WILLIAM AUSTIN HAMILTON LOVELAND: LIFELONG PIONEER

by

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ABSTRACT

William Austin Hamilton Loveland was a Colorado pioneer and railroad entrepreneur. He was born in Chatham Massachusetts on May 30, 1826 and died in Lakewood, Colorado on December 17, 1894. As a young man, Loveland served in the Mexican American War, where he was wounded at the Battle of Chapultepec. After the war, he tried his hand at mining during the 1849 Gold Rush in Grass Valley, California. He was unsuccessful, and returned to his family’s home in Illinois where he married and started a family of his own. Loveland relocated to Colorado in 1859, where he helped to found the town of Golden. He also built the first store in the area. Over time, he was instrumental in the development of wagon roads in the foothills near Golden, and eventually established the Colorado Central Railroad. Loveland was also an important political figure of his time, as he served for several years in the Territorial Legislature. This paper details the life of William Loveland and explores both his achievements and defeats.

The form and content of this abstract are approved. I recommend its publication.

Approved:  Thomas J. Noel
DEDICATION

I dedicate this work to my husband, Christopher, and my son, Jacob, for supporting my decision to continue my education and sticking with me through thick and thin.
ACKNOWLEDGMENTS

There are so many people who helped me along during my journey to complete this thesis. First and foremost, my family and friends have provided me with an incredible amount of emotional support over the past few years. They have been there with a hug or a shoulder to cry on, or to help babysit when I found myself in a pinch. My professors, too, have been instrumental during this entire process. In particular, I would like to thank my committee members; Dr. Noel, Dr. Hunt, and Dr. Whiteside. You all believed in me when I did not believe in myself, and that is why I am here today.

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CHAPTER I
INTRODUCTION

If you live in Colorado, chances are you have heard the name Loveland. Maybe you have skied at the Loveland ski resort, and you have the bumper sticker to prove it. Perhaps you have sent your valentine a card by way of Loveland, Colorado just for the postmark, and you likely have traveled over Loveland Pass via U.S Highway 6. What many people do not realize is that all of these places, with the addition of Lake Loveland and Loveland Mountain, are named after the same man, Colorado pioneer William Austin Hamilton Loveland.

During his lifetime, William Austin Hamilton Loveland made a distinguished name for himself. He was best known for his success in building railroads, especially the Colorado Central Railroad. Loveland also was instrumental in helping to establish the Colorado School of Mines in Golden. He established a prosperous mercantile in Golden, Colorado. He, along with friend Charles C. Welch and wife Miranda Loveland, founded the city of Lakewood, Colorado. Loveland’s service in numerous political offices, along with his success in the realm of business, all should have added up to ensure that Loveland’s name would be well remembered in and around the state of Colorado.

For a gentleman to be so deeply involved in the political and commercial affairs in the crucial era when Colorado entered statehood, one would assume that Loveland and his legacy would be well documented. As it stands, this once prominent member of Colorado society, and successful entrepreneur, has vanished into near obscurity. No books have been written to detail the successes and failures that Loveland experienced throughout his life. His contributions to Colorado history have all but been forgotten.
Within Colorado, Loveland was most well known in Jefferson County. He was a long-time resident of Golden, which served as the Colorado Territorial Capital from 1862-1867, due much to Loveland’s influence. Loveland also was a prominent businessman in Golden, establishing the Loveland Block along Washington Avenue which helped to anchor the community’s downtown business district. Loveland began his mercantile business in order to provide supplies to miners and prospectors who travelled through the waypoint of Golden City. After a short time in Golden, Loveland also became heavily involved in local and territorial politics, as well as in mining and other industrial activities.

A spirit of exploration ran through the blood of the men of the Loveland family, and during William Loveland’s life, travel and adventure in Mexico, California, and Central America defined his early decades. It wasn’t until the Gold Rush of 1859, when William Loveland settled in Golden, Colorado, that he finally found his true home. He had a seemingly endless supply of energy, ideas, and faith, and he committed himself to a number of business pursuits that would tire the average person. He proved to be fiercely loyal to those he considered his close friends, and an abhorrent bother to those who were unlucky enough to wind up on Loveland’s bad side. William Loveland was an untiring champion for the residents of Golden City, and a thorn in the side to Denver residents. Luckily for Loveland, he came off as a very charming man with a distinctive look, and seemed to make friends rather easily. A talent for selecting the proper business partners and friends helped to take Loveland far in both his political and business careers.

To get between Loveland and his ambitious plans was at one’s own risk, and not everyone who crossed his path was struck by his charming manner. His detractors
believed he was a cold and calculating man who was willing to lie, cheat a little, and use his friends’ political power to get ahead in the world. Once crossed he was not known to forgive and forget easily. According to his grandson Hobart Loveland, William “was the type that once stabbed the wound was very deep”; in fact, Hobart claimed, “They were like that in the early days of the West.”

Territorial Governor John Evans may have held the title as Loveland’s most reviled contemporary. Although Evans and Loveland were forced to collaborate on occasion, Loveland’s constant efforts to best Denver in any way possible sparked a nasty feud between the two men and their respective cities.

In the end, William Loveland’s dream of establishing Golden as the railroad and business epicenter of Colorado did not come true. Although Loveland had established his reputation by his commitment to his goals, it was this particular aspect of his personality that prevented him from achieving all that he set out to achieve. It was, many times, an issue of missing the forest for the trees. Loveland’s tunnel vision prevented him from seeing obstacles that were in his path, and his deep commitment to his plans and ideas often resulted in his immediate rejection of advice or criticism.

During the 1950s, Williams’s grandson Hobart was living in Nanuet New York, and was deeply committed to the memory of his grandfather. Hobart believed that a man of William Loveland’s importance should have been celebrated in a book. In a 1953 letter to his friend (Colorado resident and historian) Harold Marion Dunning, Hobart Loveland wrote, “But as time goes on all this becomes buried in the archives of the has-beens and even the people of today or the people of tomorrow will never know who this

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1 Harold Marion Dunning Papers, Denver Public Library, Denver, Colorado.

