

My name is Fred Stones, this is the 3rd day of April in 1986. We are all snowbound here today. We are having our regular big spring snow and while we're doing this and all closed in I thought that I would put on some of the things on tape that I've been thinking about and talking about to the people that I have interviewed over the past two or three months.

To start with I was born in Utah and I met my wife in Utah. She was born in Denver but she had come up there with her father. He had come up to work in the mine. His name was Tom Clift and her name was Margie Clift. We were married in Utah and our first child, Margie Jean was born in Utah on May 10, 1933. In September of 1933 there was quite a uprising in the mines in Utah and we were persuaded to come to Colorado by Margie's mother. We arrived here in September of 1933. For the next four months I wasn't able to get any kind of steady work because it was right at the depth of the depression in this part of the country and I just worked wherever I could get a day or two to try and keep us going. Finally, Mr. Kerr had an opening. He was the agent for the Continental Oil Company and I started to work for him. I will get into the oil company business later on but first I want to start in Lafayette and list the businesses and what I know of them that were in Lafayette at the time. This was in 1933.

I'm going to start down at the 400 block on the east side of the 400 block on the south side of the street and name the businesses that were there for a long, long time.

The Dow Drug Store was finally taken over by another man and I can't think of his name right off hand but then finally it was closed up and that was the end of the drug store there. The store next to that was the post office and this was run by a man by the name of Mike O'Day, he was postmaster, his wife worked for him and also Carrie Nelson. The next business in line there was Carl Jensen's barber shop. This was run by Carl Jensen, Beadie Jensen was his wife and they also operated an insurance company. The next store was the Alderson Hub Store. This was operated by Jake and Afelda and Clifford Alderson. They had a full line of dry goods, clothes, shoes etc. and of course it was one of the older stores in Lafayette and it operated until clear up into the middle '60s. The next store was the Public Service Company. They had an office here where people could pay their public service bills and also for service for Public Service. The next was Charles Scholes. Charles was a great big man and he was real good to the kids. He had groceries and all kinds of household items and he also had a great bakery there. He baked bakery items that were real good. Then Sam Luccock had the better class of men's clothes in a little store right next to Charles Scholes. He had good shoes and he also had a cleaning shop. He did cleaning there and he cleaned with white gasoline and I've always been afraid that ever since that he could have had a fire there that would have burned up the whole block by using gas to clean the clothes. Along in there somewhere was Minnehan's Grocery Store. Mary and Leo Minnehan run a grocery store in there and I can't remember just exactly where it was but it was in that block there somewhere. The next was the big Rocky Mountain Store. The big store, the two story store that is still there. It was owned by the Rocky Mountain Fuel Company, managed by Fred Autrey. They sold all kinds of products, groceries, clothes and hardware and anything that anybody wanted. Then upstairs was a - Dr. Hurt had an office up there. Dr. J. B. Hurt, he was a dentist, a painless dentist it was advertised and he was actually featured in "Believe it or Not" one time, the cartoon "Believe it or Not" by Ripley because of his name J.B. Hurt as a painless dentist. The Odd Fellows, Rebeccas and Masons, Eastern Star, Rainbow Girls all had their meetings upstairs in this building and Burt Arneson and George Snyder had the photography shop up there for a long time. There was also dances and parties and everything, meetings that people, everything that they had

to have was handled up there in the upstairs of the Rocky Mountain Store. In the basement they had two bowling lanes and they had been operated for a long time but in 1933 they wasn't in operation and they was still there until about the middle of the '60s and they were all dry rotted and wasn't able to be used but the lanes were still there. The bank building on the corner was closed. There wasn't anything there and it had been converted into an apartment. There was four apartments in that building and there was a store in front but the store was vacant. Across the street from that was a building that had four apartments in it and on the alley was the old telephone building that they had the lady operators in there where people would call in and ask for a number and they would have to switch them back and forth and this was the original telephone building in Lafayette. Across from the telephone building there was Dr. Porter's office. He lived and had his office there and it's still the medical clinic here in Lafayette. Dr. Gordon took over Dr. Porter's offices and Dr. Porter's business when Dr. Porter retired. Next to the apartment buildings was a pool hall, it was run by Joe Massaro and the meat market next to that was Bill Moon's old meat market and then the Congregational Church that Mrs. Miller originally built and finally sold to the Lafayette Library Board and the library was in there for a long time. On up the street in the next block in the next building was Iva's Beauty Shop. Iva's Beauty Stop is one of the oldest businesses there is in Lafayette. It has been going continuously for last 40 or 50 years. From there on up to the corner of 287 then was the Phillips Service Station then and it was operated by Elmo Lewis and Guy Keller and later there was a Dodge Garage built there where they sold Dodge automobiles and it was operated by Joe Distel. Across the street was a saloon and it was operated at the time I got here by George Bagdonas.

