

COLORADO IN THE TWENTIETH CENTURY

IN THEIR OWN WORDS TABLE OF CONTENTS

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FOOD, CLOTHING, AND SHELTER

FOOD

FRUIT STANDS

“Every few miles along the way I encountered stands selling vegetables, fruit, and the local specialty--melons...of which there are several varieties. One is the cantaloupe, small and gray [on the outside] but very sweet and quick to ripen. Others are the casaba and honeydew. One melon provides a full portion for four and even six people... I fully provisioned myself with vegetables and melons. For a little more than a quarter I had sacks packed like I had never seen them, so that I didn't know where to put everything.”

Source: Stanislaus A. Iciek, "Across the United States by Car," in "Polish Impressions of Colorado," *Essays and Monographs in Colorado History*, No. 7, (1987): 91-92.

COOKING OUT

“During my whole trip I rarely stepped inside a restaurant because I prepared my own food. I did so because of second-rate American cooking as well as for budgetary and health reasons.... I advise my readers who would like to travel by car throughout the United States to take along a gas stove and kitchen utensils. He or she will live cheaply and comfortably.”

Source: Stanislaus A. Iciek, "Across the United States by Car," in "Polish Impressions of Colorado," *Essays and Monographs in Colorado History*, No. 7, (1987): 92.

SCHOOL LUNCHES

“Teachers in rural schools in the 1930s ate lunch with their students, as Lucille Dalton Boyd remembered:

Mrs. H. put home baked bread and fried chicken in my lunches. My pupils had a coarse home made bread and large chunks of mutton in their lunches. Mutton tastes better hot, so we would put it on top of the heater before lunch.”

Source: Lucille Dalton Boyd, "Country School in the Dust Bowl Years," in Margaret J. Lehrer, ed., *Up The Hemline* (Colorado Springs, 1975): 145.

BUTTER AND LARD

“We used to buy ranch butter, you know, we bought it for 15 cents a pound. And we used to get a pail of lard.... The butter we used sparsely for the toast, sometimes not even that...because [we had only] one pound a month for the whole family. But we used to use the lard instead, you know. And when we fry something, you know, we saved that [grease]..., especially a pork chop. Oh, my God, that was a luxury then.”

Source: Angela Tonso interview, quoted from Rick J. Clyne, *Coal People: Life in Southern Colorado's Company Towns, 1890-1930* (Denver: Colorado Historical Society, 1999): 83.

4-H CLUBS

“Well, actually, as far as clubs, after we had over 200 people in Rangely [about 1939]—before that, why Mrs. Purdy used to have a little literary club that met, oh, maybe once a week . . . and in wintertime, why maybe once a month. . . . But when you live out on a ranch and you don't have any transportation in [to town], other than a horse, why, I never was involved with any of the women's clubs. Then after I moved to town my children were in school, so I became involved in the school activities with the children. I was 4-H leader for 10 years.”

Source: Stella La Force Rector quoted in Julie Jones-Eddy, ed., *Homesteading Women: An Oral History of Colorado, 1890-1950* (New York: Twayne, 1992): 147.

NEW TOURIST ATTRACTIONS

“New tourist attractions gradually are being added to keep visitors comfortable and occupied—and spending—while they enjoy the mountains and the climate. Dude ranches are on the increase. Motor courts are growing more elaborate. The historic old mining town of Aspen has been revived as a ski resort, complete with . . . movie stars, and now it is getting a theater and a folk ballad center as summer substitutes for snow.”

Source: Charles A. Graham and Robert Perkin, “Denver: Reluctant Capital,” in Ray B. West, ed., *Rocky Mountain Cities*, (New York: Norton, 1949): 315.

CLOTHING

DEPRESSION CLOTHING

“Children from homes in the lower wage brackets were often not able to come to school because of a lack of clothing, especially shoes. Many of the La Junta teachers contributed voluntarily to a clothing fund to keep such children in school, even though some of us were also helping our parents or sisters and brothers.”

Source: Theresa Lee, "The Depression Years," in Margaret J. Lehrer, Ed., *Up The Hemline* (Colorado Springs, 1975): 133.

A CLOTHING EXCHANGE

“The big [economic] depression of the [nineteen] thirties is still a nightmare to many people. Stores and shops were forced to close. Poverty and despair reared their ugly heads. Again I became the teacher who ‘begged’ for her pupils. This time it was for wearable, clean clothing. At least once a week in my classroom, after school, I had a ‘If it fits, it’s yours’ party. Children and sometimes parents sorted through neatly folded piles of clean used clothing. It was really a kind of clothing exchange. Grim and bitter as were those years—we did not give way to despair and self pity. . . .”

Source: Catherine Hume, “The Winter of 1929,” in Margaret J. Lehrer, ed., *Up the Hemline* (Colorado Springs: Williams and Field, 1975): 123.

READY-MADE CLOTHES

“We didn’t buy ready-made clothes much then. We bought the material, and then there were seamstresses in town. . . . She would always be engaged a week ahead for fall and for spring, and she came and stayed about a week—coming and going—and would make up all the clothes for the next season. . . . You spent most of your time trying things on that week.”

Source: Jesse Fitzpatrick quoted in Maria M. Rogers, ed., *In Other Words: Oral Histories of the Colorado Frontier* (Golden, CO: Fulcrum Publishing, 1996): 91.

GIRLS’ CLOTHES

“Most of our clothes were long skirts. We didn’t dare show our knees, high-top shoes, and mostly skirts and blouses. Otherwise when we were in grade school if we had three dresses we were lucky, and they were mostly pinafores, below the knees for sure. We wore long hair.”

Source: Irene Smith Lybarger quoted in Maria M. Rogers, ed., *In Other Words: Oral Histories of the Colorado Frontier* (Golden, CO: Fulcrum Publishing, 1996): 92.

HOUSES

SPANISH-AMERICAN HOUSES

“The Spanish speaking people have built their own communities in various parts of the city, where they have erected their own homes of adobe, simple 2 to 3 room structures, with rough board floors. They settled in the older part of the city and along the banks of the Platte River.”

Source: Excerpt from *Pueblo City Guide* in “Racial Groups,” Writers’ Program, Colorado, Colorado Historical Society Library, [1941?].

HOUSES BUILT OF BRICK

“Denver, in her general architecture, is more attractive than certain important cities to the eastward of her. Her houses are, for the most part, built solidly of brick and stone, and more taste has been displayed in them, upon the whole, than has been shown in either St. Louis or Kansas City. Like Kansas City, Denver has many long, tree-bordered streets lined with modest homes which look new and which are substantially built, but there is less monotony of design in Denver.”

Source: Julian Street, “Hitting a High Spot: Denver,” *Colliers* (November 7, 1914): 17.

DENVER COMPOSED OF EASTERN PEOPLE

“Denver occupies distinctly a unique position in the fact that while geographically it is in the heart or centre of the West, yet socially it is entirely composed of Eastern people. This fact may in part be due to the climate, which has no equal in the entire world. Great physicians, eminent surgeons, and other prominent and leading men and women come here in search of health.”

Source: Mrs. Crawford Hill, “East vs. West,” *Harper’s Bazarre* (May, 1910): 314.

COUNTRY CLUB NEIGHBORHOOD

“The [social] clubs play an important role here [in Denver]. The Denver Club is the oldest and handsomest. Its annual ball is one of the great social events. (Here again we differ from other cities, as there is no [social] ‘season’; dinners, luncheons, balls, and dances are continuous throughout the year, as we are never forced to seek resorts [elsewhere] to avoid the summer’s heat and dullness.) The University Club and the Athletic Club occupy handsome buildings. The Country Club, with its tennis-courts, golf-links, and polo-fields, furnishes also a continuous source of outdoor amusement.”

Source: Mrs. Crawford Hill, “East vs. West,” *Harper’s Bazarre* (May, 1910): 314.

LIVING AT AMACHE

“When I first saw Granada [the location of the Amache internment camp], I thought ‘My God, is this it, or is this just another rest stop.’ I had never seen such a desolate place in all my life. There just seemed to be no one living there. But after awhile I realized there wouldn’t be any one these to hassle us like they did back home [in California], so that part of it would be okay.”

Source: Tom Shigekuni quoted in Robert Harvey, *Amache: The Story of Japanese Internment in Colorado During World War II* (Dallas, Taylor Trade, 2004): 77.