“guy” Loveland was.” Hobart Loveland seemed to be struggling with the restlessness his grandfather was so famous for, as he tirelessly pursued several avenues in order to locate an author who willing to put pen to paper in memoriam of his grandfather’s life. His efforts were unsuccessful, until now. Sixty years later, this is the hope for the following pages.

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3 Hobart Loveland to Harold Marion Dunning, September 27, 1953, Harold Marion Dunning Collection, Denver Public Library, Denver, Colorado.
CHAPTER II

THE LOVELAND LINEAGE

Many major events in American history occurred over the course of William Loveland’s life, events that influenced his personality, his ideas, and his values. During the 1820s, the decade in which William was born, citizens all over the United States celebrated fifty years of independence. The Mexican American War during the 1840s also played an important role in shaping Loveland’s future. As a young solder, William was present at some of the war’s most intense battles. The California and Colorado Gold Rushes – which occurred just ten years apart – inspired Loveland to chase his fortune in the American West. In the 1860s and afterwards, the American Civil War left a lasting impression not only in the East where the vast majority of the fighting took place, but also in the West where tension ran high as the destiny of potential new states hinged on the fate of a divided Union. Even with all that William Loveland saw and experienced, the greatest influence in his life may, in fact, have been his father.

Leonard Loveland

Even before he was born, William Austin Hamilton Loveland seemed destined for a life of adventure. His early years must have been filled with stories told by his father Leonard Loveland, a man whose life was shaped by adventures on the high seas and the American frontier. Leonard Loveland’s oldest daughter, Thankful, once wrote of her
father, “He was of a roving disposition, a sailor in his early days. He was fond of adventure and liked the life of a pioneer.”

Leonard Loveland was born in Chatham, Massachusetts in May 1792. He joined the naval service as a young man of twenty at the outbreak of the War of 1812. He married Elizabeth Eldridge at their hometown of Chatham, Massachusetts on June 7, 1812, shortly before his enlistment. While at sea during the conflict, Loveland was captured by the British and jailed for nearly two years at the infamous Dartmoor Prison, not far from Plymouth Bay in England. During his imprisonment Leonard was introduced to the teachings of the Methodist Church by English ministers.

Leonard returned to his home in Massachusetts nine months after the War of 1812 had ended. He learned that in his absence, Elizabeth had given birth to their first child, Thankful. After several years of farming in Chatham, Leonard, Elizabeth, Thankful, and new baby Leonard Jr., set out for the Ohio frontier. According to a letter written by Thankful, who was four at the time the family moved to Ohio, the Lovelands settled approximately five miles from the closest community and set about clearing the timber

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4 John Bigelow Loveland and George Loveland, Genealogy of the Loveland Family in the United States of America from 1635 to 1892, containing the descendants of Thomas Loveland of Wethersfield, now Glastonbury, Connecticut, Volume II. (Fremont, Ohio: I.M. Keeler and Sons, Printers, 1894), pg. 30. New York Public Library Digital Archive, http://www.archive.org/stream/genealogyoflovel02love/genealogyoflovel02love_djvu.txt (accessed February 1, 2012.)

5 Loveland and Loveland, Genealogy of the Loveland Family, pg. 30.

6 Harold Marion Dunning Collection, Denver Public Library, Denver, Colorado.


8 Loveland and Loveland, Genealogy of the Loveland Family, pg. 32.
and working the land.\textsuperscript{9} It was here in the Ohio wilderness that Leonard Loveland became an official member of the Methodist Episcopal Church.

\begin{figure}
\centering
\includegraphics[width=0.5\textwidth]{Leonard_Loveland}
\caption{The Reverend Leonard Loveland, father of William Austin Hamilton Loveland. Photograph courtesy of Ancestry.com Public Images.}
\end{figure}

\textbf{Life on the East Coast}

By early 1822, the Loveland family had returned to Massachusetts from Ohio. Here, Leonard continued to farm, and over the next few years the family expanded. William Austin Hamilton, the fifth of seven Loveland children, was born on May 30, 1862.\textsuperscript{10} During the summer of 1826 Americans celebrated the country’s fiftieth anniversary with community picnics, fireworks, parades, and various other festivities. The celebratory mood was darkened, however, by the deaths of founding fathers Thomas Jefferson and John Adams on July Fourth. Despite the current of excitement than ran high throughout the country, life for the Loveland family continued on as usual.

\textsuperscript{9} Loveland and Loveland, \textit{Genealogy of the Loveland Family}, pg. 31-32.

\textsuperscript{10} Loveland and Loveland, \textit{Genealogy of the Loveland Family}, pg. 30.
The Loveland’s home of Chatham was located at the southern tip of Cape Cod, Massachusetts. Their proximity to the ocean made farming an especially demanding profession. Specialty crops such as cranberries and strawberries seemed to be the few species that could thrive in the oceanic conditions. A farmer like Leonard Loveland would have needed a significant area of farmland to return a reasonable profit for his growing family. By and large, the economy in and around Cape Cod was inextricably tied to the ocean. Sailors, whalers, and merchants depended on a financial system that could process and move their wares, and the seaside villages catered largely to the marine trades. Leonard Loveland had already experienced life at sea, and it is reasonable to believe he wanted nothing more to do with it.

It was not long after William was born that Leonard and his family departed Chatham. In early 1827 the Lovelands relocated briefly to Lippitt, Rhode Island before they moved again to Lonsdale in 1833. Leonard Loveland must have believed that he could improve his family’s situation by relocating them to Rhode Island, and it was certainly a drastic change.