Now to go down the street again and start north on the other side of the road. We go clear down to the Burlington Depot, clear down to the end of Simpson Street on the east end of the street. And as you come up the street, the next business that you came to was Henning Mortuary and Ambulance Company and this was operated by G. R. Henning. A block from the Henning Mortuary west was the Zeicke Grocery and this was operated by Mrs. Zeicke and her family. And then on the other end of the block was Davis grocery and this was operated by L.M. and Horace Davis. They also had Claude, Bertha and Geroge Manis and they also ran groceries in Erie and another one up on the highway here in Lafayette, one in Louisville and one in Frederick. They had quite a chain of groceries. The one up on the highway was operated by George and Bertha Manis and the one in Louisville was operated by Claude, the one in Erie was operated by George Manis and I don't remember who operated the one in Frederick. Then across from Davis' grocery store was the old Mayhoffer Boarding House. At the time it was rented out to people, apartments, there wasn't any boarding house there. But some other people had talked about the Mayhoffer Boarding House. Next to that was the Norm Apartments. The bottom part of the building was empty, later it was taken over by the highway patrol and used as their headquarters for a number of years. The Colorado Highway Patrol. The upstairs was rented as apartments. Then on the corner there was a plumbing shop, Fred Bean run the plumbing shop and Edna Schofield worked for him. I don't think that was in operation in 1933. I don't remember what was there in 1933 but the earliest I can remember there was this plumbing shop. Across from the plumbing shop right on the corner then was George Bermont's grocery. Mr. Bermont and Mr. Cunda1 operated this and they handled everything from clothes and hardware and groceries and he was also the agent for the outfit that furnished powder to all of the mines and he had a magazine down on the property by the Vulcan Mine where he stored, this was away

from everything, where he stored this dynamite and when a mine would call in and order up dynamite why he'd go down to this magazine, it was underground, and load the dynamite and take it out to the mines. They also sold farm machinery and implements and all kinds of stuff. Then in the Lewis buildings there were several stores in there, several buildings, and I don't just remember all that was in there. Joe Roderick had a store in there later on and the city offices were in there for a while. And next to this was the Lafay Theatre. This was operated for a long time and you could go to the picture show, you could see the show, get a bag of popcorn and a bottle of pop for less than a quarter. In the Lewis buildings too there was a fella by the name of Poe, he ran a pottery shop, he made and fired and sold pottery, he sold this pottery all over the country. Next to the Lafay Theatre was the Union Hall. This was right on the corner there and it was a great big building there where the union men would have their meetings. This was also used for plays and parties and dances. It was one of the social - that and the Rocky Mountain hall was one of the two social places for the City of Lafayette. This was later torn down and replaced by a new telephone building. And then there was the City Hall. The big fire department building hadn't been built then, it was just the City Hall, they had an old garage back there - a rock garage where they stored the one truck that they had and the hose cart and that was all that was there that amounted to the fire department and the City Hall. Mr. Autrey after he left the Rocky Mountain Fuel Co. store was the city clerk for years and he was the only one that worked in the city hall day in and day out, he took care of all of the business that went through the city hall. On the corner then was the Texaco station that the Texaco Company owned, and at the time Harry Grief and Tony Guanella was running that service station and Glen Brown eventually took over that station during the war and run the service station. Across from that on the corner was Kemp Drug Store, that's where the bank was eventually put in and where now the printing shop is and right back of that was the Lafayette Hotel. It has been variously called the Heartbreak or the Hilton and whatever. They had a fire not long ago and now it's been made into Senior Housing.

