

History of Boulder Mountain Parks

by Mary Reilly-McNellan

CITY OF BOULDER MOUNTAIN PARKS HISTORY

ACQUISITIONS

Before the turn of the century, the Huggins Ranch occupied the land at the base of Flagstaff Mountain, and the Batchelder Ranch embraced all of the present Chautauqua area. The Rea Ranch extended from approximately the foot of Flagstaff east to Ninth Street, and from Chautauqua north to College. The Reas built a home in 1883 at the mouth of Gregory Canyon, and went into the business of raising vegetables. In addition to land, the Reas held all the water rights to Gregory Canyon.

In 1898, Boulder citizens voted 1358-38 to buy the 75 acre Batchelder tract for Chautauqua use, and the park was named Texado Park. Inspired by the coming of Chautauqua, the city also bought the eastern slope of Flagstaff Mountain (another 96 acres) from the U.S. (the adjoining Russell-Austin tract), which was a condition required by the Association for future expansion. The Chautauqua ultimately extended from Twelfth Street on the east to the foot of Flagstaff Mountain on the west. Its northern border was Park Avenue, renamed Baseline Road several years later.

In December of 1898, the city council named the mountain tract "Flagstaff Mountain" and named the park ground at the top "American Park". On July 5, 1898, Boulder petitioned the U.S. Congress for 1,800 acres of land as a gift; this was approved in 1899. The land extended from the top of Flagstaff Mountain west to Four Mile Canyon, and from Sunshine Canyon on the north to South Boulder Creek on the south. Congress withdrew the gift shortly thereafter (probably 1899 or 1900), deciding that the City had not met the stipulations that the boundaries be signed and the forest protected as stated in the agreement. Boulder once again petitioned Congress for the property in 1907, although it was reduced to 1,601.75 acres by then due to property acquisitions by the public (including the Schnell property, later acquired as City of Boulder Open Space) during the interim period. In 1912 Boulder bought 1,200 more acres of mountain park land from the Federal Government for \$1.25 an acre.

Boulder continued to acquire lands in this area; some were federal and some were state-owned school lands. Two private tracts of land were purchased to prevent the Red Rocks and the Flatirons from being mined by stone quarries and other commercial uses (this may have been the reason for the purchase of the Bergheim-Wood property, which was deeded to the City of Boulder on March 26, 1920, by Jonas Bergheim and Frank P. Wood for a purchase price of \$5,800.00.) The quarries below the Third Flatiron provided stone for the Hale Science Building. City also had a deed for right-of-way across the land of Jonas Anderson dated November 27, 1896. The sandstone for the Union Pacific Depot, built in 1890 at Fourteenth and Canyon, was quarried from the "Anderson Quarry" in Skunk Canyon.

In 1903 a parks improvement group, which had just been organized in 1890, became more active under president Junius Henderson. Their first interest was to develop land around Chautauqua. They hired landscape architect W.W. Parce to design greenery around the bare Texado Park. The Women's Club of Boulder gave \$400 for tree planting.

Bear Canyon and Bear Mountain were purchased in 1912-1917. Royal Arch and Green Mountain were purchased in 1920. The following year the Boulder Rotarians, as one of their very first projects, built the trail from Bluebell Springs to the Royal Arch, with the assistance of the Boy Scouts, Ernest Greenman, and Eben Fine. An earlier trail to Royal Arch had been built during the first years of Chautauqua by Rocky Mountain Joe.

In 1964 the citizens of Boulder became concerned about a proposed real estate development on Enchanted Mesa (which had formerly been known as "Mystic Meadow.") They raised the monies for purchasing the Mesa by a bond issue and private subscription. More recent Mountain Parks acquisitions include property adjacent to NCAR, Sawhill Ponds (owned by the State, managed by the City), property at Boulder Reservoir and Coot Lake, Bear Peak west, Cathedral Park property and Tram Hill.

