



In the Pine River Valley of rural southwestern Colorado is the town of Bayfield, where 1920s residents farmed, ranched, ran businesses, and operated lumber mills—and where fears and concerns of a fast modernizing America led to the formation of a Ku Klux Klan lodge. Beginning on page 14, Duane A. Smith looks at surviving KKK documents, records, and literature to chronicle the brief arc of Klan No. 69 of the realm of Colorado.



At a time when Denver's Ku Klux Klan was in full stride, 1920s residents of Five Points—the city's most predominantly African-American district—began moving beyond the boundaries of that rapidly overcrowding neighborhood. For three decades they advanced eastward, block by block, crossing invisible "race lines" to live in areas like the neighborhood of Manual Training High School (three students of which are pictured here in 1953). Based largely on firsthand memories of the experience, their story begins on page 28.

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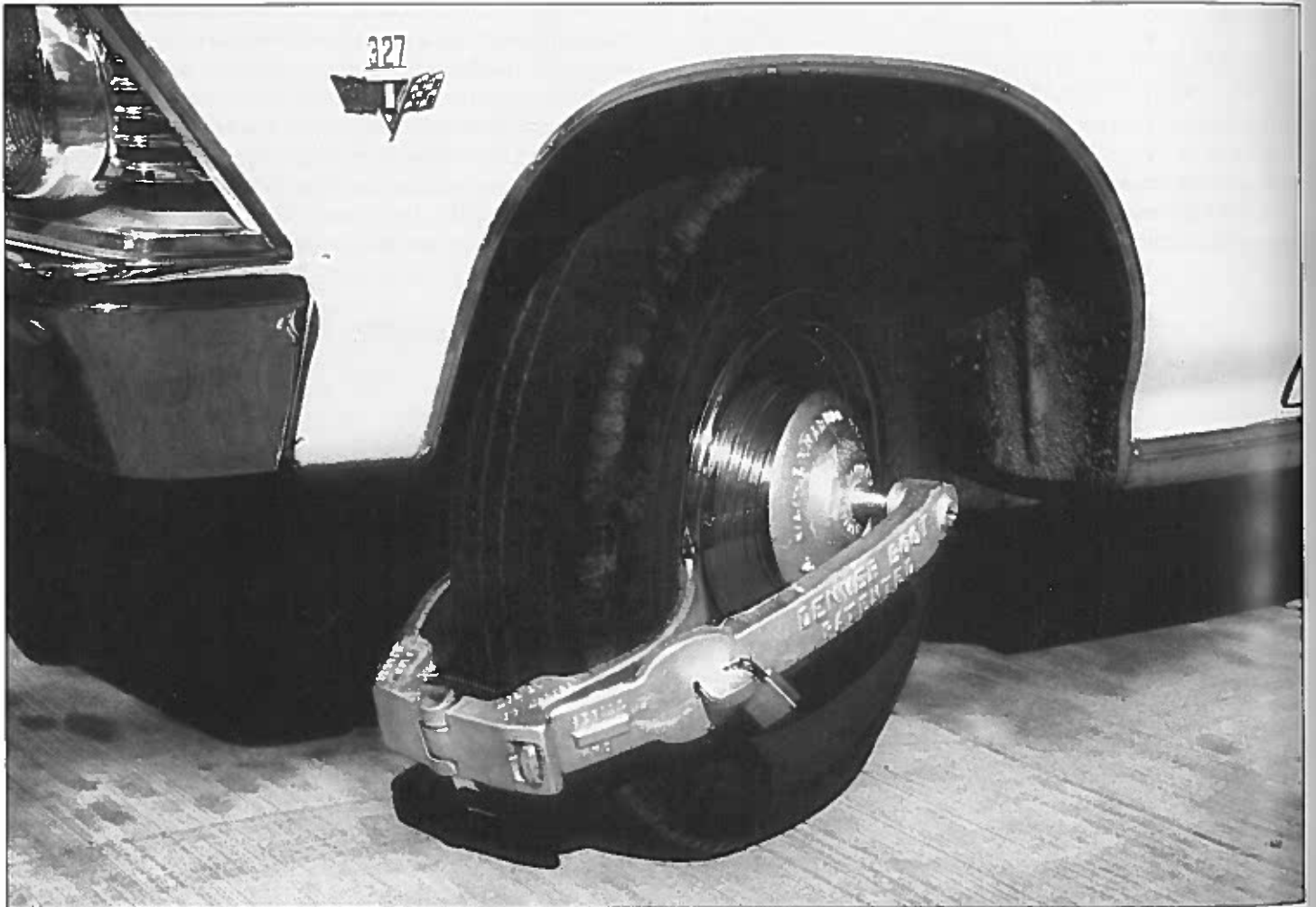
Linda Murdock

