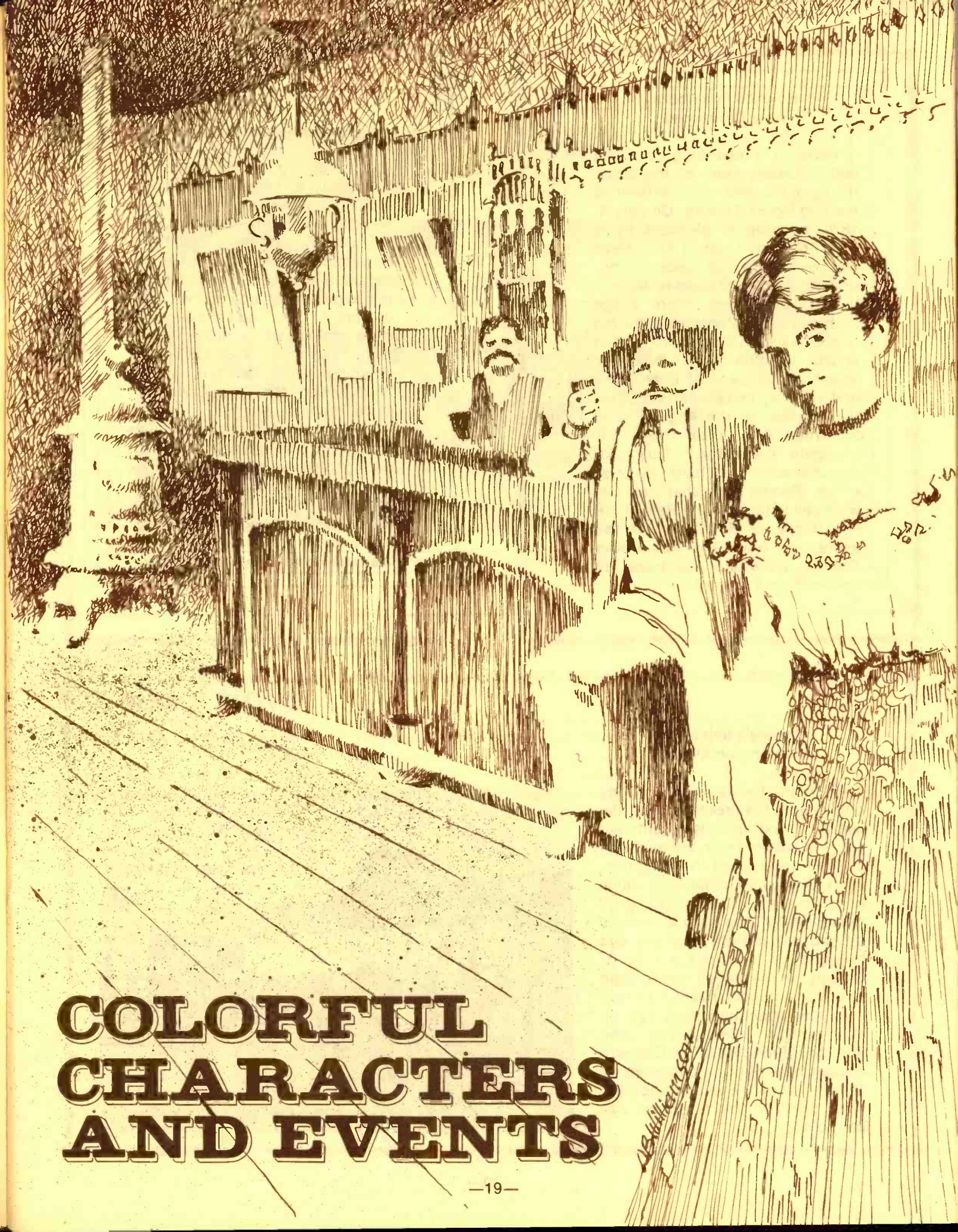
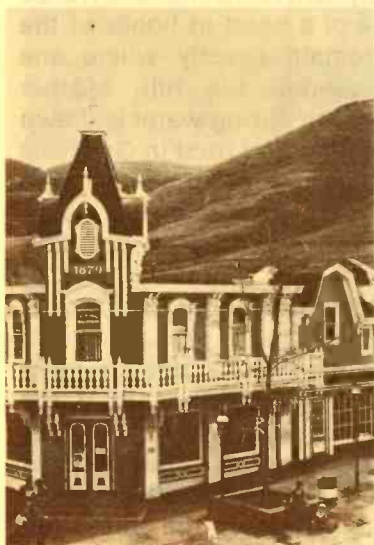
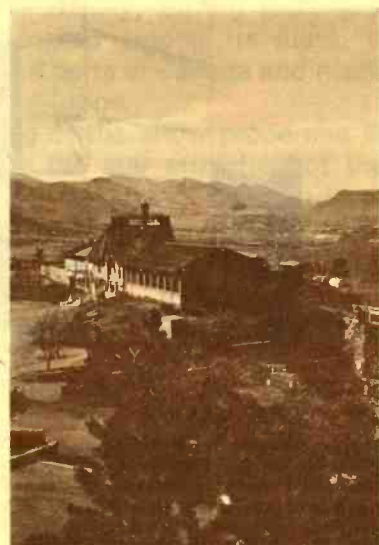
Located in Golden, at the knees of the mountains, the Square sat as a kind of ghost town for almost 15 years. First conceived as an amusement park, the project failed. The lovely setting was left to die until Woodmoor Corporation breathed life into the Square. New edifices were erected with the idea in mind that Heritage Square would be the ideal spot for artists and craftsmen to work, teach, and sell their goods. Restoration of the fragmented buildings, a little paint, a lot of landscaping, a little promotion, and a gathering of glassblowers, painters, candlestick makers, jewelers, and artists of every persuasion turned the ghost park into a vital, thriving community in a very short time. Early morning sounds of a weaver's loom, pottery being shaped, the artist's brush, the sculptor's chisel, the actors rehearsing in the Opera House, feasts being prepared at the Railroad Company, all suggest Heritage Square might need a footnote to its welcome sign: "Artists at Work."

Highways 6 and 40 west take you to Heritage Square. The parking is ample; the scenery, divine. No admission and no parking fee. Just enjoy. Entering

under an old wooden trestle bridge, you follow the boardwalk up the main street. The shopkeepers are young, enthusiastic, and hospitable. The quality of their craft is more important than assembly line production and volume selling. You are guaranteed perfection and uniqueness in every purchase. There is always something new, something different, and the product is of rare artistry not found in cluttered department stores.

Discovery at the Artisan Center is more than fine art for sale. If you are interested in professional instruction in any of the fine arts or crafts, in an atmosphere that teems with creativity, the Heritage Square Artisan Center will teach you everything from basic skills to master work.

Everyone likes melodrama. Like the ladies' soap opera or a classic tragedy, the melodrama deals with villainy. Difference is: the hero is always blonde, tall and has sparkling teeth; and the villain has a black mustache, black cloak, black hat, and a black heart. Heritage Square has its own melodrama company, and they are superb players.



# COLORFUL CHARACTERS AND EVENTS

### How the Red Rocks Were Christened

There is a charming, but not authenticated, story of the christening of the area which surrounds the Red Rocks Theatre. On July 4, 1870, a group of pioneers (it is said) from the town of Mt. Morrison nestled in Bear Creek Canon, undertook a "Champagne March" to the Red Rocks. There Judge Luther of Mt. Morrison delivered the christening address which ended on this note: "We the assembled citizens of Bear Creek and vicinity, hereby christen thee the "Garden of the Angels;" and accursed be he or they that changeth thy name." This pronouncement did not have any great effect. People from that day forward called the area the Park of the Red Rocks, or as it is known the world over now: The Red Rocks Theatre. (This story is from the Denver Public Library.)

### The Ford Gambling Tent

In the spring of 1859, tents went up rapidly to serve as stores and lodging places until permanent structures could be built. In June, 1859, the Ford brothers joined with Edward Chase and Edward McClintock in a joint business enterprise in a large tent located on the corner of Ford & 12th. The Ford Brothers were well-known gamblers of the day. Chase, a "sporting man," conducted theatres and gaming houses and McClintock was involved in horse racing.

Their gambling business was carried on in the group's large tent during the various other weekdays, but on Sundays the large tent converted into a church. Settlers sat on whiskey kegs, listening to the itinerant preacher, and singing the best loved hymns of the day.

### Cheney's Saloon on Washington Avenue

An eighty-foot pole with a flag billowing in the breeze marked the camp's most popular gathering spot—a square front, frame building. Miners dubbed the establishment Cheney's Corner, and came here to have their gold dust "weighed up" and have a drink in the process. Selection of the site had been a wise one by P. B. Cheney, as the saloon was located where the miners passed to and from the booming diggings in Mountain City, Central and Idaho Springs. "Free drinks" at Cheney's on Saturday night - a bugler stood at the door of the saloon shouting "free drinks". The response was immediate!



## Golden's Excelsior Boys To The Rescue!

Fire, the scourge of all mining camps, devastated Central City in 1874. It is said that Golden had a brand new pumper fire truck which had never been used. When the call for help came in, Golden's Excelsior Boys broke all records getting to Central, only to watch the City burn to the ground for lack of water.

**From the Daily Central Register  
May 21, 1874**

"We cannot close this notice without paying the tribute due to the Golden Fireman for their great services and sacrifices in our behalf. The dispatch which told them of our calamity reached them at 11:00. (Fire started at 10:30.) In fifteen minutes from that time the

Fire and Hook & Ladder & Hose Companies had their machines loaded on the cars and in just one hour and thirty minutes thereafter were in Central City, battling with the flames. Our people, one and all return to these brave men all their gratitude. Further remarks in this regard in our next issue."

**May 22, 1874**

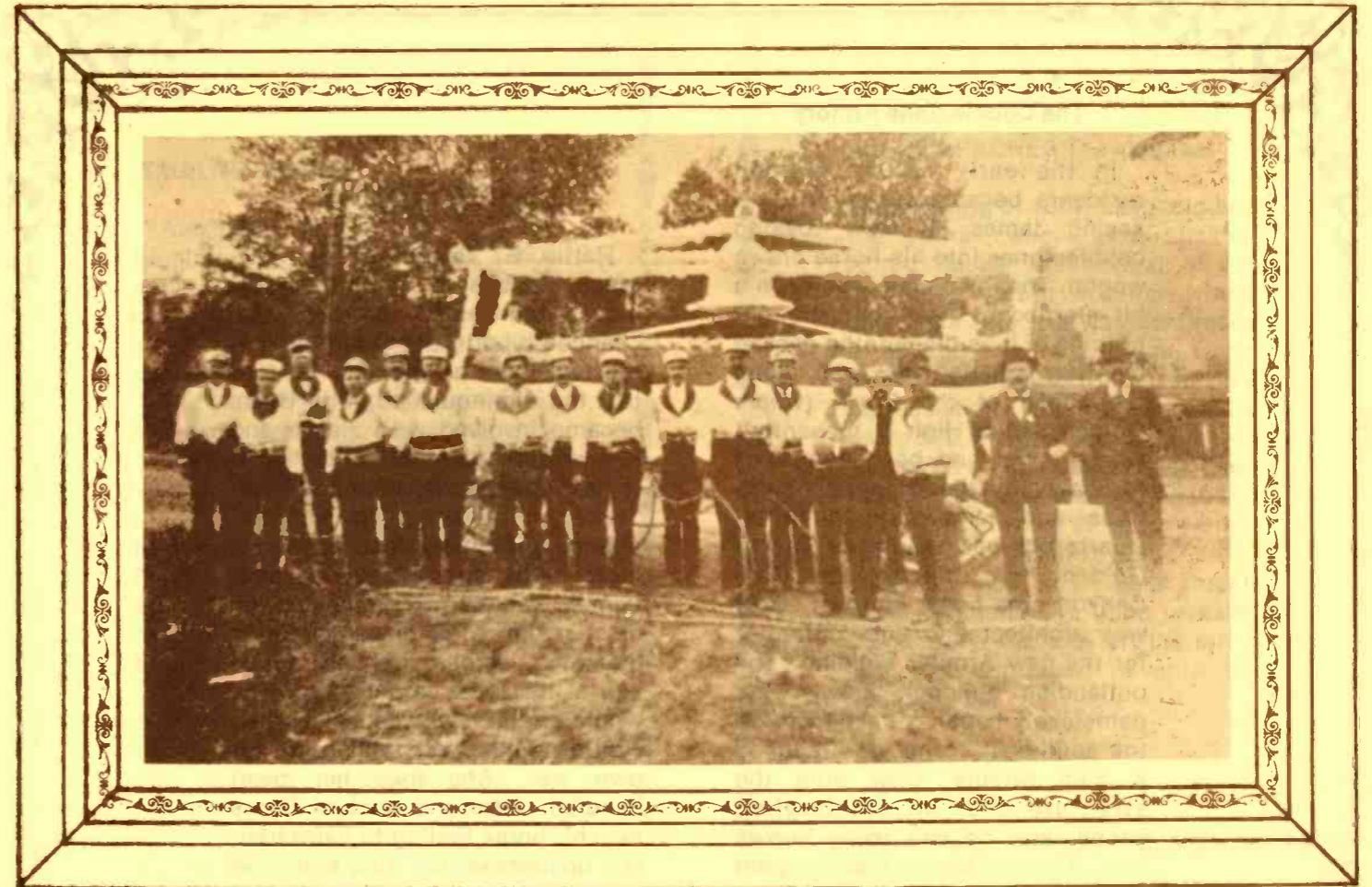
"How they managed to get here in the incredibly short time given in our first article, is a mystery, unless it be accounted for by the fact that they were headed by the indomitable Loveland, and that master of mechanics, Mr. Nesmith of the Colorado Central road. It is reported that the speed of the train which bore them up the canon was so great that one man was shaken off, and the train went a mile or more up a heavy grade before it

could be stopped and backed down for the last fireman."

**Gulch of Gold,  
Caroline Bancroft pp259-260**

"The telegraph took the news promptly to neighboring towns and all rushed to send help. The "Excelsior Boys" of Golden loaded their fire engine on a flat car hauled by a locomotive and ordered the engineer to make his best possible time to Black Hawk. The engineer broke all records. When they arrived, the firemen ran on foot the mile up the gulch from the depot pulling their engine. Despite their valient efforts, the trip was of no avail because the gulch had no extra water for the engine."

(Note: at the time the train only went as far as Black Hawk)



### The Cobblestone Armory

In the early 1900's, Golden residents became accustomed to seeing James H. Gow tossing cobblestones into his horse drawn wagon. The town may have been a bit startled at first, but thought nothing of it as the months passed by. They watched Gow walk along the banks of the Creek (where Golden Senior High is presently), where rocks had been deposited (probably by glacial action centuries ago) and were plentiful. Quartz rock was brought by Gow to Golden from the Golden Gate Canyon area north of town. Gow was architect and sub-contractor for the new Armory building. The outlandish building, slowly and painstakingly began to take form on the southeast corner of Arapahoe & 13th Streets. Gow built the structure after an old English castle, and no one really knows why. It is only known that he spent many months in both research and engineering study. The result was a four story building with a sixty-five foot high tower topped with rounded "battlement" corners, stone balustrades, and slit-like windows on each floor.

### Hard Hitting Hattie

Hattie E. Sancomb, of Lawrence, Kansas, a young divorcee, moved to Golden in 1870. The "Sancomb Letters" made public in the two local newspapers revealed that the distinguished John Byers became involved with Hattie and had written ardent letters to her. It is said that Hattie, who had been "taken in adultery" in Kansas, opened a millinery shop on Washington Ave. and entertained gentlemen friends at home. Many discussions took place at Circle meetings, across the back fence and at the local barber shop. The whole affair blew wide open when Hattie sought satisfaction in her own way. She took her pearl handled pistol and shot at Byers near his home. Failing to harm him, she unsuccessfully tried a second murder attempt. The affair resulted in Hattie being hauled off to jail and Byers failing to win the Republican nomination for governor.

### Pistol Packing Maggie

Maggie Crow was one of the hundreds of pioneer women who lived a life full of adventure. Maggie packed a pistol, raised a family and dared to be different!

Iowa-born, Maggie moved to Turkey Creek Canon in 1880. She married William Crow and they moved to Creede, Colorado. Creede was a booming mining town then and Maggie and her

husband worked at a nearby lumber camp.

As the mining boom died, so did their jobs. So with their three children, the Crows returned to the Golden area. Here Maggie embarked on a new adventure. She was awarded the mail contract for the Star Route West out of Morrison to Conifer. Off everyday at the break of day, she packed her

gun and carried the mail through all the seasons. When the weather was bitter and the snows icy, she kept her seat warm by sitting on a large rock she had heated the night before.

On her mail route, and throughout her life, she met with many adventures and soon became known in the area as Pistol Packing Maggie.

### EMALINE ROONEY

Alexandar Rooney and his wife Emaline came to the area in 1860 and brought with them Galloway cattle -- a handy breed of medium sized, hornless beef cattle, native to Scotland.

The Rooneys chose a spot in the Hogback, near a spring at the foot of the hill, to build their home. The spring, the Ute Indians advised them, had "magical" powers. Its iron waters bubbled deep from the Dakota Sands that lie beneath this area. The mineral content caused the surrounding mud to be of bluish color.

Emaline too, had her "magical powers". She would go into a trance and report her flashes. On one occasion, she was able to advise her husband where to look for his lost stock.... and he found the cattle. In 1877, Emaline predicted someday that people would hear beautiful music from the hills. She was foretelling the future of the nearby Red Rocks natural amphitheater.

### NICKNAMES

In early days certain parts of Golden carried "nicknames", "Skunk Hollow" was located under the hill at the east end of High Pkwy.

The lower part of east Golden on the north side was called "goose town."

### ALFRED PACKER The cannibal

In the spring of 1874, Colorado and the entire nation were shaken. Alfred Packer ate several of his comrades during a bitter winter near Lake City. He was sentenced to die, but won a Supreme Court reversal and a new trial. This time he received a modified term of 40 years. He was paroled in 1901 and wandered on the farm of Alexander Rooney. He was hired as a hand to assist with haying. A fellow worker recognized Packer by his small squeaky voice, and Packer threatened the man's life if he revealed his identity. He later left the ranch and was not heard of until his death in 1907.

### EARLY TRAVELERS

Eastern newspapers were filled with the excitement of the gold rush. Advertisements announced "Tents, Wagon Covers and tarpaulins of every description on hand and made to order." Merchants listed "necessaries" to outfit a trip across the plains for six months and four men.

Items the early pioneers used were flour, bacon, coffee, tea, star candles, yeast powder, salt, pepper, beans, vinegar, bar soap, gun powder and matches. Gold pans, picks, shovels, tin plates, cups, knives, frying pans, blankets, nails and whetstones completed the early traveler's list.

## WILLIAMS

The history of the parks is dotted with colorful moments. Take Cement Bill Williams, for example. The winding road known as "Lariat Trail", which climbed some 2000 feet in just five miles, was William's pet project. He had donated right of way, had boosted the construction of the road and then worked on it. But when it opened, in 1914, Cement Bill claimed that the Parks Board still owed him \$2500 and he promptly erected barricades and closed the highway to all but Jefferson county residents.

Other vehicles were diverted to an old road which was little more than a rutted path, and garage mechanics of the time enjoyed a windfall. Later, they closed the park system to grazing cattle. County Judge Osmer Smith, now retired District Judge, came to the rescue of the livestock. They had every right to graze, he proclaimed, unless Denver fenced the parks in, a financially impossible move. Smith tossed out of court the case filed against Jefferson County rancher Andrew Anderson, who had been fined \$10 because his cows were eating city owned grass.

## COLOROW

"Colorow Point" on Lookout Mountain was named after Ute Chief Colorow, who was a frequent visitor to the Golden area.

Colorow was a huge man, who was well known throughout the west for his outlandish antics.

Colorow was among the Utes who joined with a U.S. army unit to fight the Sioux. As soon as the soldiers arrived in Sioux country, Colorow announced to his fellow



soldiers, "Ponies heap tired, no can go", and headed back to Colorado.

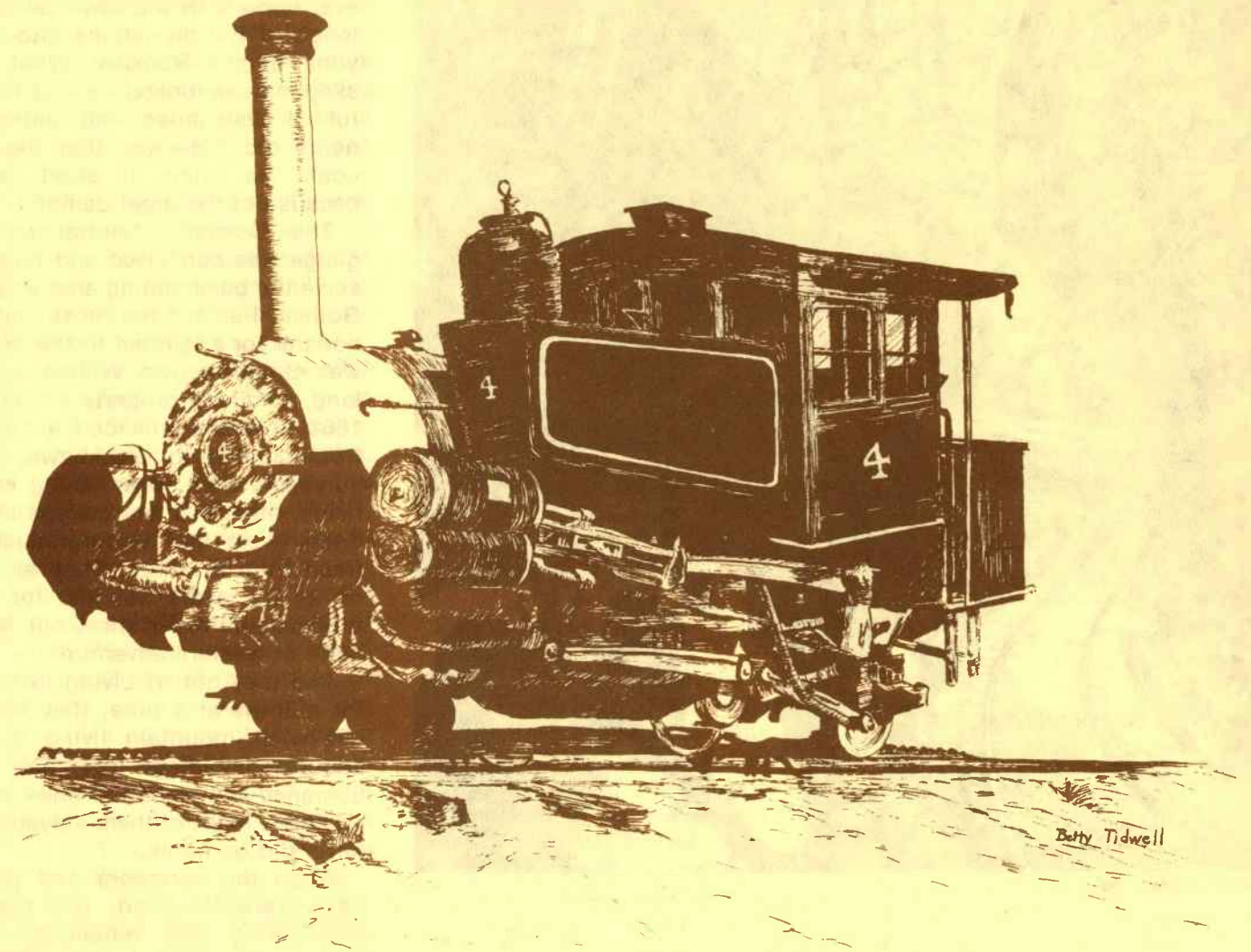
The Ute chief was known to have a huge appetite and loved to barge in when no men were around, and scare the pioneer homemaker into cooking a meal for him.

Chief Colorow died in 1908, age undetermined, weighing 300 pounds.

## WALKER

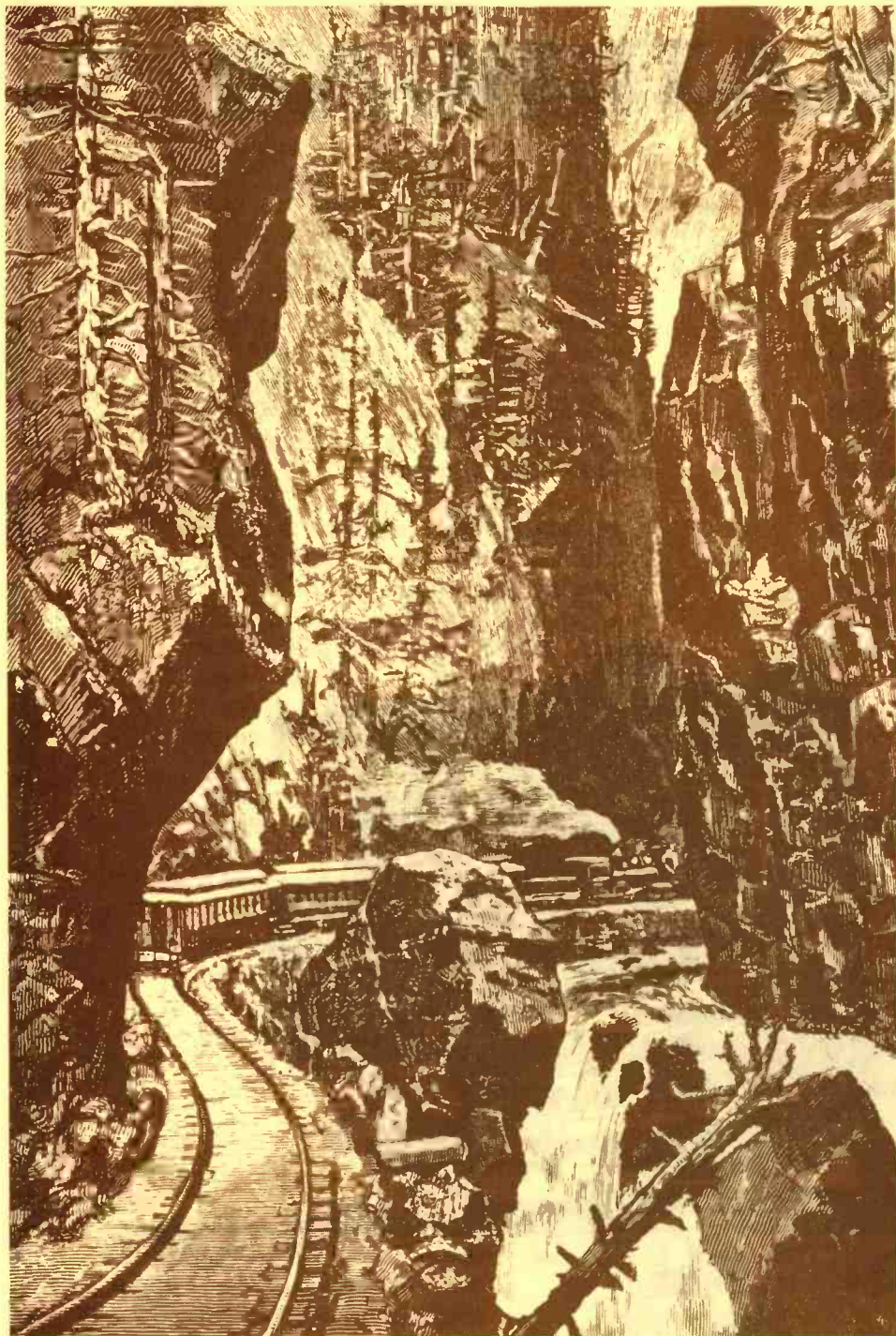
In the late 1870's, John Brisben Walker, came here from the East to investigate the possibility of raising alfalfa. This proved to be a successful venture; other projects he got into also were successful. It was during his time here that he came to know Red Rocks and its possibilities for future development. He went back to the East for a few years but returned to Denver in the early 1900's. In October, 1908 he purchased Red Rocks, Mt. Morrison, Mt. Falcon and some of the town of Morrison. He built a funicular railroad to the top of Mt. Morrison, the signs of where the tracks were, are still visible today. He was promoting concerts in Red Rocks at this time also. On Mt. Falcon he visualized a castle which was to be a summer home for Presidents of the United States. A noted Denver architect drew up plans for the castle. On July 4, 1919, a cornerstone of white marble was laid. A lavish dedication ceremony was held in honor of President Harding. Soon there after he spent \$50,000 building the Summer White House. Walker and his family did actually live in the house for a time.