A proposal was put before the electorate in November of 1967 to raise the sales tax by one cent, with 4/10 of each cent to be used for open space land purchases and 6/10 for transportation. The first priority would be 5,000 acres of mountain backdrop. The "Greenbelt/Major Thoroughfare" program was approved by a 61% margin. From the open space program's inception, the responsibility of management of open space had gone to the Parks and Recreation Department, though the department was not given additional funding. In 1977, in an effort to streamline the open space program, the City Real Estate Department became the Department of Real Estate and Open Space, but the Parks and Recreation Department was not yet absolved of its maintenance duties. The mountain park ranger force of four continued to patrol and protect the 9,000 acres of open space land in addition to 4,200 acres of mountain parks. The Open Space Department paid half their salaries. Not until 1983 was Parks and Recreation relieved of open space duty when the Open Space Department hired its own professional ranger force to maintain its more than 20,000 acres of open space land.

FLAGSTAFF MOUNTAIN

In 1899, the mountain west of Boulder was referred to as "Flagstaff Hill", and by 1900, it was called "Flagstaff Mountain". According to Mart Parsons, at "an early date" two men were scouring Gregory Gulch to the saddle of Flagstaff. They got into an argument, and one man ended up losing his shirt. The victor tied the shirt high on a dead pine visible from the valley, and "Flagstaff" became a reference.

George Sale (whose parents built and operated the historic Sale Hotel that formerly existed on the west side of Broadway, between Spruce and Pine) related a story in 1933 about the naming of Flagstaff. He stated that two young men arrived in Boulder one morning in 1879, and bet one of their fathers ten dollars that they could make it from the depot to the top of the "unnamed hill" (later known as Flagstaff) and back by lunch time. The father required that they take a flag with them to hang on an old dead tree near the top. This would be clearly visible in town to prove that they had indeed made it to the summit. According to Sale, the boys did not get back to town until 2 p.m., but the flag had been erected as instructed.

The "Flag Rush" was instituted in the early days of the Preparatory School, built in 1895. Dr. Callahan, headmaster of the Preparatory School at 18th and Pearl, initiated many of the early activities that became lasting traditions. A "Flag Contest" is described in the Preparatory School catalog of 1908-09. "All class differences must be fought out and settled for the year in the Flag Day Contest. On some day before the 1st of November, the Onies (Freshmen), in opposition to the Toots (Sophomores) try to place a flag on Flagstaff Mountain Summit. If they are successful, they are considered the stronger class and may wear the school colors; if not, they must wait until the colors are presented to them by the Toots. The Flag Day Contest begins at 2 p.m. and the Onies are given two hours to place a flag at the Summit. Regular rules govern the game, which is a combination of hare and hound, football and the old college cane spree. Three flags are carried by three divisions of the Onies. The Quads (Seniors) and Trips (Juniors) act as umpires and referees."

The Boulder Herald for 1901 gave rules for the Flag Contest. They were probably the same as for 1899, the first time of the contest:

- Three triangular flags are used that are one foot at base and two feet in height fastened to a two foot long oak staff.
- Onies have possession of flags and take their position at the corner of 18th and Walnut Streets.
- The Toots take position at 16th and Walnut Streets.
- The Onies shall have three hours (reduced to two hours by 1908) in which to place a flag on Flagstaff Mountain.
- When a body of Onies are attacked by a body of Toots, the Onie carrying the flag must be tackled and downed. If the Toots could not get the flag in three minutes, the Onies could advance 200 yards. The flag had to be exposed until the foot of Flagstaff Hill was reached. Then any Onie could hide it on his person.

The Flag Contest was discontinued by the School Board of Boulder in June of 1947. Two years before one student was badly injured and in later years personal fights broke out.