On the East side of 287 going North, starting at the South end of town and going North is the Greenhouse. At the time in 1933, it was just a little ramshackle place just one little bit of a greenhouse there and it was run by a fella by the name of Feitz. He sold this, I think, during the '30s to the Yoshiharas and they put in a greenhouse, built on to the greenhouse and put in a big vegetable stand and they have really worked hard on that and made it a beautiful addition to the city. Mr. Feitz, by the way, was a small chubby man, he was very short but he was about as big around as he was tall. Then the Lafayette Elevator was next. It sat back away from the road, a big tall building and the C & S Railroad that came from Louisville had a spur in there and it was operated by Charlie Keller. And one night the thing caught fire and burnt completely to the ground. Right east of that the Continental Oil Company had a tank there where they kept their white gas and it was also serviced by the C & S Railroad company and I'll have more to say about this tank as I get into the oil company business. The C & S tracks came from Louisville as a spur down to Lafayette and anything that had to come from around the country that was handled by C & S would go to Louisville and then they would come down through and they crossed right there by the, what is now the rental place, and came right down to where the old depot used to be. It also serviced the Texaco bulk plant that I will talk about more a little later on.

The next was a small cluster or a cluster of small houses I should say just on the north side of the track on the east side of the rode. It was down in kind of a hole and they were owned by Mr. Reed and he rented these little tiny houses to the school teachers in the winter time. The teachers lived down there and used them as their homes. Next up the line was an oriental service station, I don't remember just when that started but that was across the street from where these buildings were that Mr. Reed had. These buildings of Mr. Reeds, by the way were finally sold to an outfit and they put in a root beer stand and the root beer stand was there for a long time. Coming up the road about two blocks was of course the Hiway Food Store. I talked about that before. George Manis and Bertha Manis was part of the Davis Co. grocery chain and they had a food locker in there, a cold storage locker where people or where the farmers or people who wanted to rent a locker could bring their food in and keep it in these ice cold storage lockers. Then there was a little building there and at the time that we came was a body and radiator shop. This has been used for several things over the years and the building is still there. And then Blankenship's restaurant was right on the corner. This was operated by a lady by the name of Mrs. Blankenship, she was an older lady even at that time and all the time that I knew her, all the years that I was here she operated that restaurant until she finally, in her '90s, gave up working in the restaurant. I've already talked about the Phillips station and the Texaco station but right next to the Texaco station there was another restaurant there, I don't remember who operated that restaurant but it was owned by Dr. Braden and it finally went to Dr. Braden's daughter and son-in-law and they had an insurance office in there later. And then in the north side of that building was a barber shop and Max Holden was in that barber shop. Across the alley was the White Front Garage, this was a big garage there that Glen Brown and George Faulkner operated and they sold gaso-line there, they had Conoco gas there and they sold Durant automobiles there and worked on cars and it was one of the places that people could stop on between Denver and wherever to get their cars fixed if they needed work done on them. Back of the White Front was the Lafayette Lumber Company. I don't remember who was operating that but in the late '30s, Lee Moore bought the lumber company and he operated it for a long time for many, many years. The next on the line there was the Grief Motor Company, operated by C. L. Grief. He and his wife owned the company and they sold Chevrolet cars and had a big service area there and several salesman and it was the big car dealership in the east side of the county. Orville McMahan worked for Mr. Grief, Ernie Callahan worked for Mr. Grief, John Louraris worked for Mr. Grief, Frank Guanella worked for Grief, Ann who is now Stamp - Ann Domenico she kept books up there for a long time. There was a lot of people that worked up there that over the years that worked for Mr. Grief. On the corner, it wasn't in 1933, but it was about in 1937, he decided to build another service station on the corner and a drive-in restaurant. He had been to California on a vacation and had seen in California a drive-in there where the girls wore roller skates and they were dressed in little short, skimpy uniforms and he decided he was going to put one of those things on that corner. So he did, he built the restaurant, paved the thing and got it already, opened the restaurant, got the girls with their short dresses on and put them on roller skates and the people in town were so incensed about having the girls there in those short dresses that nobody would patronize it and he had to close it up. There wasn't enough business to keep it going.