Rhode Island had become the East Coast epicenter for textile manufacturing during the early 1800s. Many families, including women and children, found themselves working long days in poor conditions in the local cotton mills. The Loveland family was no exception and at only seven years old William was put to work in a cotton factory in

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12 Schneider, *The Enduring Shore*, pg. 259.
Lonsdale.\textsuperscript{14} The textile industry boomed in Rhode Island as it gobbled up capital and employees, and created an economy “short on diversity.”\textsuperscript{15}

Unfortunately, an economic downturn in 1837 caused the price of cotton and other commodities to tumble. In turn the manufacturing facilities could no longer support a large-scale workforce. In the smaller towns of Rhode Island, these economic, “panics...revealed the vulnerability of the workers in the mill village environment.”\textsuperscript{16} In villages like Lonsdale the downturn of 1837 hit especially hard. The Loveland family again found themselves at a crossroads. For Leonard, his wife, and his seven children the mounting uncertainty was too much to abide.

Leonard and his family wasted no time waiting around Lonsdale to see if things might improve. They promptly decided to relocate to Alton, Illinois to tackle life on the wide-open western frontier. The Lovelands weren’t the only ones to take advantage of the plentiful land offered in the Midwest. The expansion of the Erie Canal and Midwestern canal systems spurred a boom that quadrupled the population of Illinois, Indiana, Ohio, and Michigan over the twenty year period from 1820 to 1840.\textsuperscript{17}

Historian James E. Davis offers a plethora of reasons these adventurous families were often seduced by the picturesque descriptions of life on the frontier. The western country offered “Readily available land, bountiful harvests, opportunities for bracing self-

\textsuperscript{14} Loveland and Loveland, \textit{Genealogy of the Loveland Family}, pg. 42.


\textsuperscript{16} Revard, \textit{A New Order of Things}, pg. 42-43.

sufficiency and independence, pride in achievement, and perceived fluid social conditions."¹⁸ Fluidity and change were a familiar part of Leonard Lovelands life, and the family adjusted quickly to their new situation.

The decision to move to Illinois proved both good and bad for the Loveland family. Only a few months after the Lovelands had relocated, the town of Alton experienced major flooding from the nearby Mississippi River. The family took their misfortune in stride and, along with many other Alton families, moved to the nearby town of Brighton. It wasn’t long before Leonard Loveland decided to take advantage of the plentiful land available for purchase in the outlying areas of Alton, which may have been his goal all along.

Life in Illinois gave Leonard Loveland the chance to farm on a scale he could not have achieved on the East Coast. As a result of the Land Act of 1820, citizens could purchase government lands for sale on a cash basis (instead of credit, which had previously been the case) via public auction.¹⁹ Soon after the family was settled in Illinois, Leonard Loveland applied for his very first land patent, and purchased 960 acres.²⁰ Land in New England had been scarce, and the relative ease with which land could be purchased in the Middle West must have satisfied Leonard Loveland. In the two


years following, Loveland applied for three subsequent patents, purchasing an additional 200 acres in Macoupin County.  

With their proximity to the booming urban metropolis of St. Louis, the communities of Alton and Brighton quickly blossomed into active commercial centers. In addition, Alton was located only a short distance from the confluence of the Illinois and Missouri Rivers. The proximity of the Loveland family to the town of Alton was crucial to the family’s good fortune, as Alton soon grew into a vital port of trade and wholesale point for local products as well as goods transported via the adjacent river.

The work was hard and Leonard and his wife labored tirelessly, whether it was to clear timber, maintain the household, or plant and harvest crops. Fate, however, took an unfortunate turn soon after the Loveland family settled in Illinois. Elizabeth Loveland, the matriarch of the family, passed away in 1838 leaving Leonard a single father to their seven children. Despite the absence of Elizabeth, the Loveland family seemed to maintain business as usual. Leonard Loveland soon found a second partner, and married Betsey Griswold in Brighton on February 2, 1840. As the Loveland children grew into their adolescent years, they were able to provide Leonard with much needed help on the family farm. In turn, Leonard further pursued his second occupation as a traveling

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23 Loveland and Loveland, *Genealogy of the Loveland Family*, pg. 18.
Methodist minister. Over time, he earned a reputation as a powerful speaker, and was awarded a Deaconship in 1851.\textsuperscript{24}

In 1845, it was time for young William to obtain a proper education. He enrolled at McKindree College located approximately fifty miles away in Lebanon, Illinois; however the school closed after his first term there. Afterwards, Loveland transferred to Shurtleff College in Upper Alton.\textsuperscript{25} Transferring back to school in Alton meant that Leonard was able to rely on William’s continued help. William worked tirelessly on the family farm and at other odd jobs in order to finance his education. Perhaps due to the strain of his physical labors, or perhaps due to a penchant for illness that would follow him throughout his lifetime, William soon fell ill with pleurisy, an infection that causes the lining of the lungs to become inflamed, making the simple act of breathing very painful. Despite his illness William was determined to start out on his own, and his carefully crafted plans did not involve returning to college to finish his coursework. In 1846 the Mexican-American War broke out and William resolved to pursue glory on the battlefield.

\textsuperscript{24} Loveland and Loveland, \textit{Genealogy of the Loveland Family}, pg. 32.

\textsuperscript{25} Loveland and Loveland, \textit{Genealogy of the Loveland Family}, pg. 42.
CHAPTER III
THE LIFE OF A SOLDIER

The Mexican-American War was Loveland’s violent initiation into adulthood. He must have anticipated some difficulty in convincing his family that his cause was a noble one, as he and his roommate devised a complicated plan to skip town and join the army.

Loveland’s decision was not only inspired by a longing for adventure, but also out of necessity. The army paid well and he did not have the funds necessary to finish his schooling. William anticipated that he would be gone for a maximum of six months and return with an easy $150 in his pocket.26 Once Loveland had made up his mind to enlist in the army, he and his roommate John Patterson developed a plan that would see them safely to an army representative in St. Louis.