A giant 50 foot cross burned on Flagstaff Mountain in 1924 -- the height of the Ku Klux Klan movement in Colorado. The traditional Christmas star that is lit every Christmas season was first lit in 1947. In 1950, an Easter Cross was lit in the same location as the Christmas Star on Flagstaff Mountain during Easter Week. The cross appeared annually until 1971, when City Council banned both the cross and Christmas star because of complaints. An ensuing public petition resulted in the cross being permanently discontinued; the star was allowed to remain during the Christmas season. In 1969, the peace symbol appeared on Flagstaff Mountain, first in place of the Christmas star, and then in addition to that symbol.

In 1924 a forest fire burned approximately 200 acres of Flagstaff Mountain park land, and in 1925 there was a ban on campfires on Flagstaff. Boulderites worked together to replant the land -- Boy and Girl Scouts and Campfire Girls collected pennies for new trees. Eben G. Fine oversaw the planting of 5,000 ponderosa pines in that area in approximately 1927. Campfires were again banned in the Amphitheater in 1946; it is not known how long this had been in effect. The firepit was in place at this time. Another large forest fire occurred on Flagstaff in 1950. Probably as a result of fire suppression, there was a major infestation of pine beetles in the Mountain Parks in 1974.

Thousands of trees were killed, and the area extensively thinned during Project Greenslope as a result.

During the 1940s, the mountain parks operation employed two men from June 1 to October 1 every year to patrol the area, guard against forest fires and clean the picnic areas and shelter houses. In 1948, entrepreneur Harris "Tommy" Thompson cleared away the boulders to make way for an 850 foot ski tow on the west end of Chautauqua Meadow. He called it Mesa Ski Slope. Harris ran the ski tow for only a few years, and then the City took over its operation. Mesa Ski Slope was a favorite training ground for beginning skiers, but after ten years of operation the Recreation Department found that operation of the ski tow was impractical. In its final years, the rope tow was operational for an average of only seven days per season, due to infrequent snows, warm winds and vandalism. The Boulder Jaycees took over the operation of the ski tow in 1960, but they were unable to keep the tow going and the facility was dismantled in a few years. The remnant "ski jump" is still visible on the western side of the Meadow.

The '60's were a turbulent time, and national unrest was rampant in 1968. Dynamiting incidents destroyed the caboose on the historic train in Central Park, and did minor damage at the Municipal Building and on Flagstaff Mountain. Three persons were killed in an explosion in a car near the Chautauqua Auditorium in 1974. The car had been used to carry explosives, and although the occupants were aware of their presence, the explosion was accidental.

FLATIRONS AND OTHER ROCK FEATURES

"Chautauqua Slabs" (1900) and "The Crag" (1906) were names given to the dramatic rock outcrops on the east side of Green Mountain by early Chautauqua rock scramblers. These names gave way to the "Flatirons". There are two theories as to the origin of this term. One holds that they were called this for their resemblance to the bottoms of old-fashioned irons; the other states that they were named for the Flatirons building in New York City--one of the first skyscrapers. Alamo Rock and Royal Arch were named by Edwin Chamberlain of San Antonio, who was the Chautauqua Association president from 1903-1911.

In 1922 a Chautauquan made tragic history as the first recorded fatality as a result of a fall from a Flatiron.

In 1947 a man named Joe autographed the third Flatiron. He was apprehended and fined \$50, but only one month later two college men printed a "C" on that same rock. Since then, vandals have varied the graffiti to CU, ICU, OU, and DU. Volunteers have repeatedly painted over letters to camouflage them, but the CU is becoming increasingly visible as the paint weathers away.

There are several "caves" on Mountain Parks property: Mallory Cave, named for E.H. Mallory, who "rediscovered" it; Harmon Cave, named for G.D. Harmon, a sawmill owner who attempted to rebuild the Bear Canyon road after it washed out in the 1860's; Bear Cave, named for its vague resemblance to the shape of a bear, and Davy Crockett Cave, visible from the base of Flagstaff Road. Supposedly, this cave was made famous by David Crockett and a party of adventurers taking refuge

there from a band of Indians in 1847, fighting them to the finish, and killing a bear in the process. Unbeknownst to the creator of this yarn, Davy Crockett had been dead for 12 years prior to this adventure.