The Man Who Invented the Denver Boot

Frank P. Marugg and His Infamous Auto Immobilizer

The "Denver boot" is known throughout the world, albeit with little affection. So it should come as no surprise that the citizens of Denver are not celebrating its fiftieth anniversary this year. Frank Peter Marugg's original auto immobilizer can now be viewed in the Smithsonian and at Denver's Forney Museum of Transportation. It can also be found in the dictionary, sans the inventor's name, thus officially making it a piece of Americana. Although the patent has run out and the family no longer owns the company, Marugg's legacy continues to persuade those who think they are above the law that they had better pay their traffic tickets.

Frank Marugg, it seems, was much more than a friend of law enforcement. To use his own words, "I am a man that loves deeply, hates bitterly, works diligently, plays hard, and am either very enthusiastic or not the least bit so." Despite several setbacks, he was a responsible workaholic, an entrepreneur, a perfectionist, a lover of classical music, and a violin player. He appreciated the outdoors and liked to fish, hunt, wrestle, play tennis, and hike. He was a fair-minded, generous, sociable man who loved a good joke, enjoyed telling allegorical stories, had a great sense of humor, and, fortunately, was a packrat when it came to family documents.



Despite the many copycats, Frank Marugg claimed that his patented Denver boot was "the easiest to put on and the hardest to take off of all those who have tried to imitate it." The boot is shown here on a near-new 1966 Chevy Chevelle.

He dearly loved and was loved by his children, and he adored his wife, Grace, his soul mate throughout a lifelong romance. And even after his death, his invention continues to make thousands in revenue for traffic departments around the world . . .

How come you had such a big family?" asked Frank's young daughter, Grace, Jr. "After all, we're not Catholic."

"No," Frank responded with a sly grin, "we're just passionate Protestants."

It is unlikely that Frank Marugg knew much about his parents' passion for each other, since his father, Joseph, died when Frank was just fifteen.

Joseph himself lost both his parents at an early age. Barthelmy Marugg, Frank's grandfather, came to New Orleans with his wife and sons in 1850. They traveled up the Mississippi River by boat to Dubuque, Iowa, stayed about two years, and then returned to France with Joseph, leaving his brothers in Iowa. Joseph's parents died a year or so later, and Joseph returned to the States. His brothers, for reasons unknown, did not acknowledge him, and Joseph settled in New Orleans.

Joseph met his future wife, Sophia Anna Holzer, soon after the Civil War, in which Joseph had served on the Confederate side. She had come from Bern Kanton, Switzerland, in 1866 as a French tutor for the children of an American family. She spoke five languages and proudly owned two pianos. She and Joseph married in 1867. Frank's nephew Richard Pleasant, who wanted to pass down family stories, proudly noted that Sophia had received a medal from the governor of Louisiana as the best markswoman in the state. ♦♦

Joseph and Sophia, the passionate Protestants, had a total of eleven children—not a particularly big family in those days, despite their granddaughter's surprise. Seven of the children were born in New Orleans. In 1878, two years before coming to Colorado, Sophia lost her mother, a brother, and two children to yellow fever. She stayed in New Orleans and even went to Covington, Kentucky, as a volunteer nurse, while Joseph went west to find a home in Denver. An example of Frank's packrat tendencies included



Frank Marugg's parents, Joseph Marugg and Sophia Holzer

the actual papers from the National Board of Health clearing Sophia to leave New Orleans on July 19, 1880. The day before she arrived in Denver, however, the new frame house on Platte Street, and all the furnishings she had shipped ahead of time, were destroyed by fire. There was no other housing in Denver at the time, and Joseph moved his family near present-day Buffalo Creek. This wilderness adventure and attempt at becoming a lumber baron lasted about three years—long enough for Frank's sister Maud to be born in a log cabin near there in 1882.