On 287 on the West side of the street starting at the south of the town again, was the Hine Garage. This is where the automobile parts is now, there wasn't anything south of that. There is now but there wasn't then. And they had a Ford agency there, they sold Ford cars and repaired them and of course they sold gasoline there too and they also handled some farm machinery. And then there was a place called the Starkey Station. Now Mr. Starkey had invented a pump where you put money in and it would pump up that much gasoline. You would put a quarter in and it would pump up a quarter's worth of gasoline up into the bowl up at the top of the tank then you would run it out through the hose into your car or a dollar or whatever it was. Now right next to him in the next block was Mr. Clemens who had a store and a service station and also a beer joint but he wasn't going to let Mr. Starkey sell gasoline cheaper than he would sell it. I don't know where he was buying his gasoline but if Starkey was selling gas for 15¢ a gallon he'd put it down to 14¢ and then Starkey would go and so on. So consequently Lafayette was known as the cut price place for gasoline in the whole country and on Sunday people would come out from Denver and I have seen lines and lines, blocks long, waiting at everyone of the service stations in Lafayette to buy gas before people went on back to Denver. At one time due to these price wars that they were having then, I actually saw gasoline being sold at Lafayette for 5¢ a gallon. I was delivering gas at this time to the Conoco station up on the corner where the Tastee Freeze is now. They had four pumps, two in front and two at the side and they were the kind that you had to pump up with the handle on the side, it wasn't electric. There was these kind of pumps all over, nobody had any electric pumps at that time but they would have one person pumping the gas and the other one delivering it into the cars and this is the way that they would keep the lines moving. Like I say, I've seen lines blocks long at everyone of the stations on a Sunday for people to fill up as they go back to Denver. But this particular time, when they were selling it for 5¢ a gallon, at that time the state tax was 4¢, so there was only 1¢ involved. The oil companies definitely were losing money but it was a gas war that they were conducting and I was with a load of gas to the station one day when a man drove in in a big Cadillac car and he had taken the back seat out of his car and had two barrels, two 55 gallon barrels put in there, and he had those two barrels filled full of gasoline, that was 110 gallon. Then he put 20 gallon in the tank of his car, that made 130 gallon and his total price for all that gasoline was \$6.50. When he started out of the car the backend was almost dragging on the pavement and I don't know how he ever got that down to Denver. I've often wondered how he got to Denver with all that gasoline. But the gas war situation went on in Denver for a long time on in Lafayette for a long time and finally it stayed around 12¢, 15¢ a gallon, 18¢ a gallon was the normal price for years here in Lafayette. Right next to the Clemens, I stopped, before I got involved here, at Clemens store was John Romano's shoe repair store. Man by the name of John Romano and he had a place there where he repaired shoes. Then there was Tom John's grocery. Tom John's was an old English gentleman and he ran a grocery store there that was a two sided building there and there was a store alongside of him and I don't remember who was in that store at that time. This building was finally torn down and Frank Mauro built a restaurant there. It's still there today. And of course I've already talked about the Bagdonas saloon and Kemp's drug store. Now right next to Kemp's drug store was the Sportsman's bar where the Sportsman's bar is now and I don't remember who operated that at the time either but then just north of that in the field back of where that motel is there now, there was a creamery there where the farmers brought their milk and they made cheese and cottage cheese and shipped milk to Denver out of this creamery right there on 287. Then next to that was Treasure's Bar. Tom Treasure and his wife ran a bar there for a long time and right across the street was a building owned by the