Royal Arch was first discovered by Lawrence Bass of Boulder and was named around the turn of the century by Edwin Chamberlin, one of the original organizers of the Rocky Mountain Climbers Club. Chamberlin was an ardent Mason, studying for his Royal Arch degree. One morning while hiking, his companion looked up at the distinctive rock formation and said, "Edwin, there is your Royal Arch."

FLAGSTAFF ROAD

Flagstaff Road was initially only ten feet wide in 1906, the grade was not over 10%, and it cost \$2,000. It terminated 3/4 of a mile from the bottom at "Panorama Park", which had been part of Huggins Ranch. In 1907, carriage excursions went up "Flagstaff Scenic Drive" from Chautauqua, although the road was scary for horse drawn carriages and primitive motor cars. By 1926, Flagstaff Road was lengthened to four miles long at a cost of \$40,000. It was improved largely as a result of a Daily Camera campaign, and described as "a most beautiful drive for a car and the road is passable as far back as Kossler's Lake". During the 1930's, the C.C.C. continued to improve Flagstaff Road, which was described as follows: "road was unsuited to even a moderate amount of traffic. Too narrow for cars to pass comfortably, all curves were banked the wrong way, surfacing had been washed off, ditches were choked with debris, sharp, blind turns predominated, and on the entire length of the road no guard rails had been built." Another "Better Flagstaff" campaign was initiated by the Daily Camera in 1948. According to the Camera, "it takes 1/2 hour to reach Flagstaff summit from Boulder by automobile."

MOUNTAIN PARKS SHELTER AND TRAIL CONSTRUCTION

All Mountain Park shelters except for the Green Mountain Lodge, the Amphitheater, and the Jaycee Shelter can be attributed to the Lions Club of Boulder. The first one built by the Lion's Club was the "Panorama Park Shelter House" erected in 1919 for \$800.00. In 1923, Blue Bell Canyon Shelter was erected for \$875.00. The "Flagstaff Shelter House" was constructed in 1933 for \$577.24. A City work relief committee constructed the loop road and the parking area on the top of Flagstaff in the early 1930s.

The C.C.C. (Civilian Conservation Corps--a federal work relief program begun by President Roosevelt as his first "New Deal" project) began rehabilitating the three park structures that had been constructed by the Lion's Club in 1933, and constructed the Amphitheater in 1933-34. The present Amphitheater flagpole was erected by Nathaniel Lyon Post #5, Grand Army of the Republic, September 1932. The first time that a flag was officially flown on Flagstaff was June 1, 1918, when a wooden flag was presented to the City by Henry O. Andrew, a Boulder attorney and state senator. It was dedicated that month, and the 71 foot tall pole lasted until it was cut down by three youths in 1930. It was replaced by a steel pole, and most of that pole is still in use on the Summit. Originally

75 feet tall, the pole was cut to a more workable height of 40 feet in 1947.

The Sunrise Circle Amphitheater was presented to the City of Boulder on March 17, 1934. James P. Solan was the engineer in charge of the project -- he was 77 years old. A bronze plaque set in the last row of the Amphitheater honors Solan. The area has always been popular for ceremonies; weddings were held as early as 1917 on Flagstaff Mountain.

Green Mountain Lodge was built by the C.C.C. It was described as "in reality a \$5,000 structure -- it would have cost that much to build." During its construction, Boulderites referred to the Lodge as the "Boy Scout Cabin", and many still call it that. The City officially named it Green Mountain Lodge, because "the hiking clubs and other organizations will have just as much right to the use of it as will Boy Scouts." The spring behind the Green Mountain Lodge was improved for use as a drinking facility in 1964.