Joseph moved the family back to Denver in 1883, where he had built another house under the Fourteenth Street viaduct among the railways. It was later used as a signal station. He worked as a tinner and coppersmith. In 1887, the year his youngest son, Frank Peter Marugg, was born, he was employed by the Union Pacific Railroad with his oldest son, Albert. He and his family finally settled in their home at 3737 Gilpin Street.

In 1890 Joseph opened the Marugg Cycle and Novelty Works, a bicycle repair shop at Thirty-sixth and Downing. There were over sixty such repair shops in Denver at the time, a business opportunity equivalent to coffee shops today. His death in 1902 had a profound effect on young Frank. Although Albert took over the bicycle business, Frank worked there to help support his mother and pay the mortgage. His sister Maud also worked. Later on, when he was twenty-nine, he wrote to his fiancée, Grace: "Don't worry about me ever starting a bicycle shop at 3601 Downing. That corner haunts the memory of my boyhood days like an evil spirit."

Frank met his true love, Grace Emily Cronan, when they were in grade school together. They later realized they had attended kindergarten together. They first noticed each other while at a Sunday school gathering at the Presbyterian church. They were drinking tea and Frank wanted some sugar, so Grace threw a sugar cube at his cup and hit it, splattering him with the tea. That got his attention,

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♦♦ Frank Marugg was not the only family member to make a mark on Colorado. His nephew Richard, the family historian, started the American Ballet Company in 1939. He also donated much of his father's collection of Navajo blankets, baskets, and other artifacts to the Tread of Pioneers Museum in Steamboat Springs.

and thus began a courtship that lasted more than a decade.

Grace lived at Twenty-second Avenue and Vine Street with her parents and three sisters. Her father owned Hyde Park Pharmacy at Thirty-eighth and Franklin. He was, in fact, the eighth registered druggist to practice in Colorado. He would have ranked higher, he jokingly admitted to his daughter, except he reread the test questions to see if he had made any mistakes. Grace helped out in the store through most of her teens and early twenties. She loved to sew, read books, play piano and tennis, and go hiking in the mountains. She was born with one eye crossed and had surgery to correct it. She suffered from severe headaches, often brought on by eye strain. Frank, however, saw only that her eyes were big, blue, and beautiful. She stood five feet two inches tall with a small frame—so small that her equally petite daughter could not fit into her wedding dress years later.

In 1907 at the age of twenty, Frank Marugg stood “five feet nine and three quarters inches” tall and had brown eyes. He weighed 156 pounds. He still lived at the family home on Gilpin and supported his mother full time. He got a job as an apprentice at Walker Manufacturing Company to learn the trade of pattern making. He decided that since his brother Walter was an iron molder and his brother Edward was a machinist, they could start their own business together. That never quite worked out. In fact, Edward died four years later of pneumonia. By 1908 Frank was working as a pattern maker for Dillon Box Iron Works and taking night classes in geometry and trigonometry. As he explained: “A pattern maker, if he is a good one, should have a background in mathematics. After all, he must reproduce in wood an exact duplicate of the design presented to him. He must be able to compensate for expansion or shrinkage of the metal poured into the wood mold and in the case of movable parts, reduce to a negligible degree the vibration which occurs in the meshing of gears.” He was very well spoken for a man who had not been able to finish high school.

By the age of twenty-seven Marugg was a foreman at Dillon Box Iron Works and was working ten-hour days, making \$1.50 an hour. He had been working since he was fifteen and was ready for a little adventure. So in February 1914, he quit work and took his mother by train to visit relatives in New Orleans. He was free of any real responsibilities for the first time in his adult life.

Marugg did a lot of sightseeing while in New Orleans. He loved the food and put on a few pounds while he was there. He visited his parents’ home and his father’s old store and shop. He saw the slave market, where slaves had been auctioned just fifty years before. “How dreadful it must have been to colored families,” he wrote to Grace, “who entered there knowing that they were to be sold, family scattered, some to cruel masters, maybe all, and no hope of ever seeing their loved ones.”



On March 12, 1914, he took a cruise from New Orleans aboard the SS *Parismina*. The ship was going to the Panama Canal, which had just been completed that year. Marugg took this once-in-a-lifetime opportunity to see this engineering marvel. He commented on the vegetation, birds, and other animals, which seemed quite exotic to him. He quickly ran out of money and was seasick much of the time. Although he had a ticket that was good through June 1, he was back in New Orleans by March 31. In his eighties he described his trip to a reporter:

While in Panama City, I ran out of money and was forced to find work. I was offered the job of making three 8-foot propeller blades for a ship, which was damaged while attempting to go through the locks at low tide. I earned enough to sail to Lima Peru to see the silver and copper mines, so I bought a burro and took the grand tour by myself. I was told later the route I chose led right through headhunter country. . . . I would have made a pretty hearty meal.