DENVER’S HOUSING SHORTAGE, 1950s

“Other newcomers [to Denver after the war] bought up chicken coops on the town’s western outskirts, improvised floors and wall with cast-off lumber. A few even moved into abandoned streetcars, blacked out windows, put mattresses on bunks along the car’s sides and called it home. In the city’s center, the flower of Denver’s onetime residential glory, its 20-room mansions, overnight became rooming houses. In one room, in such a boarding house, lives James J. Hulley. . . . His family shares a toilet with 17 other people. The room costs \$35 a month, and yet the living is not cheap, because there’s no stove, and all meals must be taken outside, putting a strain even on the \$4,000 income which Hurley, an artist, earns.”

Source: Lester Velie, “Housing: No Home in the West,” *Colliers* (December 21, 1946): 30.

DENVER’S RAPID GROWTH

“Today Denver is something of a sleeping beauty among cities. . . . She is beautiful beyond doubt. She has mile upon mile of substantial homes and well-tended gardens. Yet there are families of ten living in a single dirt-floored room, and within a half-mile of handsome City Hall are areas where high water levels make modern sewers impossible.”

She is growing. But 89 per cent of the hotels, 66 per cent of the office space, 63 per cent of commercial property and 51 per cent of factories were built before 1916. She has many and inspiring churches. And ghettos ‘in fact if not in name,’ according to an official survey of the minorities problem. Denver is clear and healthful, and a center of medical education. Yet there are less than three hospital beds for each 1000 persons, again a national urban average of eight.”

Source: Charles A. Graham and Robert Perkin, “Denver: Reluctant Capital,” in Ray B. West, ed., *Rocky Mountain Cities*, (New York: Norton, 1949): 306.

DENVER AND ITS SUBURBS

“The town and its suburbs are bursting out at the seams. Building is under way everywhere, and still the roofs are not numerous enough to meet the demand. Many of the newcomers are ex-GI’s [military personnel] who discovered Denver when they were stationed at Lowry and Buckley Fields, and now have come back to make homes.”

Source: Charles A. Graham and Robert Perkin, “Denver: Reluctant Capital,” in Ray B. West, ed., *Rocky Mountain Cities*, (New York: Norton, 1949): 313.

INTERIORS

CROWDING AT AMACHE

“It was crowded in my family’s room. We had seven people so we go the end unit. Of course, there wasn’t enough room for seven beds in the room, so we had to share beds. My mother and two younger brothers slept in a double bed we made and the three older boys slept in another double bed. My father got a single bed to himself.”

Source: George Hirano quoted in Robert Harvey, *Amache: The Story of Japanese Internment in Colorado During World War II* (Dallas, Taylor Trade, 2004): 87.

KITCHENS

“Most evenings were spent in the kitchen--the only warm room. When it was time for bed we scurried upstairs and climbed in with a hot brick or hot-water bottle to keep the feet warm. Electric blankets and plug-in heating pads would have made our young years so much easier, but those weren’t invented yet.”

Source: Keith A. Cook, “A Whiskey Train and a Doughnut Day: Coming of Age on the Eastern Colorado Plains,” *Colorado Heritage* (Spring 1998): 9.

FAMILIES, CHILDREN, AND SCHOOLS

FAMILIES

IMMIGRANT FAMILIES LEARN ENGLISH

“Few of the [immigrant] children in our school [in the 1920s] knew any English when they entered. Their parents paid scant heed to some of the subjects the children studied—but not so with English! The children were made to repeat English lessons at home—and in this way, of course, parents learned the language too.”

Source: Letha M. DeVoss, "Superstar," in Margaret J. Lehrer, ed., *Up The Hemline* (Colorado Springs, 1975): 99.

AN IMMIGRANT WOMAN

“I was hurt. I don't like it here. I cry and cry. I don't know nobody except my uncle and auntie, but even them I don't see them for a long time..., and I cry and I tell you one thing, if the way wasn't with the sea, with the water, I walk home.”

Source: Maria Batuello interview, quoted from Rick J. Clyne, *Coal People: Life in Southern Colorado's Company Towns, 1890-1930* (Denver: Colorado Historical Society, 1999): 47.

WE GOT ELECTRICITY IN 1941

“Originally, of course, in my memory, there was just kerosene lamps and then years ago Dad purchased a thirty-two volt electric lamp. They we had our own electricity. It was satisfactory. We could run small motors, things of that nature. We really didn't have electricity here until 1941 when the REA [Rural Electric Association] came in as part of the Colorado Big Thompson Project.”

Source: Andrew Steele quoted in Maria M. Rogers, ed., *In Other Words: Oral Histories of the Colorado Frontier* (Golden, CO: Fulcrum Publishing, 1996): 81-2.

JAPANESE-AMERICAN EVACUATION, 1942

“It was ugly. They put us on a train and pulled the [window] shades down. They took us from Santa Anita [in California], down through the center of LA [Los Angeles], right by the Sears and Roebuck building, through the rail yards, and then up toward Utah, Wyoming, and then brought us back into Colorado. . . . They didn't want us to look out. I don't know why—maybe they didn't want Americans to see us or us to see the Americans. I don't know.”

Source: Tom Shigekuni quoted in Robert Harvey, *Amache: The Story of Japanese Internment in Colorado During World War II* (Dallas, Taylor Trade, 2004): 71.

SPANISH-AMERICAN FAMILIES

“The Spanish-Americans usually raise large families, and strong family affection is a racial trait. The family is the important unit in society, and parental authority is highly respected. The children are trained in the all-too-often forgotten art of simple and gracious courtesies that are often neglected by Americans in the hustle and bustle of daily life.”

Source: “The Spanish-Speaking People,” in “Racial Groups” Writers’ Program, Colorado, Colorado Historical Society Library, Dec. 18, 1941.

SEGREGATION, 1949

“Socially, too, there are signs of at least incipient progress [as of 1949]. Characteristic of Denver have been well-defined areas of restrictive covenant-created racial segregation. Some fifteen thousand Negroes live in a section [of Denver] known as ‘Five Point.’ Most of the thirty thousand Spanish-speaking people inhabit an area shaped in a crescent along the bottoms of the Platte [River]. Within these same areas are compressed much of the substandard housing and health conditions. . . . 88 per cent of Spanish-American homes are rated substandard, and 45 per cent of Negro homes. Infant mortality among Spanish-Americans is twice as high as the city average.”

Source: Charles A. Graham and Robert Perkin, “Denver: Reluctant Capital,” in Ray B. West, ed., *Rocky Mountain Cities*, (New York: Norton, 1949): 315-16.

DEARFIELD FAMILIES

“There are now in Eastern Colorado 500 colored families on farms and 2000 Negro farmers and farm hands.

Dearfield settlement has laid a great foundation for the building of the wealthiest Negro community in the world. It is fortunate in its productive soil, its climatic conditions, its close proximity to water, fuel, railroads, and the vest markets, which always have a demand for available products.

This is merely a movement to promote the welfare of the Negroes and place them on a higher plane. Our settlement includes only hard working honest persons, who are willing to do their share of the work if they can reap; their reward in the form of a substantial living for themselves and their families.”

Source: Oliver Jackson, quoted in *Denver Post*, [no mo. or day], 1917.

JOB DISCRIMINATION

“To [housing] segregation, Denver has added the disgrace of job discrimination. A 1941 report found the city’s median income was \$1,470. Against this is to be measured \$900 for Negroes, \$690 for Spanish-Americans, and \$730 for ‘other minorities.’ And here is the reason: of 189 business firms questioned, 107 made a policy of employing no Negroes, 129 no Japanese-Americans, 80 no Spanish-Americans.”

Source: Charles A. Graham and Robert Perkin, “Denver: Reluctant Capital,” in Ray B. West, ed., *Rocky Mountain Cities*, (New York: Norton, 1949): 316.

CHILDREN

COASTER WAGONS

“When I was a small boy [in the 1920s], not many kids rode bicycles, which were considered more of a means of transportation than a toy or a recreational vehicle. We had tricycles, coaster wagons, and homemade scooters. I don't even recall any bicycle racks at the elementary schools I attended.”

Source: Robert Esterday, *A Kid's-Eye View of Early Greeley* (Greeley, CO: The Author, 1993): 68.