# THE RAILROAD



The Colorado Central had its main offices, locomotive and car shops in Golden. Other Golden railroads came later. The first locomotive was a small tank engine. A favorite Saturday night sport was to grease

the track and plug the sandpipes with a potato, holding up the train in Golden so that it was late arriving in Denver.



Fossetts, Colorado 1880

**The gold camps needed railroads  
and giants like Loveland got the job done**

## The GOLDEN Belt

There was good cause to doubt whether railroad technology could ever cope with the physical challenge of the mountains and canyons of the Rockies. What the skeptics overlooked—and a handful of visionaries and entrepreneurs did not—was that the job could be done in short order because of the great demand.

The Colorado Central narrow gauge was conceived and built to serve the busy mining area west of Golden. Perhaps the most tireless booster for a railroad to the mines was Golden's own William Loveland, a mining property owner. In 1861 Loveland financed a survey from Golden to Blackhawk. The surveyors were eager young engineers, most of them college men. Some were still undergraduates, fresh from the East. They signed on as Surveyors not just for the professional experience, but for a taste of western adventure.

And they got it! Living in tents for months at a time, they found out what mountain living is all about. They never lost their exuberance and when the lines were complete many of them stayed and never did go home.

When the surveyors and planners were finished, the really challenging task remained; the dangerous and backbreaking building of the line. Carving the right of way through rocky country was slow, requiring tons of blasting powder and often progressing no more than a few feet per day. Workmen tunneled through snow drifts, watched their bridges wash away in spring floods and generally, just plain fought for every inch!

Our miners and cattlemen were the first to welcome the railroad. They welcomed the cuts, the fills, the tunnels, the bridges and the depots. Since railroads required grades no steeper than 116 feet to the mile, a rise hardly perceptible to the eye, and curves with a minimum 300 foot radius to keep a locomotive from jumping the track, the miners gave no guarantees that trains could follow where they had gone on foot.

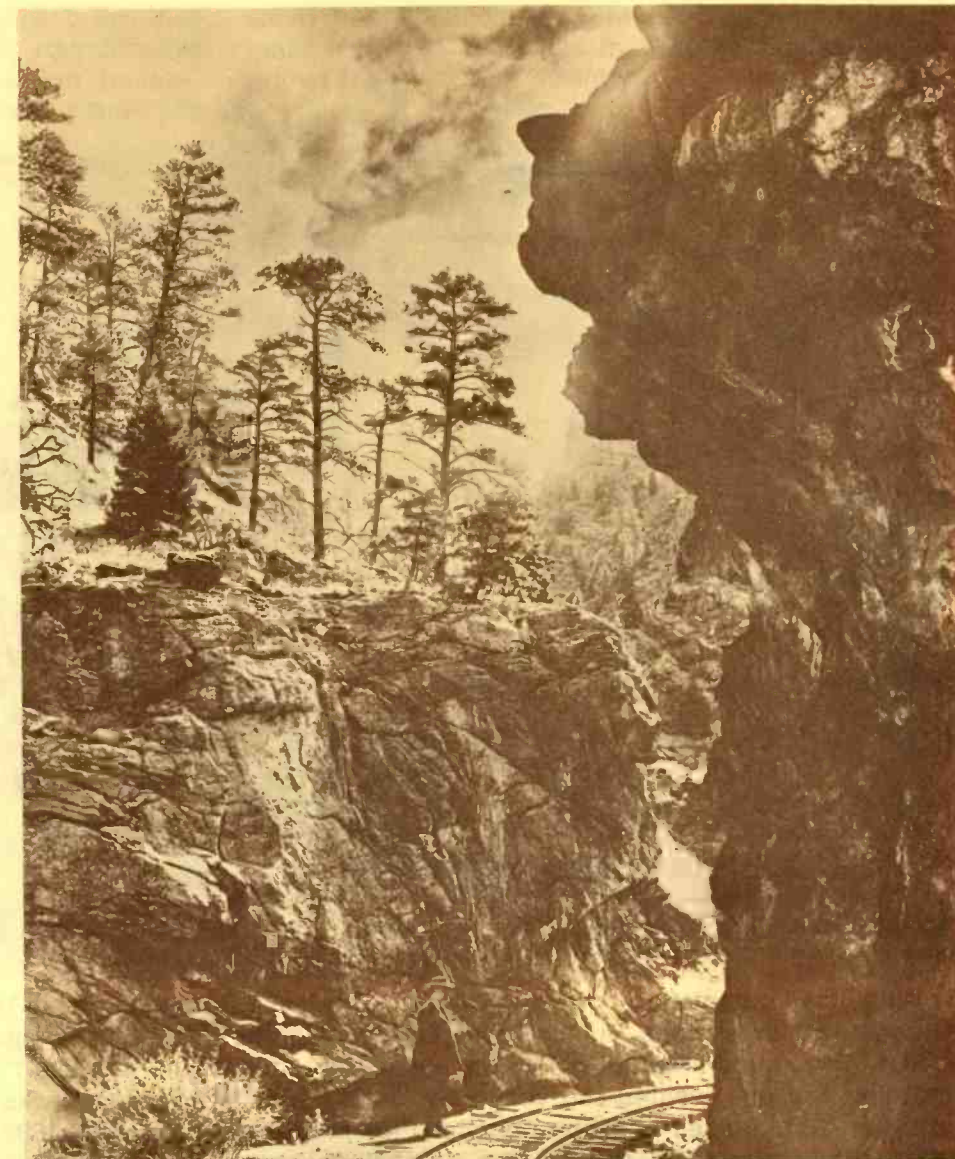
Each businessman, together with his political friends saw his own hometown as a railhub, and of course, Golden businessmen were no exception. Talk about self interest, Golden "was right in there pitchin;" and much of the rivalry between Denver and Golden had its basis on the fight for railroad dominance.

In 1865 the Colorado Central Railroad was incorporated. The line from Golden to Blackhawk was completed in December 1871, to Idaho Springs in 1873, Central City in 1878, and Georgetown in 1877.

As the narrow gauge line was built up Clear Creek Canyon in 1871 and 1872, a new company, subsidiary to the Colorado Central was organized. This was the Golden City and South Platte RR. A route was graded from Golden to Acequia, by way of Morrison. (Acequia is a siding on the Denver and Rio Grande Western, south of Littleton) Rail was laid and trains operated over about four miles of it. This project was dormant from 1873 to 1878 because of the panic of '73, but in 1880 high hopes were again held for the plan. The purpose was of course to divert traffic through Golden and to by-pass Denver.

In 1875, friction between the Union Pacific and the Golden stockholders developed in the Colorado Central, and violent battle for control of the road went on for several years. The Golden people siezed the road and struggled desperately to maintain their control, but lost out, though a compromise was reached.

It was during this time that the famous Stone kidnapping took



Mother Grundy Curve Clear Creek Canyon.

place. Judge A. W. Stone was removed Aug. 15, 1876, from a Colorado Central train and courteously but firmly restrained near Ralston Butte, so an injunction could not be issued against the Golden faction. All reports characterize this event as wholesome fun, but legally ineffective.

The Colorado Central came under the hand of Jay Gould via the Union Pacific, which recognized Denver as a more suitable center of operations and the Colorado Central and Denver Pacific were consolidated. In 1898, the Colorado and Southern was formed from the narrow gauge lines of U.P., plus the Fort Worth and Denver City RR, and the Burlington RR purchased control of the Colorado and Southern in 1908.

George Pullman homesteaded east of Golden, near Camp George West in 1860, and divided his time between Golden and Russell Gulch. In Russell Gulch he ran a private bank and broker's office. He earned some \$20,000 capital, which aided him in promoting the Pullman Palace Car. Local legend states that Dr. Levi Harsh of Golden suggested miners bunks to Pullman, which he incorporated in his car.



Denver & Northwest RR. The last narrow gauge cars into Golden.

With the completion of the Central City and Georgetown extensions, a new schedule went into effect. The round trips now ran on each line—one morning and one evening trip each way. Trains were still run from Golden and one operated five minutes ahead of the other to Forks Creek, an arrangement that was continued to 1885. A freight train also ran over the line daily. A newspaper item noted that 85 narrow gauge cars were loaded in Golden the previous week for shipment to the mountain towns.

Completion of the Georgetown Loop extension to Silver Plume brought a fresh surge of tourist travel to the line—but not to the advantage of Golden. Golden's importance as a rail passenger center declined sharply after the transfer from the narrow gauge to the standard gauge cars.

The Colorado Central had a passenger station on Washington Street which included a small depot and restaurant. In 1883 a couple of runaway box cars crashed into the depot and destroyed the restaurant and platform. The old passenger station was allowed to stand unoccupied for a number of years and in August 1889, it burned to the ground. In January 1896 the railroad erected a small frame ticket office-waiting room.

Other Golden railroads came later. The Denver Lakewood and Golden was built as a steam line 1890-1892, and was electrified to Golden for passenger

service about 1908-1909 and for freight service about 1923. The company became the Denver and Intermountain in 1896. The Denver, Lakewood, and Golden operated tracks north of Golden by steam for a few years until 1896.

The Denver and Northwestern was a branch of the Denver Tramway, which ran from North Denver via Clear Valley to Arvada, Golden, and a branch to Leyden. With the purchase of the Denver and Intermountain RR by the Denver Tramway Co. in 1909, both lines were consolidated and operated as the Denver and Intermountain RR. Both are now abandoned.

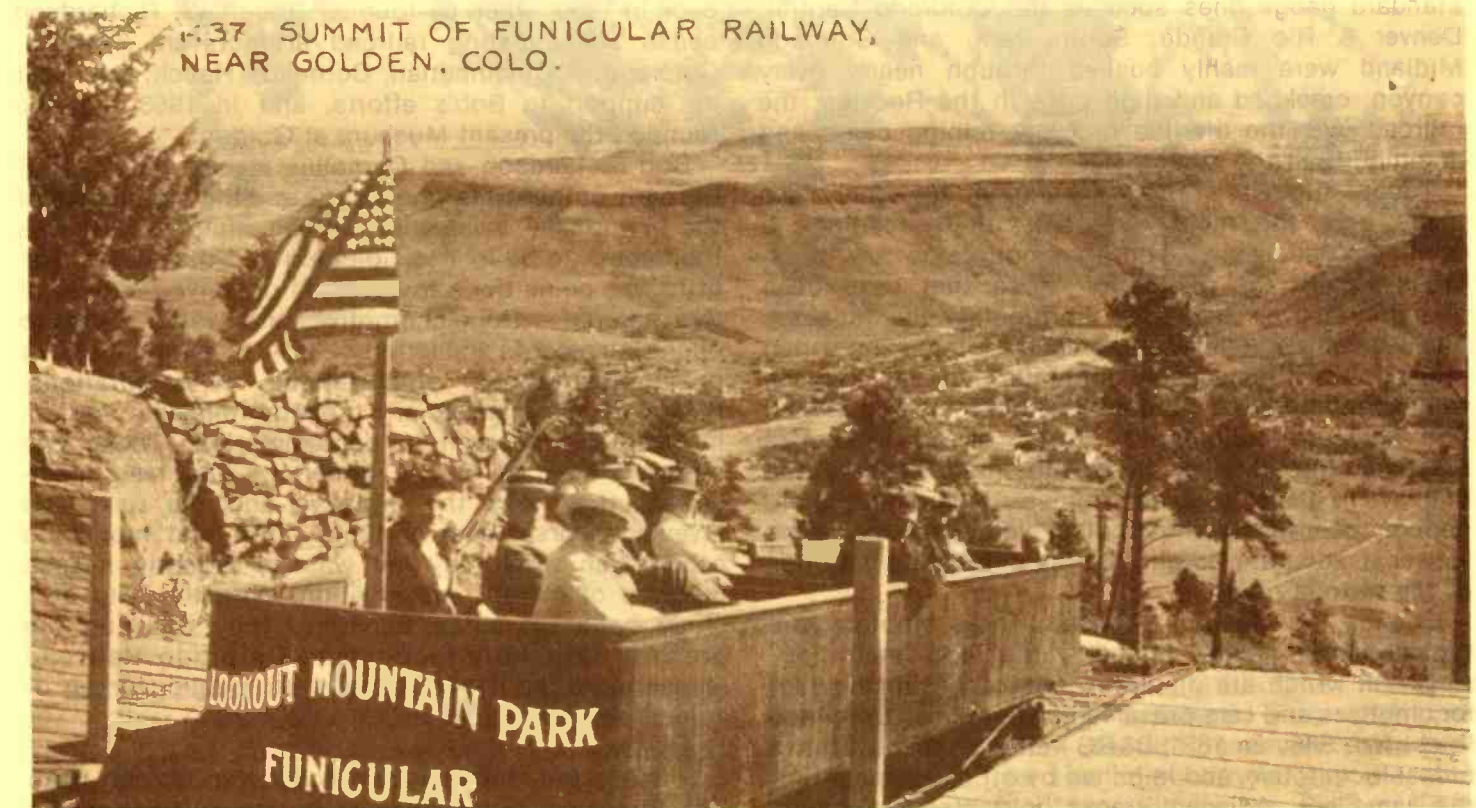
The first locomotive was a small tank engine. A favorite Saturday night sport on this line was to grease the track and to plug the sand pipes with a potato. This caused at least an hour's delay on the trip to Denver. The passengers, mostly couples homeward bound from a dance in Golden, were most patient.

The Colorado Central had its main offices, locomotive and car shops in Golden and for some years this provided employment for a large force of workers.

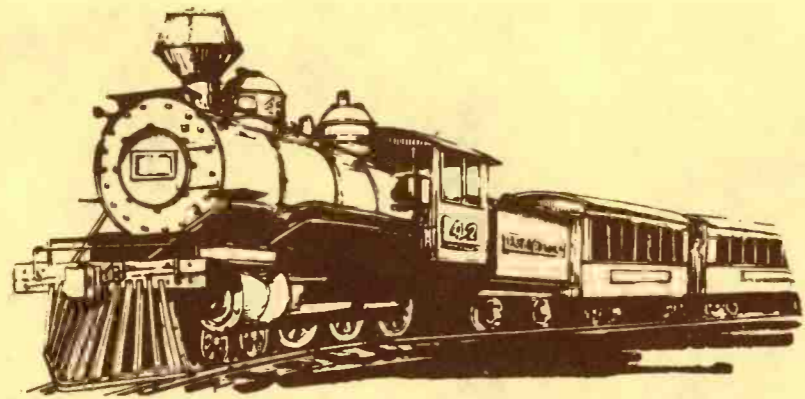
When the control of the railroad went completely to the Union Pacific, most of these facilities were eliminated and carried on in the U.P. Shops in Denver. The round house survived until early in the 1920's, though in later years it served only to service a switching engine.

Often overlooked are the many supporting facilities needed to operate a railroad—depots, roundhouses (pictured below) track scales and section houses. Some of the buildings and facilities had a brief life

span; others lasted a long time. The large brick freight station erected in Golden in 1872, for instance, was retired from use only recently.



In the early 1900's, cable funicular lines were built up Castle Rock and Lookout Mountain. These were popular for a time, but abandoned 1919-1923.



## THE COLORADO RAILROAD MUSEUM

In 1870, Colorado was a sparsely settled Territory of 40,000 hardy pioneers. Exploitation of rich gold and, subsequently, silver deposits in the mountains turned it into a booming State over the next two decades, and this explosive expansion was made possible only by the coming of the railroad. Narrow gauge and, later, standard gauge lines such as the Colorado Central, Denver & Rio Grande, South Park, and Colorado Midland were rashly pushed through nearly every canyon, creekbed and high pass in the Rockies; the railroad was the life-line of every mining camp and community in the mountains.

Today, highways and a changing economy have made only the most important of these lines a continued necessity, and the mountains are criss-crossed with the grades of those that have been abandoned over the years. Fortunately the Museum has been able to gather and preserve a large and varied collection of irreplaceable authentic material from the railroads that served Colorado's mountains and plains. The Museum building, a replica of an 1880-style masonry railroad depot, houses the more fragile of the displays in glass cases and frames—including rare old papers, records and photos displayed so as to give the viewer an accurate insight into the interesting histories of the various roads.

Outside the Museum, beneath Table Mountain, are typical narrow gauge railroad "yards" and "main line" track, on which are displayed (and occasionally run) locomotives and cars preserved from the narrow gauge lines. No. 346, an 1881 D&RG veteran, is the State's oldest locomotive, and is joined by other equipment of the same era. Adjacent tracks hold standard gauge equipment, ranging from one of the first Rio Grande standard gauge locomotives of 1890, to the newest and

largest modern steamer of the Burlington Lines. Old wooden passenger cars and freight cars, old cabooses, trolley cars, a "Galloping Goose", harp switch stands and stub switches, wooden water tower, and other railroadersiana complete the scene.

The Colorado Railroad Museum had its beginnings back in 1950, when co-founder Robert W. Richardson began accumulating railroad artifacts at Alamosa, Colorado. A Cincinnati, Cornelius Hauck, later lent his support to Bob's efforts, and in 1958 the two founded the present Museum at Golden.

Bob Richardson and Cornelius Hauck were two of the early enthusiasts who recognized the significance of the historically invaluable railroad material that was then about to be lost to Colorado and the future. Too little was being done to save and preserve the bulk of this material — from locomotives and switch-stands to operating records and letterbooks — by either public or private institutions, organizations, or corporations; there was no organized and properly financed program in operation or even in contemplation. These two pioneers stepped in and undertook the task themselves; they took the initiative and the risk, and invested a great deal of time, effort and money to accomplish what they felt was an urgently needed program of historic preservation. With the help of a hardy band of railfan boosters, they built up the present nationally recognized Colorado Railroad Museum, without the benefit of public funds or community assistance.

To reach the Museum from downtown Golden, take 10th Street east, the Museum is two miles from the center of town. 10th Street meets 44th Ave. and becomes 44th Ave. at the city limits.

# CANYONS



## The Welch Ditch

Starting out as a flume, the Welch Ditch takes water from Clear Creek above Tunnel No. 1, comes around the flank of Mt. Zion, crosses to South Table Mountain, skirting the north half. It is visible from Hwy. 6.

Charles C. Welch organized the Vasquez Flume and Ditch Co. in 1870, the original company sold at a sheriff's sale in 1876. Welch, with W. A. H. Loveland et

al, formed the Golden Flume and Ditch Co. that same year. Portions of the ditch apparently were constructed in 1870 and 1871, but the ditch seems to have been built piecemeal, for two sources note that the ditch was constructed in 1880. Finally the **Golden Globe** reported that it was completed in July, 1885.

# Clear Creek Canyon

## "Rush to the Rockies"

In June 1860, Horace Greeley on his trip to personally investigate the gold mines, was thrown from a jackass while crossing Clear Creek at Golden. He was safely rescued and apparently took the misfortune with no loss of temper or dignity.



A drive up the curves and windings of this rocky canyon shows numberless prospect holes, dump piles, shafts, cuts, and tunnels of the gold seeking past. The highway was built on the roadbed of the narrow gauge railroad which first braved Clear Creek Canyon.

### "And the Rush Was On"

"Cannonball" Creek, later to be known as Vasquez Fork, and finally by its present name of Clear Creek, saw the first great gold discoveries of Colorado.

Clear Creek Canyon is rich in mineral deposits, some dating back to when the Rocky Mountains first were formed. Eighty million years ago, upheavals from within the earth pushed the mountains up. Two glacial periods followed and left the steep rock canyons and fast moving streams. As ages passed, soft sedimentations eroded away, making the rugged crust of the earth visible. Cracks and veins of the valley walls had filled with hot lava-like materials. Changes in temperature and pressures resulted in deposits of gold, silver, lead, molybdenum, zinc, and other metals.

At St. Mary's Glacier one can still see one of the glaciers that helped form the canyon.

Except for an Arapahoe Indian tribe, the canyon remained untouched for centuries. Then came a lone prospector from Georgia named John Gregory. He took one look at Clear Creek Canyon, and chose it as a likely prospect for his gold seeking. Panning as he went, Gregory quickly found the creeks and gulches had a real story to tell. In January 1859, on a hillside where the "colors" were intense, he found what was the first discovery of lode gold in the Rockies. Meanwhile, George Jackson was making a placer find at present-day Idaho Springs. The discoveries in Clear Creek Canyon started the "Rush to the Rockies."

# Mt. Vernon Canyon

By Georgia Miller

The town of Mt. Vernon was plotted in 1859, but old notes state 1854. The plotted town is located at the mouth of Mt. Vernon Canyon just north of Red Rocks Park. It was named by Governor Steel, who was then Governor of Kansas territory. Mt. Vernon was then a part of the Kansas Territory, which later became Colorado territory. Governor Steel was an ardent admirer of George Washington, hence the name. The town at that time consisted of seven houses, a post office and a general store. Governor Steel moved to the area in 1861 and a monument to him stands on the site of his home.

One of the first settlers that came to the area was Edward Matthews. He arrived from England in 1870. The home that he built is of English architecture and is of hand cut stone. It is said that when his English bride first saw an Indian she was so frightened she "flew" into the house and hid under the bed for two days. Matthews put bars on the windows so that she would feel more secure. The Matthews' place became the first Wells Fargo Station west of Denver, and there was a tavern for weary travelers. The station contained from sixty to one hundred horses for changes.

There was a toll house west of the village and fees were collected from those continuing West.

The first Colorado legislature met in the Matthews' home, and at that time Mt. Vernon was to be the capital of Colorado. But when Gold was discovered in Clear

Creek, the residents of Mt. Vernon fled their homes, some burning them, and rushed to Golden. Mr. Matthews bought up most of the land, his great granddaughter, Dorothy Baugher lives there today.

My great grandfather, Richard Glaister came from England to become numbered among the first settlers of Mt. Vernon. He stayed on a ranch and purchased the property in 1881. His son, Richard, who had married Laura Ashley, moved west "to the farm" and quickly became part of the community.

Laura Ashley is a tale in herself. She had been a professor of Latin and Music at Radcliff College. She played the organ in the church, (which still stands today, saved by "the grace of God" from being demolished when 170 was built). She soon became known as a fine horse woman and an expert marks-woman. Her saddle was especially made for her, with a horn on it, the first woman's saddle with a horn. It is said she could shoot the head off a rattle snake from horseback. She bravely shot a bear, which she proceeded to make a rug of, and woe to a hawk that eyed her chickens! She loved her social affairs, and in one letter, that I still have, she tells of her preparations for a Thanksgiving dinner for 26 people—all neighbors and friends. There were springs on the ranch, a hearty garden and the fruit trees flourished, some still producing today. When Richard died, Laura inherited the ranch, passing it on to her broker upon her death.



Laura Ashley Glaister



Old Wagon Road.  
Just west of top of Mt. Vernon.

It was the broker who gave to the City of Golden rights to run the water line from Squaw Mountain through the ranch down to Golden. It was he who also gave the right of way for the Lookout Mountain Road from Mt. Vernon Canyon to Buffalo Bill's Grave.

Part of the ranch, known as the Glaister Ranch, remains in the family today, and a number of family members lay at rest in Pioneer Cemetery in Golden.

The Ralstons were another family that settled in the canyon. Capt. Lucian H. Ralston built half of the Lariat Trail, starting at the top. He met the other builder of the trail, Bill Williams half way down. The man that we all knew as Dad Ralston owned a general store and livery stable. His children became builders, fur ranchers and cattlemen.

Mount Vernon Country Club was started in the early 1920's, mostly by professional persons who wanted a retreat. It took a half day to get to Mt. Vernon from Denver at that time. The Club consisted of a small club house, with the only phone in the area. Weekend cabins were available and the Sunday Hunt breakfast was the delight of all. On June 22, 1926, the club

incorporated as a non profit association. The cabins were remodeled to year around homes, the club house was expanded and services, such as fire protection and road maintenance, were established. Theirs was the only fire protection in the area for many years. Many of the activities of the Club are enjoyed by residents of Lookout Mountain and the Golden area today.

The Grange was established on November 1, 1913, and had 65 charter members. They often entertained other Grange chapters whose members from Golden rode the Lookout Mountain funicular to the meetings. Tents were set up and everyone enjoyed an exhausting but wonderful day, returning to Golden in the evening by the funicular and then on to their homes.

There are many, many others who have made contributions to the history of Golden that can not all be listed here. Many good times were had in this canyon. It is said that movie stars found the Wild Rose Lodge on Lookout Mountain a favorite vacation spot. Bill Williams has a story of his own, as does the widow Mrs. Ruby. They are amongst the colorful characters of the area.

