

four daily newspapers—the *News*, *Times*, *Tribune*, and the *Democrat*, each of which issue weeklies—together with eight or ten others, that are exclusively weekly, the principal of which are, the *Rocky Mountain Herald*, (who has not heard of Goldrick's *Herald*?) the *Colorado Farmer*, the *Journal*, and the *Mirror*. In fact, Denver is supplied with *all* the “modern improvements,” including many big hotels, and more little hotels, but the principal ones are the Grand Central, the American, with its annex, the Inter-Ocean, and the Wentworth. What cannot be found in Denver, you need not hunt for in the West.

The State Agricultural Society has 40 acres of ground adjoining Denver, where stalls, etc., have been erected for the accommodation of animals at the annual fairs. A half-mile race track is laid out and the buildings and the land enclosed with a concrete wall, the whole costing about \$10,000.

The Ford Park Association have a race track about two miles northeast of the city; it is handsomely enclosed, and kept in good repair. On every afternoon the fast horses of Denver and their fast drivers can be seen enjoying the smooth track at 2:40 speed.

THE BOARD OF TRADE was organized in Denver in the fall of 1867, by the capitalists and business men of the city, *especially* to build the Denver Pacific railroad, which it aided to a great extent. The Board has taken the lead since, however, in all public enterprises, and has been one of the leading instrumentalities in promoting the growth and prosperity of the city.

NARROW GAUGE—The *first* narrow gauge railroad in Colorado, was organized by the writer, and incorporated January 30, 1868. It was called: “The Arapaho, Jefferson & South Park railroad.” When this road was incorporated, there was not a foot of railroad track in Colorado, and not a shovel-full of dirt had been moved to construct one. The nearest lumber had to be hauled on wagons, from 35 to 60 miles, and sold in Denver, from \$50 to \$100 per thousand feet. Wood had to be hauled over 25 miles, and at times sold as high as \$80 per cord. Coal was hauled from 15 to 23 miles, and sold from \$12 to \$30 per ton.

Just previous to the organization of the above company, the Denver Pacific Railroad Co., had secured the bonds of Arapaho county to the amount of \$500,000, in aid of their road, and were advertising

for bids for 200,000 ties, and the Kansas Pacific Company—claiming all timber within twenty-five miles of their line—had warned all persons against cutting ties within that limit, under penalty of the law.

To build this “baby road” to the timber region, beyond the prescribed limits, and put in the 200,000 ties for the Denver Pacific, was the incentive which prompted the writer in attempting to build the Arapaho, Jefferson & South Park railroad.

The route was westward from Denver via Mt. Vernon Canyon, to Bergin township, 30 miles distant. The route was duly surveyed and found satisfactory; the money and labor necessary was ready to complete the road in 90 days—conditional, however, on securing the tie contract. The ties could be purchased at the end of the road in the mountains, for 15 cents each with all down grade to Denver.

Then it was that a bid was handed to the President of the “D. P.,” offering to put in 200,000 ties for 50 cents each. This bid was immediately taken to Omaha, and the contract given to two of her citizens, at a price considerably more than *double* the amount for which the narrow gauge company offered to contract.

On the return of the official from Omaha, the writer was told by the *then* President of the Board of Trade, and a “director” of the Denver Pacific: “Crofutt, your bid was *too low*; if you had bid higher—at a price high enough for us all to make something—you could have had the contract.” We immediately wilted. Previous to that time, we would have made an affidavit that every man, woman and child in Colorado was *honest*, and all working together for the common good.

Well, time passed, the child died, the “boy” fled the country, and only after ten years, returns to record a *little* of the early history of “narrow gauge” in Colorado.

EARLIER HISTORY—The *first* settlement where Denver now stands, was made Nov. 1st, 1858. Aurara, now West Denver, was laid out and named on the 4th, and on the 6th, there being 200 people present, an election was held, and H. J. Graham was elected a delegate to Congress, and instructed to get the “Pike’s Peak gold mines” set apart from Kansas as a separate Territory. On the 8th, Mr. Graham started for Washington *on horseback*. In December following, the town of St.