HOME MADE TOYS

“Many children did not have nice toys. Jack Dempsey, who grew up in the San Luis Valley, described the toys he played with in the following account.

We never had any “store” toys. We had to make our own playthings. Chips of wood became boats, sticks became spears, bits of old rope became lariats. We were able to make fairly respectable bows and arrows. We had a lot of fun with these things.”

Source: Jack Dempsey, *Round by Round: An Autobiography*, in collaboration with Myron M. Stearns (New York, 1940): 11-12.

RUBBER GUNS

“Young people today don't play with rubber guns. You took a Model A inner tube, cut it around like a big flat rubber band, notched the end of a wooden lath board, and stretched that inner tube from the notch back to a close pin trigger. When the trigger released, the rubber band flew toward the target. The longer the barrel, the better the stretch. A knot in the tube produced a distinct sting upon the human target.:

Source: Keith A. Cook, “A Whiskey Train and a Doughnut Day: Coming of Age on the Eastern Colorado Plains,” *Colorado Heritage* (Spring 1998): 5.

DENVER'S CHINATOWN

“. . . [The] large Chinatown of the city [Denver], extending from Sixteenth along Wazee and Wynkoop streets . . . was a busy mart, a growth of the steady immigration of the ‘Celestials’ to Colorado, where thousands had been, and still were, employed in placer mining around Central City, at Fairplay, Tarryall, California Gulch, and other gold camps. Chinatown was their supply source. Here were silk and clothing shops, stores of exotic atmosphere with shelves crowded with imports, fine teas, spices, drugs, and foods from China, tapestries, fans, laces, and there were many laundries. . . . The steam laundries hadn't come [yet], and the Chinese had a monopoly on laundering.”

Source: Joseph E. Smith, “Personal Recollections of Early Denver,” *Colorado Magazine*, 20 (January 1943): 5.

SCHOOLS

A SCHOOL OF THE 1920S

“The Cameron School of 1926 was quite different from the school of the '90s. We had no resident school nurse, no school library, no gym, and neither a kitchen nor a hot lunch program. No students were bused, and since we had an hour off at noon we walked home for lunch. We ate fast and got back to school in time for some playground time before afternoon classes started.”

Source: Robert Esterday, *A Kid's-Eye View of Early Greeley* (Greeley, CO: The Author, 1993): 78.

SCHOOLS DURING DEPRESSION TIMES

“School hot lunch programs began during the 1930s, as Ruth R. Bruns, a teacher, remembered:

Two children from such a [poor] family arrived each day carrying shiny half-gallon honey pails for lunch baskets. When most of us gathered for lunch like one big happy family, these two asked permission to go off by themselves....The truth finally became evident. Those shiny lunch pails contained NO FOOD. Pride had kept the children from confiding in me....A hot lunch program seemed the answer and soon the official wheels were turning. Government surplus foods were available to schools such as ours.”

Source: Ruth R. Bruns, "Lunch-Less Lunch Pails," in Margaret J. Lehrer, ed., *Up The Hemline* (Colorado Springs, 1975): 148.

THE BOOKMOBILE

“‘Here comes the Bookmobile!’ was first heard throughout Pueblo County in 1948.... Pueblo's McClelland Public Library furnished the books for the [bookmobile] which visited the rural schools throughout the county.... The first truck had a metal floor and when the weather was really cold, ice would form on the floor and service was much speedier.... The youngsters didn't linger while choosing their books, as they loved to do on more pleasant days.”

Source: Clair K. Knox and Jane C. Cotner, "Here Comes the Bookmobile," in Margaret J. Lehrer, ed., *Up The Hemline* (Colorado Springs, 1975), p. 166-167.

PLAYGROUND EQUIPMENT

“The second year my sister and I decided we needed some swings and teeter-totters for each school. so we planned a program, a box supper and a small carnival....We had a fortune teller, a fish pond, stunts, jokes and many other typical carnival games for entertainment...

From the sale of the boxes and the carnival we took in about \$70.00 which was considered a lot of money...

Our father, with our help, put up the equipment for both schools. These were the first schools on the prairie to have playground equipment.”

Source: Lavina Gamet Lewis, "Northwest of Last Chance," in Margaret J. Lehrer, ed., *Up The Hemline* (Colorado Springs, 1975): 104.

CLASSROOMS

1930s SCHOOL LIBRARY

“My first year of teaching was in 1933-34. . . . The school had very few library books. This was a deplorable situation. To me—reading was as necessary as food. More than anything, I wanted to begin building a good library for the children so that they might have the joy and enrichment of good books in their childhood years. However, these were the depression years. Money was scarce, and one did not request school boards to purchase library books. School boards used money for the bare necessities.”

Source: Beryl Foster quoted in Margaret Margaret J. Lehrer, ed., *Up the Hemline* (Colorado Springs: Williams and Field, 1975): 137.

SCIENCE CLASS

“During the first week of school, the superintendent said he was very busy, and would I please take his physics class for a week. He managed to visit the class a short time each day. I had had only one year of high school physics and it was the subject I least wanted to teach. However, I studied and did my best. At the end of the week Mr. Johnson told me he was still very busy and wanted me to continue to teach physics. . . . It didn’t take me long to figure out the superintendent didn’t want to teach physics.”

Source: Emma D. Schaetzel, “At Windsor High School in 1912,” in Margaret J. Lehrer, ed., *Up the Hemline* (Colorado Springs: Williams and Field, 1975): 65.

MUSIC CLASS

“In 1945, at the end of World War II, I was offered the position of Orchestra and Vocal Music Instructor of elementary, junior high and senior high school in Rifle, Colorado. . . . The music department consisted of an out-of-tune piano and five tattered song books. . . . At the end of the [first] semester, a young man came to teach science [to which she had been assigned], and I was sent to introduce music to fifth and sixth graders and organize girls’ and boys’ glee clubs. . . . In spite of these handicaps [scheduling problems and lack of music], our glee clubs were entered in the spring vocal contests. How those youngsters sang! We came home with top ratings.”

Source: Sylvia Miles, “Music, Music, Music!” in Margaret J. Lehrer, ed., *Up the Hemline* (Colorado Springs: Williams and Field, 1975): 164-65.

WORK AND WORK PLACES

HOUSE WORK

GIRLS' CHORES

“The girls would help one another. My mother would get up and fix breakfast...and the girls would clean up the house and wash dishes. They [took] care of the inside and helped with the little children too.”

Source: Alfred Owens interview, quoted from Rick J. Clyne, *Coal People: Life in Southern Colorado's Company Towns, 1890-1930* (Denver: Colorado Historical Society, 1999): 95.

COAL MINING

THE COMPANY STORE

“Everything centered around the mine and the company that owned it. the miners weren’t paid in regular money, but in script [scrip]. Script was sort of a coupon. You would buy what you needed at the Company Store and pay for it with the script.... Anyway, the Company Store carried everything from soup to nuts. It was just generally understood that you traded at the Company Store. You could be blackballed and might even lose your job if you didn’t do your business there.”

Source: Tillie Mayer interview, quoted from Carl Ubbelohde, Maxine Benson, and Duane A. Smith, eds., *A Colorado Reader* (Second Edition, Boulder, 1982): 100.

DEATH OF A BOY MINER

“When the Vulcan boom came, we moved there. . . . My son, Johnnie, died there. He was working in the mine and contracted pneumonia and didn’t last but a few days. He was a good boy; I miss him.”

Source: Mary Nichols Williams, (1934), CWA Interviews, Document 350/68, Colorado Historical Society.

AN IMMIGRANT MINER

“I left Europe because my folks wanted me to become a priest, and I run away from there. It took me 38 days on a boat [and train] until we get to Trinidad and Engleville [Colorado]. I started work [in a coal mine]. I was a little over 18. Believe it or not, I cry many, many times, why did I come? My hands was full of blisters.”

Source: Ed Tomsic interview, quoted from Rick J. Clyne, *Coal People: Life in Southern Colorado’s Company Towns, 1890-1930* (Denver: Colorado Historical Society, 1999): 47.

WORKING IN A COAL MINE

“It was none of it safe. . . . I done that up till [1940]. You didn’t do nothin’ but load coal; that’s all you did. . . . All you did was shovel. That’s all you had to do from the time you started in the morning till night; that’s all you did. You’d be bent over all day, but it was high enough to where you could stand up, you know, if you wanted to rest. Why, it was about ten feet high.”