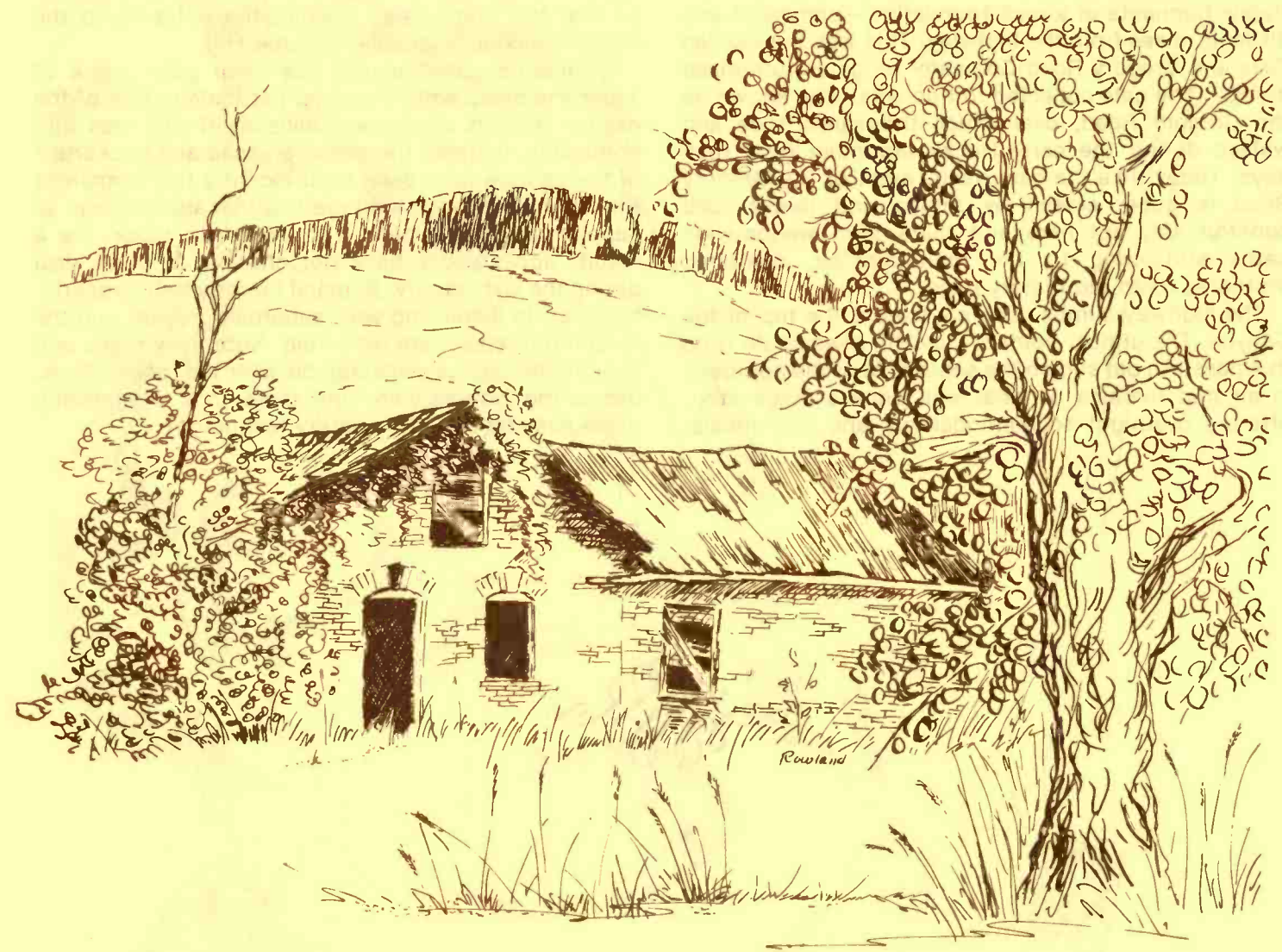
# Golden Gate Canyon

By Mary Koch

The shortest wagon route from Denver-Auraria to the North Fork of Clear Creek was the Gregory Road up Golden Gate Canyon, Eight-Mile Gulch they called it in those days. The Canyon was for one shining moment in history the main trail to the mines, funnel through which thousands poured headed for the gold fields. Walt Whitman traveled this route, so did Horace Greeley. They wrote about it, as did many others whose names are long forgotten.

A geological overview presents a shallow creekbed curling away from the valley floor north of Clear Creek and climbing a slim watershed tendril to Guy Hill. West of Guy Hill, Guy Gulch, 2000 feet below, strikes north and south, plunging from Michigan Hill to Clear Creek only to falter at the last minute. Bluffed by a mountain

500 yards shy of its goal, it veers and quietly enters Clear Creek unnoticed—the largest canyon below the Blackhawk turnoff to penetrate those rock fortresses from the north. Toward the top of the Guy Gulch drainage, Michigan Hill retreats northerly with dignity, only to become on the far side a fine roller-coaster of timber, rock and meadow, dropping with long breathtaking views into the valley of the Ralston. From this point Ralston Creek describes a long southeasterly arc through the mountains. Dammed by the State for recreation and by the beaver for homesites, Ralston Creek makes a final commitment on the flanks of the Front Range to the reservoir bearing its name, and leaves the mountains forever.



HAMPTON HOUSE, a small brick house nestles in a swale adjacent to Tucker Gulch, Golden Gate Canyon, apparently built in 1872, when it would have been considered pretentious. Tucker Gulch went on one of its spasmodic rampages and forced evacuation. Now, the house appears to be "reverting to the earth from whence it sprang."

The Golden Gate Canyon Road across the Front Range, junctions at State highways 93 and 119. The Road enters the mountains through its namesake, Golden Gate Canyon, also referred to by earlier residents and records as Eight-Mile (the actual length of the Canyon) and Tucker (a pioneer rancher at its entrance).

Golden Gate Canyon took its name from Golden Gate City, or Gate City, founded at the mouth of the Canyon in 1859. Gate City served as a supply depot for the wagons and stages that swayed and bounced up and down the main trail to the Gregory gold diggings on the North Fork of Clear Creek. In 1860, 26 buildings secured the Canyon entrance; but with the completion of a more direct wagon route through Clear Creek Canyon, followed by the railroad in 1872, Gate City dwindled and died. Rocky Mountain City sprang up not far from Gate City, but was even shorter lived. Today all traces of both cities have vanished.

Inside the Canyon two-tenths of a mile, just below a recently abandoned road cut on the north, are the few fragile remnants of a rock foundation—unmarked and difficult to see from the highway. This was the Golden Gate and Gregory Road Company tollgate, authorized in 1862. The gate collected toll on what was known as the Gregory Road, over which thousands rode and walked during the early Rocky Mountain gold rush days. Today, like the gate itself, most of the Gregory Road is gone, erased by floods and newer road construction; but here and there slim wagon-wide paths still cling to the mountainside, scattered footnotes to an old history page.

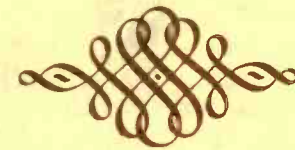
The highway climbs leisurely toward the top of the Canyon. The utmost point of Guy Hill rises south from this pass. An old silo on the south side of the approach is all that remains of what was once a stage stop, offering overnight accommodations and fine meals.

The descent into Guy Gulch demanded great skill on the part of the teamster. Early 1860's guides to the gold mines cautioned "great care will have to be taken to properly block your wagon."

From the bottom of Guy Hill the highway rises through Guy Gulch to the top of Michigan Hill, descends the valley of the Ralston, and ascends that valley north toward the Peak to Peak Range. Two more tollgates were operated along the upper reaches of this trail to the mines allowing the traveler a choice of routes down into the great North Clear Creek Canyon gold diggings.

Homesteaders, their cabins long vanished from the forest floor, named the mountains their wagon wheels measured—trails followed today by narrow, well marked dirt roads: Robinson, bridging the dry creekbed in the bottom of Guy Gulch and climbing the west side; Smith, curving through dark timber just inside Gilpin County line; and Dory, slipping quietly past the old cemetery above Blackhawk. The Crawford Gulch Road leaves the highway in Golden Gate Canyon and returns to it at the State Park, passing the entrance to the White Ranch as it crosses Belcher Hill.

Residential development has been slow. Lack of water and steep embankments, particularly true of the eastern portion, discourage division of this area into homesites. Instead, the native grasses and buckbrush of the pasture have been until recently the domain of the rancher, who left it all pretty much alone except to supplement the wildlife with domestic stock. As a result, appearances have not changed a great deal during the last century. Demand for mountain property, however, is increasing with suburban growth, and the ranching interests are retreating. Soon new roads will explore the ravines and scramble over the rocky ridges, depositing houses here and there in a progression made easy by our 20th century technology.



# MINING AND THE COLORADO SCHOOL OF MINES



# Golden, Gateway to Gold Fields

"A good place to cross the river"

No one who has not seen the wild rush for the scene of a lucky find of gold can realize the madness of "gold fever". It impels men by the thousands to trade homes, families and comfort for hastily built shacks, tents and loneliness.

Men, in search of gold, traveled through the 1280 acres of Golden City to their gold fields because Golden was "a good place to cross the river".

West of Golden, in Clear Creek Canyon, mining camps were many. Towns sprang up as if by magic, throbbing with excitement.

The pioneer miners of this area were what we call placer miners. They used only their pan and their shovel as their mining equipment. Due to erosion, placer deposits found their way to stream beds. And there along the streams the panners shoveled sand and gravel into their gold pans. The pan was then filled with water and set in a swirling motion. The lighter ingredients would be swept away and the heavier gold particles would be left at the bottom of the pan.

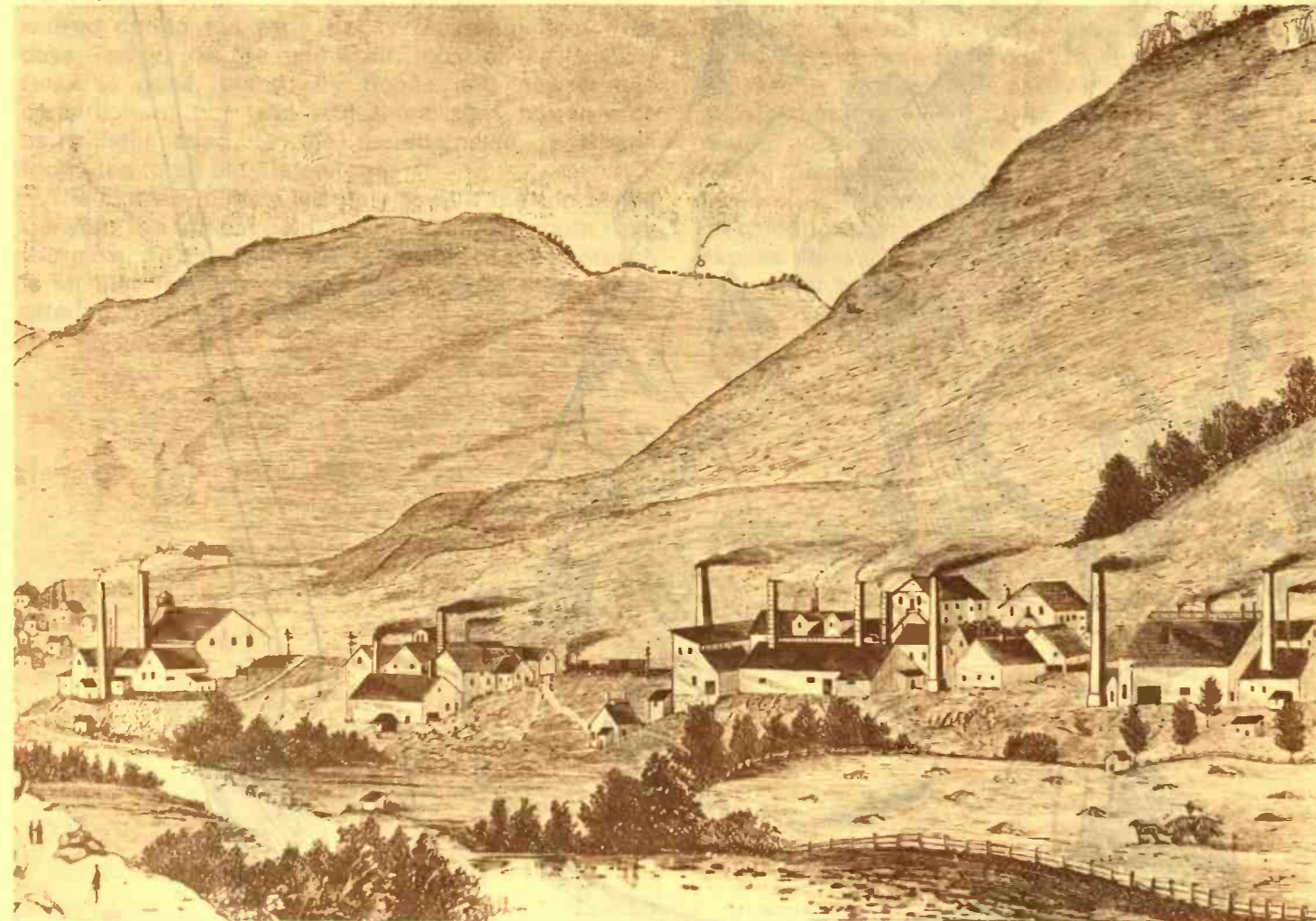
The panners soon found that volume could be

increased by scooping sand or gravel into a long trough, formed by a series of inclined sluices or flumes. Some of the old sluices can still be found in their last resting places.

The story of one mining camp is the story of them all. A prospector discovers traces of gold or silver, the rumor spreads and the treasure seekers rush in. A few lucky miners attained riches beyond their wildest dreams. But for the great majority there was only a bare living and bitter poverty.

The panners and diggers disappeared and in a short time towns became ghosts of the past. Some of the disappointed miners turned to ranching and farming as a living. And many turned toward Golden for jobs in smelting, milling, construction, transportation, and food supplies.

Such, briefly, were the ups and downs of the men, the mines, and the mining towns. Through all the chaos, Golden remained an orderly community, a good place to cross the river, and a good place to work and live.



Smelters Row - Golden, Golden Smelting Works - 1872, Collom Loan Smelter Co. - 1875, Colorado Dressing & Smelting Co. - 1876, French Smelting Works - 1876, The Malachite Mining Co. - 1877, The Trenton Dressing & Smelting Co. - 1877, Valley Smelting Plant - 1879.

# History of the Colorado School of Mines

By Gerald A. Peters

Unique in Colorado history is the Colorado School of Mines at Golden, the oldest and largest college of mineral engineering in the world. CSM was founded over one hundred years ago. Behind the founding of the School, older than the "Centennial State" itself, is the history of the mining and mineral industries of Colorado.

It is hard to imagine what Golden was like 100 years ago. The entire Territory of Colorado was settled by only 135,000 hardy souls. The frontier mining camps were giving way to communities providing jobs in smelting, milling, refining, transportation, construction, and food supplies.

The nation's centennial celebration was being planned for 1876; Ulysses S. Grant was President; the Civil War had ended only nine years earlier; and the stampede for gold was about to touch off a famous battle in the Dakota Black Hills along a branch of the Bighorn River. Silver bricks were laid from the street to the Teller House in Central City when President Grant visited the hotel in 1873.

Ferdinand B. Hayden's government surveyors had ranged over huge expanses of the Colorado Territory, compiling maps and data on geology, geography, and natural resources. Hayden was then director of the U.S. Geological Survey.

Bishop George M. Randall of the Episcopal Church had a dream that began a few days after he reached the Territory from Boston in mid-1866. He planned "The University Schools in Golden, Colorado," a frontier campus to include a Divinity School, Matthews Hall; a College Preparatory School, Jarvis Hall; and a "School of Mines" designated to offer "instruction in the sciences connected with the mineral wealth of the country." Bishop Randall's idea became a reality in 1869 with construction of

his first "University" building on land south of Golden where the Lookout Mountain Boys School now stands.

It is reported that Bishop Randall was greatly influenced in establishing a mining school in Colorado Territory as a result of his discussions with surveyor Hayden. Also interested in the idea was Hayden's good friend and editor of the Colorado Transcript newspaper, General George West, who published editorials calling for a "School of Mines."

Others such as W. A. H. Loveland and Edward L. Berthoud joined West in supporting a mining institution in Golden to serve the needs of the booming territory. They realized the glory days of the "Rush to the Rockies," when gold nuggets were for the easy pickings, were fading. Nathaniel P. Hill, with his Boston and Colorado smelter, had demonstrated how trained engineers could help save Colorado's mining industry by use of advanced refining methods.

An effort was made in 1870 to establish a Territorial School of Mines, under Bishop Randall's supervision with an appropriation of \$3,800, based on a tax on mining claims. Many difficulties, including lack of adequate financing, frustrated the plan.

Continuing agitation by West, Loveland, Berthoud, and others led to introduction of a bill before the Territorial General Assembly to establish a School of Mines under territorial control and separate from Bishop Randall's "University Schools." The legislative body passed an enabling act, with an outright appropriation of \$5,000 and it was signed by territorial Governor Samuel Elbert on February 9, 1874, the founding date of the Colorado School of Mines.

The School prospered and in 1880 occupied its first building on the present Golden campus. Dur-

ing the same academic year the last professor in charge, Albert C. Hale became the first president of the Colorado School of Mines. The School's library was expanded on the new campus and funds were provided for athletic equipment.

The first degree to be awarded by the Colorado School of Mines was in 1881. An engineering degree and the first honorary degree was received by Milton Moss. Captain E. L. Berthoud was additionally quoted stating: "The value of building, apparatus, collections, grounds, and fixtures at Mines amounts to \$20,000."

Regis Chauvenet was elected the second president in 1883 and a formal commencement was established. A total of two students received engineering degrees being: William B. Middleton of New York and Walter H. Wylie of Los Angeles. By 1890 the enrollment totaled 65 students from 14 states and two foreign countries.

By the turn of the century, CSM had an approximate enrollment of 200 students and a graduating class of 28. Additional revenue was received by the School from individuals such as William S. Stratton of Colorado Springs who made possible expanded physical facilities on campus. In 1900 Stratton made the first private donation of \$25,000 allowing the construction of Stratton Hall.

During the intervening years between 1900 and the present, many new buildings and facilities have been added to the campus. The newest of these buildings is the 3.5 million dollar Cecil H. and Ida Green Graduate and Professional Center. This building is located in the heart of the campus and serves as its hub. The building houses the Geophysics department and the George R. Brown Computer Center. In addition, it features an auditorium which will seat 1,300 people plus two smaller

auditoriums and Social Center in the lower portion of the building.

As the Colorado School of Mines now embarks into its second century of service to mankind, it remains the oldest institution in the United States devoted exclusively to the education of mineral engineers and has expanded its early Colorado reputation into a national and international reputation, drawing students from all over the United States and some 50 other nations. The over 8000 graduates do the globe, with nearly 10 per cent working abroad.

With a faculty of 190 in 10 degree-granting departments and 11 supporting departments the Colorado School of Mines offers courses leading to the B.Sc. in Engineering degrees in Chemistry, Geology, Geophysics, Mathematics, Metallurgy, Mining, Petroleum, Physics, Chemical Petroleum-Refining and Mineral Engineering.

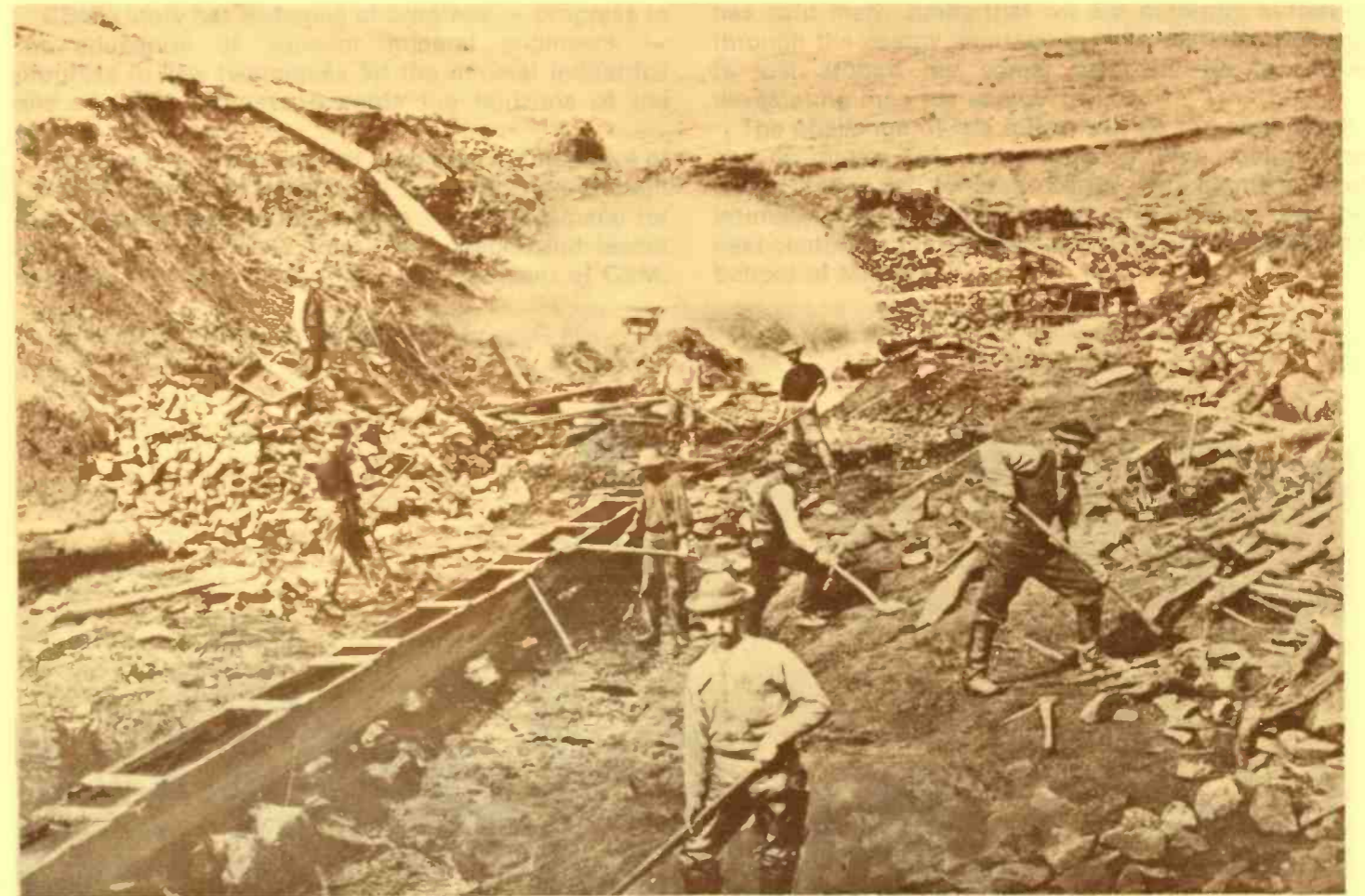
The basic campus is comprised of 213 acres and over 20 buildings. Additional facilities include the 40 acre Green Geophysics Observatory site near Bergan Park, the

Edgar Experimental Mine with more than five miles of tunnels at Idaho Springs.

Presently the School is preparing to meet the needs of the future. It is doing much research in oil shale, geothermal energy, solar energy, degasification of coal, and petroleum exploration and development. The U.S. Geological Survey is in the process of moving part of its operations to the campus and the new Colorado Energy Research Institute will also be located on the campus in Golden.



School of Mines, the turn of the Century class of 1901

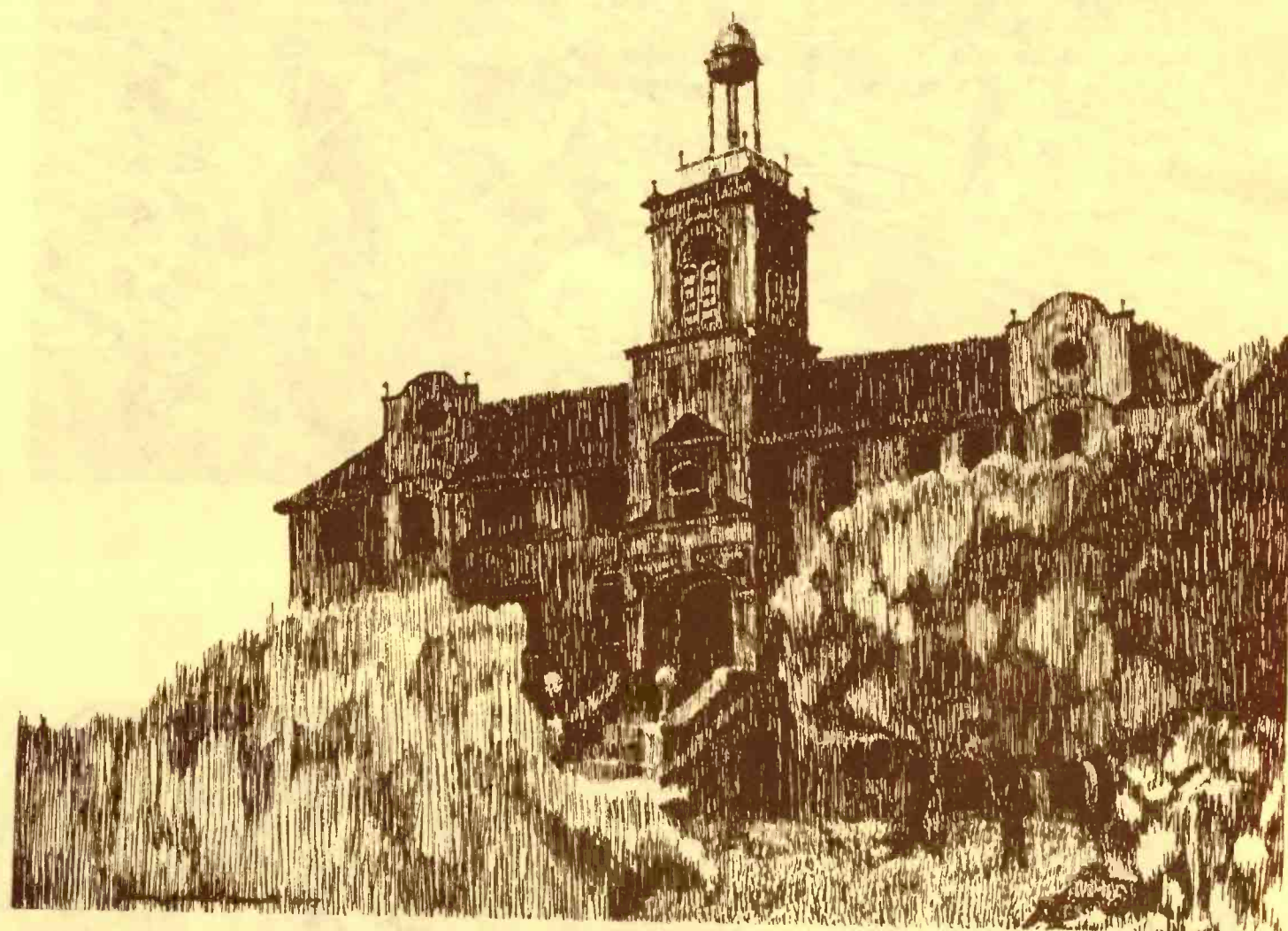


#### PLACERS GAVE WAY TO UNDERGROUND MINING

After loose surface gold was worked by sluice boxes and placering (as above), the deposits became exhausted, and mining required shafts, tunnels, drifts, and blasting in hard rocks to follow a vein.