Other C.C.C. projects included cutting and burning trees which had been killed by the Black Hills beetle (to the horror of many local conservationists who did not feel this would save other trees), replanting trees, setting up erosion control, clearing fire lanes, grading the west end of Baseline, building a rock garden at Chautauqua, repairing and adding guard rails to Flagstaff Road, and constructing 25 miles of foot and bridle trails. In the early 1930's they had built two "swimming holes" in Bluebell Canyon using two small (3-4 foot high) dams. Within one year both ponds were filled with silt.

The C.C.C. also improved the area around the old well on Flagstaff Summit Road (there is a Daily Camera photo dated 4/30/29 of what appears to be construction on Morse Well on Flagstaff Mountain.) In the early 1940's the City installed the old pump that was originally on the Chautauqua grounds. This well was condemned by the City several years later, and the pump was destroyed by vandals.

Another C.C.C. company (SP-5-C) established a camp west of Chautauqua at Sixth and Baseline in October of 1933. They constructed a bridle trail from the Flagstaff Well across the Mountain to Artist Point, and also a trail from the mouth of Gregory Canyon along Green Mountain to Bluebell Canyon. Their main job was to build a road down the back side of Flagstaff (what is now Chapman Drive.) It began at the junction of Flagstaff and Kossler Roads, and cut through timber to traverse the property belonging to Mr. And Mrs. J.C. Doherty -- then the owners of Blanchard's Lodge (now Red Lion Inn) and ended in Boulder Canyon. The road was named Chapman Drive in honor of then Assistant Secretary of the Interior Oscar Chapman, formally opened in a ceremony on March 29, 1935.

It was by a narrow squeak that the C.C.C. wasn't given the go-ahead to build an auto road up Green Mountain or that the city did not raise revenue by selling Public Service the right-of-way to construct high tension lines to Eldorado Springs.

The Rocky Mountain Climbers Club and the Colorado Mountain Club were trail blazers in the Mountain Parks over the years. Ernest M. Greenman first came to Boulder in 1896, and was an early hiker in the area who performed extensive trail work in the Mountain Parks and planted apple trees

in Gregory Canyon. He spent many tireless years with the Rocky Mountain Climbers Club and the Colorado Mountain Club, and stated that the organizations began marking the trails in 1924. Greenman was also involved in the construction of the Mesa Trail. The Chamber of Commerce also took part in the building of Mesa Trail, which was originally an assortment of old roads and faded paths. Greenman related that, "In 1924 we began marking the trails. I think we built about 200 cairns from Boulder to Eldorado Springs. We blazed trees, trimmed limbs, and made a little trail clear across there in 1924...might have been in the spring of '25, I'm not sure." In 1924, he owned "Greenman's Arapahoe Glacier Tours" at 1134 13th Street. He advertised his tours as "One day the logical way." He died in 1960 at the age of 82.

Remnants of the old Ute Trail can be seen taking off from the present Ute Trail on Flagstaff Mountain. The old trail extends 900 feet into the ponderosa pine forest, and tall pines now grow in the deeply rutted trail in a nearly perfect row 100 feet long. This old trail may have existed when the Spanish first penetrated the region circa 1550. It marks the only vestige of the Ute Indian on Flagstaff.

Boy Scout Trail was formerly called Flagpole Trail and leads from the Sunrise Amphitheater to Artist Point. Tenderfoot Trail formerly led all the way to what is now the Red Lion Inn (formerly known as Blanchard's Lodge), and was originally part of the "East Flagstaff Trail".

Ranger Trail is reported to have been developed by early park ranger Mart Parsons, and "the idea was to have a horse trail all the way to the top of Green Mountain, but they never got quite that far with it" (it currently ends at Green Mountain West Ridge Trail, just west of the summit). Prior to this trail, an older foot trail led up Green Mountain as far back as 1917.

Greenman Trail was formerly known as Green Mountain Trail, and passes Twin Springs along the way. The pipe at Twin Springs was installed years ago by Ernest Greenman.