Source: Jack Davies quoted in Maria M. Rogers, ed., *In Other Words: Oral Histories of the Colorado Frontier* (Golden, CO: Fulcrum Publishing, 1996): 33.

JOSEHPINE ROCHE AND MINER'S UNIONS

“Josephine Roche signed a Union contract, which was unheard of at that time. There was no Sunday work. When they needed coal, Josephine used to come out and crawl up on the rock pile—she always wore knickers and boots—and she’d say, ‘Now men, we need the coal. Will you work Sunday? We would like to have enough [men] to work. If you don’t work, there will be no discrimination.’ And almost to a man, they agreed to work. She lived in Denver. She never asked some stooge to come out and ask us to work, she always come out herself. . . . In the fall of 1927 . . . she said she would sign a contract that had . . . to do with the American Federation of Labor. Se we all joined the union, and I worked there quite a while. . . . By 1933 they all joined the union.”

Source: Lawrence Amicarella quoted in Maria M. Rogers, ed., *In Other Words: Oral Histories of the Colorado Frontier* (Golden, CO: Fulcrum Publishing, 1996): 39.

CHANGES IN COAL MINING

“The coal miners had been important economically . . . and of course, with the freight trains being more numerous than ever the coal miners were all exempted from [World War Two military] service and the coal miners were doing very well. Shortly after the war, within twelve months of the surrender, the [use of diesel fuel for] the motor power on the railroads was almost complete and that, of course, had a very adverse effect on the coal mines. There were eighteen of them running [in Boulder County] and by [1948] I don’t think any of them were operating.”

Source: Clyde Boyle quoted in Maria M. Rogers, ed., *In Other Words: Oral Histories of the Colorado Frontier* (Golden, CO: Fulcrum Publishing, 1996): 40.

WILDCATting OILMEN

“Other industries are also in the making or on the upbeat. Wildcatting oilmen are stumbling over each other’s rigs in the most remote areas of Colorado, spurred on by the black bonanza in the new Rangely [Colorado] field, described as the largest oil discovery of the twentieth century. The state’s comparative abundance of the scarce ‘atomic’ minerals—vanadium, uranium, radium—hints of large things to come.”

Source: Charles A. Graham and Robert Perkin, “Denver: Reluctant Capital,” in Ray B. West, ed., *Rocky Mountain Cities*, (New York: Norton, 1949): 314.

FARMING

DRY FARMING

“The promise of the West—then as now—is not always what it seems.... Those golden grain fields usually are not what you might think: an annual phenomenon [event]. They are usually the product of two years’ rainfall accumulated through the practice of summer fallowing. There isn’t enough rain or snowfall to grow a crop every year with 13 inches of annual precipitation.”

Source: Lee Olson, *Denver Post*, Jan. 27, 1980.

HOMESTEADING NEAR AKRON AFTER 1915

“Next came the raising of wheat and the use of tractors. At first we had ‘headers’ with a crew of six men to cut and stack the wheat. Then the threshing machines came along and threshed it. We women were so lonely much of the time that it was fun to help each other cook for the ‘threshers.’ We planted pinto beans, too, which had to be piled by hand and hauled to a stack to thresh or hull. Every farmer and his wife husked corn by hand, hurrying to get it out of the field before the rabbits ate it all. The rabbits were so thick we had rabbit drives and the government paid a bounty on them. . . . The blizzards were terrible and no barns to shelter the cattle, so we stacked the feed north of the corral. Then the cattle could huddle together behind the stacks to gain some protection from the storms. Then came the grasshoppers to eat the crops before they were ripe. . . . After that came the drought of 1934, when the dust almost covered the fences. . . . Then came seven good years and the farmers bought new cars and built new houses and barns. But not until later did we have telephones or good roads.

Source: Mrs. Clara Watson, “Homesteading on the Plains,” *Colorado Magazine*, 38 (April 1961): 143.

WET YEARS, DRY YEARS

“The good years of the middle eighties ended with the dry years of 1889 and 1890. . . . There was a great exodus [departure] from this region in 1889 and 1890 and again in 1893-95. . . . In 1905 and 1906 settlers began to come in again and take up the land. They stayed on generally up to and through the World War [1914-1918]. During the war prices were high and we prospered. Since then there has been another slump and another exodus. Wheat now [1931] is down to twenty-five cents per bushel and times are pretty hard for the farmer. We have improved machinery and methods of farming that now generally insure a crop. In the early years our chief concern was whether there would be enough rain to mature our crops. Now our main problem is to sell at a decent price what we raise.”

Source: Millard Fillmore Vance, “Pioneering at Akron, Colorado,” *Colorado Magazine*, 8 (September 1931): 177.

WAGONS VERSUS TRUCKS

"[A department of agriculture study] says in part, 'the estimated cost of hauling in wagons from farm to shipping points averaged in 1918 about 30 cents per ton mile for wheat, 33 cents for corn and 48 cents for cotton; for doing the same hauling in motor trucks the averages are 15 cents for wheat or corn and 18 cents for cotton. The motor truck will make an average of 3.4 round trips per day over an average route from farm to shipping point of 11.3 miles, while wagons will make but 1.2 round trips over an average haul of 9 miles. The increased number of trips alone will place the motor truck in the lead and prove its economy. The fact of the matter is that, taking wheat as an example, the average wagon load was 56 bushels, while that of the load of the average truck was 84 bushels.'"

Source: *Akron Weekly Pioneer Press*, November 7, 1919.

THE USES OF FARM TRUCKS

"Think of the uses to which a truck can be put on the farm! It will haul produce to market and bring a return load of supplies to the farm. It will haul water to the live stock; it will haul wood for fuel; bring the implements to and from the fields, haul manure to the fields and bring back a load of stones on the return trip; will haul baled hay to the barns, corn bundles to the silage cutter; handle the grain, that is, both the corn on the cob and the threshed grain to the bin. It will haul live stock to market, thus making a saving of 5 to 8 percent over the shrinkage caused by driving stock on the hoof."

Source: *Akron Weekly Pioneer Press*, November 7, 1919.

ADVANTAGES OF FARM TRUCKS

"A motor truck offers the farmer the advantage of prompt delivery of his perishable produce, thus reducing waste through decay, as when handled by wagon or railroad, and turning into cash crops which would otherwise be lost. Through its speed it enable him to run his farm with less help, it increases the radius of land profitable for market gardening and small farms around the cities, and will pay for itself in the first six months of use through the actual net saving it will make on any modern farm."

Source: *Akron Weekly Pioneer Press*, November 7, 1919.

DUST STORMS

“It was so dark [during a dust storm] they let school out; Dad and I tried to drive just three blocks and we got lost.... The street lights went on at 2 P. M.....

Dust blew in the attics of many houses, and the weight of the dirt caused ceilings to fall in. Even the birds were afraid to fly.

Folks, that’s what a dust storm was, and once you have been in one, you’ll never forget it.”

Source: Keith A. Cook, “A Whiskey Train and a Doughnut Day: Coming of Age on the Eastern Colorado Plains,” *Colorado Heritage* (Spring 1998): 4.

IMPACT OF DUST BOWL

“It was tough going in 1928, ’29, ’30, and through the Dust Bowl. That got rid of a lot of people.

The years when the dust was blowing were the tough ones. I’ve seen brand new cars come through and were seriously damaged by the dust storms. Not just the paint, but the dust would get in the engines, too.:

Source: Recollections of Bill Reed in Margee Gabehart, ed., *History of Elbert County, Colorado* (Dallas, TX: Curtis Media Corp., 1989): 17.

A BLOW OUT

“The hardships of the depression were [made worse] by the dust storms. A field that was green with wheat two inches high could be bare the next day after one of these storms hit, the wheat blown out by the roots. I remember one big storm. so dense was the dust that it [blocked out] the sun.”

Source: Theresa Lee, "The Depression Years," in Margaret J. Lehrer, Ed., *Up The Hemline* (Colorado Springs, 1975): 133.