Facing: Frank Peter Marugg, circa 1916
Left: Grace Cronan, circa 1916

He never commented on or even hinted about these adventures in his letters to Grace at the time it happened. Was he pulling the reporter's leg, or could he have completed that much in just nineteen days?

Marugg returned to Denver from New Orleans in January to work and to ask Grace to marry him. The economy in Denver was poor after World War I, and perhaps he used this as an excuse to satisfy his wanderlust. He left for Tracy City, Tennessee, where his uncle Martin Marugg owned a construction company. He thought it would be an opportunity for him to learn the concrete and construction business. But what he found when he got there was rundown equipment and a business heavily in debt. (Martin Marugg eventually gave up on the construction business and took over the Marugg Company, which today is listed in the National Register of Historic Places. The company still makes hickory snaths, or handles for scythes, but is no longer owned by the family.) Because the railroad decided not to come to Tracy City, building up the business, even for someone as optimistically youthful as Frank,

seemed unlikely. In the course of his correspondence with Grace, he expressed the desire to make something of himself, using what he had learned, and, at the same time, talked about wanting to be a farmer. He did not miss the big city of Denver at all and actually looked for land to buy, so he could bring Grace and settle down in Tennessee.

In the meantime, Grace was twenty-six and from a fairly well-to-do family. It was difficult convincing her mother that Frank was good enough for her. It was equally frustrating convincing Frank's mother that Grace was not a pampered girl demanding too much from Frank. In fact, Grace worked at her father's pharmacy and kept busy sewing all the things they would need once they were married. Grace's three sisters and many of her friends, who had already started a family, felt that they would never get married and questioned Frank's loyalty while he was away from home. In the end their long engagement and openness in communicating, which can be seen throughout their correspondence, helped them build their relationship into the kind of partnership that they both wanted. And although Grace had other suitors prior to her engagement to Frank, their separation

I wish you could see this place. Canal St is the main business street, a very wide boulevard. The cars are in the middle of the street and the traffic on each side and just one block from this big Blvd. the streets are not over twenty feet wide and almost impassable with an auto. there are a number of fine blvds. but the town needs Mr. Robert W. Speer, for just about two terms.

Frank wrote to Grace from New Orleans, where he was vacationing in February 1914. In a reference to Denver's Mayor Speer and his "City Beautiful" initiatives, Frank writes, "there are a number of fine blvds. but the town needs Mr. Robert W. Speer, for just about two terms."

and prolific letters helped cement a relationship that would be the envy of many people today.

In December 1915 Frank Marugg gave up on his uncle's construction business and moved to Ensley, Alabama, now a suburb of Birmingham. There he took night classes in chemistry and worked for a company that he felt treated its employees fairly. In spite of that, he did not like Ensley, was tired of being alone, and was ready to come home. Grace's letter of March 1916, explaining how she had been "tackled" by a thief in her father's pharmacy, no doubt added to his concern. His mother wrote suggesting he go into business for himself. By April Marugg was willing to go back to his old job at Dillon Box Iron Works but declined the company's initial offer. There was a potential job for him at Colorado Fuel & Iron in Pueblo, and with that hope in mind, he came back to Denver.

Grace and Frank married on October 25, 1916, and Frank resumed his job as foreman for Dillon Box Iron Works. He worked there for the next six years; whether he got a raise is unknown. Frank was eager to spend time with his new bride. His mother still lived at the family home on Gilpin with his sister Maud and her new husband. So they rented a place closer to downtown at 1863 Lincoln, where they slept in a Murphy bed, and later bought an upright piano. They also rented at 2015 Twenty-third Avenue. In 1920 his mother, his sister Maud, her husband, Hugh Pleasant, and their two sons moved to Maybell, Colorado, in the northwestern corner of the state. Frank moved back to the family home on Gilpin Street and took his mother's advice, opening Marugg Pattern Works downtown at 1218 Wazee Street in 1922. He rented the top floor of a two-story machine shop owned by Lewis Binderup and ran his business there for the next forty-eight years—until he could no longer climb the stairs.