Some feel that Saddle Rock Trail should be named the "Olympic Trail" since it was used in the '60s for the conditioning of Bob Beattie's skiers. The valley that Saddle Rock Trail follows above its junction with Amphitheater Trail was formerly known as "Contact Canyon". The tracks found there are remnants of old logging roads.

BOULDER CANYON

Although Boulder Canyon was considered to be impassable (first of the Boulder pioneers had said that "a man could not make his way up lower Boulder Canyon on foot"), engineer J.P. Maxwell and Captain C.M. Tyler began work in 1865 on a toll road up the canyon. They formed the Boulder Valley and Central City Wagon Road Company, and the road was completed to Four-Mile Canyon in three months (costing \$9,000), and up Magnolia Hill to connect with the road to Blackhawk the following year. The stone wall that can be seen along Boulder Creek in places in the lower part of Boulder Canyon is said to have been built in 1865 by J.P. Maxwell and Italian labor. It is still well preserved in spite of the fact that no mortar was used.

After silver was discovered in Caribou in 1869, the road was constructed through the rugged "Narrows" to Nederland (then called Middle Park) in 1871 (a road was built down from Caribou to Nederland). Thirty-three bridges were necessary for crossing Boulder Creek, averaging two per mile. The one-way wagon road was dangerous, and accidents and runaways were not uncommon. A toll was collected at the mouth of the canyon by Mr. C.B. Norton, whose pet crow would cry, "Pay your toll!" Tolls in Boulder Canyon were \$1.00 for a vehicle with two horses/mules/oxen--25 cents for each additional animal; 75 cents/vehicle with one animal; 10 cents per head for loose stock. If you were going to Central City or Caribou, toll was \$1.50. There was no charge for attending religious services or funerals. Another toll gate was located at the foot of Magnolia Hill.

The original Boulder Canyon stage road was, for three decades, the stage and wagon route connecting Boulder with Orodell (at the junction of Boulder Canyon and Four-Mile Canyon), Nederland, Caribou, Central City and Gold Hill. Around the turn of the century, Boulder Canyon Road was still a hard passage. It had one lane with turnouts, and harness bells on the uphill teams signalled that downhill drivers should pull over. Improvements came when a county commissioner named Jack Clark called for bringing in convicts from the state penitentiary to widen and improve the road for automobiles. By 1913, convicts were hard at work in the canyon, living in tent camps and costing the county only thirty-nine cents per day, most of it for food. These prisoners remained on the job until 1917.

Early documents state that, "Driving up Boulder Canyon was a pleasure after the Colorado's State Penitentiary's road gang built a new road...in 1917 the Boulder Commercial Association honored the convicts by hosting a noon-day dinner in the Boulderado."

Boulder Canyon Road was improved in the 1940's and 1950's under the direction of the U.S. Bureau of Public Roads. First work on a "new" road up Boulder Canyon and through the town of Tungsten began in 1941. It was interrupted by World War II, and post WWII work continued from 1945-1949. Boulder Canyon road became an all paved route in 1949. A 1950 D.C. article stated that the "channel of Boulder Creek was changed in many places."

According to a 1949 Daily Camera article, the Public Roads Administration constructed masonry picnic tables, benches and fireplaces in Boulder Canyon in approximately 18 spots. Masonry guard rails were constructed along the canyon. They had openings in them to serve as places through which snow could be pushed in stormy weather. In 1953, the Boulder Canyon tunnel was completed, utilizing granite from the Eldora area, and Lyons sandstone. It allowed the road to bypass the hydroplant, eliminating 1100 feet of the present road. Boulder Canyon road improvements were done with great care not to damage the integrity of Profile Rock (just east of Four Mile Canyon) as 15 feet of the base was removed. The "new" Boulder Canyon Road was completed in 1954 at a cost of \$2,500,000.