In the photo miners are drilling holes with double and single jacks.



**Guggenheim Hall**

Completed in 1906, Guggenheim Hall honors a Colorado School of Mines benefactor, Simon Guggenheim. During its early period, it housed the administration, the library, and several departments on campus. Students wore hobnailed boots in the early 1900s and Dr. V. C. Alderman, president, made Miners remove their boots at the entryways.

Arches on the upper ventilation facades had three

platforms, at the two lower ends and at the top, each to have a sphere resting on them. Students of the Class of '06 planned to gild the spheres after positioned, three gilded balls being the trademark of early-day pawnshops.

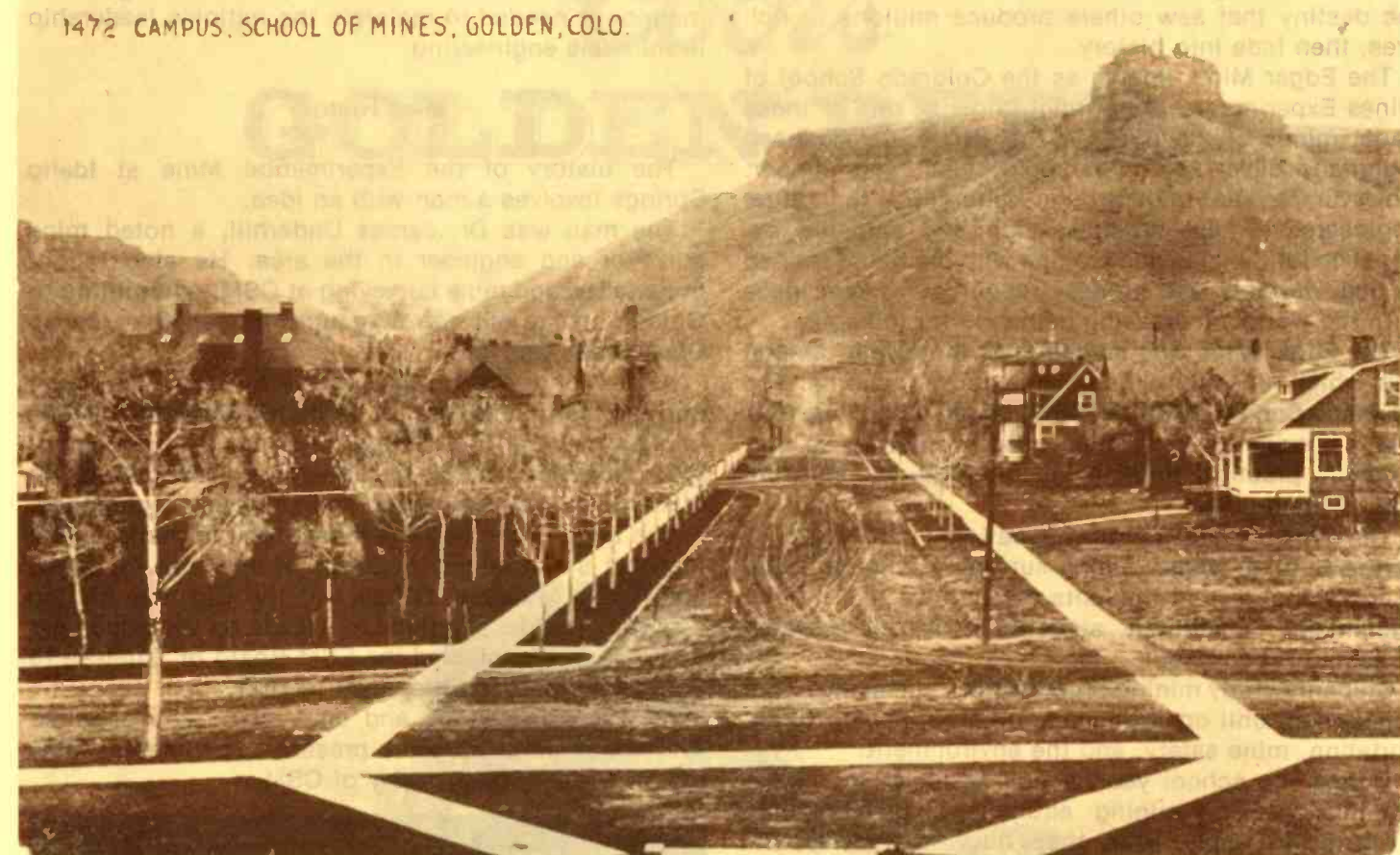
But someone learned of the projected shenanigan of the Aught 6 class and the upper spheres were never positioned.

CSM's story has been one of progress — progress in the education of superior mineral engineers — progress in new techniques for the mineral industries and constant progress towards the horizons of the future.

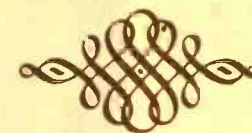
Perhaps one of the biggest problems in the future of Colorado School of Mines will be to provide enough highly skilled men and women to meet the demand for more oil and minerals from even deeper and leaner deposits. Dr. Guy T. McBride, Jr., President of CSM,

has said many times that we are currently suffering through the energy shortage but the mineral shortage is just around the corner and will be far more devastating than the energy crunch.

The challenge of the future will be the earth itself, and no matter how complicated or how abstract the reality, concern for the Earth, for harmony and intimacy with its beauty, power and balance over the next century is the greatest aspiration of the Colorado School of Mines.



Early postcard of Campus, School of Mines



# The Edgar Mine

## How To Find Edgar Mine

Slopes of the mountains above Idaho Springs and the nearby communities of Black Hawk, Central City, and Georgetown show the abandoned mine openings and dumps of a romantic past: the "Rush to the Rockies" and feverish mining for silver and gold.

A few working mines still exist, somehow evading the destiny that saw others produce millions in rich ores, then fade into history.

The Edgar Mine, known as the Colorado School of Mines Experimental Mine, might now be one of these ghost mines of the past. In the 1870's, it produced highgrade silver and some gold, lead, and copper. However, as an underground laboratory for future engineers, it now produces rich and valuable experience for the men and women who are being trained to find, develop, and process resources to keep pace with the world's increasing demands for minerals.

The Edgar Mine was named after the Edgar mineral vein which runs along the hillside above the mine. The Colorado School of Mines (CSM) began using it in 1921 and maintains the only mine used exclusively to give students practical training in underground surveying and mine practices.

The mine provides unique educational advantages. It serves as a lab where mining surveying is taught, and is functional in that students are able to use mining equipment. In addition, students carry out research projects in the mine.

Students study mining organization, surveying, work scheduling, unit operations, ventilation, power, transportation, mine safety, and the environment.

During the school year, a course is taught in the practical use of mining equipment, allowing the students to apply what they have learned in the classroom to real situations. The course runs a full cycle in the mine: drilling, blasting, and mucking (loading blasted rock).

Each summer a four-week field session is held to teach students the art of underground surveying, claim surveying, and various advanced forms of survey work.

Research is carried out on a continuing basis by several groups, including the CSM Mining Department graduate students, the U.S. Bureau of Mines, the U.S. Bureau of Reclamation, Colorado State University, and others.

Day-to-day operations and maintenance are the responsibility of CSM's Mining Engineering Department. The students and staff conduct free guided tours and equipment demonstrations for the general public from June 1 through Labor Day. Special group tours can be arranged during the school year by notifying the Mining Department (279-3381, ext. 332).

The Edgar Mine is in Idaho Springs, it can be reached by Interstate 70 and U.S. 6, taking Exit 50 north to Colorado Avenue, then west to 8th Street where a sign marks the entrance road.

The Mining Department of the Colorado School of Mines is proud of the Experimental Mine and the purpose it serves: educational tours for the public and school groups; cooperation with industry, state, and federal organizations in research; and training of the manpower needed to maintain the nation's leadership in minerals engineering.

## Mine History

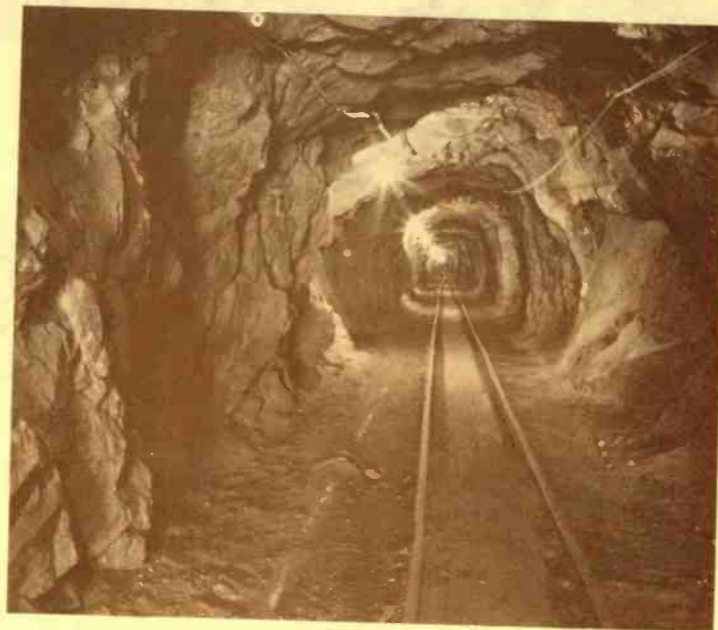
The history of the Experimental Mine at Idaho Springs involves a man with an idea.

The man was Dr. James Underhill, a noted mine surveyor and engineer in the area. He also taught mineral law and mine surveying at CSM, commuting to Golden on the old narrow gauge railroad that ran up Clear Creek Canyon.

After World War I, many of the mines in the Idaho Springs district closed. Dr. Underhill thought it would be a good thing if the School of Mines secured one of these mines for use as an underground laboratory for students to practice mining and surveying techniques.

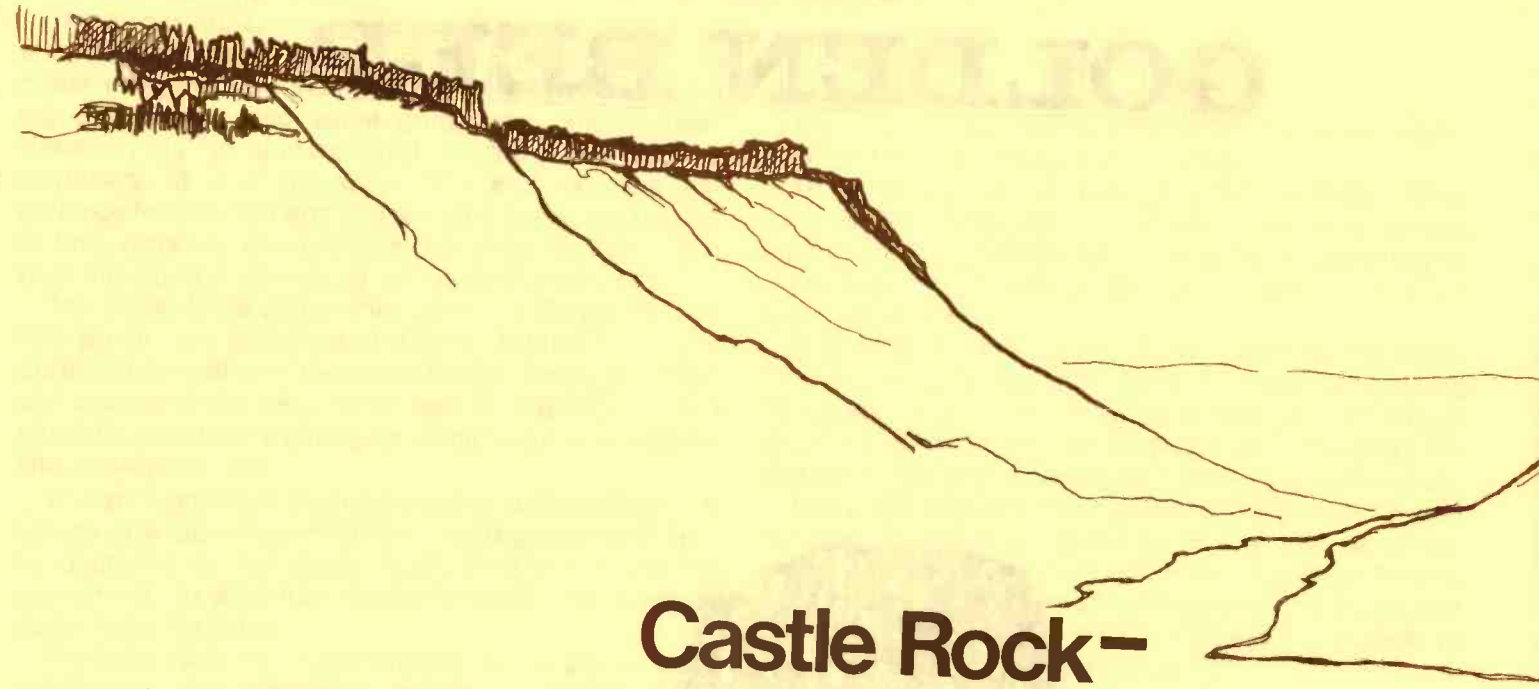
The Edgar Mine had the safest rock formations and the best underground workings of any that he knew, and it was available. Officers of the Big Five Mining Co., then bankrupt, agreed to a lease on the Edgar and Dr. Underhill persuaded the CSM Board of Trustees to enter into a formal agreement in 1921.

Additional workings and land have been acquired over the years to form the present Experimental Mine holdings, now the property of CSM.



# THE HISTORY OF *Coors* GOLDEN BEER





## Castle Rock— a Landmark for Golden

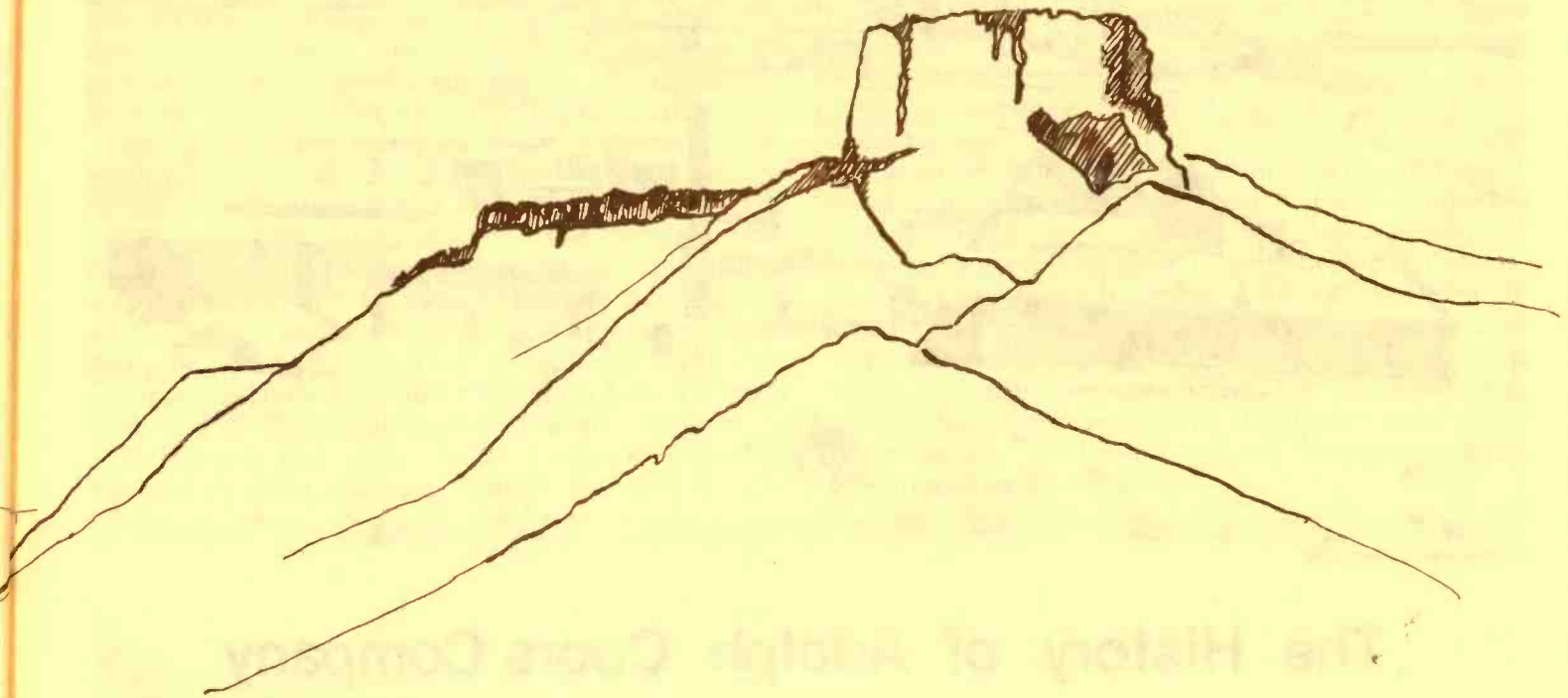
The Table Mountains in Golden, Colorado, rise abruptly above the valley floor. In years gone by the passageway between them has served as a gateway to the Rocky Mountain West. More popular, more publicized and more prominent, however, is the extreme northwest end of South Table Mountain known as Castle Rock.

One of the first commercial uses of the Table Mountains was by Charles Quaintance, son of an early Golden pioneer. Quaintance built a dance pavilion, light tower and cable car line on South Table Mountain, and the tourist attraction opened on May 17, 1913. He also cut a road up South Table Mountain and offered tourists donkey rides to the top of Castle Rock.

The tourists would come from the local areas and Denver, riding the high-speed streetcar to Golden, bringing with them their picnic baskets for a day of relaxation. Oftentimes they spread their picnic blankets and ate their lunches near the Coors lake.

The pavilion fell into disuse after a few years. In 1927 it burned down and was never rebuilt.

A light tower next to the dance pavilion was supposed to have had a large searchlight in it as well as three telescopes to take in the panoramic view of the plains.



## a Trademark for Coors

A cable car line was in operation on the northwest side of South Table Mountain for several years, but it was closed and the tracks removed in 1915. The cable car roadbed can still be seen on the side of Castle Rock. The Table Mountains saw the growth of the area's population and industries; power lines crossed both flattops; a rodeo arena operated for a short time on South Table Mountain; glider enthusiasts once launched their crafts toward the plains, but due to severe down-drafts along the Tables, they soon looked for calmer areas.

Besides being a landmark, Castle Rock today serves as a trademark for Adolph Coors Company. The formation has stood as a symbol of Coors quality for more than a century.

One hundred years ago no one would have thought that this majestic landmark would cast its shadow over the world's largest single brewing complex and its more than 3,500 employees. No one would have believed it possible for a single brewery to produce 13,000,000 barrels of beer in one year. No one can conceive what Adolph Coors Company will be like in the year 2077 — 100 years hence. The Company can only begin to lay the foundation for brewing in its second century, as it did in the first century. If this is done, the Golden Brewery — as it was once called — will still remain in the shadow of the Table Mountains.



Coors Golden Brewery 1886

## The History of Adolph Coors Company

By Anita Krajewski  
Courtesy Adolph Coors

In 1868 when 21-year-old Adolph Herman Joseph Coors came to the United States of America, he was seeking freedom and opportunity in a new land. Traveling west into Colorado, the industrious young German immigrant settled in the spring laden Clear Creek Valley, establishing a new brewery there in 1873 with Jacob Schueler as co-owner. The new brewer, established on the old tannery property of C. C. Welch and John Pipe, was built in plain view of Castle Rock, which has become a trade mark of Coors throughout its century of existence. Near the turn of the century, Coors Golden brewery was producing about 50,000 barrels of beer each year from its seven story brewhouse, the first skyscraper in Golden. All the beer was brewed with the famous Rocky Mountain Spring Water flowing from the more than 60 natural springs on the property.

In 1879 Coors married Louisa Weber in a small private ceremony and established his home on the landscaped grounds near the brewer. Today the original Coors home still stands, having been moved once 300 feet in order to make way for brewery construction.

In 1880, Coors bought out Schueler and at age 33 he became sole owner of his business. The brewery

flourished until Prohibition hit Colorado in 1916, and so the company turned to other endeavors in order to survive. Through the dry years the brewery produced malted milk, near beer and skim milk crystals, and sold sweet butter and double rich cream. Although Prohibition ended, the malted milk business boomed at Coors and from the 1920's to the late 1950's sold nearly all it could produce to the Mars Candy Company.

In 1933 Prohibition was repealed, but it had taken its toll of American breweries. Of the 1,568 breweries in operation in 1910, only 750 were able to open again in 1933. Coors was one of them. That year the plant brewed 136,720 barrels of beer (31 gallons per barrel.)

Today Adolph Coors Company is the largest single brewery in the world. In 1976 it ranked fifth in beer production, brewing 13,664,464 barrels of beer with quality-recognized ingredients—Pure Rocky Mountain Spring Water, Moravian III brewing barley, rice and hops. A specially controlled strain of yeast, not actually an ingredient, serves as a catalyst to propagate the biochemical reaction of converting sugars to alcohol and carbon dioxide, making beer.

The company presently distributes beer in 14 states, including Arizona, California, Colorado, Idaho, Kansas, Montana, Nebraska, Nevada, New Mexico, Oklahoma, Texas, Utah, and Wyoming.

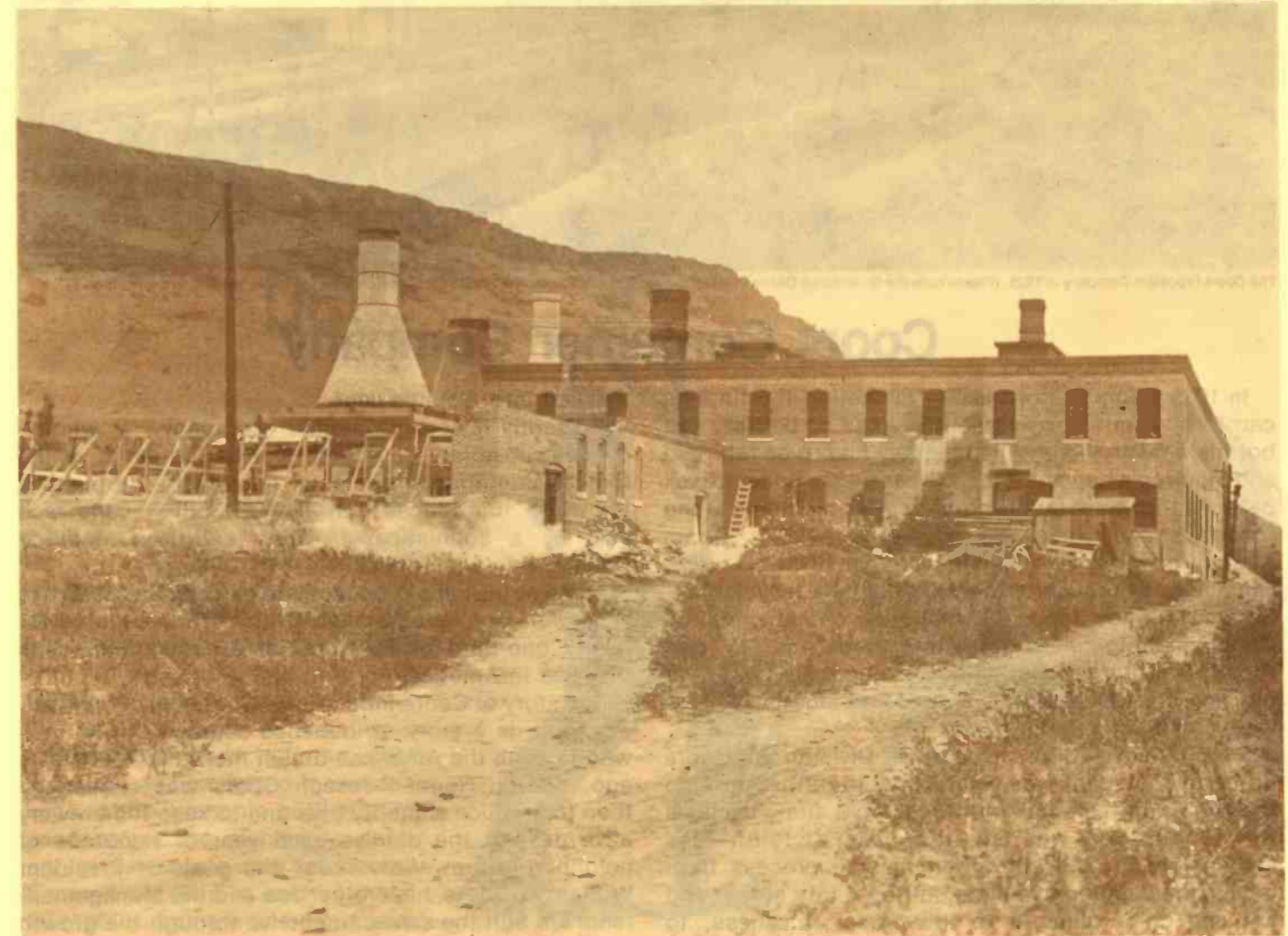
## Coors Porcelain Company

In 1886 Adolph Coors was well on his way to producing a popular, quality beer and already working to develop his own bottle manufacturing system to augment his barrel manufacturing plant. That year Adolph Coors, Joachim Binder and James Ward formed the Colorado Glass Works Company. The company, located at Ford and 8th Streets, produced beer bottles and mineral water bottles, among others. Because it was not a lucrative business, the plant closed in 1892 and remained idle until January 1910 when Mr. J. J. Herold, a potter from Ohio, started a pottery on the site deeded to him by Adolph Coors at the 8th and Ford Street location. The company was called the Herold China and Pottery Co., and Coors was its largest stockholder. The plant developed a good grade of ovenproof cooking ware which is still being gathered by collectors. In 1920 the name was changed to Coors Porcelain Company, with the main plant and offices still located on the same ground.