After receiving nine dollars from Patterson’s uncle, the two young men discussed their journey in the utmost secrecy; they packed a small trunk with their personal effects and sent it ahead of their own departure. On the morning of March 2, 1847 Loveland and Patterson breakfasted with William’s older sister Thankful at her home in Alton. During the breakfast Thankful lectured her brother on the importance of taking care of his health, especially considering his very recent bout of pleurisy.27 Perhaps this was simply an older sister showing concern for her brother’s well-being, or maybe Thankful had caught wind of the plan and this was her delicate attempt to talk him out of it. Either way, William was unconcerned that his less-than-optimal health posed a serious risk.

26 Loveland and Loveland, Genealogy of the Loveland Family, pg. 42.
27 Loveland and Loveland, Genealogy of the Loveland Family, pg. 43.
Immediately following breakfast, the two young men departed for the docks where they boarded a boat headed for St. Louis.

When the duo arrived in St. Louis, they ran into trouble convincing the enlisting officer not only that they were old enough to sign on – Loveland was just shy of twenty one – but also that they had experience driving mule teams.28 (In Loveland’s case this was highly likely considering that he had helped his father extensively on the family farm.) When William Loveland recalled this experience in later life he told a slightly different story; one that embellished the details of his enlistment. He wrote,

“I saw an advertisement in a St. Louis paper calling for teamsters and offering $25 a month. I made up my mind that I would go to Mexico…and I and a fellow-student [sic] climbed out of a window of our dormitory; swam a mile across the Mississippi River and went to Jefferson Barracks below St. Louis, where soldiers were preparing to move down the river to New Orleans.”29

When William finally arrived at the army barracks, he received his first assignment. The commanding captain put Loveland in charge of assembling a team of volunteers who were willing to enlist in the army. During the Mexican-American War, these volunteers were given duties very similar in nature to the trained soldiers.30 Loveland succeeded at this task in a matter of days, which impressed his superior officer. William was then offered fifty dollars per month to lead his volunteers to Santa Fe, which he declined, as he had hoped to make his way to Mexico as quickly as possible and enter the fray.31

28 Loveland and Loveland, *Genealogy of the Loveland Family*, pg. 43.
29 Harold Marion Dunning Papers, Denver Public Library, Denver, Colorado.
31 Loveland and Loveland, *Genealogy of the Loveland Family*, pg. 43.
While William may have glorified the details of his enlistment in the United States Army, once he arrived at the battlefield he did not shy away from the front lines and was often in the midst of the action. In any case, it soon became clear to his superiors that William Loveland was a natural leader and he acquired more responsibilities and oversaw an increasing number of men as the war carried on.\(^{32}\)

At the Battle for Chapultepec, however, Loveland received an injury that signaled the end of his short-lived military career. Although the battle itself was quite short – the U.S. Army was able to seize the castle and dispatch a substantial number of Mexican troops, some of whom were young boys, over a period of only a few hours - Loveland suffered a severe leg wound when a shell exploded near him.\(^{33}\) His injury landed him in an army hospital in Mexico City for four months while he recuperated.\(^{34}\) In later accounts of his war wound, Loveland quoted, “That was a glorious battle and it never will be effaced from my memory.”\(^{35}\) Loveland’s glorification of the Battle for Chapultepec clearly did not imply any sympathies on his part for the Mexican soldiers who had perished during the battle. Military reports indicated that the Mexican army lost

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\(^{32}\) Loveland and Loveland, *Genealogy of the Loveland Family*, pg. 43-44. According to William’s son Frank, Captain Reed respected this decision and put Loveland in charge of 200 men and 100 horses with the purpose of heading to New Orleans, and from there forward to Mexico.


\(^{34}\) Loveland Obituary, *Rocky Mountain News*, December 18, 1894.

\(^{35}\) Harold Marion Dunning Papers, Denver Public Library, Denver, Colorado.
approximately 1,800 soldiers during the raid on Chapultepec castle, while the United States army suffered 450 casualties.\(^{36}\)

After Loveland’s stay in the hospital, he regained his mobility and intended to return home. With a small company of three other men, Loveland set out for Vera Cruz, a port city located on the Gulf coast. On the journey Loveland and his crew faced several near misses with rogue militiamen. As Frank Loveland recalled his father’s story, “At this time every Mexican on the route [from Mexico City to Vera Cruz] constituted himself a bushwhacker to shoot down Americans without mercy…it was only through good luck that they escaped with their lives.”\(^{37}\) Another tale that William later enjoyed regaling audiences with was of his party’s layup in a mud hut for ten days, surviving only due to the generosity of a Mexican woman who provided the men with food and water.\(^{38}\)

Loveland’s experience in the war was probably far from what he expected of his six month sojourn. Six months turned into a year; and in addition to his own battle scars William witnessed the death of his roommate John Patterson.\(^{39}\) Nonetheless, William Loveland returned from war seemingly without the disenchantment that one might expect from a soldier who had experienced what he had. In the future he happily recalled his


\(^{37}\) Loveland and Loveland, *Genealogy of the Loveland Family*, pg. 44.

\(^{38}\) Loveland Obituary, *Rocky Mountain News*, December 18, 1894.

\(^{39}\) Loveland and Loveland, *Genealogy of the Loveland Family*, pg. 44. Patterson did not die in battle, rather, he contacted measles before he ever left the United States and never recovered.
adventures throughout the war, including the numerous “narrow escapes” his little party had from the Mexican soldiers who were hot on their heels.40

After he had recovered from his injuries, Loveland returned to the United States. Although he intended to finish his studies at university, Loveland’s experience in Mexico had instilled in him a thirst for adventure and travel that proved difficult to quench.
CHAPTER IV
FROM CALIFORNIA GOLD RUSH TO GOLDEN CITY

By the age of twenty-three, William Loveland had already experienced life on the Illinois frontier and had been severely wounded at the Battle of Chapultepec during the Mexican-American War. Following his escapades in Mexico, William returned to his family home in Illinois in July of 1848. While his original plan was to return to his course of study at Shurtleff College, Loveland soon realized that his abundant energy did not lend itself to life in the academic arena. What he truly desired was to begin his career in business. Soon after he arrived back home in Brighton, rumors of gold and riches in California began to circulate across the country. To a man with Loveland’s ambition, the enjoyment of running his own business likely paled in comparison to the potential fortune that awaited in the California hills. It probably came as no surprise to William’s family that the young man ventured yet again into unknown territory when he headed west for the California gold mines.