The Silver Lake Ditch was built in 1888. It was capitalized for \$25,000 and constructed under the supervision of J.P. Maxwell, who had helped build the first Boulder Canyon wagon road. The ditch took off from Boulder Creek just above Maxwell Pitch in Boulder Canyon. Water was conducted through a hanging wooden flume, later changed to iron pipe resting on old railroad abutments, and through a tunnel in the rock. The ditch runs through Mountain Parks property on the north side of

Boulder Creek, and on the south side of Anemone Hill (west and south of Red Rocks).

SUNSHINE CANYON

The Gordon-McHenry Road was a military road that had been built up Sunshine Canyon in the early 1860's that had been financed by the federal government. Named after its two chief engineers, the road was to cross Arapahoe Pass eventually. It followed Sunshine Canyon to Ritchie Gulch, down to Orodell into Four-Mile Canyon, west to Sugarloaf, down Gordon Gulch to North Boulder Creek. It was abandoned north of Caribou. It is said that President Buchanan had ordered the army to build the road so that the soldiers could surprise and attack Mormons on their way to Deseret. The present road up Sunshine Canyon partially follows the route of the original Gordon-McHenry Road.

GREGORY CANYON

Gregory Canyon was the first canyon road from Boulder to the mountains. In 1859, this route was used by John H. Gregory, using oxen to drag a small stamp mill up this canyon to the Gregory "diggings" at Black Hawk. It was a difficult and hazardous route, shunned by teamsters, many of whom preferred going via the foothills to the Golden Gate canyon, just north of Golden. It was corduroy from the "Double S" to the "Chicken Ranch" (maybe Realization Point?) From that point, John Gregory followed the old Ute trail to South Boulder Creek and on to Black Hawk.

In the late 1860's and early 1870's, a road was started down Gregory Canyon. East of the Chicken Ranch, a road was built on the south side of the canyon, where the settlers let their wagons down by block and tackle. In 1873, a road was built up Gregory Canyon and ended at Kelsey's (now Kossler Lake). This toll road was kept in repair until Flagstaff Road was built in 1906-07. The Gregory Canyon road was practically abandoned by 1890, although still used in emergency. It was used as late as 1904-05 to transfer tungsten from the mountains. For a time the Gregory Canyon trail was known as the Foothills Trail and led to Kossler Lake via Long Canyon.

Baird Park is named for Dr. William J. Baird, a prominent Boulder physician and civic leader who donated 180 acres of land in Gregory Canyon in 1908. Boulder Mayor W.L. Armstrong donated the bridge across Gregory Canyon Creek. The old stone bridge was built in 1919, and later replaced because it was considered unsafe. In 1930, Boulder contractor W. T. Draper fixed up the spring just west of the foot of the Gregory Canyon and Saddle Rock trails. At this time, the pipe was laid and set in concrete.

BEAR CANYON

In 1861-62 a road was built up Bear Canyon (then located four miles south of Boulder City) to Black Hawk and Central City by Henry C. Norton and George Williamson. It washed out, and was rebuilt by G.D. Harmon and Onsville C. Coffin, who had a sawmill at the mouth of the canyon -- this finally

washed out as well. In 1885, J.R.Root, William Shephard and William Root built Bear Canyon Road. It was kept in repair for a few years, and finally washed out. The toll gate for these various roads was located at the mouth of Bear Canyon.

In 1907, Bear Canyon Road was rebuilt by the Colorado power Company and used until 1910 for hauling supplies during the erection of the high power transmission lines which now run down the canyon toward Denver. The road was again abandoned, but remained passable for horses or wagons until the summer of 1919 when a cloudburst again devastated it. In 1935, the C.C.C. worked to make the trail at least walkable.

RED ROCKS AND SETTLERS PARK

Red Rocks was purchased in 1920 and 1926. Settler's Park, just south of the Red Rocks, is so named because this is thought to be the location of the first permanent white camp in the Boulder area. A group of about 24 men heading toward the Cherry Creek-Auraria gold strikes had broken away from their wagon train because one of their members, Captain Thomas Aikins, had thought that the "mountains looked right for gold" in the foothills west of the Boulder area. They pitched their tents at the base of the sheltering red rocks on October 17, 1858.