Nuoci brothers, it was also a bar and I don't remember who operated that. I don't think the Nuoci's did. I think they rented it out but I don't remember who was operating the bar. There was next to that a Hotel, I think it was called the Lafayette Hotel and it was owned by Mel Gelwick and Mel Gelwick was one of the county commissioners for Boulder County. Then next to this Hotel was the Conoco station that I've mentioned before and right around the corner was the Lee Baker grocery. Lee was a fine gentleman, everybody liked him and he had a grocery store there for years and years and years. Next to that was DX Service Station and it was operated by Glenn Campbell and on up the road about two blocks there was the Schofield Transfer Company it was called. It was run by Glenn, Dugan and Red Schofield and they had a milk route. They would go out every morning with their trucks and collect milk from all the farmers around the country, bring it back in there and put in on the trucks to where it would have to go in Denver and then they would deliver it down to Denver. This was a hard job because this was all in these big 10 gallon milk cans and they were heavy and it made a terrible job for them to do. They finally discontinued the milk route and took over the Coors Distributorship where the Coors Distributorship is now is where they were originally operating and it was operated by the Schofield brothers for a long time. West on up to the edge of town there was another repair shop up there and the fella's name was Ed Boyle he just worked out of a little shack up there and actually that's what he lived in too was the shack but he repaired cars and it was a car repair shop and then of course around the corner was the Black Diamond Mine. Straight up Baseline from Ed Boyles there was two city lakes for water. Those lakes have been discontinued and filled in and at one time they had a rodeo ground there that you can still see the places where they had the seats there on the wall. The road, the bypass is supposed to go right down through there if and when they ever put the bypass in. Across the street from that was the Curve Cafe and Service Station and a fellow by the name of Tony, I can't think of his last name, anyway he managed the store over at Serene at the Columbine and he operated that Cafe and service station there. Now the other businesses that were in town was the Epler Dairy and that was down in the east end of town and Mr. Epler run this dairy for a long time and he delivered milk around town and operated this dairy for a long time. Lennie Metz had a little sporting goods store just west of Lee Baker's grocery. I forgot to put that in the line when I was working there, but Lennie Metz had this sporting goods store and he would go out in the morning around some of these ditches around and get live minnows and worms and things like that and he sold fishing goods and guns for hunting and whatever. This just about comprises the business area of Lafayette at that time. As you can see there was alot more business back in 1933 when we only had about 1500 people than there is in Lafayette at the present time. You could buy anything from a tractor to a pair of shoe laces and it's hard to do that now. We had two drug stores, now we only have one; we had 7 or 8 grocery stores, we now have two; we had several clothing stores, we had anything anybody wanted they could find right here in Lafayette in 1933.

I'll move on now to the churches. The first one that we will talk about is the Baptist Church. The Baptist Church was built in 1912 right where it is right on the corner of Cleveland and the first road west of 287. I can't think of the name of the street there now. But it's been there ever since it was built and it's a nice church. The pastor lives in the house right next to it. The Catholic Church was originally at 111 West Cannon. It was there for a long time and then they finally built the new church up where it is now, the new Catholic Church and the new parish house is there also. The Methodist Church originally was at 211

East Geneseo and one night it caught fire and burned down and they had to build a new church and the new church is built over on the 200 block of Baseline, right on the corner and this church was built by volunteer labor. The people would work in the daytime and at night we'd all go up or I went up and helped them build this church and they'd work then until it got dark and then the next night we'd all go up and do it again. The Congregational or Christian Science Church at 300 East Simpson, that's the one I talked about a few minutes ago, and that ended up to be the Lafayette Library due to the help of Mrs. Angevine who belongs to the Christian Science Church, the Lafayette Library Board was able to purchase that building from the Christian Science Church in Broomfield and we made the Lafayette Library out of the church. It's a beautiful building even though it's old. It has some gorgeous stained glass windows in it and it is on the Historical Registry of the United States. The Church of Christ at 600 East Simpson Street is a big two story building. They bought this big two story building, it used to be a boarding house but they bought this big building and they used it as a place for people to come and stay and they also course had their services there and then they built a school at the back of it, it was a small building at the back and they had a school back there that they ran at the same time. Over the years there was alot of churches that held services in the Odd Fellows Hall up above the old company store, the old Rocky Mountain Fuel Company Store. There was alot of churches that held services there. In the past few years there have been several new churches built in Lafayette. There is the Church of the Nazarene down by the post office, there's the new Luthern Church in Centaur, there's a new Baptist Church on South Boulder Road, there's the new Congregation Church on West Baseline, the new Seventh Day Adventist Church in Louisville and the new Mormon Church Center up on South Boulder Road in Louisville.