THE RELOCATION OF JAPANESE-AMERICANS

“The relocation of the Japanese to Colorado has been a ‘God-sent’ gift to the hundreds of farmers, particularly in the sugar beet districts. The evacuee laborers have aided in the harvesting of this essential product. . . . [The] farmers who have employed Japanese labor, frankly admitted that their relationship has been of first class rating. It has been reported that, since the standards of living of the majority of the Japanese were much higher than those formerly hired by these farmers, the evacuee laborers have contributed to the improvement of working conditions and housing facilities in general. We are in receipt of many letters of appreciation for the excellent work done by evacuee laborers everywhere.”

Source: Oski Taniwaki quoted in Robert Harvey, *Amache: The Story of Japanese Internment in Colorado During World War II* (Dallas, Taylor Trade, 2004): 67.

DENVER UNION STOCKYARDS

“The DENVER UNION STOCKYARDS, . . . established in 1886, occupies 130 acres, of which 80 acres are paved; pens have water and sewer connections. This is the largest receiving market for sheep in the United States, . . . more than 1,000,000 pass through the yards annually. The plant, centered on the Livestock Building, . . . has facilities for handling 70,000 sheep, 33,000 cattle, 10,000 hogs, and 2,000 horses or mules. The cattle-branding chutes have a daily capacity of 4,500. The Stockyards Stadium, E. 47th Ave. and Gilpin St., a large rambling brick and frame building seating 4,400, is the scene of the annual National Western Rodeo, Horse Show, and Livestock Show.”

Source: Colorado Writers' Program, *Colorado: A Guide to the Highest State* (New York: Hastings House, 1941): 151.

SELLING

A GENERAL STORE IN CRAIG

“I came here to Craig in 1908. . . . Well, next year, after we came here, you see, he had the J. W. Hugus Company down here on the corner [in Craig], across from our old bank. That was a general store. They had everything from toothpicks to binders and plows and everything. Then [Dad] got a chance to haul freight from Steamboat [Springs] to help pay our grocery bill. They let us have groceries—anything we needed—and he’d haul freight.”

Source: Julia Biskup Kawcak quoted in Julie Jones-Eddy, ed., *Homesteading Women: An Oral History of Colorado, 1890-1950* (New York: Twayne, 1992): 19.

A DRY GOODS STORE

“The Simpson-Easterday Dry Goods Company owned by Robert Simpson and my father stood on the west side of Eighth Avenue.... The interior of the store was one big room, nearly two stories high.... The shoe department, especially, used high wall space to stack the many boxes of shoes.... A moveable ladder attached to a high rail allowed easy access to the boxes.”

Source: Robert Esterday, *A Kid's-Eye View of Early Greeley* (Greeley, CO: The Author, 1993): 35.

MANUFACTURING

GATES TIRE FACTORY

“The automobile industry has brought to Denver a tire manufacturing concern, which produces 150 tires and 450 inner tubes a day. This production has grown from nothing to its present capacity in one year. This is the only tire factory west of the Missouri river and east of the Pacific coast.”

Source: “Automobile and Prosperity,” *Denver Post*, (December 31, 1916): 5.

RUSSELL STOVER CANDIES

“Mrs. Stover’s Bungalow Candies were first manufactured by Mrs. Russell Stover in her “bungalow home” in September 1923. (923 Detroit, Denver, Colorado). She made fine home-made candies and then having built up a reputation—opened a small store in the Home Public Market, December 1, 1923. For two years, she continued making candies at her home; in the meantime, she opened several “black and white” stores—carrying the same black and white motif in the boxes used for packing the candies.

In 1926, a factory was built at 748 Lincoln and the first delivery “truck,” a motorcycle whose sidecar carried 300 lbs. Of candy, was purchased. . . .By

By 1931, the company had approximately 1,000 agencies in 38 states carrying “Mrs. Stover’s Candies” exclusively.”

Source: “Mrs. Stover’s Bungalow Candies,” in “Industry and Commerce, Sketches of Denver,” Writers’ Program, Colorado, Colorado Historical Society Library, [1940?].

GATES RUBBER COMPANY

“The founding of the company in Colorado was an accident. The two Gates brothers came here after graduating from the University of Michigan as mining engineers to engage in mining. When this business did not pan out, they invested their capital of \$1500 in leather halters and gradually branched out into the rubber business. They formed a closed corporation and have developed a business, which in 1940 sold 16 million dollars worth of goods. Their payroll of \$4,300,000 was distributed among 3,200 employees....

Five thousand different articles are made by the company. About 30 per cent of the business is devoted to the manufacture of tires and tubes—70 per cent of the products being other types of rubber goods.”

Source: “Gates Rubber Company,” in “Industry and Commerce, Sketches of Denver,” Writers’ Program, Colorado, Colorado Historical Society Library, [1940?].

PUEBLO STEEL MAKING

“The steel is made in the open hearth. The “Ingot Buggy” carries away the glowing 11,000 pound mass. Tiny men manipulating huge tongs lower it into the roaring pit for an exactly timed stay, during which it is turned several times so the heat penetrates throughout.

White hot it dazzles your eyes as it’s lifted from the pit, and dumped with a clang at the blooming rolls.

One of the features of any steel mill is the fewness of people. Here and there you see a person, dwarfed to doll size, moving amid the giant machinery. But the huge mill seems, on the whole, to move almost of its own will.

Source: Roscoe Fleming in *Rocky Mountain Empire Magazine* (April 3, 1949).

PUEBLO’S SMELTERS

“In the afternoon we arrived in Pueblo, a very pleasant and interesting town.... One already sees here numerous smelters and factories, among which the most important is the one producing Bessemer steel; several train lines create locally an important communications nexus.”

Source: Emil Haddank Dunikowski, "Across the Rocky Mountains in Colorado (1893) in "Polish Impressions of Colorado," *Essays and Monographs in Colorado History*, No. 5, 1987, 32.

ALEXANDER AIRCRAFT CO.

“One area manufacturer of planes about that time was the Alexander Company in Colorado Springs, which produced the Eaglerock plane. These aircraft...had more than their share of crashes. It got so bad that people made crude jokes about them such as: They call the planes Eaglerocks because they fly like an eagle and fall like a rock. Their track record finally became so bad that, as I understand, the authorities in charge of flying regulations banned further manufacturing of the Eaglerock.”

Source: Robert Esterday, *A Kid's-Eye View of Early Greeley* (Greeley, CO: The Author, 1993): 39.

SERVICES

THE TELEPHONE EXCHANGE

“When an operator received a call from a subscriber he would shout to a boy stationed behind him, who would grab the plug and cord from the operator and run with it across the room, sticking the plug into the hold [hole?] designated. Often it took two boys to make the connection. The result was that these boys were running and jumping wildly about, crawling under each other’s legs, leaping frog-fashion over one another, knocking each other down, and raising such bedlam that the operators could not hear many of the numbers given over the wire.”

Source: A. G. Birch, “The Third Telephone Exchange Operated Anywhere in the World,” *Denver Post*, Jan. 9, 1916.

WE HAVE NO CRIME

“[Denver] is one of the best lighted cities in the land. She has the commission form of [city] government. (Also, as you will remember, she has woman suffrage, Colorado having been the first State to accept it.) Her Children’s Court, presided over by Judge Benjamin Lindsey, is famous. She has no bread line, and as for crime, when I asked Police Inspector Leonard De Lue about it, he shook his head and said: ‘No; business is light. The fact is we ain’t got no crime out here.’”

Source: Julian Street, “Hitting a High Spot: Denver,” *Colliers* (November 7, 1914): 16.

BANKS IN THE DEPRESSION

“During [the Great Depression of the 1930s] when the banks were all closed and you didn’t have any money, people used to bring chickens and vegetables and things to the office [the newspaper] to pay [their bills]. That was the Depression. We look back and we weren’t happy about it, you know—we all had plenty to eat. I think as long as you’ve got plenty to eat, things aren’t too bad.”

Source: Lena Ely Stoddard quoted in Julie Jones-Eddy, ed., *Homesteading Women: An Oral History of Colorado, 1890-1950* (New York: Twayne, 1992): 76-77.

PLAYING HOST TO TOURISTS

“Playing host to tourists has become a 50-million-dollar-a-year industry for the city [Denver]—and the state’s Number One revenue source. Of late, certain disrespectful voices have been heard warning that Denver can’t keep those easy tourist dollars coming unless something is offered beyond scenery, high altitude air, and Buffalo Bill’s grave atop Lookout Mountain.”