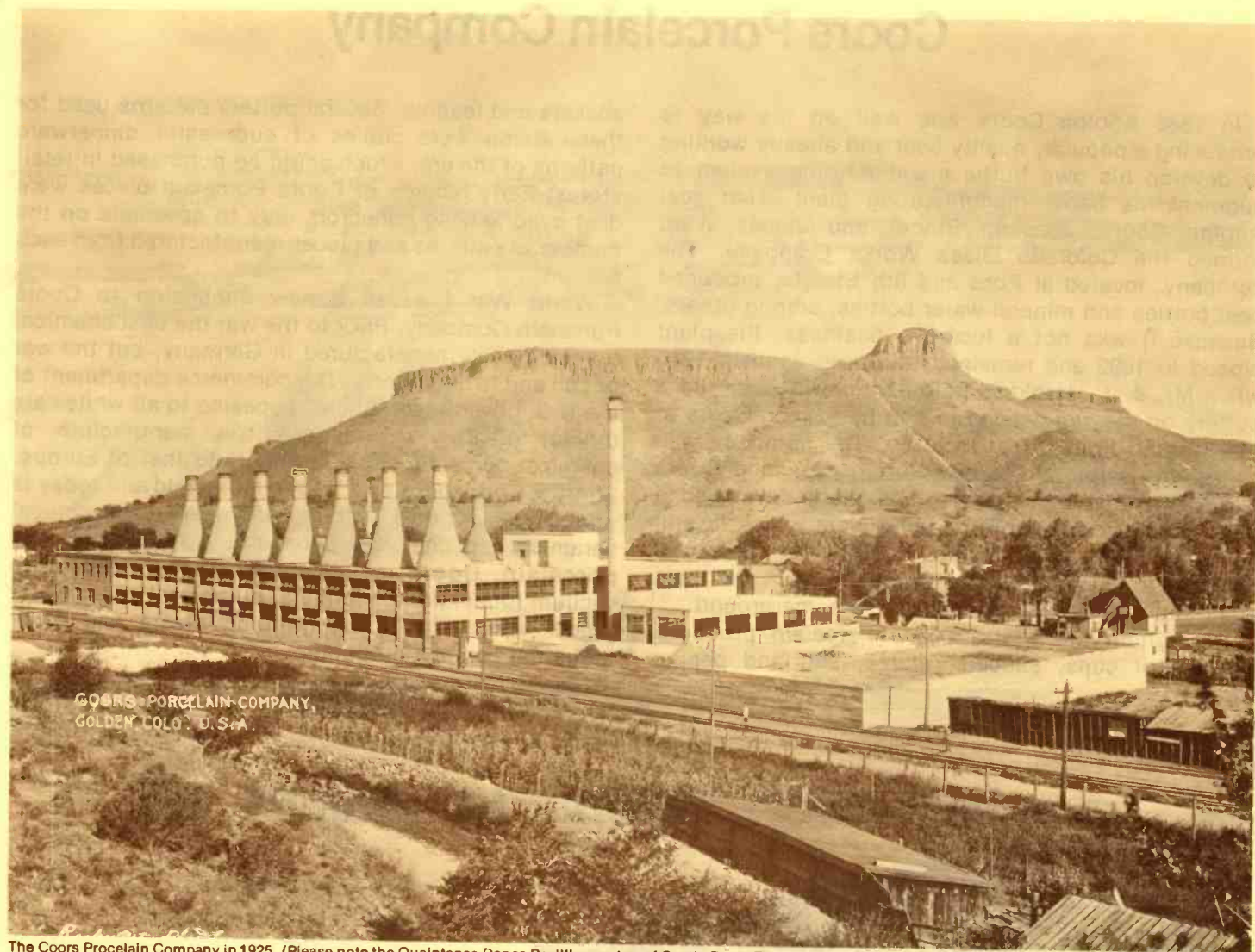
Throughout the years, Coors Porcelain produced myriads of cups, saucers, plates, salt and pepper

shakers and teapots. Several pottery patterns used for these items were copies of successful dinnerware patterns of the era, which could be purchased in retail stores. Early records of Coors Porcelain pieces were destroyed leaving collectors only to speculate on the number of patterns and pieces manufactured from each pattern.

World War I added a new dimension to Coors Porcelain Company. Prior to the war the best chemical porcelain was manufactured in Germany, but the war put an end to all imports. The commerce department of the U.S. government quickly appealed to all whiteware (china) plants to undertake the manufacture of chemical porcelain equal in quality to that of Europe. Shortly, Coors became a leader in the field and today is one of the world's leading producers of technical ceramics and chemical porcelain. Besides chemical porcelain, Coors makes ceramics for electronic vacuum tubes, pump plungers, pump seal rings, water faucet valves, tool bits, grinding media and other industrial ceramic products.



The first Coors Porcelain Company in 1916



The Coors Porcelain Company in 1925. (Please note the Quaintance Dance Pavillion on top of Castle Rock. Two cable cars are visible on the tracks leading to the Pavillon.)

## Coors Container Company

In 1935 Adolph Coors began marketing the tinfoil can. Until then beer was sold in kegs or bottles. But bottles were an inconvenience; they had to be returned and required a deposit. Tinfoil cans were under attack because they were fast becoming litter problems along roadways and parks. So in the mid-1950's Coors began looking at a recyclable, returnable can. Aluminum cans—which were indefinitely recyclable—became the new focus. To make the dream a reality, Coors joined forces with Beatrice Foods, Inc., to form Aluminum International, Inc., and the result was that on Jan. 22, 1959, the first 7-ounce all-aluminum cans were marketed in eight packs.

Soon after, a Coors Container Division of Coors Porcelain Company was established to further develop the aluminum can-making process. At first, because the technology was so new, the division was responsible for the entire can making process from buying the aluminum in pigs, cutting it into strips, and hot and cold rolling it to the proper thickness, to stamping out the slugs. The slugs were then literally

mashed into 7-ounce cans.

Presently Coors Container Company, a wholly-owned subsidiary of Adolph Coors Company, is the largest single metal container manufacturing plant in the world. It produces more than 2.7 billion cans each year by a sophisticated "draw and iron" method production.

Many of the cans produced are recycled in the Coors "cash-for-cans" program which in 1976 accounted for nearly one-third of the total of all aluminum cans recycled in America.

The story of Coors Industries—Container, Porcelain, Brewery—is a story of immense courage of one man who took up the American dream more than 100 years ago. Adolph Herman Joseph Coors was challenged then to produce a quality beer and to keep his brewery alive despite the demise each year of hundreds of neighboring breweries. Today the goals of President William K. Coors, his brother Joe and the Management team are still the same: to survive through the growth of the business and through the quality of the product.

# The evolution of packaging beer

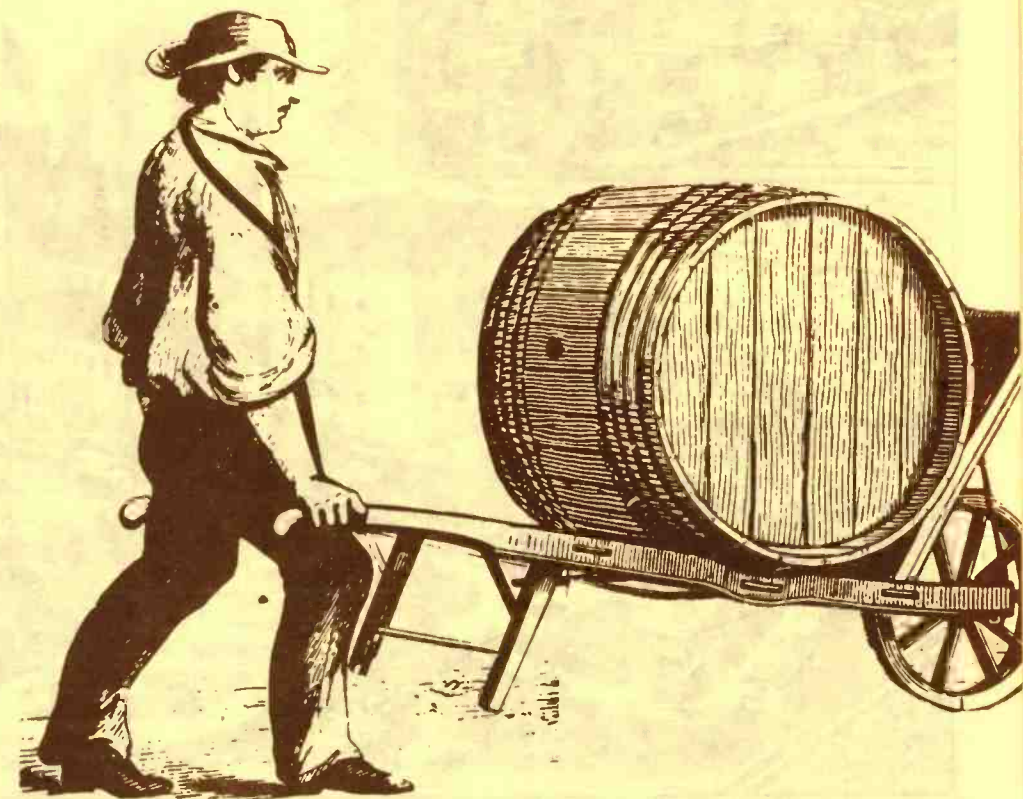
Drinking glasses didn't exist in the 18th century and most beer was drunk from leather mugs - "black jacks." Pewter mugs were also popular at the time of the founding of Adolph Coors Company; however, the glass mug was becoming permanently established in the brewery-owned saloons by this time.

When Adolph Coors, Sr. moved to Denver in May 1872, his first business venture in the area was as a bottle manufacturer. He set up a bottling business in partnership with John Staderman. The partnership lasted only a year before Coors took over the business himself. In the 1873 Denver City Directory he advertised as, "a dealer in Bottled Beer, Ale, Porter & Cider." (Stanley Baron, *Brewed In America*, p. 250.)

It was later that same year that Adolph Coors, Sr. started his brewery with Mr. Schueler.

The Coors brewery, like others of the day, probably packaged about 70% of its beer in the 31-gallon oak barrels, although records are not readily available to prove this. Such was the case until after Prohibition.

As the American breweries laid dormant for 16 years, the soft drink industry was making major improvements in using bottles as a convenient package. This factor, combined with the introduction of the tinfoil can after 1935, can now be directly related to a steady decline in the use of kegs in proportion to cans and bottles. "In 1934, the first normal year after Repeal, the ratio of sales was 75% in favor of draught. Package sales soared year after year until in 1941 they actually overtook the sales of draught 51.7% to 48.3%." (Stanley Baron, *Brewed In America*, p. 326.)



At the time Adolph Coors, Sr. was establishing his brewery in Golden, packaging was mainly of two types - the oak barrel and the glass bottle. The tinfoil can did not appear on the market until 1935 and the aluminum can not until 1959.

Prior to 1873 or at least until about 1850, much of the beer produced was packaged in wooden kegs. Although some bottles were used before the eighteenth century, glass vessels were considered a prized possession and until the late 1800's, some were so precious they were included in a man's will.

The advantage of the tinfoil can was at the time considered to be many: nonreturnable, required no deposit, eliminated drinking from the same reusable container, weighed less than glass and did not allow the contents to be subjected to light.

At this same time the bottle companies were also busy developing a nonreturnable bottle.

These two packages in many respects helped beer become a household beverage again. Where legal, grocery stores, supermarkets, and liquor stores encouraged the use of such containers. Unforeseen to all was the impact such a package would have on the environment.

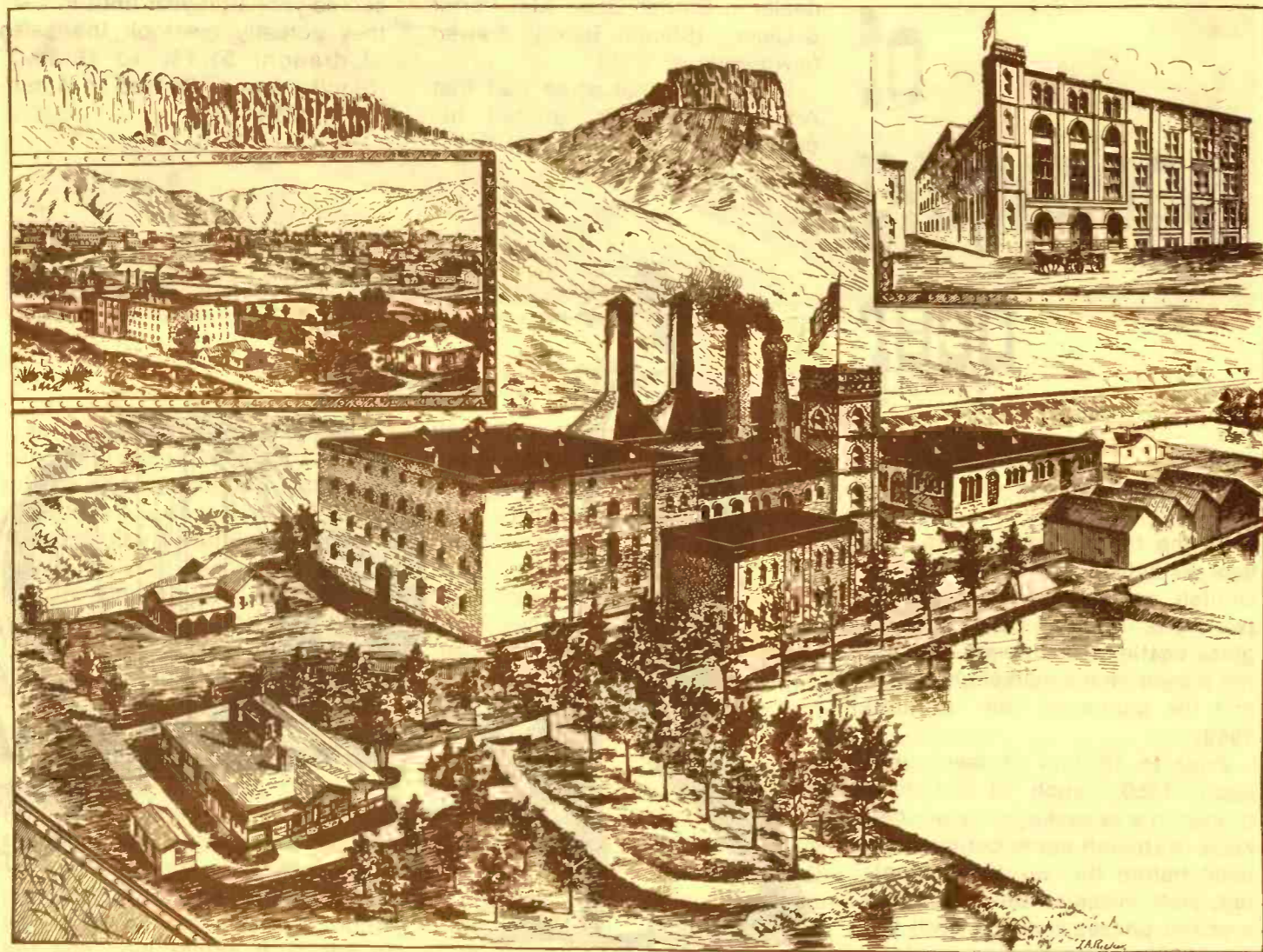
With foresight and concern, Adolph Coors Company in 1957 began researching the feasibility of a recyclable aluminum container. In 1959 Coors placed the first aluminum beer container on the market. The now popular 7-ounce can was the forerunner of all aluminum beer cans used today.

After other breweries began packaging beer in aluminum cans, another change brought even more convenience to the consumer — the pull tab top. But this, too, like the tinfoil can, was eventually to bring environmental criticism to the brewing industry.

Today's Coors aluminum beer can with its nondetachable Press Tab provides the consumer with a

package containing the freshest beer available. Since nothing is detachable from the can, the entire package is completely recyclable. The emphasis on packaging has changed from convenience for the consumer to environmental concern over the last ten years.

Over the last century, packaging in the brewing industry has developed to a point at which product protection and consumer convenience have attained great heights. In the future, even more conveniently, environmentally sound packages will be produced. Adolph Coors Company will continue to research and develop packages with these ideals, a major consideration in its packaging designs.



BIRD'S EYE VIEW OF THE GOLDEN BREWERY PLANT AND GROUNDS.

# The Era of Coors Malted Milk



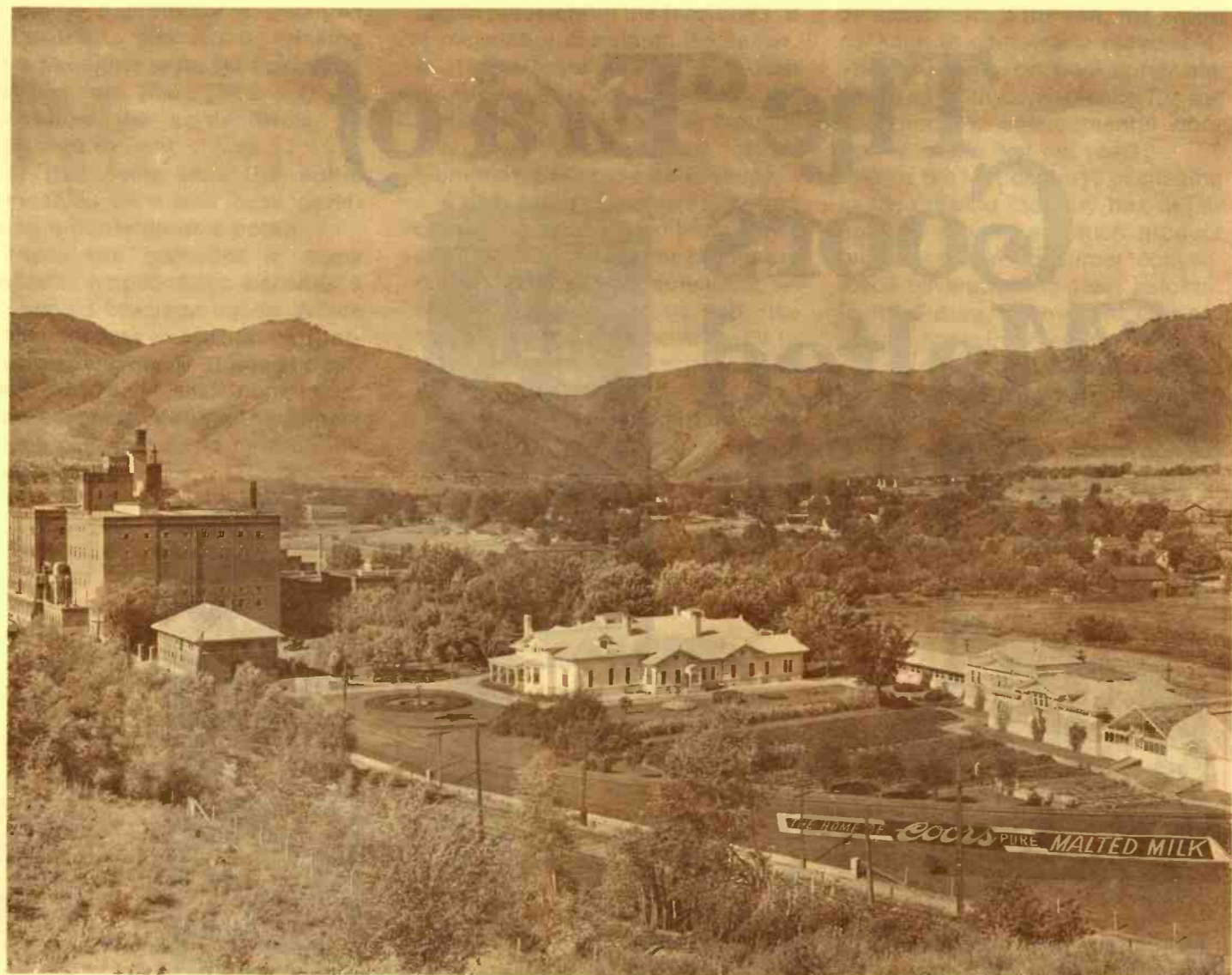
Prohibition, the cessation of alcoholic beverage production, was voted into existence in 1916 in Colorado; national Prohibition started in 1918. This in turn created the question, "What do you do with a brewery if you can't make beer?"

The "bomb" had exploded, and as the smoke and debris cleared, many brewers merely closed their plants, fired all help and either retired or entered an entirely new field of endeavor. This, of course, meant a tremendous financial loss to those who decided to abandon ship.

A few very enterprising brewers, one of whom was Adolph Coors, immediately undertook the task of using their plants to produce one or more alternate products. At the Coors brewery, "near beer" was an important product produced during the dry years. The near beer was brewed just as other Coors beer was, but had the alcohol content removed by distillation to insure that the alcohol content be no more than one-half of one percent. Alcohol distilled from the near beer was placed in government bonded warehouses on Coors property and was earmarked for specific government regulated use.

Malt extract, another product produced by Coors during Prohibition, was packaged in quart cans for sale to bakeries and for home use. (Many have alluded that the extract sold to families was used for home brew.) Other products produced by the brewery were sweet cream butter, skim-milk flakes and buttermilk.

Of all the products produced by Coors during Prohibition, however, malted milk became the most popular and profitable. Malted milk was made with milk, wheat and flour added to wort (unfermented beer). The mixture was cooked, dried and ground into a powder. The high natural vitamin and sugar content of the wort flavored with milk and given body by adding flour, made an extremely healthful and enjoyable product for soda fountain concoctions. Saloons, now out of business, were fast replaced by soda fountains and ice cream parlors serving malted milks.



In the local ice cream parlors, Coors began to market their malted milk in five-pound, ten-pound and twenty-pound cans. In addition, tablets similar in size to alka-seltzer tablets in glass tubes were marketed for candy store sales.

Helping Coors to advertise the malted milk were merchandising items such as porcelain jars to sit on the fountain back bars, measuring spoons, ash trays, and a few nonlighted signs.

Although chocolate flavored malted milk was added to the line, it failed to gain acceptance and was soon discontinued.

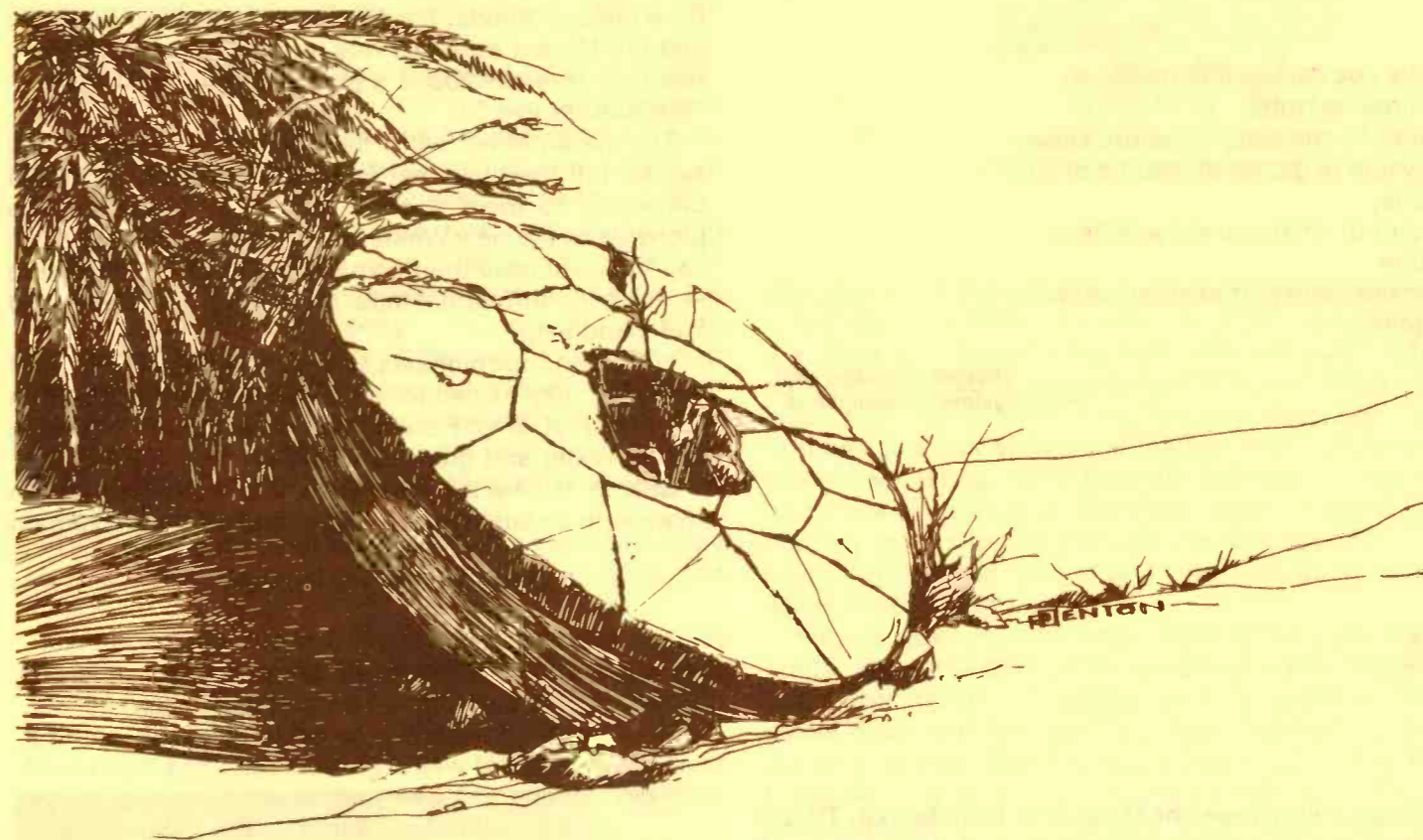
Because of the high quality of malted milk produced, the name of Coors malted milk soon spread during the 1920's. The high quality was due in part to the high Colorado altitude which allowed the brewery to produce a malted milk with a moisture content 10 percent less than any other brand.

Mars Candy Company (Mars, Inc.) Chicago, Ill., became interested in the malted milk, was personally contacted by Adolph Coors, Jr., and the meeting resulted in an agreement that Mars would purchase the entire Coors malted milk production to use in their candy. Snickers, Milky Way, and Almond Bars were some of the widely known candy bars made of Coors malted milk.

Malted milk production continued at Coors until 1957, when it was decided to discontinue the product in order to concentrate on beer production. In addition, local dairy herds began to diminish after World War II, making it necessary to ship milk by stainless steel tank truck from Colorado's Western Slope, reducing the profitability of producing malted milk.

Malted milk, as a product of Adolph Coors Company, is now history. But its importance remains as a self-sustaining force of the Coors brewery during the lean era of Prohibition.

# WHERE THE WEST REMAINS



Grist Stone

As early as 1864, flour mills operated in Golden, the grinding accomplished by two grist stones, the lower stationary, the upper rotated by a shaft driven by water power. The grist stone depicted here came from a flour mill just north of Clear Creek on Ford Street, owned last by Joe Peery. A mill creek ran through Parfet Park

and just north of the mill.

The upper grist stone had a ground face with a series of "slaunch 'n dicular" grooves and ridges, that insured a more complete grinding action and allowed the ground grain to be slowly runneled from between the rock surfaces.

# About The West



So late you came up to these  
mountains from  
A valley by the sea you hardly know  
Yet where to gather blossoms of wild  
plums;  
But part of what you are was here  
before  
You came, and part of what you were  
is gone.

