

# HOW WE'RE GETTING EIGHT DOLLARS FOR

## How the Lookout Mountain and Mount Road Is Being Built--Means Much to County

(By Richard Broad, Jr.)

The work on the new wagon and automobile road to Mount Lookout and Denver's mountains parks, which is now in progress, necessitating the employment of a large number of men and teams, and requiring quite a large financial outlay, may be the subject of criticism by some of the taxpayers of this county, who may not understand the county's part in the matter, and who may thus be led to criticise our board of county commissioners for incurring a considerable expense on a road which may seem of minor importance, or one for the construction of which there may not seem to be an immediate necessity, particularly when there are so many other old established roads which are so urgently in the need of repairs. But there are particular reasons why this road must be constructed at this time in order

tween canon walls obliterate distressing frequency and necessity. The present road as should be beyond the reach calamities.

When constructed this road a part of a great state highway have to be looked after by the Highway Commission. Being the chief connecting link between Denver and its system of mountains parks, that city will also be interested in its being kept in repair. The future upkeep of it should entail but little expense to the taxpayers of this county.

The construction of this road joining as it does the North Denver Boulevard—together with the construction of the other now being planned between Denver and the mountains through the district east and south of Golden between Denver and Morris is most certain to bring comfort to travel our way, ultimately a benefit to our population, building up industries in our midst, increasing valuation and making our people

be constructed at this time in order to effect the saving which its present construction insures to the people of this county. In order that a better understanding may prevail as to the objects and purposes of this road, of the county's real interest in it, and of its actual outlay through its present construction I am led to write this article, prefacing the same by stating that I have no more interest in the matter than any other citizen whose interests lie within this county and whose property is subject to taxation therein.

more assured and more peaceful. Believing this, as I do, and having heard rumors of some accusations of our board of commissioners for aiding in the construction of this road, I have made this statement, for I believe that even if our board of commissioners get eight dollars worth of per capita for road construction for each day expended from the county they are justified in taking advantage of the opportunity, even if they have to strain a point to do so. Such opportunities seldom pass.

This road is the result of the present combination of four interests. First—The State Highway Commission is interested, for the reason that it is intended that this road shall be a part of State Primary Road Number One, which shall be a link in the great transcontinental route. Next comes the City of Denver through its Mountain Park Board, which is interested in getting a good road with the most scenic attractions to its mountains parks in this county. Then comes the County of Jefferson to which this road will be of greater benefit than its own outlay represents, as it makes a safe and sure connection with its mountain districts and with the counties beyond, when ordinary mountain roads located in the depths of mountain canons are liable to be out of commission. And lastly comes the City of Golden, unofficially of course, but

which is bound to be benefitted to a considerable extent by the increased travel through its borders.

Of these four interests the State Highway Commission virtually took the initiative and incurred a great measure of the responsibility. The commission offered \$15,000 toward the construction of this road, provided the county commissioners would agree to raise the other \$15,000. This would have been too great an undertaking for the commissioners at this time with all the other roads so urgently needing their attention, but the City of Denver through its Mountain Park department offered to give \$7,500 toward making up the county's share. Even then the commissioners felt some hesitancy in assuming responsibility for the expenditure, but a subscription paper was circulated in Golden with the result that nearly \$3,000 more was raised and a total of \$3,750 was apparently in sight, reducing the amount which the county commissioners would have to appropriate to about \$3,750. The expense of constructing this road will therefore be divided about as follows:

State Highway Commission	\$15,000
City of Denver, Mountain	
<u>Park Department</u> .....	7,500
County of Jefferson .....	3,750
Golden subscriptions .....	3,750
 Total .....	 \$30,000

Therefore for the expenditure of about \$3,750 from the county's treasury the county commissioners get \$20,000 of permanent road work for

\$50,000 of permanent road work for the county's benefit. It would seem as if they should be entitled to unanimous commendation. There are several mountain canons that I can name where this amount of \$3,750 and more has been spent several times in years past for road work of which not a vestige remains today. Mountain floods confined be-