It is unclear when Frank Marugg and his brother got involved in the fur business. They did buy 176 acres near Piney Lake north of Vail. Albert was living there as early as 1912 and served as president of the Piney Lake Silver Fox and Fur Farm. In the 1920s and 1930s furs were all the rage in the fashion world. Of this venture, Frank wrote in 1934: "I know that my folks [mother and sister] have always been more or less against it, however, it is the only business today that I know of that has made money through this depression." They had to haul in equipment on horseback to erect a sawmill and, thus, build the ranch and its other buildings. In 1936 Frank bought out his brother's interest, saying he was "drunk a good part of the time." In 1970 the Denver Water Department "purchased" that land, though Frank

Marugg did not want to sell. The department wanted to enlarge the lake to the size of a reservoir and make it part of the Roberts Tunnel collection system. In recent years the Eagle's Nest Wilderness Area, which abuts the land, and Marugg's grandchildren, who are disputing the original purchase, have put a major crimp in the plan.

Between 1916 and 1929 Marugg saved enough money to have a house built at 3040 Albion in Denver. He had Grace draw it up the way she wanted it, then sent the design to an architect for blueprints. He hovered around the builders but because of a broken knee could not get to the site to supervise. After the house was built, he shook his head every time he entered the kitchen, because one of the walls was crooked. He also complained about the light switch the builders placed behind the door in his daughter's bedroom. To a perfectionist, both errors were personal affronts.

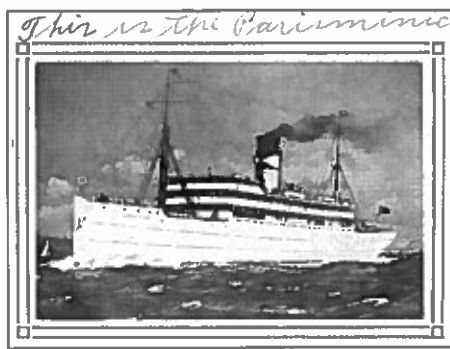
When the market crashed in 1929, Marugg was devastated to find that all his money was gone and that he would

have to pay a mortgage on his newly built home. It was perhaps his lowest point financially and emotionally. As a final indignity, thirty years later, when the mortgage was paid off, he burned his hand while setting fire to the mortgage papers.

The three-bedroom house still stands. Marugg included a walk-in safe, where he kept all the family records. The house had three fireplaces. One, made of white bricks, was never used for fear of blackening them. The home also had a floating dance floor in the basement for social gatherings.

When Marugg wasn't working, he played a violin that he had made years before. While in Tennessee, he sent his violin to Chicago for repairs, as the humidity had caused it to separate. He even played with the Denver Symphony in the early 1920s, when it was an all-volunteer orchestra. In fact, he got some of the symphony members to help haul his new piano into the Lincoln apartment. The Lincoln address was also where the orchestra members practiced, and they often drew large crowds in the stairway when they played. Marugg even formed his own orchestra for a while. Later he played duets on the piano with his young daughter Grace.

The Maruggs' children were staggered in birth, as if the dates had been planned. Their son, Jack, was both premature and breach and was born soon after they were married in 1918. Their second child, Grace, Jr., was born seven years later in 1925, and the second girl, Barbara, was born six years after that, when Grace was forty-two. Frank saw to it that they all received a college education. Both girls majored



The Parismina, in a photo Marugg cut from a brochure and sent to his fiancée

in music, while Jack went into aeronautics and worked on planes at Centennial before it was Centennial Airport. Jack's creative interest was in photography.