Thomas Hornsby Ferril  
"Waltz Against the Mountains"

All mountain people come to know the birds, especially the jays and bluebirds. And wild flowers, both fresh and dried, grace every home. You'll find columbines or cattails carefully placed in old crocks, old milk cans or in any antique container which has a Western past.

Because the west was so recently settled there is a feeling of freedom and adventure to be found here still. Many remember knowing real pioneers, for some are their grandparents, uncles or cousins. They tell colorful stories of miners, traders, cattlemen and Indians as if the event had happened only yesterday.

You'll find many people in Golden who have lived here all their life, and their fathers before them. They have tales of floods, hard winters, horse and buggies, and the 15 cent streetcar ride into Golden. These early families have developed a philosophy all their own — "live and let live."

The mountains, with their amazing heights and sights, tell their own particular kind of story, and still draw man to them now as long ago. These are the pioneers of the new Western Age coming quickly upon us. They will have their own stories to tell in the future — tales of different kinds of mining, ranching and merchandising.

In Golden, our pioneers learned the meaning of hard work, but they earned for us a western heritage built in the midst of bright sunshine, pure Rocky Mountain Spring Water and glorious fresh air.

Golden, Where the West Remains, welcomes you to share with us our Western stage, and all the players on it.



People who know the West only from books, TV and movies are often disappointed to find its cities much the same as those anywhere else. But outside of the cities it is still possible to see something of the Old West.

There are rodeos and ranches where Cowboys rope calves, ride steers and bucking horses. There are still Indians whose languages have provided names for cities, rivers and lakes. There are moose, elk, deer, bear and mountain goats. Ground squirrels and chipmunks are everywhere. The coyotes bark in the night and Buffalo still roam the range.

The smell of pine trees fills the air and when the days are still warm and the nights cold, men flock to Clear Creek in search of "gold." But the gold the modern traveler seeks is the gold of the Aspen — the little tree whose leaves turn bright yellow each fall. The trees "quake" and shimmer in the sun and are a spectacular sight!

## Ride 'Em Cowboy

By Martin Fanning

As the railroads pushed westward after the Civil War, they raised the curtain on the drama of the cattle industry and introduced its most colorful actor, the American Cowboy.

Golden boasts of its fair share of cowboys, both rodeo and ranch. Unlike the movie or television cowboy, the true range rider did not spend all his time battling bandits who held up the stagecoach. In fact, in this area, a cowboy was rarely seen carrying a gun.

A cowboy's life is monotonous, rarely dangerous, and is always filled with hard work. The pioneer cowboy's job called for long, lonely hours in the saddle and his best friend was his "pony". "You gotta talk to Someone". In the evenings at the bunkhouse the men mended their equipment, sang, or played cards with their fellow cowboys. It was on rare visits to town that the cowboy was most likely to get into trouble. After many months on the range, he enjoyed "painting the town red!"

The working dress of the cowboy then was the same as now. It is designed for usefulness, comfort and safety.

The cowboy's broad brimmed hat is shade against the sun and serves as an umbrella in the rain. That special hat is used as a pillow, to wave cattle, or to fan a bronc. It can be used as a dipper for water or food. You'll find a cowboy wetting a new felt hat, (he doesn't buy one often because he loves his shabby old one) then pinching his own brand of crease into it.

Like his clothes, the cowboy's saddle is designed for work. Heavy, deep and broad, it is built for comfort and as a solid seat for roping. Fastened (snubbed) to his saddle, and within easy reach, is a neatly coiled rope known as a lasso or lariat.

The lasso is carried around the saddle horn. The excitement of being unexpectedly "roped" by a new cowboy friend, as if you were his favorite steer, is a thrilling experience only a "dude" could enjoy!

Blue denim jeans fit snugly around the waist and stay up with a belt. The cowboy wears a neckerchief, folded and knotted, around his neck. He covers his face with it when dust storms, stinging winds or biting snow sweep across "the range", or the ranch.

The word chaps is short for CHAPAREJOS, a Spanish word meaning legging. Batwing chaps have wide cowhide flaps. You see them in parades, decorated with silver or brass studs. Chaps protect the



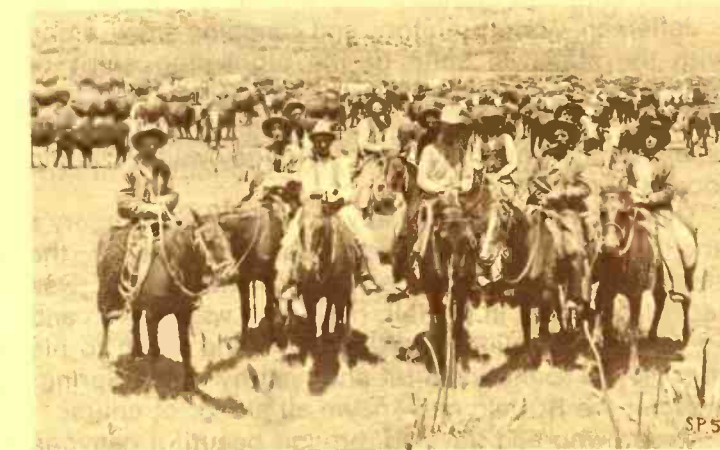
JEFFERSON COUNTY FAIRGROUNDS  
Site of local and national rodeos and exhibitions

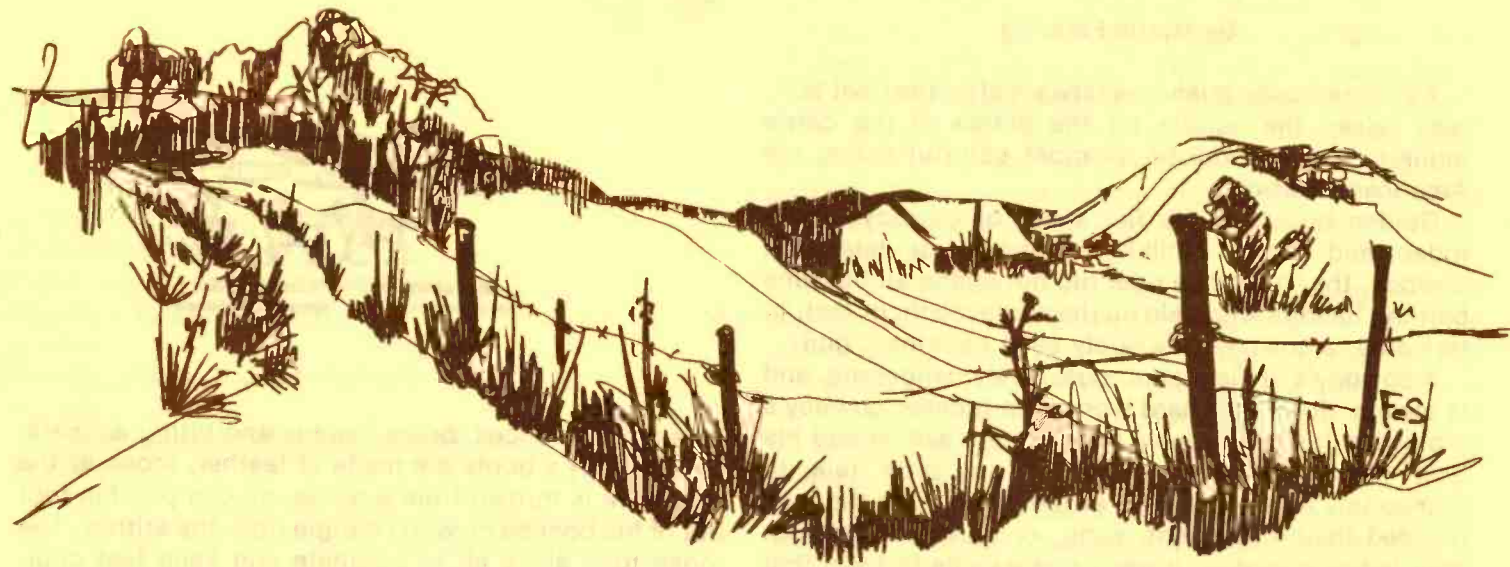
legs against fences, briars, cactus and biting animals.

A cowboy's boots are made of leather, loose at the top. If he is thrown from a horse, he can pull his foot out of his boot so he won't dangle from the stirrup. The loose tops allow air to circulate and keep feet cool. Stitched designs stiffen the leather so it will stay up without wrinkling. Boot toes are pointed so they will find the stirrup quickly. The high undercut heels keep his feet from slipping through the stirrups. The high heels dig into the ground and give him good footing when he is roping on foot.

Fences now enclose what used to be open cattle range. The great days of the unfenced cattle range are over. Our Golden Cowboys ride to work in four-wheel drive vehicles, and save their "ponies" for prize winning shows. The Old West has become the New West. Ask any local cowboy, and he'll tell you "it's just as exciting in 1977 as it was in 1877", and much more comfortable!

### RIDE 'EM COWBOY





The old ranch fence. At the turn of the Century the focus was less on mining and more on agriculture, ranching, and tourist attractions.

## Ranching...

Ranching in Jefferson County started very early and Barbed Wire and Brands along with it.

Jefferson County history and ranching grew along with the state. In spite of the pioneering spirit of Americans for new frontiers "The Great American Desert" in 1820 didn't look too inviting. To anyone, that is, except the "mountain men," and they weren't telling too many people.

Things changed drastically in 1858 with Gregory's find of gold in Clear Creek Canyon. One of the newcomers from the "states" across the "desert" was Jack Henderson. In the fall, he had 18 weary oxen and no winter feed. He turned them out, and much to his surprise, he found them fat and healthy in the Spring. A secret the Buffalo had known all along, of course.

Miners who had traveled through beautiful canyons

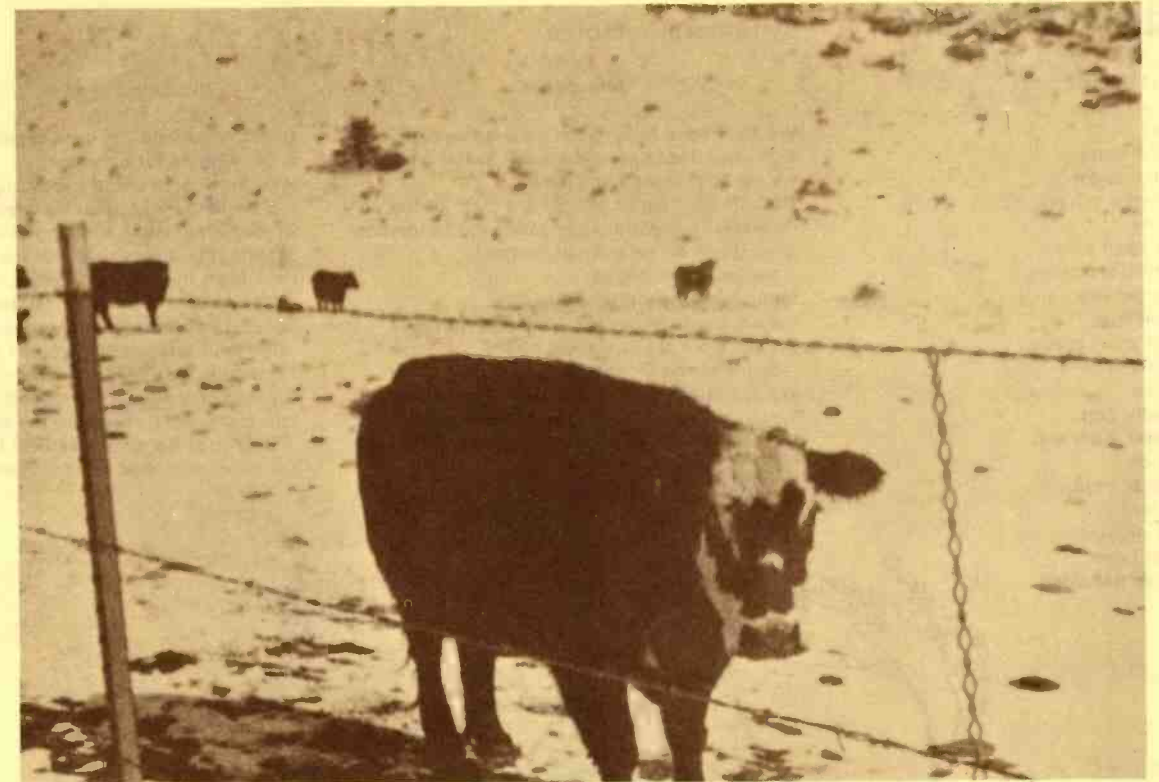
and past green valleys to get to their camps began to think a career switch might "pan out" to be more profitable than the gold hunt. Along with the miners, cattlemen and farmers soon realized that everyone had to eat, and so became our first ranchers.

For years Texas Longhorns had provided beef for the country, but the Civil War conflicts closed Texas markets. Jefferson County ranchers soon realized that they could buy Texas steers very cheap, fatten them up here, and quadruple their money with sales to the East.

Overgrazing, great homesteading, and breeding upgrading spelled doom to the Longhorns, however, and purebreds became the rule. Today cattle are raised for quality and there are more registered than unregistered cattle in Jefferson County.



Hiwan Homestead House Jefferson County's Museum.



Jefferson County ranching was never the million dollar business it was on the plains. Ranches were smaller and more diversified so the ranchers could make a living. Not only did they raise cattle, but they cut hay, sold milk, raised vegetables and worked for each other. They did their own blacksmithing, their own branding, and their own fence building. They were a "jack of all trades" breed.

Cattle raised in this area were driven either to Denver or to Idaho Springs to be sold. After the railroads were built, cattle were loaded here in Golden.

Jefferson County would not be what it is today without its ranching heritage. The ranchers' courage and accomplishments provided the stuff out of which strong counties are made.

## ...Barbed Wire...

Barbed wire didn't exist as long as the open range rule prevailed. Before the 1860's there were vast herds of cattle grazing on the open range. Beef herds roamed where only buffalo had gone before.

But suddenly the cattle were being fenced out. Farmers, with crops to protect were fencing their crops in, and the open range no longer existed.

In 1873 Joseph Glidden invented a new type of barbed wire. Farmers enclosed their land and this angered the cattlemen. A period of violence between the ranchers and farmers followed. The government came to the aid of the "nesters", as the cattlemen referred to the farmers, and helped them to rid their land of cattle and ranchers who were using it illegally. Soon the grazing land was no longer open and free. In time the cattlemen also settled on fenced-in land.

## ...And Brands

The heraldry of the West is emblazoned on Cowhide! The rancher's coat of arms is the brand worn by his cattle. It is his ID, so to speak, a burned-in sign of ownership that neither wind nor rain, nor time can erase.

### "A Brand's Something That Won't Come Off In The Wash"

Before the days of fences on the range, calf roundup was an exciting event. Cowboys drove the calves to a central spot and there they were branded with the identifying marks of their owners.

Cattle brands are a language all their own. When a mark was burned into a cow's hide, it told everyone — rustlers and others, who the cow's owner was. Brands were registered, just like trademarks, and by 1885 Colorado had 50,000 cattle brands on file.

Each symbol that forms a part of a brand has a name and the manner in which a letter appears determines how it is read. Brands are read from left to right, from top to bottom and from the outside in.

◊ B Diamond B  
 R - I R Bar Lazy H  
 □ G Box G  
 K Rocking K

# Western Poetry

By Robert Ransome

## The Sound of Golden

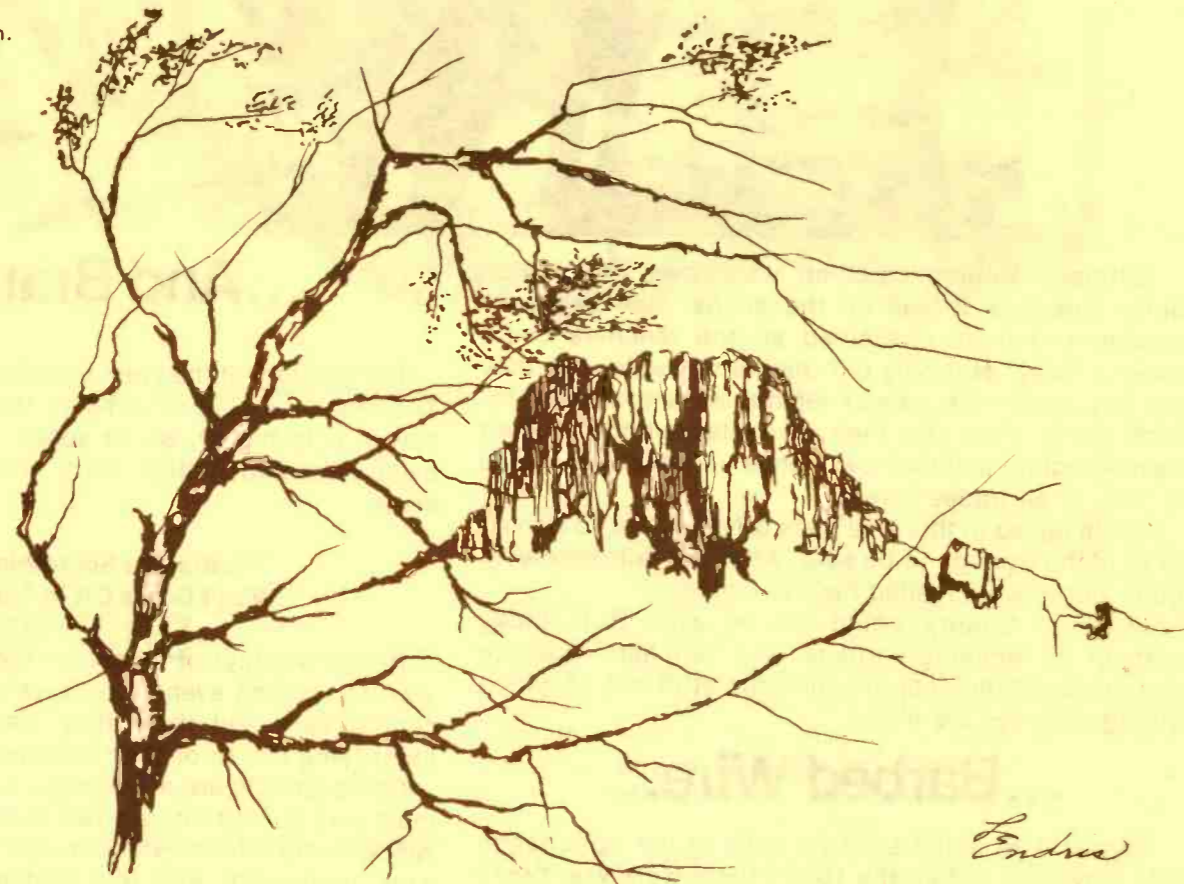
Within the trees  
 Souls touch the earth.  
 Looking out at the snow  
 Hearing children's mirth.  
 The music of wine  
 And of hearts dealt slowly.  
 With these sounds of Golden  
 We'll never be lonely.  
 This mountain feeling,  
 The warmth of inner peace.  
 The music of Golden  
 Will never cease.  
 When friends sadly part,  
 And the laughter must end,  
 The music goes on  
 With mountain friends.  
 Long may we hear it,  
 These sounds of Golden.  
 It is the music of Love  
 To which we are beholden.

## Milestones

We have been told, "your people must go".  
 Now, our heads are bent sadly to the ground  
 As we ride, steady and slow.  
 Occasional glances toward the glare of the sun  
 Reveal tall, powerful and ageless red sandstone,  
 Milestones on an endless journey  
 we have just begun.  
 Mile after lonely mile passes by.  
 We are tired, and spent, yet we keep on,  
 Knowing we are sustained by the  
 Spirit of the Most High.  
 We have been told, "clear waters are ahead".  
 We must believe, again, and then again,  
 For only by the Spirit of our souls are we led.

## Climbing Together

Climbing toward the peak together  
 Looking so far up ahead.  
 Ignoring the mud and the falling rain,  
 Breathing slow, thinking instead  
 Of each step, thus avoiding the pain.  
 Thoughts of what we will feel and say  
 Help keep the mind on the path.  
 Unexpected difficulty now disappears,  
 For just as I think I will not last,  
 It's your encouraging voice I hear, saying  
 Think how we'll feel and what we'll see,  
 When at long last we reach the summit,  
 You and I can then say to the others  
 Only together could we ever have done it.  
 We have triumphed hand in hand as brothers.



Endre

## Reaching For Wildflowers

Tall grasses  
 And wildflowers of many different colors.  
 The sound and feel of soft breezes  
 And the smell of pine,  
 The gentle reach of a child's hand,  
 All flowing together.  
 This world of mine,  
 So loving,  
 So perfect,  
 Never to cease.  
 Softly reaching for wildflowers,  
 And finding peace.

## Star's Promise

Clear sky to the east  
 Reminds us of the days time's tolls.  
 To the west, soft clouds  
 Bring needed moisture to our soil.  
 In this valley we'll stay  
 After travelling so far.  
 Digging deep, knowing we reap  
 The promise of a silver star.

## The Can

The beauty of old, red metal  
 Mixed with faded blue and white  
 Seen through the golden strands  
 of mid-summer's grass  
 is not just forgotten tin.  
 The temptation is overcome which calls  
 to mind  
 'Discarded trash'  
 For beside the road, underneath this  
 grand, old ash,  
 Junk discarded is not just a can;  
 But rather a many colored reflector of beauty  
 Painted by the hands of man.

# Photo Album



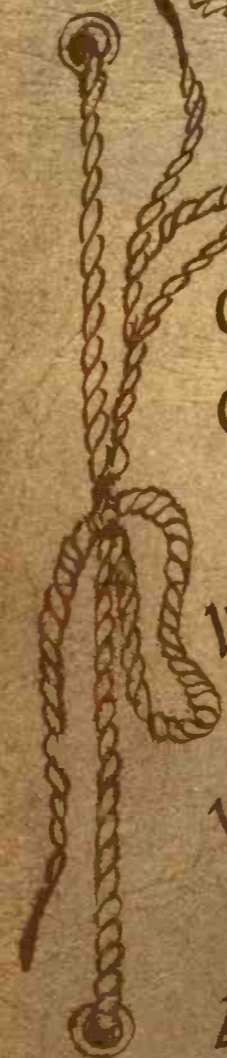
## "WHERE THE WEST BEGINS"

Out where the handclasp's a little stronger,  
 Out where a smile dwells a little longer,  
 That's where the West begins.

Where there is more of singing and less  
 of sighing,  
 Where there is more of giving and less  
 of buying,

And a man makes friends  
 without half trying,

That's where the West begins.



Golden, Colorado



# THINGS TO DO AND PLACES TO GO

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FUN FOR FAMILIES



# Things to See and Do

## 1. Colorado Railroad Museum

One mile east of Golden on 44th Ave. The museum is a replica of an 1880-style masonry railroad depot. It houses rare old papers, photos, artifacts and books on railroading. Outside, displayed on authentic track layouts, is an extensive collection of narrow and standard gauge locomotives and cars dating from the 1870's to the present era. A bonanza for railroad buffs! Hours 9:00 to 5:00 daily. Take 10th Street East.

## 2. Adolph Coors Brewery

13th and Ford, Golden. Established in 1873 by Adolph Coors in partnership with Jacob Schueler. Coors bought out Schueler in 1880 and the Coors family has operated the company ever since. Tours of the brewing and bottling facilities are daily from 9 to 4. The company is closed Sundays and holidays.

## 3. Heritage Square

One mile west of Hwy. 6 and 40 interchange in Golden. The replica of a pioneer town is located on the site of Apex, which was founded in 1860. The Apex and Gregory Wagon Road went up the gulch west of the square. An old-fashioned, new fangled shopping center with a delightful 1880's atmosphere. It includes 30 unique craft and gift shops, four restaurants, and a Victorian opera house offering a fun melodrama-dinner theatre. A train, peddle boats, miniature golf and riding stables add to the fun. Open 10:00 to 9:00 daily.

## 4. Foothills Art Center

15th and Washington, Golden. Originally the First Presbyterian Church, dedicated June 16, 1892. It was modified in 1892 and 1898. Later a Unitarian Church, the art center was established in 1968. The center is located at 15th and Washington, Golden. Open 9 to 4 Monday through Saturday.

## 5. Red Rocks Park

A world famous phenomenon of geology, where roads wind between sandstone ledges to Red Rock Theatre, a natural outdoor amphitheatre, surrounded by soaring red boulders, scene of our annual Easter Sunrise Service and of evening concerts featuring top name entertainers.

## 6. Geology Museum, Colorado School of Mines

16th and Maple, Golden. The present Colorado School of Mines had its beginnings in Golden in 1874. The Geology Museum at 16th and Maple was constructed in 1940 and features minerals, geology, mining and fossils in many exhibits. In addition to fine mineral and invertebrate fossil collections, the museum also contains the Thomas Allen Mine Lamp collection, the Irwin Hoffman Mining Murals, a gold mine replica, meteorites, and area geology exhibits. Hours: 10:00 to 3:00 Monday thru Friday, 1:00 to 3:00 Sunday.

## 7. and 8. Downtown Golden

### 7a. Astor House

12th and Arapahoe, Golden. Was built by Seth Lake in 1867 as a true Astor-type including furnishings and services. It is the first stone hotel built west of St. Louis and the oldest remaining in Colorado. An excellent display of early hotel furnishings are in the structure. Hours 10:00 to 4:00 Tuesday thru Saturday. Tours are conducted. No admission charge.

## 7b. Territorial Capitol

The Loveland Building at 12th and Washington, was built in 1861. Legislative sessions were held on the upper floor from 1862 to 1867 when Golden was the Territorial Capitol of Colorado.

## 7c. The Armory Building

The largest cobblestone building in the United States, 3300 wagonloads of cobblestones were used in the construction. The rocks are from Clear Creek and the quartz from Golden Gate Canyon. 13th and Arapahoe.

## 8a. Pioneer Museum

911 10th St., Golden. Operated by the D.A.R. Contains historical exhibits and nostalgia from the early days of Golden and Colorado. Hours: 1:00 to 5:00 weekdays. (Winter) 9:00 to 5:00 weekdays (Summer) No admission charge.

## 8b. The Rock Flour Mill Warehouse

Built in 1863, corner of 8th and Cheyenne, is the oldest industrial building in Golden. The red granite rock (from Golden Gate Canyon) basement walls are 2 feet thick. The original cedar beams and wood floors add to the old warehouse's character and sturdiness that has endured for 114 years. The old building now houses antique shops.

## 9. Jefferson County Fairgrounds

15200 W. 6th Ave., Golden. Site of many year round activities including national and local rodeos, one of these being the Little Britches Rodeo held the second weekend in June. Quarter midget races, horse shows and the 4th of July Festival of the West featuring square dancing, gold panning, horse shows, a frontier village and booths with homemade crafts and food. It is also the home of the Westernaires, a group of young horsemen famous for their precision drilling. You may view their drilling practices any Saturday morning.