Source: Charles A. Graham and Robert Perkin, “Denver: Reluctant Capital,” in Ray B. West, ed., *Rocky Mountain Cities*, (New York: Norton, 1949): 302.

CHANGES IN WORK PEOPLE DID

“In the early years agriculture existed as an adjunct to mining and industry. More recently farming and ranching have moved into second place in the economy of the state, next after tourist-wrangling. Manufacturing stands thirds as breadwinner, and mining, though still a multimillion-dollar proposition, is a ghost of the old-time giant. Through it all, Denver has remained pretty well above the dirt and grime [of these industries, acting] as the financial and commercial service station. Figures from the last census illustrate: 31 per cent of the workers engaged in service industries, 26 per cent in wholesale and retail trade, 15 per cent in manufacturing.”

Source: Charles A. Graham and Robert Perkin, “Denver: Reluctant Capital,” in Ray B. West, ed., *Rocky Mountain Cities*, (New York: Norton, 1949): 305.

COMMUNITY LIFE

SOCIAL LIFE

PARTY LINE PHONES

“Because the ranches were far apart, the social life was limited. I recall that twenty families were on the same party line. Before one finished his telephone conversation nearly everyone had joined in the chat. I was great for the long, lonely winter days, but a person had to be very discreet.”

Source: Margaret Vandenberg, "Forty Years One Winter," in Margaret J. Lehrer, Ed., *Up The Hemline* (Colorado Springs, 1975): 117.

CELEBRATIONS

CHRISTMAS PRESENTS

"I recall that I had seen a toy steam-engine in Daniel's and Fisher's Christmas display would have liked it more than anything; but I realized it was beyond our means, so I asked Santa Claus only for a bag of marbles. When I awoke in Christmas morning, I found on my dresser a set of toy soldiers and a bag of marbles.

After breakfast I was playing with the soldiers and Mother asked me if I was sure that I found all of my gifts, so I went into the bedroom and by the head of my bed saw a box which I opened and my heart almost stopped—there was my steam-engine!"

Source: Francis Fingado memoir in Ruthanna Jacobs, Ed., *Kiowa County Colorado Centennial History, 1989* (Dallas, TX: Curtis Media Corp., 1989): 109.

FOURTH OF JULY

"A week or so before the Fourth, Dad would take Margaret and me [to]...Eddie Weiss's "Noah's Ark." There he would oversee our purchases of fireworks and pick up the tab.... As the Fourth dawned we made sure that no neighbor was left unaware that our nation's birth day was no time to sleep. Our supplies of firecrackers were rapidly depleted....

By the time Mother called us three kids (including Dad) in to breakfast, all but our nighttime fireworks had gone up in smoke. After breakfast we would walk downtown to see the parade. Often we would take a picnic lunch to eat in the park.:

Source: Robert Esterday, *A Kid's-Eye View of Early Greeley* (Greeley, CO: The Author, 1993): 45.

SPANISH-AMERICAN WEDDINGS

“A wedding of the Spanish speaking people is always an occasion for great celebration. The groom must furnish the bridal outfit, and if the bride is never again dressed in silks, she is attired in silks and satins for the wedding. The feast is also furnished by the groom, and as long as the cakes, the wine, and the meat last, the guests stamp happy feet to the guitar and accordion players’ own versions of classical and modern numbers.”

Source: *Pueblo City Guide* in “Racial Groups,” Writers’ Program of Colorado, Colorado Historical Society Library, [1941?].

MEXICAN INDEPENDENCE DAY

“On Sept. 15th and 16th the Spanish speaking people hold a celebration commemorating the initiation of the Independence from Spain, and on May 5th the defeat of the French army in 1862 in Mexico. During these celebrations they select from a group of girls their most beautiful and most popular señoritas as Queen to preside over the festivities, while the other girls serve as maids of honor or condesas. The festival is celebrated with dancing and singing. Speeches are made relative to the event and in honor of the heroes of the date. In the singing and dancing the children take a large part.”

Source: *Pueblo City Guide* in “Racial Groups,” Writers’ Program of Colorado, Colorado Historical Society Library, [1941?].

RECREATION

PLAYGROUND EQUIPMENT

“The second year my sister and I decided we needed some swings and teeter-totters for each school. so we planned a program, a box supper and a small carnival....We had a fortune teller, a fish pond, stunts, jokes and many other typical carnival games for entertainment...

From the sale of the boxes and the carnival we took in about \$70.00 which was considered a lot of money...

Our father, with our help, put up the equipment for both schools. These were the first schools on the prairie to have playground equipment.”

Source: Lavina Gamet Lewis, "Northwest of Last Chance," in Margaret J. Lehrer, ed., *Up The Hemline* (Colorado Springs, 1975): 104.

DANCES

“Dances were special events for settlers on the plains during the 1920s, as Edith L. Stout remembered:

People came from miles around to the Saturday night dance. They brought baskets of food for a midnight snack. We danced until four or five in the morning.... A homesteader's life was hard. The dances were about the only relaxation. People were warm and friendly and they really took care of each other.”

Source: Edith L. Stout, "Homesteaders," in Margaret J. Lehrer, ed., *Up The Hemline* (Colorado Springs, 1975): 106.

DENVER 'S AUTO CAMP

“More people than constitute the population of the ordinary small town last summer enjoyed life in the open under the trees in the public camping grounds at Denver's beautiful City Park. For in two years these attractive grounds became so widely known thruout the nation that during the summer months of 1916 they were utilized by 5,407 motorists.... There were 1,963 automobiles registered in the City park camp directory last summer and they came from thirty-seven different states, from Canada and the Phillipine Islands.”

Source: *Denver Post*, "Automobile and Prosperity," (December 31, 1916): 5

AN AUTO OUTING

“In the afternoon I had an invitation from the Edwardses...to take an automobile trip to Lookout Mountain. The outing was breathtaking because of the wonderful air.... After the outing all three autos dropped in at [the Edwardses] for supper.... And so I spent Easter.”

Source: Lucy Fronczak to Francis E. Fronczak, April 9, 1917 in "Polish Impressions of Colorado," *Essays and Monographs in Colorado History*, No. 7, 1987, 69.

ENTERTAINMENT

DENVER CIVIC CENTER

“Denver owns her own Auditorium, where free concerts are given by the city. . . . Furthermore, Denver has been one of the first American cities to begin work on a ‘civic center.’ Several blocks before [in front of] the State Capitol have been cleared of buildings, and a plaza is being laid out there which will presently be a Tuileries [Paris-like] Garden in miniature, surrounded by fine public buildings, forming a suitable central feature for the admirable system of parks and boulevards which already exists.”

Source: Julian Street, “Hitting a High Spot: Denver,” *Colliers* (November 7, 1914): 16.

CENTRAL CITY OPERA HOUSE

“Cultural attractions have been crowned with some success [for keeping tourists in and around Denver]. A festival, sporting big names from Broadway and the Metropolitan [referring to New York City theater and opera companies], is held annually in the old opera house in Central City.”

Source: Charles A. Graham and Robert Perkin, “Denver: Reluctant Capital,” in Ray B. West, ed., *Rocky Mountain Cities*, (New York: Norton, 1949): 302.

DENVER’S MOVIE DISTRICT

“In 1915, when on a visit to Denver, Thomas Edison reportedly said that Curtis was “the best-lighted street in the world,” between 15th and 18th. At night it was almost as bright as day--so bright in fact, that no city street lights were ever used.

Every theater lobby was a dazzling place, jammed with waiting patrons. Marquees were ablaze with traveling electric words and signs. Blinking and intermittent spot and floodlights were on every business establishment and surplus World War I carbon arc anti-aircraft searchlights roamed the sky.”

Source: Forest Hall Johnson, *Denver's Old Theater Row: The Story of Curtis Street and Its Glamorous Show Business* from Eleanor M. Gehres, et. al., eds., *The Colorado Book* (Golden, CO: Fulcrum Publishing, 1993): 359.

HATTIE MCDANIEL: MOVIE STAR AS A YOUNG GIRL

“Her favorite teacher, Louise Poirson, often permitted Hattie to do what she liked best: to stand before the class reciting poetry or singing popular songs.... Hattie herself said that she sang so much as a child that it sometimes got on the household nerves. "My mother would say, 'Hattie I'll pay you to hush,' and she'd give me a dime. But in just a few minutes I'd be singing and shouting again.”