Now I think I ought to get into the oil business here in Lafayette because this is what I was familiar with. I worked in the oil business from 1933 until 1950 when they closed the bulk plant down and I was transferred to Craig. So I'll back in 1933. I was working for Bob Kerr in Louisville, he was the Conoco agent and I was delivering Conoco gas and oil to the service stations and a few farmers and some of the mines around the area. At that time there wasn't much business and we were trying all the time to naturally get more business and try to improve the income of the place. The bulk plant was on the south side of Louisville on the main line tracks and whenever we had to have gasoline they'd put a car of gasoline and they had an old gas engine or what they call a one lunger and we'd have to crank that thing up and pump that out of the tank car into our tanks and it would take 7 or 8 hours to pump 8000 gallon from a tank car into our storage tanks. We had a truck with a demountable tank. The reason we had the demountable tank was because we had to deliver oil to the mines and while I'm on this now about the mines we'll get into this with the mines. I've been familiar with mining because I worked in the mine ever since I was 13 - not in the mine but on the outside of the mine from the time I was 13 years old, so I'm familiar with alot of the things that goes on around the mine. But we were delivering oil both during the time that I was with Continental Refining Company and Continental Oil Company and Texaco Oil Company I delivered oil to most of the mines around the country in fact nearly all of them. Just to make a list of the mines, I have it here: We delivered to the Monarch Mine, that was out south of Louisville, that was the National Fuel Company mine; the Industrial Mine, that was the Rocky Mountain Fuel Company; the Old Crown and the New Crown mine, the Regal Mine there by the Louisville Cemetary and that was run by Louis Gasper; the new Centennial which was sunk and managed by Fred Nesbitt and owned by Fred Nesbitt; the Highway Mine who is owned by Yakus, a fellow by the name of Yakus and the Steinbaughs and the Eberharters in Louisville; Standard Mine here southeast of Lafayette was a Rocky

Mountain Fuel Company Mine; the Columbine Mine was a Rocky Mountain Fuel Company Mine; the Morgon Mine was on top of the hill there just off of Baseline Road where you turn to go to Columbine and it was a slope mine, it was put down by a fellow by the name of Morgon from Louisville; the State Mine, the man I did business with over there was Mr. Myron Padfield; also the Centennial Mine over at Dacona which was owned by Mr. Nesbitt; the Morrison and the Puritan and the Imperial were all over in that section of the country too, over close to Dacona. The Sterling Mine at Dacona and there was an open pit mine at Dacona and of course there was the Washington and the Lincoln; the Black Diamond, the Black Diamond was run by Mr. Liley; the Vulcan here south of Lafayette was a Rocky Mountain Fuel Company mine; the Thomas Mine just west of Louisville was a family operated mine, they did all the work themselves, did all the loading and everything, selling of the coal, that was the Thomases; and then Liley built a mine up on the hill southeast of Lafayette and I'll have to talk about this mine for just a minute. We were coming from Louisville one night on New Years Eve and coming from Louisville to Lafayette - as we was coming east on South Boulder Road we could see this flame out on the hill there and I said to my wife "that's got to be the Liley Mine". So we rushed on over there and as we was going over we met a car coming this way to come into report the fire so we were over there right at the beginning of the fire. The tipple was on fire, how it started I never did find out, but of course it just kept growing and growing and growing and this was about three o'clock in the morning. The tipple was made of wood to start with and of course most of it was oil soaked so it did make a big fire and a hot fire. It spread to the engine house and to the offices and the fire department of course was there by this time and they did keep the fire from consuming and engine house and the offices, but the tipple itself just kept getting bigger and bigger; the fire bigger and bigger. Well now I have to tell you when they hoist the coal out of the mine and it dumps out into the shakers and starts to be graded, the slack comes off first, off the shaker and into a bin and then of course it's loaded out of the bottom of the bin into the trucks to be delivered. But this bin is made out of 3x12 planks and of course they were all oil soaked and they were just burning furiously and after a couple of hours this had started creeping down the mine shaft and the air coming up out of the mine shaft was sucking air in from the air shaft and it was just a great huge blast furnace that was coming up out of the shaft. Well it finally burned through these 3 x 12's that was holding this bin full of black coal and when it burned through this slack coal all broke open these burned timbers and that slack poured down into this firey blast furnace that was coming up out of the shaft there and it exploded just like an atom bomb, actually there was a big mushroom cloud that come out of that and went way up in the air and then mushroomed out just like an atomic bomb mushroom cloud. It was one of the most spectacular fires that I think I ever saw. It was burning still at 10 o'clock in the morning, the tipple was completely destroyed, they couldn't get any water there of course. There was a lake there that they tried to get water out of but they just couldn't get enough water to do any good. The tipple was completely destroyed.