## 10. Buffalo Bill's Museum

Located atop scenic Lookout Mountain. It is the resting place for William Fredrick Cody, alias Buffalo Bill, perhaps the most widely known of the western scouts. Cody rode for the Pony Express, organized buffalo hunts for foreign royalty, scouted for the U.S. Army and toured the U.S. and Europe with his wild west show.

## 11. Mother Cabrini Shrine

Off I-70 on Lookout Mountain, exits 57 and 58. Mother Frances Xavier Cabrini moved to Denver in 1890 from Italy. She founded the Order of the Missionary Sisters of the Sacred Heart and an orphanage. She died in 1917 and was canonized in 1946.

## 12. Jefferson County Conference and Nature Center

On Colorow Road on Lookout Mountain. The Center's 110 acres contains conference facilities, a nature museum and a three-fourths mile nature trail through the ponderosa forest and mountain meadow. The nature trail is available free to the public seven days a week. The trail hours are 10:00 to 6:00 in summer and 10:00 to 5:00 the remainder of the year. Nature museum facilities are open from 10:00 to 5:00 daily.

## 13. Buffalo Overlook

As you drive up I-70 from Golden toward Evergreen you can view one of the few herds of buffalo on the Eastern Slope. Take the Buffalo Overlook exit.

## 14. Hogback

I-70 near the Hwy 40 exit. A fascinating place for those interested in geology. You will find an interesting walk and study of the earth's layers. Plaques along the rock face provide interesting information about the formation of the cliffs along the Eastern Slope.

## 15. Hiwan Homestead

An old 17 room log house built in the late 1880's, home of an Episcopalian vicar. It is operated by the Jefferson County Historical Society as a museum. In addition to tours of the old homestead, the society runs a program of craft classes and changing historic exhibits. Hours: 12:00 to 4:00 Tuesday thru Sunday. Located on Meadow Drive in Evergreen.

## 16. Central City

West of Golden via Hwy 6. This historic mining town features operas and plays in addition to the many craft and gift shops that line the streets. There are authentic old hotels and saloons scattered throughout the quaint old town. Nearby there are active and once-active gold mines...some conduct tours. It was once known as "the richest square mile on earth." The old Teller House and its "Face on the Barroom Floor" are located here.

## 17. Mt. Evans and Echo Lake

West of Golden via I-70 to Hwy 103. Drive up the breath-taking highway to Mt. Evans, the highest auto road anywhere in America. At the top (14,264 ft. high) you may view the inspiring scenery of snowy peaks, silvery streams and a million trees far below. At the base of Mt. Evans lies Echo Lake, encircled with pines, a delightful cool stop where you can picnic, hike or fish.

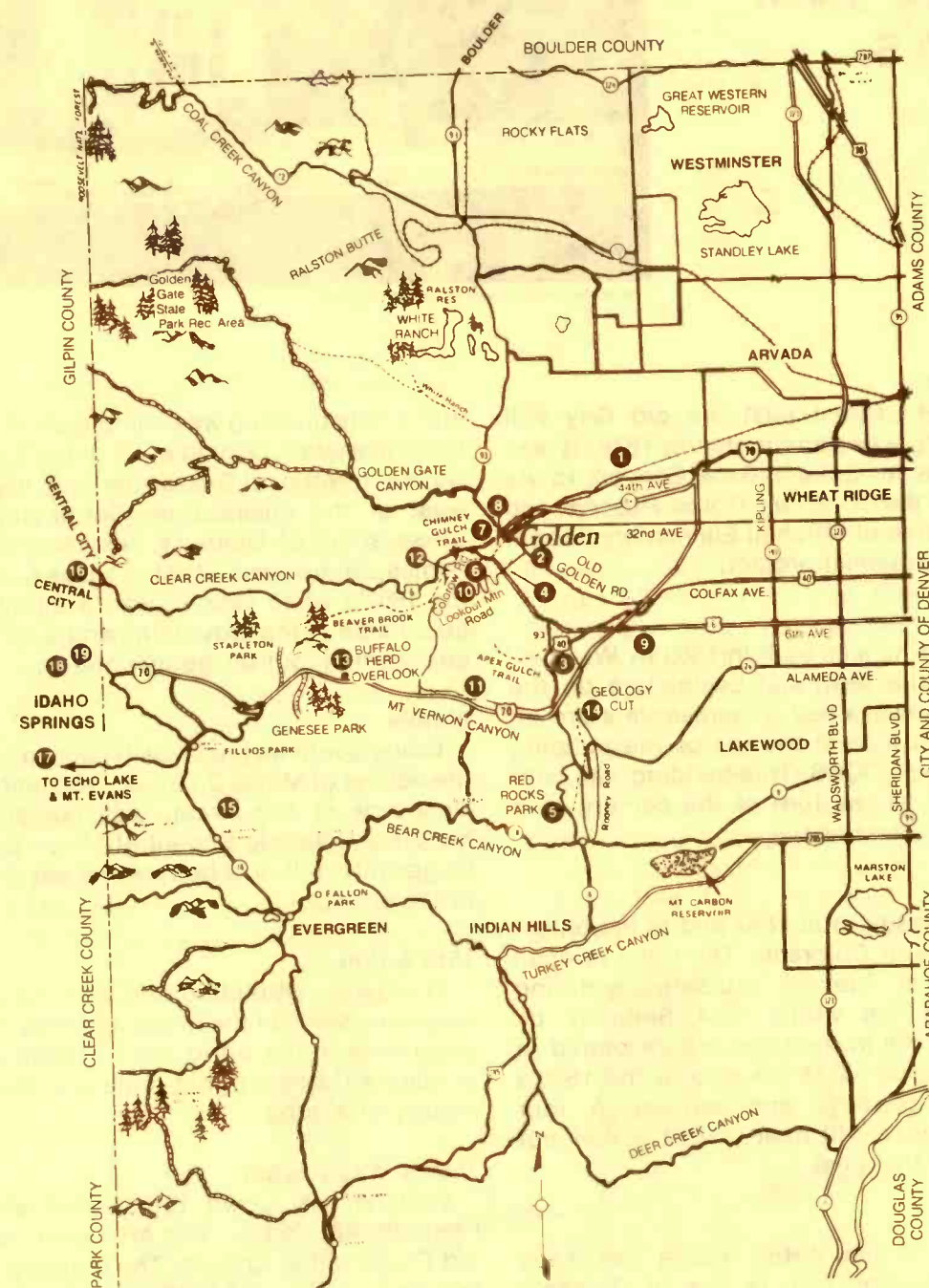
## 18. Idaho Springs

West of Golden via I-70. This is where George Jackson discovered gold in Clear Creek in 1859. Piles of raw rock strewn on the mountain sides are testimony to the hard-rock mining boom that followed. Today Idaho Springs is a blend of ghost town, mineral springs resort and a focal point for side trips into the hills.

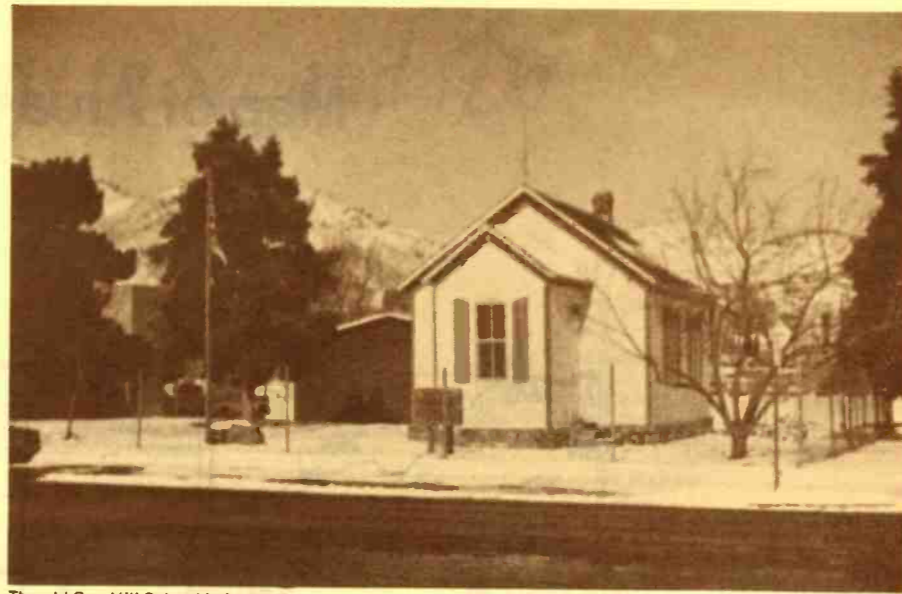
## 19. Experimental Mine

In Idaho Springs west of Golden via I-70. Few working mines still exist, somehow evading the destiny that saw others produce millions in rich ores, then fade into history. The Edgar Mine, known as the Colorado School of Mines Experimental Mine, might now be one of these ghost mines of the past. In the 1870's it produced high-grade silver and some gold, lead, and copper. Now it produces rich and valuable experience for CSM students. Students conduct tours and demonstrate mining equipment. Tours given 8:30 to 3:00 Wednesday thru Saturday.

# Map of Area



## A Walking Tour of Golden's History



The old Guy Hill School in its new location.

### Start at 12th & Ford

Walk west up 12th Street past the old Guy Hill School. This building was constructed in 1876. It was moved from its site in Golden Gate Canyon to its present location by the U. S. M. Corps Reserve and restored by the children of Mitchell Elementary School as a Centennial Bicentennial project.

### 12th & Washington

The Loveland Building was built in 1860 by W. A. H. Loveland to house the territorial Legislature on the second floor. It has always had a mercantile store on the main floor. If you look at the top of the building next door, you will see COORS. This building was built by Adolph Coors Sr. at the turn of the century as a saloon with living quarters above.

### 12th & Arapahoe

The Astor House was built in 1867 and is the oldest remaining stone hotel in Colorado. The hotel is open for tours 10 a.m. - 4 p.m. Tuesday thru Saturday during the summer. During the winter 10-4 Saturday by appointment. The rooms in the hotel are decorated in the manner of the residents of the area in the 1800's legislators, miners, cowboys and settlers. A tour through the Astor House will treat you to a brief but interesting history of the area.

### 13th & Arapahoe

Looking south from the Astor House one sees Calvary Episcopal Church. This is one of Golden's oldest churches being built in 1867. The Consecration ceremony was held by Bishop Randall on September 23, 1868. Bishop Randall and the church were instrumental in the founding of Colorado School of Mines. Across the street is the Armory Building made famous in "Ripley's Believe It Or Not" as the largest cobblestone building in the U.S. Using 6,600 tons of

stone, this building was completed in 1913. It served as Headquarters for Company A of the Engineering Corps, Colorado National Guard, the only engineering Corps. west of the Mississippi. Continuing west on 12th Street some of Golden's best examples of Victorian homes can be seen. Most of these homes were built in the 1800's when Golden was a supply center for the gold fields in the mountains and a smelting center for gold coming out of the mountains.

### Illinois

Going south on Illinois will take you into the heart of the School of Mines Campus. Guggenheim Hall, on the west side of the street, was completed in 1906. It honors a Colorado School of Mines benefactor Simon Guggenheim. It now houses the administrative offices of the school.

### 15th & Illinois

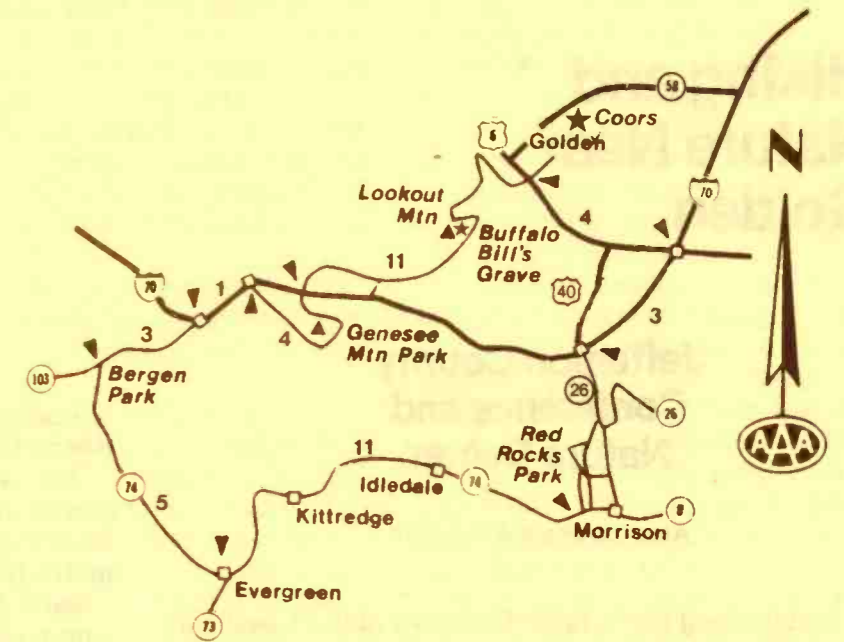
The Geology Building of C.S.M. has an outstanding museum. Some of the finest and most unusual mineral specimens in the world can be found here. There is a miniature Colorado gold mine and explanation of the history of mining.

### 15th & Washington

Walking east down 15th Street will bring you to Foothills Art Center. The Art Center is housed in the old Presbyterian Church. The building was completed and dedicated June 16, 1872, as the First Presbyterian Church of Golden. Foothills Art Center purchased the building in 1968. It now serves as a place for exhibition, display and sales of many art forms.

This tour should take between one and two hours depending on how much time is spent at each site. Remember you are at 5,600 feet altitude so the walk should be taken at a leisurely pace.

## The Lariat Trail Loop



Courtesy American Automobile Association.

This local tour circles through the foothills on the famous "Lariat Trail." The route offers several overviews of the metropolitan area, winding roads through the evergreen — carpeted Denver Mountain Parks, a canyon drive, and a visit to Red Rocks Park and Amphitheater.

To begin the Lariat Trail, turn west on 19th Street. The road climbs steeply, traversing Lookout Mountain to Lookout Mountain Park. A look back down on the road reveals the engineer's "lariat."

In the mountain park is the gravesite of "Buffalo Bill" Cody. There is also a museum containing mementoes of the world famous Indian scout and western entertainer who requested that he be buried on Lookout Mountain. The admission is free.

From Lookout Mountain Park, continue on the Lariat Loop Road to U.S. 40. Follow U.S. 40 past the Mount

Vernon Country Club entrance toward Genesee Mountain Park (clearly posted.) The tour route crosses over I-70 and enters Genesee Park. The gravel road circles Genesee Mountain, then rejoins I-70. Enter the Interstate westbound for one mile, then take the El Rancho Exit (Colorado Hwy. 74).

From El Rancho the tour meanders through Bergen Park to Evergreen. At Evergreen, continue on Hwy. 74 through Kittredge and into Bear Creek Canyon. Numerous picnic areas are available along the canyon.

The south entrance to Red Rocks Park is intercepted near Morrison as Highway 74 leaves Bear Creek Canyon. Turn north into the park area where roads wind through towers of red sandstone. In the park is the famous natural amphitheater, the scene of an Easter Sunrise Service and many summer musical events.

From Red Rocks Park east entrance proceed north on Hwy. 26 to 40 to 6 and back to Golden.



# Hiking and Nature Near Golden

## Jefferson County Conference and Nature Center

### Atop Lookout Mountain

Amble along the ¾ mile "Company of the Trees" trail through the ponderosa pines on Lookout Mountain. Take a deep breath and enjoy the fresh incense of these groves. Consider your walk a pleasant diversion from clamor, commitment, and consequence.

We invite you, the curious naturalist, to experience the ponderosa forest in a different way. Respond to the feeling of the forest and realize the "harvest of a quiet eye."

The Center's 110 acres contains conference facilities, a nature museum and a ¾ mile nature trail through the ponderosa forest and mountain meadow. The nature trail is available free to the public seven days a week, except for Thanksgiving Day and Christmas Day. The trail hours are 10 a.m. to 6 p.m. in the summer and 10 a.m. to 5 p.m. the remainder of the year. Nature museum facilities are open from 10 a.m. to 5 p.m. daily. Conference facilities for 25 to 110 persons.



Hiking at the Nature Center

## White Ranch Park

Approximately 15 miles of trail crisscross White Ranch Open Space Park north of Golden.

The Jefferson County Open Space Department allows horseback riding, hiking, snowshoeing and cross country skiing on the paths. Motorcycles or other motorized vehicles are forbidden in Open Space areas.

Mule deer, elk, black bear, mountain lion, bobcat, wild turkey and golden eagle range through the park, and a careful visitor may spot some of the abundant wildlife.

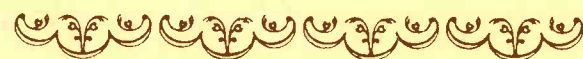
Visitors may approach the park on Crawford Gulch Road off Golden Gate Canyon Rd. Another entrance has been proposed off Pine Ridge Rd. west of Highway 93.



White Ranch Park

One picnic area has already been established, and another one is being planned. No camping is currently allowed in the park, but a camping site has been proposed.

Drive north on Hwy. 93 from Golden to Golden Gate Canyon Road, west approximately 4.4 miles to Crawford Gulch Road. Travel Crawford Gulch Road to the White Ranch Park sign.



# Hiking Into The Ruins Mount Falcon Park

Courtesy of Golden Daily Transcript

Two sets of ruins can be seen in Jefferson County's Open Space Mount Falcon Park.

One was the home of John Brisbane Walker, founder of Cosmopolitan Magazine. The other is the remains of his dream of a Western White House beginning with President Woodrow Wilson.

There is one picknicking area at the trailhead, and no camping is allowed.

The trails may be used by hikers, horseback riders, snowshoers or cross country skiers. No motorized vehicles are allowed on the trails.

The traveling trails can take from 30 minutes to 8 hours, and nearly every place of interest may be seen along the trails of Mount Falcon Park.

John Brisben Walker made his fortune from the sale of a once-struggling magazine that he brought back to life in his usual grand fashion. He lost his fortune grandly in the mountains of Colorado, and the remains of what was to be Falcon Castle are all that is left of his proud dream.

Walker traveled to Colorado with a federal study group that was to investigate the feasibility of alfalfa growth in the state.

Both Walker and the alfalfa flourished, and his successes prompted him to divise a grand plan to build a summer White House for the President, to be used three months out of every year as his exclusive residence. During the remaining seasons, bondholders (at 1,000 each) would be entitled to use the house. The estimated cost of the castle was \$50,000, with expense of the road to the house to be four times that.

Walker began his dream house in 1914, with the laying of

the cornerstone. The block had previously been displayed at the corner of 17th and Stout in Denver.

Then-president Woodrow Wilson was supposed to be present for the cornerstone ceremony, but more pressing matters engaged him and Walker had to lay the stone without the chief executive who was to live in the castle.

While the project was still "hot" news, hyperbolic accounts blossomed in many journals. For instance:

"As the sun goes down in the West the landscape becomes a vast sweep of beauty—the sky above opal, amethyst, topaz, turquoise or aquamarine, and a hundred ridges displaying every shade of green, from the bright emerald of the mountain meadows to the tourmaline depth of the pines.

"...The natural loveliness of the scene is, according to the plans, to be enhanced by a magnificent system of approaches and terraces which will soften and adorn a thousand-foot precipice which the castle will overlook on one side."

Colorado Architect J. B. Benedict designed the castle as a towering Bavarian-style mansion, to be formed from native rock sliced from nearby mountains.

A lightning bolt in 1918 put an abrupt end to Walker's dreams of a glorious monument for the president. He was not able to generate enough continued interest in the idea, probably because of the war in Europe, and work was never finished on the castle.

The land, bought with open space money, now belongs to the county. Among the many attractions in the park:

The Walker home, near the castle ruins, is visible from the parking area. Near the house is a well bearing a wrought-iron arch with the inscription, "Am Brunnen vor dem Torre (da steht ein Lindenbaum.)" the first lines of Schubert's melody, "Der Lindenbaum." The passage translates as, "At the well before the town gate..."

Near the well is a tablet set into a stone marker commemorating

the gift of the Falcon castle to the presidents of the United States, from the people of Colorado.

Farther up the trail that passes by the Walker house is a lookout shelter, from which Denver and its suburbs can be seen.

These sights south of the ruins are accessible by taking the right fork in the main trail.

A traveler taking the left fork is treated to a walk along a trail that meanders through a large meadow gashed by a fledgling stream. The stone towers can be seen from many points on the ¾-mile trail, but the reentry into the forest hides the ruins from view for a short while until they are encountered head-on.

Windows and doors of the castle slowly crumble side-by-side with what remains of four huge towers. Weathered studs, as well as holes for them, can be spotted in places along the main walls.

Thunderheads roll lazily overhead, reminding the casual hiker to observe caution on this lonely mountaintop.

It is ironic that Walker's lesser venture, the rejuvenation of Cosmopolitan magazine, brought him his fortune, while his glorious dream of a summer castle was laid to ruins, forgotten by the public and virtually destroyed by the powerful forces of nature.

To reach the site drive from Golden south on Hwy. 93 to 26 to Morrison to Colo. 74, to reach the Parmalee Gulch Road leading to Indian Hills. The turnoff for the park is marked with a green sign, and is near Parmalee Elementary School.



This is the architect's rendering of the monumental summer home that was to be built for the use of the country's presidents.



"The Road to Golden Gate".

## Golden Gate Canyon State Park

"camp robbers" play. Beaver and muskrat activity can be observed in the stream channels. Ground squirrels scurry about, pausing occasionally to contemplate the park visitor.

**HIKE:** Over 30 miles of trails offer pleasure or challenge. Each trail is named after an animal and marked with the animal's foot print. Trail difficulty is coded by the background shape and color of the marker.

**RIDE:** Horseback riding is encouraged along all "easy" trails. Privately-owned horses may be brought into the park; horses for rent are also available from nearby stables. Hayrack rides are a frequent occurrence in the summer.

**FISH:** Fishing is permitted in any stream or pond in the park with the exception of the Visitor's Center Show Pond. During the summer months, Ralston Creek and the park ponds are stocked with trout by the Division of Wildlife.

**CAMP:** Golden Gate offers a variety of camping facilities. The park visitor may stay up to 14 days within any 45 day period.

**PICNIC:** Scenic picnic spots are located along Ralston Creek and near the historic barns at Old Barn Knoll. Other sites can be found at Panorama Point, Bootleg Bottom or Kriley and Slough Ponds.

**GROUP PICNIC:** The Red Barns offer a rustic setting for an outdoor gathering. Reservations for this facility must be made well in advance at the Visitor's Center.

### Parks Pass

A vehicle entering the park is required to display a current Colorado State Parks Pass. Two types of passes are available. A daily pass sells for \$1.00 and is valid through the day of purchase and expires at 12:00 noon on the following day. The Annual Parks Pass is \$5.00 and is valid at any state park or recreation area for the remainder of the calendar year. Park Passes may be purchased at the Visitor's Center, Campground, and major park entrances.

# Mountain Parks

## Mountain Parks Near Golden

In 1917, before the mountain parks system was even close to completion, car watchers (and who wasn't, in that bicycle-built-for-2 era?) counted 300,000 visitors during the June-August period. The automobile traffic count exceeded figures compiled by all national parks through the country during the same period.

**GENESEE PARK:** The largest of the mountain parks with 2340 acres includes the famed buffalo herd which wanders on either side of Interstate 70, passing from one grazing area to another through a tunnel constructed under the heavily traveled roadway. Genesee, which includes Genesee Mountain, was the goal of the first roadway built into the park system in 1913, a 20-foot wide thoroughfare with the spiral road to the 8270 foot high Genesee Mountain considered a marvel of the times. Chief Hosa Camp Grounds, with its attractive rustic lodge, is one of the few mountain parks where a slight fee is charged for over-nighters. The lodge was originally constructed as the summer home of the American Legion and its honor group, the 40 and 8. Original acquisition was 1200 acres of land. A few miles from Golden via I-70, Genesee exit. Has playgrounds, tables, fireplaces, shelter house, and softball field.

**O'FALLON PARK:** The gift of Martin J. O'Fallon, chairman of the board of Crane O'Fallon Plumbing Supply Co. and a long time businessman. 860 acres of the 1400 acre site in Bear Creek Canyon between Kittridge and Indian Hills were dedicated in 1939. The land was originally part of the ranch of mining engineer George Bancroft. The gift to the city added a new link in the chain of mountain parks, joining Corwina and Pence Parks in a continuous stretch along the picturesque canyon. Bancroft reserved his home on the acreage for his own use. Golden Hwy. 40 to 26 to Morrison to Hwy. 74. Fireplaces, tables, picnic grounds and hiking trails, 23 miles approximately.

**COLOROW POINT:** The smallest of the mountain parks, this 0.37 of an acre park, west of Lookout Mountain near Genesee Mountain was named for the famed local Indian chief, Colorow of the Ute tribe. According to legend, Colorow defied the encroachment of the white man by plunging from this point 2000 feet to his death. But Colorow outlived the legend by 20

years and historians now agree that the defiant, spectacular jump was made by one of his tribesmen. 2 miles west of Lookout Mountain, Scenic Overlook.

**ECHO LAKE PARK:** At the base of Mount Evans, which became accessible to motorists after a four year stint of road building, this is the highest point in the park system, with an altitude of 10,600 feet, just below Summit Lake, altitude 12,740 feet. A lodge built by Denver was opened in 1926 in conjunction with the highway opening. From Golden I-70 West, exit Mt. Evans, Hwy. 103. Tables, playgrounds, fireplaces, shelter houses, picnic grounds, hiking trails and lodge. 47 miles approximately.

**LOOKOUT MOUNTAIN PARK:** This site was first boosted in 1893 by a committee of the Denver Real Estate Exchange as a future resort which would attract tourists and summer home owners from throughout the nation. It occupies 200 acres and looms 2000 feet above the county seat, Golden. Nearby is the Buffalo Bill museum, built by the city at a cost of \$18,000 and opened in May, 1921, as a lasting memorial to the famed scout who adopted Denver as his home.

Architect's plans specified a two-story building of rough logs and stone, described at the time as typical of the "sincere, unpretentious epoch" in which Buffalo Bill Cody lived. Management of the restaurant in the museum was leased to Cody's foster son, John Baker. Fireplaces, shelter house, tables, Buffalo Bill's grave and museum. Take 19th St. west out of Golden.