William set out for the West Coast with two companions on May 10, 1849, carrying what little possessions they had in a wagon. Their livestock consisted of four yoke of oxen and several cows. When Loveland arrived in California, he settled in the mining area of Grass Valley, located approximately sixty miles northeast of Sacramento. According to the Loveland family history, William and his party built the first log cabin

41 Loveland and Loveland, Genealogy of the Loveland Family, 44.

42 Loveland and Loveland, Genealogy of the Loveland Family, 44. Loveland’s companions were never named, making it nearly impossible to track down their exact whereabouts in Grass Valley.
in the Grass Valley area. Unfortunately, this statement cannot be verified. While the area referred to as Grass Valley encompassed several small mining camps, including the fledgling towns of Centerville and Nevada City, a thorough search of *The History of Nevada County, California* turned up no mention at all of Loveland’s name.\(^43\) If Loveland’s group was the first to settle in Grass Valley, they certainly did not care to record the fact for posterity.

In the Grass Valley area, the most common method of extracting ore was placer mining. Miners panned in the nearby streams and drainages, looking for the gold that washed down from lodes much higher in elevation. The work was very difficult, and miners often spent long days standing in icy mountain springs, bending and straightening for hours on end in the hopes of going home with a bit of gold dust to show for their labors. The mining lifestyle did not fit William Loveland well, and he seemed especially prone to illness during the time he spent in Grass Valley.\(^44\) This was not particularly surprising given the unsanitary conditions that abounded in the male-dominated mining camps and Loveland’s history of health problems.

**William Heads to San Francisco**

For three years, William chased his dreams of gold in the rivers and streams of Grass Valley. In the spring of 1851, he finally decided to cut his losses and headed south.


\(^{44}\) Loveland and Loveland, *Genealogy of the Loveland Family*, pg. 45. It is unknown what exactly Loveland suffered from during this time. He had a history of lung related illness, but may also have dealt with the lingering effects of his leg injury.
on a 150 mile trek to San Francisco.\textsuperscript{45} Perhaps he was seeking yet another adventure, but the more likely case was that he hoped to find improved medical services and a place to rest and recuperate from his illness. In any case, the trip to San Francisco improved Loveland’s spirit and his strength.

Loveland’s brief stint in San Francisco seemed to spark rumors that he was interested in teaming up with an adventurer named William Walker. Walker was living in San Francisco at the time Loveland visited, and enjoyed a rapid rise to stardom. Walker worked as the co-editor of the \textit{San Francisco Herald}, and although possible, it is doubtful that the two men were acquainted with one another. As a young and energetic journalist, William Walker was a popular individual in San Francisco, “with his views widely shared by locals and with his courage much admired.”\textsuperscript{46}

With Walker at the helm of the \textit{Herald}, the paper touted the increasingly popular idea that the United States should become involved in the construction of a canal through Nicaragua that some proposed would be both shorter and less expensive than a canal across Panama. The idea of a Nicaragua route became very popular among the California crowd, and, “the newspapers of San Francisco,” especially the \textit{Herald}, “were filled with discussions of the new route.”\textsuperscript{47} New York business tycoon Cornelius Vanderbilt was

\begin{itemize}
\item \textsuperscript{45} Loveland and Loveland, \textit{Genealogy of the Loveland Family}, pg. 45.
\item \textsuperscript{47} John Kemble, \textit{The Panama Route: 1848-1869} (Berkeley, CA: University of California Press, 1943), pg. 60.
\end{itemize}
also invested in the idea, and Loveland made ready for a journey to Nicaragua with the intent to contract work under Vanderbilt on the proposed canal.\textsuperscript{48}

**Loveland’s Journey to Central America**

After regaining much of his health in San Francisco, Loveland was ready to move on. The details regarding his travels to Nicaragua are poorly documented, as there is nothing to suggest that Loveland was qualified to work on the technical aspects of the canal project. The popularity of William Walker and his influence within California may certainly have been an inspiration. Regardless of the circumstances, Loveland headed south to Nicaragua. William likely followed a route that landed him on the Pacific Coast of Costa Rica before he traveled on to Lake Nicaragua. According to the *Genealogy of the Loveland Family*, William continued to gain strength in the lush tropical climate, as well as an increased interest in the capitalist workings of Cornelius Vanderbilt.\textsuperscript{49}

Considering that Loveland harbored dreams of transportation himself, it seems reasonable to think that he admired Vanderbilt’s vision for a modernized transit system in Nicaragua. And if Loveland read any of Walker’s stories in the San Francisco papers, he too considered that Vanderbilt’s plans to open a brand-new transit route across Nicaragua might be an investment worthy of his time and talent.\textsuperscript{50}

Loveland’s whirlwind trip through San Francisco and Nicaragua quickly turned up an empty employment opportunity, as interest in the project and promises of financial assistance from investors in the United States quickly died away. He returned to Illinois

\textsuperscript{48} Loveland and Loveland, *Genealogy of the Loveland Family*, pg. 45.

\textsuperscript{49} Loveland and Loveland, *Genealogy of the Loveland Family*, pg. 45.