Now to get back to the actual mine operations themselves. As I was delivering oil to the mines we had a full line with both Continental and Texaco more with Texaco because I was with Texaco longer than with Continental but we had a full line of oils and greases for mine work and we had an engineer that would come out and he would go to the mines and tell the people at the mines what they should use for the efficient lubrication of their machinery and then of course I stocked all of this and would deliver it to the mines as they needed it. There was 4 or 5 basic oils that they used. They had the first and the cheapest was what they called

black oil, this was just an all purpose oil where they had to throw oil at something just to keep it moving. They greased all of their conveyors, the rollers on their conveyors every day they would pour this black oil on there just as a - it couldn't stay - it was just a daily lubrication, it was just a cheap oil that they could use. To start out with a lot of the mine cars had places on the wheels that they filled with this black oil but they couldn't keep them sealed and they was always having problems with the thing so eventually they went from the black oil to a regular grease, like they grease the bearings on an automobile today and we sold them the grease then for their mine cars. Then they had what they call a red engine oil. Our name for it was Aleph. They used this wherever they needed a high class oil in the oilers on their machinery and places where they really needed to take good care of the machinery. Then on their big steam hoists, they had a regular steam oil and depending on how wet the steam was that the system was using the different oil that was made for that and this steam oil they would lubricate the moving parts of these big steam hoists with this steam oil. Some of the mines had electric hoists, great big motors that would drive these great huge drums where they would bring the cars up out of the mine with and we used to have to furnish oil for those electrical motors too. We had a full line of grease for everything that they needed around mines and we sold alot of grease to the mines and there was one special thing that they all used, these wire cables that they used to hoist the coal in and out of the mine was about 2 inches in diameter, great big heavy cables but they all had a hemp center and the hemp center had to be kept lubricated because if it didn't then the water and the condensation would rust the steel in the cable. So we had a product that was called crater oil and this crater oil was used all the time to lubricate these cables and keep that hemp center full of oil so that the cables wouldn't get rusted and wouldn't break. It would be disasterous to have a cable break when they was hoisting men or even coal out of the mine. So these were some of the things that I delivered to the mines. I was fortunate in that we had a full line of products and that I delivered to nearly all of the mines around the country. All that I've named here which includes 95% of all the mines that were in this Boulder Valley section of the place. Now in the later years when they was going from the lump coal to the smaller size coal, the slack and pea coal, the problem that they had when they would dump the coal into a building or into a house was dust so they developed a thing where they would spray the coal with oil and this would keep the dust down, they wouldn't have the dust going through the building and it was just a light oil there wasn't any lubrication quality to it at all, it was just something that would cover the coal. They would use about three quarts to a ton, three quarts of oil to a ton of coal and as it was going along the conveyor into the track or the railroad car there would be a spray there that would spray this onto the coal as it went by. Most of the mines had a 550 gallon tank buried and with a pump that would pump the oil out of the tank and then put it up onto this conveyor and spray it as the coal went by. I think they charged an extra 50¢ a ton or something, I don't remember what it was, to have the coal sprayed but the people were actually anxious to pay that, they wanted to pay it because it kept the dirt down from their basements or in the big buildings like the hospitals and the big buildings in Denver when they were all heated by coal or by steam. They had one man there that would keep this thing operating and every morning he'd fill this 550 gallon tank out of 55 gallon barrels. He'd dump the barrels into through a funnel down into this tank so that's how they got the oil into the tank. The biggest sale I ever made was to the Eagle Coal Company over there and one time we were over there, I had this engineer with me and they bought four carloads of oil at one time. The cars were delivered from Port Arthur, Texas right to the Eagle Mine. There's 96 barrels to a car, so at that rate there was 384 barrels in that one shipment of oil to the Eagle Mine. They had to un-

load all of the cars themselves and had all of those barrels over there. I had to bring all of the barrels back to Lafayette and ship them on with the railroad back to Port Arthur, Texas. The oil in the mining industry was very important to this area of the country and of course it was oil that kept the machinery moving for the coal mines to operate efficiently. I knew all of the people that operated all of the mines, all of the superintendents and all of the foremans and I was - they would call me if they had a problem about their lubrication. If I couldn't answer I would get the engineer in here and we would get the answer that they needed to do what had to be done for their operation.