Oakleigh Thorne II, member of PLAN-Boulder and founder of the Thorne Ecological Institute, purchased two acres of land at Settler's Park just to preserve it until such time as the City could afford to buy it from him. The City did buy the property in 1965.

The area surrounding Red Rocks and Sunshine Reservoir was named Washington Park. Sunshine Reservoir was Boulder's second reservoir, and was built in 1891. It was higher, larger and provided more water than the Red Rocks Reservoir.

The Red Rocks Reservoir area was mined for road fill when west Pearl Street was being improved. Red Rocks Reservoir, built in 1876, was supplied by Town of Boulder ditch, which had been built in 1875. The headgate was located at Goat Rock at the upper end of Canon Park, across the creek from the first cut in the present Boulder Canyon Road. Red Rocks Reservoir was abandoned around 1906. Sunshine Reservoir was abandoned in the 1950's after the completion of Maxwell Reservoir. The site of Red Rocks Reservoir was the location of the Glen Crosley Silver Fox Farm in the 1940's and early 1950's. It was later purchased by Mr. and Mrs. Oakleigh Thorne and donated to the city of Boulder.

BOULDER FALLS

Boulder Falls, which consisted of five acres of mining claims, was given to the City of Boulder by Charles G. Buckingham, a local banker on 8/25/14. The transfer cost the City \$1.00 (included mineral rights.) Buckingham had purchased the area because it was threatened by mining, and he gave it to the City for recreational purposes.

For many years the Boulder Falls, sometimes referred to as the "Yosemite of Boulder Canyon" was the popular destination for picnic groups. Carryalls brought visitors up for a visit to the Falls, especially after the narrow gauge railroad washed out in the great flood of 1894. When the railroad was rebuilt four years later, stage and tourist travel was diverted and the popularity of Boulder Falls declined. At one time--probably shortly before the turn of the century--W.E. Calvert built a small lunch stand at the Falls. Work was begun on a "new" bridge at Boulder Falls in 1948. The bridge was described as "76 feet long and the roadway 11 feet higher than it was at the old bridge." Public Roads Administration constructed a masonry stairway and parking area at Boulder Falls (according to a Daily Camera article from 1949.) The stairway replaced the "old trail" to the Falls.

"Picture Rock" is a large grey boulder located just next to the road at Boulder Falls--so named because of the numerous photographs taken of people who poke their heads through the round hole that has been eroded in the rock. It was hauled up from the creek bed when the "new" highway was built in the 1940's.

BUCKINGHAM CAMPGROUND

Mr. and Mrs. Carl E. Buckingham (a nephew of Charles G. Buckingham) donated 35 acres of land near Eldora for a campground (Fourth of July Campground) in 1960. C.E. Buckingham had bought the campground area from Col. L. J. (Jack) Brunto after asking the City Manager and Mayor whether the city would like to have the property.

BUCKINGHAM PARK

120 acres of land in Left Hand Canyon was donated to the City of Boulder by C.G. Buckingham in 1929. This property, along with the Buckingham Campground property, were managed by the Boulder County Parks and Open Space Department from 1977 to 1988 in exchange for City maintenance of the Boulder County Courthouse grounds.

BOULDER RESERVOIR

Recreation was a secondary consideration in the actual dam proposal when the city voted a \$2 million water bond issue in 1953. The first concern was for a major water storage facility to the northeast to supplement the City's mountain watershed. Boulder Reservoir was completed on February 11, 1955, the biggest single project in the history of the city's water system development up until that time. The Reservoir was more than nine months in construction. The dam is 1.2 miles long, 48 feet high and 265 feet thick at the bottom. Water comes from Colorado's Western Slope through tunnels and canals of the U.S. Bureau of Reclamation's Big Thompson Project.