\textsuperscript{50} Loveland and Loveland, *Genealogy of the Loveland Family*, pg. 45.
in July 1851 where he immediately commenced his mercantile business. During these next few years in Illinois William struggled with the demands of running a business, and he experienced tragedy in his personal life as well. Not long after arriving back in Illinois, he began to court a young lady named Philena Shaw. William and Philena married on May 13, 1852 and they welcomed their first child, Francis “Frankie” Loveland, early in 1853.\(^{51}\) In a most unfortunate turn of events, William Loveland lost his son to illness on July 30, 1853 and his wife Philena only a few months later on January 2, 1854.\(^{52}\)

After the death of his first wife and child, it was several years before William again opened himself to the possibility of marriage. Loveland’s second marriage in August 1856 to Miranda Ann Montgomery, who came from a prominent Alton family, proved to be a long and successful one for both. Less than a year after they were married, the Loveland’s welcomed their first son Francis William, born July 24, 1857.\(^{53}\)

**Eureka! Gold in Colorado**

Loveland was not present for the birth of his younger son, William II. Although he had established a successful mercantile business in Alton and seemed to settle easily into family life, the American West beckoned once again when stories of gold in Colorado began to swirl. A full decade had passed since Loveland’s first gold rush experience, but that mattered little. Loveland packed up several wagons with supplies,

\(^{51}\) Loveland and Loveland, *Genealogy of the Loveland Family*, pg. 41.

\(^{52}\) Harold Marion Dunning, *Over Hill and Vale*, pg. 354.

\(^{53}\) Loveland and Loveland, *Genealogy of the Loveland Family*, pg. 41.
left his young son and pregnant wife behind and hit the road to Colorado in May 1859. William and Miranda’s second son, William Leonard, was born on July 20, 1859.\textsuperscript{54}

Loveland arrived in Denver during the early summer of 1859 and pushed on to Golden City on June 22, 1859. In the summer of 1859 Golden City, named for local prospector Thomas Golden, was little more than a few scattered tents along the banks of Clear Creek (then also known as Vasquez Fork.)\textsuperscript{55} The lessons William learned in his unsuccessful quest in California proved to be his fortune in Colorado. While he was interested in both coal and hard rock mining in Colorado, Loveland learned that what was truly in high demand was supplies and equipment for miners. William’s first inclination to reestablish his mercantile business in the fledgling town of Golden City proved to be fortuitous. Whether the prospectors in the Denver and Golden area were successful mattered not for Loveland; miners always needed new gold pans, picks, clothing, boots, and provisions. Notable Denver historian Jerome C. Smiley described the mercantile business during the territory’s early days, “Store-keeping…was a profitable occupation for men who had sufficient capital to properly conduct it.”\textsuperscript{56} This time, Loveland had come prepared.

Loveland’s new mercantile business was only the first step in what became a personal quest to turn the fledgling Golden City into the metropolis of the Colorado Territory. He wasted no time in becoming involved with numerous other business ventures in and around Golden and Loveland quickly established a reputation as a man of

\textsuperscript{54} Loveland and Loveland, \textit{Genealogy of the Loveland Family}, pg. 45.

\textsuperscript{55} Alice Hill Polk, \textit{Colorado Pioneers in Picture and Story} (Denver: Brock-Haffner Press, 1915), pg. 332.

\textsuperscript{56} Smiley, \textit{History of Denver}, pg. 304.
ambition. Of course he was not the only man to recognize the potential in a location so close to Clear Creek and the mountains and as Loveland went about the business of erecting a storefront he quickly discovered that another group was about to beat him to the punch.

There are competing versions of a story concerning the establishment of Loveland’s mercantile and his friendly rivalry with fellow Golden pioneer George West. West was a New Hampshire native who had spent many years in Boston where he made a name for himself as a newspaper man. Like Loveland, the stories of riches in the Rocky Mountains were enough to convince West to pack up and head to Colorado. He gathered seven other men to accompany him on the trip and they immediately christened their group “The Boston Company.” West and his men arrived in Golden City on June 12, 1859 and decided that the young town was a promising location for a business venture. They constructed the first residence in Golden, and they set about building the first commercial enterprise.

George West later recalled, “Upon our arrival here there were perhaps a half dozen small outfits encamped along the banks of the creek, some of them already preparing to push farther on into the mountains. This circumstance struck us as evident that if the mines which had at that time been discovered should amount to anything, this

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58 History of Clear Creek and Boulder Valleys, pg. 596-597.
place as a location for transfer of goods would be just the place for a town.”

William Loveland must have reached the same conclusion himself.

When Loveland arrived in Golden his first goal was to construct his new store.

A battle between Loveland and the Boston Company rapidly ensued to see who would be the first to finish his edifice, and both editions of the story involve chicanery of one type or another. The most popular version indicated that West and his crew had their storefront finished, except for the final act of shingling the roof. They went to bed that evening sure that they would be victorious the following day. The following morning, however, Boston Company men woke to find that their shingles had been pilfered by Loveland and his gang. William Loveland and his crew were gracious in their victory, as West later recalled to author Alice Polk Hill,

“Mr. Loveland had also obtained some shingles but not enough to complete his roof, which left him in a bad fix. We went to our down couches that night feeling much elated at the prospect of beating Loveland in the race. But fancy our astonishment in the morning on discovering that he had come over with his men, stolen our remaining shingles, and was at that very moment nailing the last of them on his own roof. During the forenoon, however, he sent us over the same amount of shingles he had surreptitiously appropriated, with his compliments and a five-gallon keg of the best whisky in his stock. He had beaten us in the race and that was all he cared for.”

Loveland had shown very soon after his arrival in Golden City that he was a man to be taken seriously and also that he was not above resorting to questionable methods in order to obtain his goals. A second version of events that surfaced was featured in the

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August 2, 1878 edition of the *Golden Globe*. The *Globe* put forward the notion that, Loveland enticed George West to eat some green corn (how he did this was unclear) which led to a rather uncomfortable digestive issue that prevented West from completing his structure first.