Besides the mine oil, I did an awful lot of farm business. At that time there was a lot of farms operating around Lafayette and nobody had really made a concerted effort to really get the farm business so I concentrated on the farm business. At that time the farmers were allowed to recover the state tax that they paid on the gasoline. They had to make application every 60 days to get this back and most of them just let it go because 60 days went by so fast that they forgot about it. Well I started a file and I would keep the original tickets and before their 60 days was up I would go to them and have them fill out the forms that had to be done and I was a Notary and I would notarize them and send them in so that they didn't lose their tax refund. This got around to the farmers, they began to talk and my farm business began to increase and I would like to name some of the farmers that were living in the Lafayette area at that time so that they will be on record around here. Starting on 111th there was the Nuoci brothers, there was the Bokans, there was the Kneebones, there was the old Schofields home place, there was the Archey Schofield farm, the Kelly Schofield farm, Charles and Wilbur Waneka, Pierson brothers was out on the old Rocky Mountain Fuel Company place, Goody, Bill and Ed Pierson. Bill Barrowman was out east of Lafayette, Ray Burt was out northeast of Lafayette, Earl Martindale was northeast of Lafayette, John Senty, Clarence Crane and Rudy Lilja were all northeast of Lafayette and Tom Brennan was northeast of Lafayette. He was out west of Erie. N. G. Johnson was out where the - now what they call chicken city out there and Clarence Hulstrom farmed out in that area too and the Andy Nordstrum family, all of the boys and Andy farmed a big farm out there. Joe Distel and Frank Aarons farmed a farm just south of Lafayette on the section that the City Hall is now. Guy Harmon and the Harmon farm and Gus Waneka and Ray Harmon were all on the southwest corner of the city. Dee and Dick Thomas, Joe Domenico and Pete, Pascal and Nick Di Giacomo were all west of the city of Lafayette. The Stutheit brothers were just on the southwest, the Beauprez brothers were out west of Lafayette, Henry Steuble was southwest and the two Kilker farmers were out southwest of Lafayette. I had all the farm business out around the Davidson schoolhouse and over by the Goodhugh schoolhouse, all of this area around here. I had something like 130 farms but I'm just naming the people that are close to the city to get those on record so that people will know the farmers that were close in to Lafayette. During the war when they had rationing, the farmers would all make application for their R Stamps. The R Stamps were for rural and they were for 90 days and at the end of 90 days I would go around and fill everybody up and I accumulated a lot of stamps during rationing that I built up a fund of stamps that I had. I had several chances to sell them but I never did sell any of them though but I still have some of those stamps here in my possession. But the farm business was very good around this part of the country because there was a lot of farms, a lot of good farmers and they took care of their ground, they raised beets, they raised corn, they raised wheat, oats, they had a lot of good farms around here. It's a shame that a lot of the ground is being used for other than farming.

Over the years things have changed. When we first came in 1933 everybody heated by coal and eventually oil burners came into the homes and I sold kerosene to all of the stores, all of the grocery stores handled kerosene because everybody kept

kerosene to have lights in case the electricity went off. By actual state records I had 85% of the business in the Lafayette area. This isn't bragging, this is just a full time job that I had that I worked at. They closed the bulk plant in 1950 and I was transferred to Craig. At that time I had 13 service stations that I was servicing, I had these 125 farms, I had all of the oil business - all of the heating oil business in the three towns - Erie, Louisville and Lafayette, all of the mine business and that, was all lost to the Texas company but that was their problem not mine.

Want to talk a little bit about the schoolboard. In 1947 I was elected to be President of the schoolboard. At that time, it was very, very deeply in debt and we couldn't do anything, I found out that we could bond ourselves for \$50,000 so we had to have the election and there was - as I remember - 17 people voted on the election and the election passed by a vote of 11 to 6. So we got the \$50,000, with that \$50,000 we built a new cinderblock garage for two buses, we painted the old schoolhouse, we put in new blinds in the old schoolhouse, we re-electrified the old schoolhouse, we remodeled the lavatories down there that had to have something done to them, we stuccoed the Vocational Building, we painted the outside trim and all of the high school, we repaired the ceiling in the gym - we couldn't use the gym because the ceiling was falling off - ,we put new venetian blinds all through the building, Mr. Angevine was the principal and administrator then and Joe Mathias was the schoolbus driver. Now we did all of this work with \$50,000 and you stop and think how much work there was involved in that, that \$50,000 had to go a long time. Over the years, I've been President of the Library Board, President of the Park and Cemetary Commission, Chairman of the Planning Committee - Tony DeNovellis, Joe Lastoka -----