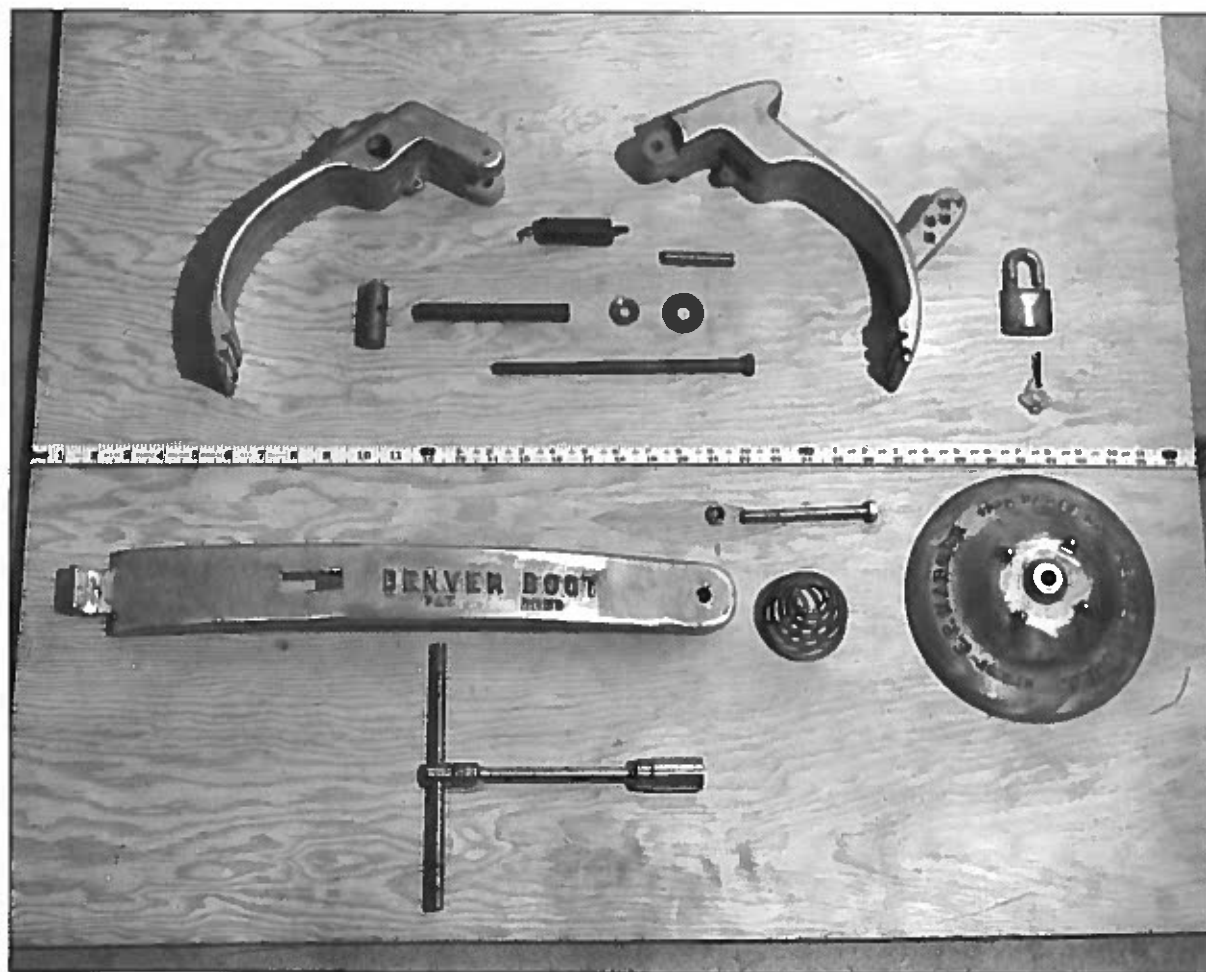
Frank Marugg was always tinkering, and he invented the original automobile immobilizing "boot" in 1944, eleven years before the city of Denver put it to use. In the 1950s Dan Stills, a friend and policeman, came to Marugg, the pattern maker, with an idea of how to immobilize a vehicle. At that time the city towed all ticketed cars to the pound. People were constantly suing the city when they discovered their cars vandalized or items stolen from them while "imprisoned" on the city lot. It forced the police to itemize everything in the cars as they arrived. Stills felt an immobilizer would avoid towing and save the police both time and money.

Marugg recreated his original idea to meet Stills's need. It included a wheel clamp, hub cover, and arm. The clamp gripped the rim of the tire on either side, the hub covered the lug bolts to prevent removal of the tire, and an arm covered the bolt that attached the hub. The clamp locked the arm into place. Within about five years of the boot's inven-

tion, placemats at Gunther Toody's restaurants were informing diners that Marugg had "developed a special device to lock spare tires mounted on the exterior of cars" in 1944. The device was necessary due to the rubber shortage caused by World War II, and may have been the predecessor to Stills's idea. According to this same placemat, "Dan Stills named it the Denver Boot noting it did for automobiles what the Oregon Boot did for prisoners." The Oregon Boot was a metal shoe into which jailers locked the foot of a convict.