**DEDISSE PARK:** Two miles west of Evergreen, this is one of the many parks in which the CCC and later the WPA developed during depression days. It was originally the farm of pioneer John Dedisse. Today the 55 acre Evergreen Lake covers what were once lush hay fields used, off season, by Evergreen residents as a ball field. The adjoining public golf course of 18 acres was the gift to the city of the Troutdale Hotel and Realty Co. in 1926. Following a condemnation suit in the early 20's the Dedisse land was acquire for the lake, which originally was designed as "an Alpine lake" with the shores to be dotted with pavillions and fishing docks. Chief purpose in acquiring this land was for construction of a 35 foot high dam to control the floods which constantly ravaged Bear Creek, and taking roadways and homes in their paths. The dam was constructed in 1922 at a cost of \$214,000 and occupies a two-lot site which was the gift of John S. McBeth. 2 miles west of Evergreen on Hwy. 74. Playgrounds, fireplaces, tables, shelter house, club house and winter ice skating. 27 miles approximately. Hwy 40 to 26 to Morrison and Hwy 74.

**STAPLETON PARK:** This 300 acre tract, named in honor of the late, famed Denver mayor Ben Stapleton, was opened in June, 1936, as a scenic drive reaching into areas of forest land which had previously been inaccessible to motorists. It is located I-70 west of Golden off U.S. Highway 40.



# DENVER

## Courtesy Denver Magazine Museums

**Denver Museum of Natural History**, City Park (399-0870) Hours: 9-4, Mon-Sat; Noon-4:30, Sun & Holidays.

**Gates Planetarium Star Theater**, Denver Museum of Natural History, City Park. The Gates Planetarium is outer space in a domed room. Gates has shows which take the mind elsewhere, especially the popular Laserium where laser beams create a show to music nightly. No matter how many times Laserium is seen, it's always different. Sit in the chairs, lie on the floor, stand at the back of the room, and watch the space come alive with a frantic yet planned display of the inner workings of a laser. Laserium is something experienced, not seen or perceived in the ordinary way, and it's worth doing at least once. The planetarium also has other shows which give information on space and flights of fantasy, along with a display of telescopes in the lobby. For an interesting day, you could do the Museum of Natural History, which is a museum like some others but good nevertheless, and then do the planetarium at night. Public evenings with telescopes are sometimes held.

**Denver Botanical Gardens**, 1005 York St. Tropical and sub-tropical plants. 9-5 daily.

**Forney Transportation Museum**, 1416 Platte (433-3643).

**Molly Brown House**, 1340 Pennsylvania (832-1421).

**Denver Historic Wax Museum**, 919 Bannock (255-7941). Famous national and western personalities captured during their moments of greatness. Special group rates for schools, churches, clubs. 10-5 daily.

**Antique Dolls of Goodwill**, 3050 Lawrence (266-3772).

**Colorado State Museum**, 200 14th, directly south of the State Capitol (892-2069). Historic exhibits featuring people that have made Colorado their home—ranging from the cliff dwellers of Mesa Verde to today's Coloradans. The museum is also the headquarters of the State Historical Society of Colorado and includes an extensive western research library and photographic collection. The exhibits are open free to the public on weekdays from 9:00 a.m. to 5:00 p.m., and on Saturdays, Sundays, and holidays from 10:00 a.m. to 5:00 p.m.

## Views & Tours

### Guided

**Denver Mint**, Colfax at Cherokee, downtown (837-3582). Twenty minute tours conducted every 15 minutes, 9 and 11 a.m. and 1 and 2:30 p.m., Mon.-Fri.

**Chamberlain Observatory**, 2990 E. Warren Ave. (753-3527). Lectures on astronomy for the layman, Tues. & Sat., at 7 pm & 9 pm, with a special view through a twenty inch refracting telescope. Free.

**Denver Walking Tour**, a guided stroll through the old residential area south of the State Capital, year round, from 9:30-2 pm daily. Call for reservations. (744-9846 or 388-9898).

**Governor's Mansion**, 400 E. 8th Ave. Tours every Tuesday from 10-2. For groups of 10 or more, reservations requested. (759-7320).

## Art

**Denver Art Museum**, 100 W. 14th Ave. (297-2794).

For those with what they suppose are highbrow tastes — or for the few genuine highbrows around — there is the Denver Art Museum, where floor upon floor holds artistic delights.

## Sports

**Centennial Race Track**, 5300 S. Federal Blvd. (794-2661).

**Colorado Rockies**, Ice Hockey. All Rockies home games are held in McNichols Sports Arena.

**Denver Broncos**, Football, (433-7466). All home games are held at Mile High Stadium.

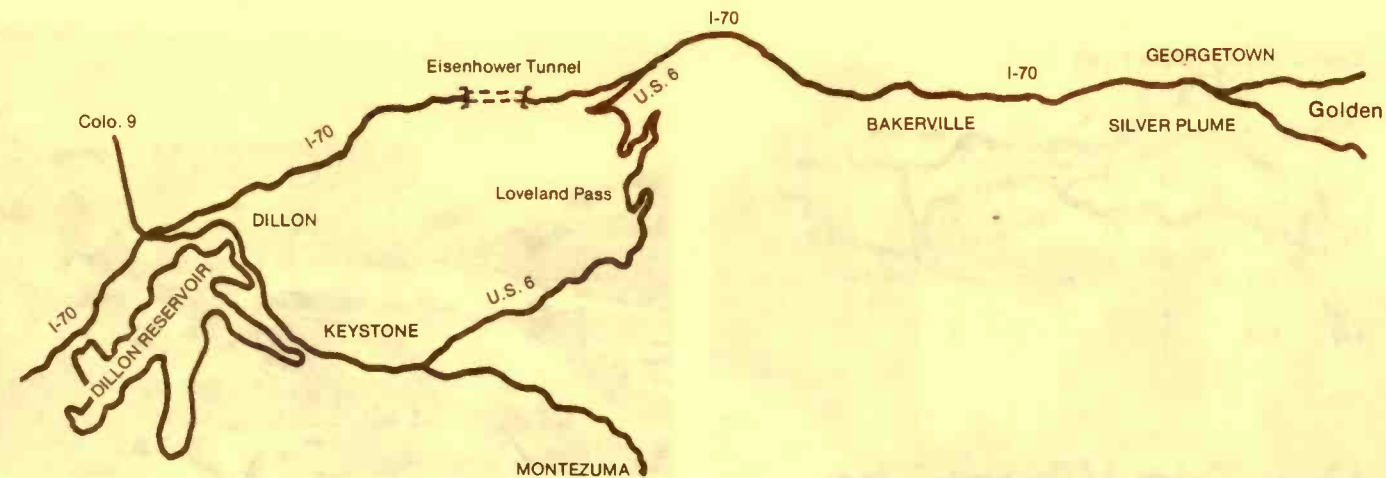
**Denver Nuggets**, Basketball. (893-6700). All Nuggets home games are held at McNichols Sports Arena.

## Views & Tours

### Driving Capitol Hill

Of all the Rocky Mountain states, Colorado undeniably has the most varied and colorful history. Many interested Denverites, anxious to experience some of this, aren't exactly sure how to go about it. Mistakenly, they feel that the only way is to visit some remote area, miles back in the mountains. What they fail to realize is that Denver itself has many architectural and historical buildings that convey a marvelous sense of Colorado's past.

One such rich historical area is the Capitol Hill/Quality Hill district, many of whose structures date from the 1880's, '90's, and turn-of-the-century years. Lying between Broadway and Corona St., and extending from 20th Ave. to 7th Ave., this neighborhood was Denver's first exclusive suburb. When a Coloradan prospered in mining, cattle raising, agriculture, or business, one unmistakable way to display his new-found success was to build an impressive mansion in the state's capitol city. Now of course he couldn't locate his "monument" down where Denver got started, on Market, Larimer, or Lawrence Streets, but you may drive there to see the monuments of an area "removed from the rabble."



## A Day Trip West To Georgetown, Then On To The Top Of The World

From Golden take U.S. 6 west to

### GEORGETOWN

In 1860, George and David Griffith found gold near the head of Clear Creek, naming their camp Georgetown. The miners that followed soon retreated when no more gold could be found. The Griffith brothers remained in the canyon even after their gold mine played out.

Four years later, Colorado's first large silver lode was discovered and the prospectors returned, tapping over 100 silver veins around Georgetown. The community boomed to a prosperous position as the third largest city in Colorado and was nick-named the "Silver Queen."

The rich era collapsed in 1893 when silver was demonitized, but over 200 fine original buildings still stand offering some of the best examples of Victorian architecture in the United States. These include the Hamill House, Hotel De Paris and the Bowman/White House. Other historic structures are the Alpine #2 Fire House, the old Missouri Fire House, the Star Hook and Ladder Fire House, the

County Court House, the County Jail and various churches.

Head west on I-70 to **SILVER-PLUME**, a still relatively untouched Victorian mining community which is only now awakening from a long period of dormancy.

The terminus of the narrow gauge Georgetown Loop Railroad is here. Poke around in the railroad yards - chances are good that you'll find another railroad buff or two doing the same thing.

Head west on I-70 to **BAKERVILLE**, where an old mining road heads up Grizzly Gulch (its for four-wheel-drive vehicles only, however.) Take I-70 for a look at the mountains from the "Top of the World" at **LOVELAND PASS**. This is the Continental Divide, 11,992 foot high. Water on the east side of the pass eventually flows into the Gulf of Mexico, while streams on the west side end up in the Pacific Ocean.

On the other side of the pass, a quick side trip will take you to the "ghost town" of Montezuma. Or, if you prefer the more modern creature comforts, stop at **DILLON**, a new town created when the Dillon Reservoir was flooded and the old town was covered by the waters of

the lake. Boating and fishing are available here. Return to I-70 east to the **EISENHOWER MEMORIAL TUNNEL**. The first bore of the tunnel was opened to traffic in 1973. It is 8,941 feet long and is the longest vehicular tunnel in North America and the highest (11,000 feet above sea level) automobile tunnel in the world.

A second bore, which eventually will carry two lanes of eastbound I-70 traffic, currently is under construction.

Return I-70 east and U.S. 6 to Golden.





## A Day Trip Where The Miners Used to Climb

A CENTURY AGO the mountains in Golden's backyard teemed with prospectors who panned from bubbling streams and dug from rocky hillsides. In the first great strike, Central City was transformed from a crude mining camp into a boom town. Now you can relive those days, traveling on well-paved roads where the narrow-gauge railroad once chugged and puffed.

You'll drive to the cool summit of Mount Evans, on the highest auto road anywhere in America, with the beautiful scenery of Arapahoe National Forest on all sides. Pack a lunch — the Forest Service has set aside the choicest spots for picnic use. You can count on opportunities for plenty of color photographs, too, so take your camera.

**START** by driving west on U.S. 6, then head upward into the foothills of the Rockies. Turn right on Route 119, into the heart of the prospecting country, to ....

**BLACK HAWK.** Here John Gregory found his famous lode gold in 1859. Quickly, tent-city mining camps mushroomed as thousands headed into the hills. More than \$85 million in gold and silver was mined here during the 1860's. Turn left at Route 279 to...

**CENTRAL CITY,** renowned as the "richest square mile on earth" and (together with Black Hawk) as "Gregory's Diggings." Streets were built on steep hillsides, but nobody minded in the bonanza days. You feel the aura of Victorian culture at its fine old Opera House, where Sarah Bernhardt and Edwin Booth made triumphant appearances. And you sense the aura of wealth at the Teller House Hotel — its front walk was paved with thirty solid silver bricks before President Grant's visit in 1873.

Return to Route 119 and retrace this road to the junction with U.S. 6 — then continue west on U.S. 6 through CLEAR CREEK CANYON to...

**IDAHO SPRINGS,** where George Jackson discovered gold in Clear Creek, in 1859. Piles of raw rock strewn on the mountain sides are testimony to the hard-rock



**BOOMING IDAHO SPRINGS,** seat of major gold discovery in 1859, had a long and prosperous mining life. Here is the Newhouse (later Argo) mill and tunnel which pierced deep under the mountains for five miles to tap mines as far away as Central City. Open for tours.

mining boom that followed. Today Idaho Springs is a blend of ghost town, mineral springs resort and a focal point for side trips into the hills. You will enjoy the free conducted tour of the EDGAR MINE, an experimental classroom of the Colorado School of Mines. Continue west on U.S. 40 and 6. At Junction Route 103, turn left and drive south between the walls of Chicago Creek Canyon into ARAPAHOE NATIONAL FOREST, one million acres of mountain magnificence. The mighty Arapahoe, with elevations over 14,000 feet, furnishes timber, water, grazing land and inspiration. Take Route 103 to...

**ECHO LAKE** at elevation 10,600 feet, encircled with pines, a delightful stop where you can picnic, hike or fish. But it is a prelude to ascent on Route 5 to above the timberline. Don't worry about the road—grade does not exceed six percent.

**MOUNT EVANS.** You are at the pinnacle of the breathtaking highway to the clouds, 14,264 feet high, facing snowy peaks, silvery streams, and a million trees far below. Within view lie the entire Front Range and the great plains to the east. (Roadways to the summit of Mount Evans are generally closed by deep snow from mid-September until late May.) Return to Echo Lake, then turn right on Route 103, winding past Devil's Nose, Warrior Mountain and Chief Mountain, to...

**SQUAW PASS,** an excellent recreation area on the way down (elevation 9,790), where you can identify many prominent, distinctive peaks from Squaw Mountain Lookout.

Continue down to the junction with U.S. 40, right to...

**RED ROCKS PARK,** a world-famous phenomenon of geology, where roads wind between sandstone ledges to Red Rock Theatre. Here is a natural outdoor amphitheatre, scene of an annual Easter Sunrise Service, and of evening concerts.

Then back to U.S. 40 to 6 to Golden.

## HISTORIC CENTRAL CITY, COLORADO



A typical ore wagon

About 1880

## Central City...Something For Everyone

By Jack Hidahl

Central City is a timeless community. She is a city with a rich and glorious history. That history lives today. At the height of its affluence in 1874, the city was destroyed by fire. Immediately the town was rebuilt in brick and steel. Today, Central has the same general appearance. Those visitors, who take the time to notice, will discover the intricate Victorian trim decorating nearly every building. Those interested in a glimpse of Victorian life will enjoy a tour of one of the many museums. Visitors can discover why Central came to be known as "the richest square mile on earth" by taking a tour of an old gold mine.

Almost from the beginning Central City has displayed a love for theater. Just a few months after John Gregory's discovery of gold in 1859, traveling performers began to visit Central regularly. Before long rough, wooden "concert halls" were built. Their success inspired the construction of the more substantial Belvidere Theater and later the Central City Opera House. Today the Belvidere and Opera House keep the heritage of theater in Central City alive. The Opera House was resurrected in 1932 when Lillian Gish starred in "Camille". Each summer since that performance, Metropolitan Opera stars have been inspired to create some of their best performances in this "jewel box of a theater".

But Central City has much more to offer. The variety in music alone is remarkable. A short walk up Main and Eureka Sts. will treat the listener to no less than five types of music. Music which runs the spectrum from Honky Tonk and Country and Western to Classical. This variety only reflects the general atmosphere of the city. Retail stores offer everything from souvenirs and antiques to fine jewelry and crystal. The restaurants specialize in everything from sandwiches to gourmet delights. Even the saloons follow suit. Some have remained untouched since before the turn of the century, while others offer more contemporary

surroundings. To round things off, this small community boasts of two art galleries and an entire street of craft shops. There is literally something for everyone in Central City.

In addition to the regularly scheduled entertainment, Central sponsors numerous special events. Perhaps the most enduring of these is Gregory Day. Celebrated the first Saturday in May, the day is devoted to remembering John Gregory. Gregory made the first lode gold discovery in Colorado at a site on the eastern boundary of Central City. The day is highlighted by a parade, the Historical Society Annual Dinner, and the Miner's Ball.

Lou Bunch Day traditionally falls on the third Saturday of August. Lou Bunch was the last Madam to operate a "house of ill repute" in Central City. On this day the citizens of Central recall the "pioneer spirit" of the ladies who practiced the "world's oldest profession". The celebration includes a Bed Race down Main St. and the Madam's and Miner's Ball.

Central doesn't slow down during the Winter. The Wintershire Festival is celebrated throughout December. The highlight of this affair, which includes caroling and other Christmas activities, is the Wintershire Ball.

Even the hillsides and gulches surrounding Central provide the visitor with unique entertainment. Perhaps the most spectacular of these can be enjoyed each Fall when the aspen display their rich variety of color. Each business in Central provides a map illustrating the best viewing points.

The five cemeteries surrounding Central present their own interesting self-guided tour. Visitors can take a picnic lunch and explore this prominent part of the old West. Of course proper respect is required to preserve these markers of the past.

There is so much to see and do in and around Central City that the visitor is limited only by imagination.

# A Day Trip Up From The Foothills

HERE'S A ONE-DAY or weekend trip you will enjoy! In the Rocky Mountain National Park you'll explore rugged gorges, alpine lakes and flowering meadows. You can learn about and photograph wildlife, wildflowers, and glaciers. Then, on the other side of the park, you'll reach the highest yacht anchorage in the world.

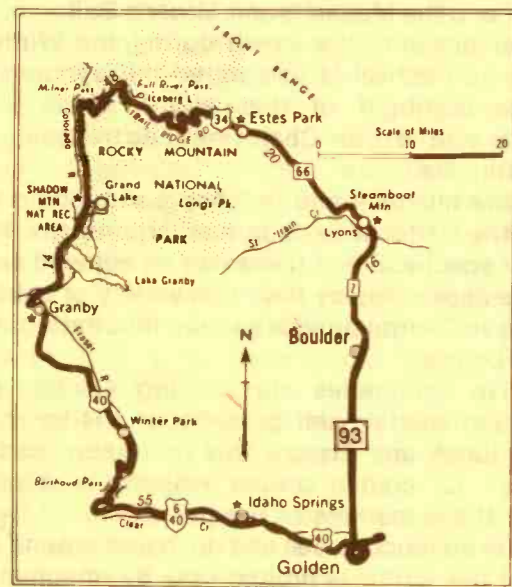
Start by driving north on Hwy. 93 (Washington Ave.) to **BOULDER**. The great Flatirons rise above the city and the UNIVERSITY OF COLORADO campus. Turn north on Route 7 to Junction with Route 66.

**ST. VRAIN CANYON.** Head northwest past the redstone quarries of Lyons, Steamboat Mountain and Little Elk Park, with the peaks of the Front Range straight ahead.

**ESTES PARK.** This is the eastern gateway to the Rocky Mountain National Park. Take U.S. 34 and enter...

**ROCKY MOUNTAIN NATIONAL PARK. TRAIL RIDGE ROAD** (closed by deep snow from mid-September until late May) climbs 4,700 feet on its winding course, then descends 4,000 feet to **GRAND LAKE**, at the western entrance. Dress warmly.

Stop at the overlooks to absorb the magnificence of the Park. Within its 260,000 acres are 65 peaks higher than 10,000 feet. From the **DEER RIDGE** observation tower you can see the whole central and eastern portions, dominated by **LONGS PEAK**, 14,256 feet, the highest mountain in the Park. From **Rainbow Curve**, the Mummy Range is visible to the north. Traveling on, you rise above the timberline, looking down at the unforgettable spectacle of deep forested canyons, brilliant blue lakes and glaciers. Eleven miles of the trip are made above the timberline. Stop near the summit to look down at **ICEBERG LAKE** with its perpetual glacial ice.



**BOULDER'S UNIQUE SPOT FOR A CAMPUS**  
The first classes at the University of Colorado began in September, 1877. Attendance and buildings expanded fast during the next decade.

**FALL RIVER PASS.** Don't rush your descent. Stop for lunch at the Visitor Center here and take in the excellent displays in the Alpine Exhibit Room. At the Continental Divide at **MILNER PAS** (elevation 10,759 feet), park your car and walk the forest trail from Poudre Lake to the point where the flow of eastern and western waters divide. Then descend past **TIMBER CREEK CAMPGROUND**, following the **COLORADO RIVER**. Next is...

**GRAND LAKE.** Grand Lake village, on the northern shore of the lake, is a resort town surrounded by the peaks of the National Park. You may want to join one of the free lectures or field trips sponsored by the Park Service during the summer. Grand Lake itself is the largest natural body of water in Colorado, the highest yacht anchorage in the world. Continue south on U.S. 34 to **LAKE GRANBY**, and nearby **SHADOW MOUNTAIN LAKE**, were formed by the Colorado-Big Thompson Project to divert water under the Continental Divide from the western to eastern slope for electric power and irrigation. Guided tours through the Granby Pumping Plant describe the entire project and the operation of the 13-mile-long Alva B. Adams Tunnel. You may rent a rowboat or take a sightseeing cruise from any of several docks. There are also campgrounds and picnic tables within the 20-square-mile Shadow Mountain National Recreation Area. At junction with U.S. 40, turn left to the town of **GRANBY**, then through ranching and logging country. The road follows the Fraser River, winding up and over the Continental Divide at 11,314-foot-high **BERTHOUD PASS**. Now, take a chair-lift ride, or drive down the eastern slope.

Continue east on U.S. 40 through the Rocky Mountain foothills to Hwy. 6 and return to Golden.



## Ski Areas

**Ski School—SS Ski Rental—  
SR-N Nursery Ski School-NSS**

### A-Basin

70 mi. via I-70 to Loveland Pass. Capacity: 5,050 people-hr. 5 double chairs, 1 poma. SS,SR,N,NSS.

### Breckenridge

70 mi. via I-70 to Colo. 9. Capacity: 13,183 people-hr. 1 triple chair, 8 double chairs, 2 T-bars, 2 pomas. SS,SR,N,NSS.

### Copper Mountain

70 mi. via I-70. Capacity: 8,800 people-hr. 6 double chairs, 1 covered double chair, 1 poma. SS,SR,N,NSS.

### Lake Eldora

45 mi. via 6 or 93 and 119. Capacity: 1,050 people-hr. 2 double chairs, 2 pomas, SS, SR.

### Ski Idlewild

70 mi. via I-70 & U.S. 40. Capacity 1,200 people-hr. 1 double chair, 2 pomas. SS,SR,N,NSS.

### Keystone

70 mi. via I-70 to Dillon, 6 mi. east on U.S. 6. Capacity: 10,700 people-hr. 8 double chairs, 1 poma. SS,SR,N,NSS.

### Loveland Basin and Loveland Valley

56 mi. via I-70 to Exit 40. Capacity 7,000 people-hr. 5 double chairs, 2 pomas, 1 T-bar, 1 rope tow. SS,SR,N,NSS.

### Vail

100 mi. via I-70. Capacity: 20,740 people-hr. 14 double chairs, 2 triple chairs, 1 gondola, 1 poma. SS,SR,N,NSS.

### Winter Park

67 mi. via I-70 & U.S. 40 to Exit 44. Capacity: 14,300 people-hr. 11 double chairs, 2 T-bars. SS,SR,N,NSS.

### Arapahoe East

15 mi. via I-70 to Exit 58. Capacity: 1,800 people-hr. 1 double chair, 1 poma, 1 mitey mite. SS,SR,N,NSS.

### Berthoud Pass

57 mi. via I-70 & U.S. 40. Capacity: 958 people-hr. 1 double chair, 1 T-bar. SS,SR.

## Campgrounds

### Golden Gate Canyon State Park

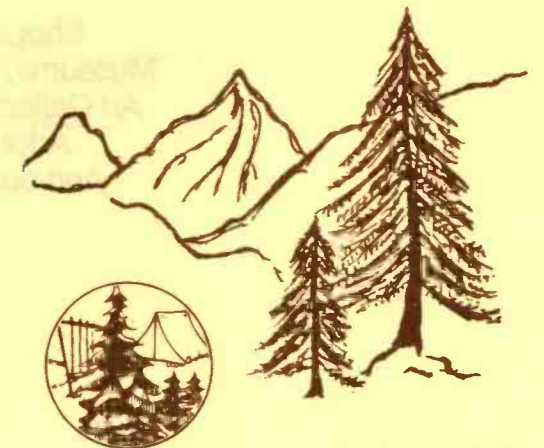
NW of Golden. Campground, tent and trailer spaces—tables, firewood, laundry, showers, fishing, iceskating, horseback riding, snowmobile trails, Eldora Ski area close by.

### Lions Park

9th and Elm, Golden. 3 tennis courts, 2 ball fields, playground and picnic area, fishpond, track and football field, with an adjacent campground at Kiwanis Park, west end of 10th Street, on Clear Creek, fee.

### Genesee Park

5 miles west of Golden I-70, Genesee Exit. Playgrounds, picnic tables, fireplaces, shelter house, elk and buffalo enclosure, softball field, scenic overlook, fee camping at Safari Campground.



Courtesy: Golden Daily Transcript



Courtesy Golden Daily Transcript

## Golden Today

Golden today is the mineral and solar research center of America, the home of Colorado School of Mines, and Coors Brewery. Its history sparkles with the early search for gold and silver in the Colorado Rockies. Golden is the hub of 2 transcontinental highways with easy access to the major ski areas, a few miles from Downtown Denver and 20 minutes from Stapleton International Airport. Population: Est. for 1977 is 15,000 with a trade area of over 37,000.

Elevation: 5,675 feet, Government; City Manager - Council. There are 21 churches which represent the major denominations. The weather is mild, the skies are deep blue and the average annual precipitation is less than 20 inches. This dry climate eases the effects of the few hot or cold days. The low humidity enables the snows to disappear more quickly and golf is played every month of the year. Golden is the county seat of Jefferson County.

## The Golden Chamber Of Commerce

has sponsored this book  
It is the wish of all the Golden Merchants  
that you enjoy our city  
Please visit our

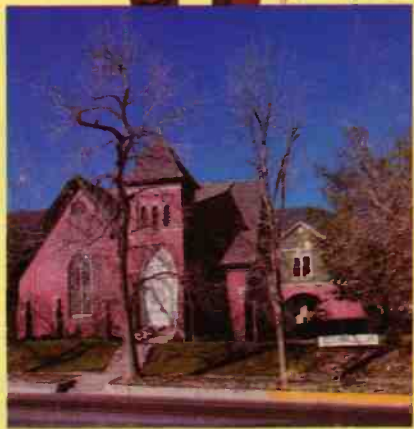
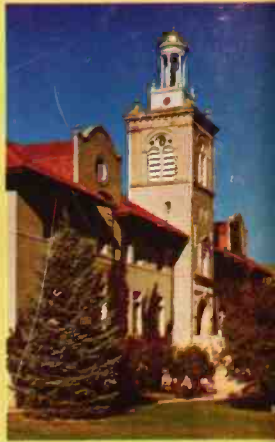
Shops, Stores, Taverns,  
Museums, Churches, Restaurants,  
Art Galleries, Historic Buildings,  
Adolph Coors Brewery  
And our Mountain Scenery!

Stan,

I thought you might like a copy of this little magazine type thing. I found it quite interesting. So I confiscated one for you. The picture of your Uncles house is inside the magazine.

I couldn't get an autographed book for you, because the lady didn't know when Georgina might be down. Said it might be a year. So took what she had.

Louise



**Golden — Colorado's most historical city.**