Source: Carlton Jackson, *Hattie: The Life of Hattie McDaniel* from Eleanor M. Gehres, et. al., eds., *The Colorado Book* (Golden, CO: Fulcrum Publishing, 1993): 230-231.

PIONEER RADIO ADVERTISING

[The Solitaire Cowboys was formed in 1928 to promote Solitaire Coffee sales via radio advertising.] “This was one of the very first of the ‘Westerns’ or cowboy shows. It was purely a local show, but with a huge audience in the West, since KOA [one of Denver ‘s first radio stations] in those days reached from Canada to the Gulf [of Mexico]. It was the most popular program on KOA with the single exception of Amos and Andy, according to the crude audience checks of that time. Because of this popularity, NBC put the Solitaire Cowboys on its coast-to-coast [radio] network as an unsponsored show. So it evidently was one of the first Western cowboys shows on the networks. ‘Death Valley Days’ came in about the same time.”

Source: William L. Myatt, “The Morey Mercantile Company,” *Colorado Magazine*, 38 (October 1961): 257.

RED ROCKS AMPITHEATER

“Cultural attractions have been crowned with some success [for keeping tourists in and around Denver]. . . . The summer of 1948 saw the first of an annual series of musical extravaganzas in the huge, awe-inspiring natural amphitheater of city- [Denver] owned Red Rocks Park nestled in the foothills.”

Source: Charles A. Graham and Robert Perkin, “Denver: Reluctant Capital,” in Ray B. West, ed., *Rocky Mountain Cities*, (New York: Norton, 1949): 302.

SPORTS

BASEBALL IN MINING TOWNS

“[Baseball was] the only entertainment there was. Oh, a circus would come once in a while. But base ball, that’s all there was going on every Sunday.... Well, if you was a ball player, you’d get a job [in the coal mines]. They always wanted good ballplayers.”

Source: Clarence Cordova interview, quoted from Rick J. Clyne, *Coal People: Life in Southern Colorado’s Company Towns, 1890-1930* (Denver: Colorado Historical Society, 1999): 59.

FOOTBALL

“Our high school played a football game at Limon, and the entire team suited up in Hugo and we rode in the back of a stock truck to the game.”

Source: Keith A. Cook, “A Whiskey Train and a Doughnut Day: Coming of Age on the Eastern Colorado Plains,” *Colorado Heritage* (Spring 1998): 3.

WOMEN’S ATHLETIC SUITS

“I don't mind telling you it's not easy to race around the courts in those miserably hot, voluminous blue serge gym bloomers and long sleeved "middy" blouses we wear for the girls' "phys-ed" classes we take turns teaching. I hate the floppy, wide collars on the blouses with a passion. I've almost strangled myself a couple of times when I caught my black tie in a low [tennis] shot.”

Source: Gladys Greenlaw, "Your Bloomers or Your Job," in Margaret J. Lehrer, Ed., *Up The Hemline* (Colorado Springs, 1975): 107.

THE DENVER BEARS (1940s)

[In the late 1940s, as a way of attracting tourists, Coloradoans made plans for all kinds of activities.] “Horse racing, with legalized betting, has been suggested—and nixed twice by the state legislature—and an effort is being made to resurrect the old Denver Bears baseball team in the Western League.”

Source: Charles A. Graham and Robert Perkin, “Denver: Reluctant Capital,” in Ray B. West, ed., *Rocky Mountain Cities*, (New York: Norton, 1949): 302.

THE DENVER BRONCOS

“In the spring of 1971, KOA sportscaster Bob Martin was running defense for the (Broncos) this way: ‘The Broncos had one of the top defensive teams in 1970, but had their normal plague at quarterback. New quarterbacks are being readied for the fray and will be in the breach this fall. In the meantime, over 43,500 season tickets were sold last year, and even more will probably be snapped up this season, despite a healthy increase in prices. In their eleven years, the Broncos have *never* had a winning record. One wonders what will happen to attendance when they do.’”

Source: Bob Martin quoted in Bill Barker and Jackie Lewin, *Denver!* (New York: Doubleday, 1972): 144.

RECREATION

SKIING IN ASPEN, 1936

“Until the winter months of 1936-1937 there had been aroused no appreciable interest in the sport of skiing in the town of Aspen. The total number of skiers was small, and the general proficiency of what skiers there were was practically insignificant.”

Source: Frank Willoughby quoted in Stephen J. Leonard, *Trials and Triumphs: A Colorado Portrait of the Great Depression* (Niwot: University Press of Colorado, 1993): 224.

TRANSPORTATION

AUTOS

MANY AUTO MAKERS IN 1908

“The automobile, Dr. Bartlett stated, is as reliable for travel as any locomotive. Today, he said, there are 200 concerns [nation-wide] engaged in the manufacture of automobiles, the combined capital of the industry being \$25,000,000. In this city alone, he estimated, there were nearly \$1,000,000 worth of [these] machines. ‘I will venture to say that in ten years the automobile will displace seventy-five percent of the horses now in use.’”

Source: *Colorado Transcript* (Golden, Colorado), August 3, 1905.

MODEL T FORDS

“Women who bought autos in the 1920s had to learn how to repair them, as Grace Fitzgerald remembered:

I could now go in debt and purchase a Model "T" Ford, crank and all.... Roads and tires were poor and I had to learn also to patch inner tubes. More than once I had to wrap my...shirts around my knees, and wiggle under the car... Colorado's eastern [towns] were far apart and my Model "T" never broke down anywhere near civilization.”

Source: Grace Fitzgerald, "A Lighthearted Look at the Little Red School House in El Paso County 50 Years Ago," in Margaret J. Lehrer, ed., *Up The Hemline* (Colorado Springs, (1975): 101.

RECKLESS DRIVERS

“Reckless drivers of automobiles and motorcycles are again occupying the attention of the police and drastic measures are being taken to abate the nuisance. Complaints are being received at headquarters daily concerning the manner in which many autoists are violating the speed regulations and other ordinance provisions.... It seems probable that within a few months motor machines will be forbidden along certain sections of Fifteenth, Sixteenth and Seventeenth streets during the busy traffic hours.”

Source: *Denver Municipal Facts*, Vol. 1, No. 34 (October 9, 1909): 13

DRIVING MODEL T FORDS TO COLORADO

“[In 1922] we came [to Colorado] in two Model T Fords, one touring car that my dad drove and a roadster, which my brother drove. And [there was] no paving from Lawrence, Kansas, west, it was all gravel. In those days there weren’t motels as we know them today, and they camped out at night. Believe it or not they had bedsprings tied on to the sides of the touring car, which they used to sleep on at night.”

Source: Robert Estey, quoted in Maria M. Rogers ed., *In Other Words: Oral Histories of the Colorado Frontier* (Golden, CO: Fulcrum Publishing, 1996): 73.

A NEW MODEL T

“The car was tall. The wheel diameter was great and the body was designed to be high....Farmers and ranchers had no problem finding room for their tall hats.

The two features that most fascinated me were the crank and the horn. The horn had that powerful aah-OOO-ga sound that would delight any noise-loving boy....

That remarkable automobile was to be the motorized magic carpet that opened the way to many adventures for us.”

Source: Robert Esterday, *A Kid's-Eye View of Early Greeley* (Greeley, CO: The Author, 1993): 15.

AUTO CAMPING

In the following account, a woman describes an auto camping trip she took in 1913.

“We took with us three “gold medal” cots and fiber mattresses—such as are in use by the officers of our army,—sleeping-bags of eiderdown, soft, light but very warm, and blankets, with sheets for the hot nights when we slept on top of our bags. A seven by seven tent, two enamel wash basins and a pitcher, plenty of towels.... The camp was lighted by electricity supplied by a small but strong spot-light from the car. Often for greater illumination the headlights were used, but the spot-light, an acetylene lamp and candle lantern supplied plenty of light.”

Source: Caroline Poole, *A Modern Prairie Schooner on the Transcontinental Trail: The story of a Motor Trip* (San Francisco, 1919): 1-3.