**A Promising Start for Golden City**

It did not take long for the early settlers of Golden to commence social and extracurricular activities. Perhaps predicting the need for such a space, Loveland made sure to include ample room for meetings and events in the second story of his new building. According to the December 28, 1859 issue of the *Western Mountaineer*, “W.A.H. Loveland and Company have erected a very commodious store 24 x 40, and two and a half stories high. The lower floor is occupied as a store, and above is a hall for dancing and public meetings, the whole size of the building.” The same issue of the *Mountaineer* included a glorious description of the first annual Christmas Ball that was held in Loveland’s Hall. The columnist made sure to note that while the food was especially fine, the ball was even more eventful considering that, “There was a large company present, including a greater number of ladies than we have seen together in the Territory before, on any occasion.” Despite the fact that the upper floor remained unfinished, the décor proved to be quite charming: it was, “elaborately trimmed with evergreens, tastefully arranged in festoons and arches, and had a very fine effect.”

Despite Golden City’s seemingly quick upstart, when Edward Berthoud (whom Loveland befriended almost immediately) and his wife arrived in 1860 they found a town in transition. Golden lacked basic infrastructure but like so many of the upstart mining communities, it grew rapidly due to the influx of population brought by the gold rush.
Although less than a year old, in 1860 Golden already claimed a population of nearly 1,000.  

The young town of Golden attempted to show the rest of the territory that it could compete with any other town when it came to population and culture, but the fact remained that the little hamlet was still quite unsettled. An early article in the *Western Mountaineer*, dated March 21, 1860 described the condition of the city as it had evolved over a period of less than one year. “Whereas, our flourishing village which has sprung up in the last eight months, to its present respectable position, and ere this time 1861, will be ranked among the first cities of Jefferson Territory.” Golden City continued to grow at a rather outstanding pace and its residents believed that their city was the star of the fledgling Jefferson Territory.

As unlikely as it may seem today, the young towns of Denver and Golden City competed for early bragging rights. As author Robert Black noted, ‘The dominance of Denver was by no means certain. Its seniority was slight; furthermore its location…gave no positive assurance of empire. Golden on the other hand lay at the gateway to the most productive mining region in the southern Rockies, precisely at the point where plains transit became mountain transport.” Despite the endless opportunities that, according to boosters, were available to anyone seeking fame and fortune in Golden, the fact remained that the city had a long way to grow. The *Mountaineer* also admitted that Golden City, “is yet without any established system of municipal government, for the levying and

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collection of taxes, the grading of streets, and the proper location of buildings, and for public improvements in general.”64

Despite a few drawbacks, for some time Golden appeared to have the upper hand in its early rivalry with Denver. As the choice for territorial capital from 1862-1867, many Golden businesses and residents seemed to be somewhat removed from the devastation that the Civil War was causing in the eastern half of the United States and were still turning a profit. As noted by author William Wyckoff, “Early visitors remarked on Golden’s superior site characteristics: it was closer to the mines than Denver, it had more timber readily available for building; and it had an abundance of good grass and water.”65

The young town flourished, and William Loveland settled into his life in Golden with relative ease. He sent for his wife and sons very soon after he arrived, and the trio made the difficult journey over the plains.66 Early on, it may have seemed that Loveland was less than interested in making friends. This was not the case, however. It did not take long for Loveland to befriend some of the most talented men in the territory, including Edward L. Berthoud and future Senator Henry M. Teller. Eventually, Loveland’s ambition made him several enemies as well, but his first few years in Colorado proved to be extraordinarily successful.

64 Western Mountaineer, March 21, 1860.
66 Dunning, Over Hill and Vale, pg. 347-348. The date Miranda Loveland and the two young boys arrived in Golden is not documented.
CHAPTER V

POLITICAL ASPIRATIONS

William Austin Hamilton Loveland had become an accomplished and well-respected businessman in Golden in a relatively short period of time. His efforts in support of a flourishing business community as well as his work in laying out the town site of Golden suggested that he had a long-term interest in the success of his newly adopted home. Loveland apparently felt that he had more to offer Golden City than just his business skills, and thus he almost immediately sought involvement in local and territorial politics.

Loveland began his political career as the darling of Golden City. For some time, it seemed, virtually no one had bad things to say about him. Prolific Colorado historian Duane Smith proclaimed Loveland to be no less than, “the key figure in guiding Golden’s destiny.”67 Author Georgina Brown noted in her popular book, The Shining Mountains, that it was “Loveland and [George] West – along with the other colorful pioneers,” who would eventually, “open the West – from Golden.”68 While these statements seem quite dramatic today, at the time in which Loveland and others led Jefferson County it probably seemed true to the local citizens. A select group of men from Golden City were responsible for many of the major business and political enterprises within the county and territory including railroads, surveying, journalism, mining and banking; and the ability of these entrepreneurs to invest in a wide variety of manufacturing and industrial ventures


68 Georgina Brown, Shining Mountains (Leadville, CO: Georgina Brown, 1976), pg. 63.
ensured Golden’s prosperity during an otherwise unstable time for the United States.\footnote{Wyckoff, Creating Colorado, pg. 106.}

An interesting trend among these Colorado businessmen was their proclivity to reach outside their respective occupations and integrate themselves into the realm of politics. William Loveland had his sights set on becoming part of this elite group of men.

Nearly from the time he settled in Golden City, Loveland decided that it was in his best interest to involve himself in the young town’s political affairs. At first the Golden newspapers, including the *Golden Globe* - as well as its predecessor George West’s *Western Mountaineer* - expounded William Loveland’s virtues at every possible chance. Even early editions of the Denver-based *Rocky Mountain News* spoke highly of William Loveland.

From the very beginning, Loveland must have believed that politics was the way to distinguish himself. It is unclear what his motivation was for concerning himself so heavily in the future of Golden, when he had previously shown little interest in political affairs. Perhaps he had finally had his fill of leading a life of adventure and was ready to settle down. The case may also be made that Loveland desired the potential benefits that would come along with the powerful friends and acquaintances such a position would bring, especially when it came to his wide-ranging business interests. In any event, the name Loveland would soon become synonymous with politics in Colorado.