Thus, fifty years ago, on January 5, 1955, the Denver police put the boot into effect. In its first twenty-five days, the city collected over \$18,000 in unpaid parking tickets. First making the devices of cast steel, Marugg later used a lighter, less expensive "space age" material known as tenzalloy—a mixture of 91.5 percent aluminum, 7.5 percent zinc, .6 percent copper, and .4 percent magnesium. The twelve-pound boots were cast in a foundry in Longmont and then assembled by an employee of Marugg's in Denver. The boot was not invincible. In fact, within the first two weeks, two youngsters had successfully removed the device with a hacksaw. The penalty for destroying city property has now made this a less attractive alternative.

An original Denver boot, laid out piece by piece. Marugg lugged the boot parts around in a carrying case, similar to a salesman's sample box. His patent for the auto immobilizer was eventually copied around the world.



Because of its success in Denver, Marugg patented the boot and marketed it to cities both stateside and abroad. The device had other uses besides law enforcement. Marugg marketed it to finance companies, collection agencies, and parking lots, including those owned by hotels, colleges, private clubs, and ski resorts. Even hunters, mobile home users, and owners of expensive cars found it useful as an anti-theft device. He made a "Jumbo" version for farm equipment, delivery vans, dump trucks, and tractor-trailer rigs. He also worked on an anti-hijacking device for large semis and parked airplanes, but that device, known as the "Eightball," never caught on, and the boot remained Marugg's only patented invention.

Currently about six parking management officers patrol for the city of Denver. They compare the license plates of parked vehicles to a list of delinquent plate numbers on a computer screen. The vehicle must have three unpaid tickets, all over forty days old, to be eligible for "booting." Car owners who do not pay child support were once included on the list, but today the list includes only those with unpaid parking tickets. In 1988 the State of New Mexico considered using the boot on DWI (driving while intoxicated) offenders.

Since the traffic enforcers do not know to whom the cars belong, there have been times when undercover police have ended up with the boot. One man won a \$2,500 settlement when the boot cost him a business deal that he could not keep because he had been booted. In 1982 the Colorado Supreme Court and the City of Denver haggled over the constitutionality of the booting procedure. The court ruled it unconstitutional because "the city doesn't provide motorists with an opportunity to contest the booting of their vehicles before they pay their fines." Because the police had been using the device since 1955, the ruling was essentially ignored and no further protests made.

By 1970 Marugg had sold a total of 2,000 of the boots. Although the patent ran out in 1976 and modern tire rims necessitated a redesign, Marugg's daughter kept up the business until 1986. Clancy Systems International, Inc., ended up with a licensing agreement and later bought the rights to the boot. They have modernized the hub and added rubber to prevent scratching. Another new development is an adapter for the smaller 4 x 4 rims. The company now sells about seven hundred boots a year. Marugg would be pleased to know that because of his invention, Denver has one of the largest collection rates for parking fines of any

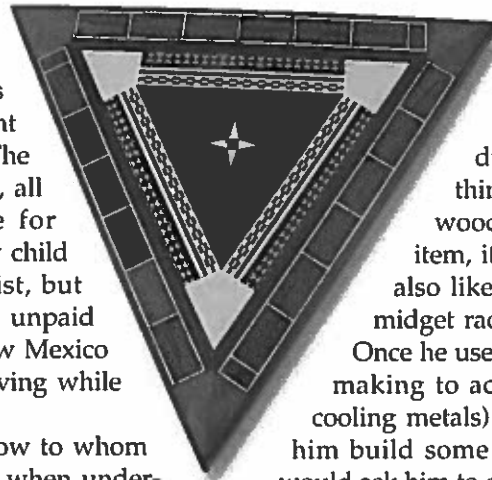
city in the country—about 80 percent. He would also be very proud that the Smithsonian Institution asked for an example of his boot for display in Washington, D.C.