AUTOMOBILES CHANGED WHAT PEOPLE DID

“The dances and all quit about, I suppose, in about 1920-21. Not too long after automobiles. Whenever cars got prevalent, why the community broke apart, after cars got too plentiful. [People] could go other places and do other things. The people would bring seats out of their car and make beds back in the corner for the kids to sleep on, and the kids went to sleep. When they got ready to go home they’d gather [the children] up and go home. You didn’t have baby sitters then, you sat your own kids.”

Source: Gertrude Tower quoted in Maria M. Rogers, ed., *In Other Words: Oral Histories of the Colorado Frontier* (Golden, CO: Fulcrum Publishing, 1996): 105.

IT WAS AN OLD MODEL T

“I learned to drive when I was twelve years old. I just learned to drive by myself, nobody to teach me. You didn’t have to have a driver’s license. It was a great shift, an old Model T. And one day I was allowed to take the car, I guess I was about fifteen at the time. . . . We went out on Arapahoe [Road], and I bumped into a bunch of cows. I couldn’t stop fast enough. It didn’t damage the car or anything, but I was scared to death to tell my folks about it. And I didn’t get the car by myself after that.”

Source: Della Friedman quoted in Maria M. Rogers ed., *In Other Words: Oral Histories of the Colorado Frontier* (Golden, CO: Fulcrum Publishing, 1996): 72.

A MODEL A FORD ROADSTER

“I remember one time in coming across the plains in a Model A roadster. I had no side curtains. I had a roof, a canvas-top roof, but no side curtains. . . . Just in case there were high winds and so forth, I made myself a pair of side curtains out of linoleum, yes, just to shield the wind. . . . I had to take whatever came. Rain, if it rained from the side, and the rain slanted in, well, I just sat there and drove the car and got soaked. . . . Traveling in a Model A roadster was quite a thrill.”

Source: Raymond Friese quoted in Maria M. Rogers, ed., *In Other Words: Oral Histories of the Colorado Frontier* (Golden, CO: Fulcrum Publishing, 1996): 73.

THE VOGUE OF THE BICYCLE WAS BRIEF

“But the vogue of the bicycle was brief. The phenomenally rapid increase of automobiles, satisfying as they did the urge for greater speed, gradually relegated [horse]-propelled and man-propelled vehicles to the realm of the obsolete until at the end of the first quarter of the present century [i.e., about 1925], save for the wheels of messenger boys and newspaper carriers, the ubiquitous ‘auto’ possessed the streets and highways of Colorado and horses and bicycles were as rare as were automobiles at the beginning of the century. Now we have the motor bus and the airplane. What next?”

Source: Andrew Gillette, “The Bicycle Era in Colorado,” *Colorado Magazine*, 10 (November 1933): 14.

CHANGE FROM WAGONS TO TRUCKS

“We used to have a wagon. . . . We’d go up Boulder Canyon at that time gettin’ our dynamite, right on the main road. . . . Then we moved to an International truck, hard rubber tires, chain drive. It was comin’ down [the canyon] one day and the boys got ta goin’ too fast . . . and went off into Boulder Crick. The driver was just flyin’, boxes broke open. Not a one went off. Powder won’t go off; it needs ignitin.’ But we had a lot of incidences. It was an interesting life.”

Source: John Valentine quoted in Maria M. Rogers, ed., *In Other Words: Oral Histories of the Colorado Frontier* (Golden, CO: Fulcrum Publishing, 1996): 47.

BUSSES AND TRUCKS

TO DENVER BY BUS

“It is raining. After dinner we went [from Denver] by bus for five dollars to Colorado Springs, a summer resort in the mountains.... We returned to Denver by bus at 9:15 P.M.... Everywhere there are many used buses for sale.”

Source: Joseph Rokoszny Diary, August 13, 1930, in "Polish Impressions of Colorado," *Essays and Monographs in Colorado History*, No. 7, 1987, 89, 90.

TO MOTOR TRUCK BUYERS

“Dependability is the first and most important factor to be considered when purchasing a Motor Truck. The truck must be able to make satisfactory time—winter and summer—over all kinds of roads, and under the harshest conditions. It must withstand the severe strains to which a Motor Truck, with its heavy load, is subjected. In other words it must ‘always be on the job.’ This fundamental truth is recognized as foremost in Republic construction. Your satisfaction is determined by the dependability of the Motor Truck you buy, and this dependability must, in turn, be the natural outgrowth of recognized high quality and simplicity of design. . . . With the Republic Motor Truck Service Stations—more than 900 of them located in all parts of the country, every station carrying an ample stock of spare parts—with men who know the whys and wherefores of Republic trucks, the purchaser is always sure of that expert service which means satisfaction every day of the year.”

Source: *Colorado Transcript* (Golden, Colorado), February 7, 1918.

MOTOR TRUCKS REVOLUTIONIZED BUSINESS

“Thousands of businessmen learned the answers to their individual transportation problems and will permanently profit by them. . . . No industry, no business house requiring either pick-up or delivery can obtain full success today without the use of one or more trucks. The public demands quick service—motor truck delivery is the solution. . . . There can be no doubt in the mind of anyone who makes a serious study of transportation conditions as they exist the country over, but that the next few years will see an amazing increase in the use of trucks. Because speed, economy and adaptability to varied work will be vital considerations it seem certain that the greatest demand will be for moderately light-duty vehicles.”

Source: *Akron Weekly Pioneer Press*, July 11, 1919.

RAILROADS

WORLD WAR I AND TRUCKS

“Twelve months ago the railroads of the United States handled practically all of the freight traffic without strain. Today, the enormous increase in troop and supply movements has created a revolution in transportation problems which has left a permanent impress upon this country. The commercial motor truck has come into its own, and where once steam reigned supreme, long lines of motor trucks now serve as feeders for tremendous stretches of the country.”

Source: Editorial, *Colorado Highways Bulletin*, Vol. I (June 1918): 15.

THE MOFFAT TUNNEL

“The mountains directly west of Denver form a barrier which has forced the main lines of transcontinental travel to the north and south, leaving Denver in a backwater. To overcome this handicap the late David H. Moffat, one of Denver’s early millionaires, started in to build the Denver & Salt Lake Railroad, better known as the Moffat Road. . . . The great difficulty [of building a railroad through the mountains] has always been the crossing of the [continental] divide. The city of Denver has now come forward with the Moffat tunnel project . . . for the purpose of helping the railroad company to build the tunnel.”

It will be more than six miles long, and will penetrate the continental divide at a point almost half a mile below that now reached by the road, saving twenty-four miles in distance and over two percent in grade. The tunnel is now under construction, and will, when completed, be the longest railroad tunnel in the Western Hemisphere. The railroad company stands one-third the cost, while the city of Denver undertakes two-thirds. When completed, this route will be the shortest between Denver and Salt Lake by many miles.”

Source: Julian Street, “Hitting a High Spot: Denver,” *Colliers* (November 7, 1914): 17.

AIRLINES

HAZARDS TO EARLY AIRLINES

“The 14,000-foot peaks on the skyline also were hazards to early airline operations. Not until just before the war [referring to World War II] did Denver get on the main skyways. Since then, however, aviation has spurted, and many feel the future of the city as a major air center is secure. . . . Even the moribund Chamber of Commerce shows signs of rising to meet the challenge. . . . It has a hand in the recent transfer to Denver of a major portion of United Air Lines’ Chicago headquarters.”

Source: Charles A. Graham and Robert Perkin, “Denver: Reluctant Capital,” in Ray B. West, ed., *Rocky Mountain Cities*, (New York: Norton, 1949): 282, 315.

AIRLINE STEWARDESSES

“The physical examinations are fairly difficult to pass and the majority of airline companies demand that their stewardesses be registered nurses. No young woman will be employed by a large airline company if she wears glasses, has ever had mastoid or sinus trouble, has had any broken bones, or has ever undergone a serious operation. . . . The airline hostess must be free from scars or deformities, her feet must be in good condition, and she must have excellent posture. At the time she applies for work, she must be between 21 and 26 years of age. She should be at least five foot, two inches tall, but not more than five feet, five inches in height.

Neither railroad nor airline companies will accept applicants who are married; nor will they permit their hostesses to continue in their employ after marriage.”

Source: “Earning a Living as a Stewardess on the Railroads and Airlines,” in “Stories of Occupations,” Colorado Writers’ Project, Colorado Historical Society Library, (Bulletin No. 3, 1940 Series): 2.