By nature of his pattern-making expertise, Frank Marugg was an accomplished artist. He preferred that term, because inventors were often thought of as "screwballs." When his eyes clouded due to cataracts, he made a carrot juicer that he claimed led to a cure for his blurred vision. (His daughter remembers how good the carrot juice was and that her father would buy carrots in bulk.) He was always building things based on others' ideas. Even when these would-be inventors and designers could not afford to pay him, Marugg would do his best to get the job done anyway. Whether it was a locomotive cylinder, a base for a lamp, or drill bits, Marugg admitted, "Almost anything you can conceive of can be made out of wood and once you have the pattern for an item, it can be cast in some type of metal." He also liked to jazz up racecar engines, especially midget racers. He built skis for himself and Grace. Once he used his shrink rulers (rulers used in pattern making to account for shrinkage from heating and cooling metals) to fool his son-in-law, who was helping him build some racks in the bed of a pickup. Marugg would ask him to double-check the measurements and hand him a different shrink ruler each time, preventing him from getting a consistent measurement. Although Grace, Jr., remembers a house filled with laughter, Marugg once sobered up his entire family when he laughed so hard he fell from his chair and literally knocked himself out.

Marugg at one time taught classes in woodworking at Manual Training High School. He made a cribbage board and jewelry box that are still in the family. He also made bedroom furniture, including short-legged beds that were close to the floor so his children would not get hurt if they fell out. Not surprisingly, Grace was the disciplinarian of the family; Frank never spanked his children.

His daughter remembers spending summers at their cabin between Estes Park and Allenspark. Marugg was always inviting friends up there, and they would explore all the back roads in their car. Grace loved driving so much that when Frank bought a new car in 1947, she insisted on driving the entire way to Portland to visit her relatives, never letting Frank take the wheel.

Frank Marugg suffered from rheumatoid arthritis throughout his life and survived a bout of typhoid, which he contracted while working on the fox farm. Luckily, his father-in-law, John Cronan, was a pharmacist. In 1948 Marugg insisted that Cronan, who was then eighty-eight years old, close the Hyde Park Pharmacy after he had been robbed



Above: A pattern maker, inventor, and woodworker, Marugg crafted furniture and other items for his family, including this inlaid cribbage board.

once again. He was afraid he would end up getting killed by a robber. Cronan came to live with Frank and Grace until his death in 1955.

Frank Marugg died on February 11, 1973, at the age of eighty-six. His rheumatoid and arthritic legs finally gave out, and he became bedridden. Grace, who was eighty-four and unable to take care of him by herself, had agreed to send him to a nursing home. He survived there just three or four weeks. Grace remained at the house on Albion until she died five years later of a heart condition. Her swollen legs had forced her to a hospital bed, which her daughter Barbara had set up in the living room so she could still greet visitors. Both are buried at Crown Hill Cemetery near Grace's parents.

Whether or not Frank Marugg ever realized it, he did indeed "make something of himself," as he had wanted to do as a youth back in 1915. Few can boast that they have invented something, much less that their invention is defined in the dictionary. Like Xerox is to a copy or Kleenex is to a tissue, the Denver boot has grown synonymous with any of the immobilizing devices instantly recognized by delinquent car owners everywhere.

For Further Reading

Most of the material included in this article came from the family letters and papers of Frank Marugg and oral interviews with his daughter Grace Berg, who was very generous



Frank and Grace Marugg

with her time. Census records, the Denver City Directory, and cemetery records helped in tracking down the family's whereabouts. Many newspaper clippings were undated or lacked the name of the paper from which they were clipped. Documented sources included a *Denver Post* article of July 26, 1970, "Mr. Marugg's Famous Boot"; Frank Marugg's obituary of February 13, 1973; and an *Up the Creek* article of May 13, 1983, "The Humble Roots of the Denver Boot." A *Rocky Mountain News* article and interview with Marugg of May 25, 1968, filled in some background and mentioned his work in Panama and trip to Peru. Information on Richard Pleasant came from a *Steamboat Magazine* Summer/Fall 1990 article by Bern Giannini, who owned Pleasant's cabin after his death. Boot information came from Liz Wolfson of Clancy Systems International, Inc., in an interview available at www.expo1000.com/parking/interviews/denverboot.htm.

A *Denver Business Journal* article of June 25, 2001, mentions the boot being at the Smithsonian and the Forney Museum. ■

*I am a man that
loves deeply, hates bitterly, works
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the least bit so.*

Follow That Story

In the article on Denver's Swedish National Sanatorium that we published in our summer 2005 issue, we stated that pioneer generalist and obstetrician Dr. Gatewood Milligan was born in Sterling, Colorado. But Dr. John P. Moyer of the University of Colorado School of Medicine

informs us that Milligan was in fact born in rural Mississippi and moved to Victor, Colorado, as a toddler. His family then moved to Sterling when he was six years old. He lived in Sterling until his college years and doctoral training at the CU School of Medicine. ■