The first political step that Loveland took was in joining with the Boston Company and several other leading citizens- including close friend and soon-to-be business partner Edward Berthoud - to file papers for the incorporation of the town of
Golden. Very soon after the town was founded, a saw mill and shingle mill were erected in a large span of woods near the town, which helped to spur the construction of Golden City. This sudden influx of population quickly established a reputation for the young town to rival both nearby Auraria and Denver Cities. This rivalry would only escalate as both Denver and Golden lobbied to become the major railroad hub of Colorado; and the battle for the title of “Territorial Capital” also added an immense amount of fuel to the fire.

William Loveland’s first political victory came on April 10, 1860, not long after the incorporation papers were submitted. Loveland was elected Treasurer of Golden City, and the provisional government that he helped to establish stood until the town was officially incorporated on January 2, 1871.

In the fall of 1861, Loveland was elected to the office of Senator in the Territorial Council as a representative of Gilpin, Jefferson, Boulder, and Clear Creek counties. The newspapers of the day heartily endorsed Loveland. The November 25, 1861 issue of the Rocky Mountain News touted Loveland’s civic virtues and his apparent political capabilities: “Our pioneer friend, W.A.H. Loveland of Golden City, at the request of numerous friends, without political distinction will make the race for [Territorial] Councilman. We know Mr. Loveland to be a good and true Union man, who has

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70 Papers of Incorporation for the Town of Golden City, Jefferson County Archives, Golden Colorado.

71 Smiley, History of Denver, pg. 284.

72 Brown, Shining Mountains, pg. 120.

supported the government…having furnished Uncle Sam’s soldiers with over $10,000 in supplies.”\textsuperscript{74} Loveland supported the Union troops throughout the Civil War, providing much needed supplies including food and horses, as well as lending the upper floor of his mercantile to a local regiment for use as officer’s headquarters.\textsuperscript{75}

Loveland and his colleagues in the Second Territorial General Assembly convened at Colorado City, near Colorado Springs in El, Paso County. The facilities were rustic at best, and the decision was quickly made to move the capital to a more convenient – and hospitable – location.\textsuperscript{76} Largely due to Loveland and his colleague’s strong encouragement, Golden was chosen as the second capitol of Colorado Territory in 1862, a designation that lasted until 1867.

William Loveland was absent from the territorial political scene in 1863, but further solidified his presence in Golden with the construction of his second storefront at 1122 Washington Avenue. That year, Loveland constructed a two-story brick structure in conjunction with the Golden Masons – Colorado’s first lodge – with Loveland’s store occupying the first floor and the Masonic Lodge inhabiting the second.\textsuperscript{77} The building also served a very important role as meeting place for the Territorial Legislature.

Loveland went to great lengths to accommodate the Legislature, as he expanded his

\textsuperscript{74} Rocky Mountain News, November 16, 1861.

\textsuperscript{75} Rocky Mountain News, November 16, 1861 & November 27, 1861.


storefront to the rear alley behind Washington Street. The newly expanded quarters provided separate rooms for the House of Representative and the Senate as well as four committee rooms and the Territorial Library, which was headed by none other than Loveland’s good friend, Edward Berthoud. Loveland’s edifice has survived numerous phases of remodeling and restoration after a devastating fire, and currently houses a popular restaurant called Old Capitol Grille – an homage to the days when Loveland’s store also served as the meeting place for the Territorial Legislature. Loveland’s stalwart presence and continued investment in the local economy during the early years of the Civil War seemed to provide the community of Golden with some semblance of normalcy and routine, not to mention political prominence.

In 1864, William Loveland returned to politics in full force as he was elected to return to the Territorial Council as representative for Clear Creek and Jefferson Counties. Although Loveland had already seen a moderate amount of success in the political arena, he continued to deny that he was in the political game for any other than altruistic reasons. He declared he had not entered the world of politics for his own personal gain, but simply because his friends would not let him sit idly by. Whether or not this was truly the case, he was about to get thrown to the wolves in his most divisive political challenge yet.

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78 Richard Gardner, e-mail message to the author, January 30, 2013. See also, *Colorado Transcript*, December 19, 1866.


80 Harold Marion Dunning Papers, Denver Public Library, Denver, Colorado.
Due to the prevailing political conditions in the United States brought about as a result of the Civil War, Congress had passed an enabling act which called for the territories of Colorado, Nevada, and Nebraska to vote on the possibility of statehood. As Abraham Lincoln’s first term was nearing an end, the United States Congress was pulling at straws, trying to gain as many Republican electoral votes as they could muster. One of the ideas put forth suggested that if the United States added more Republican-leaning states to the Union, Lincoln’s re-election would be assured. Colorado jumped at the chance to prove that their young territory could pull together and quickly assembled a convention to draft a constitution. In a move that would eerily foreshadow future political battling in Colorado, voters overwhelmingly rejected the statehood issue, believing that the measure would leave too much power in the hands of Denver politicians, and not enough spread throughout the rest of the state.

It was during this time that the personal rivalry between William Loveland and Territorial Governor John Evans began to ferment. The dominant political clique in Denver was led by Evans, who desired to see Colorado become a state under his guidance, while Loveland – along with his friend, Central City lawyer Henry M. Teller – stood for the interests of Golden and the nearby mountain communities and wished to see a more widely dispersed balance of power. Both Loveland and Evans saw their

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respective cities as possessing the qualities that were necessary to serve as the commercial and political hub of the proposed Colorado State.

As the Denver City and Golden City rivalry continued to heat up, it became more and more clear that Loveland’s relentless ambitions to make Golden City the shining metropolis of Colorado was greatly galling to many of Denver City’s prominent citizens. Denver-backers believed that the central location and growth of the town provided the logical basis for the state capitol, while Loveland and his friends maintained that Golden’s location as a meeting point between mountains and plains, as well as the fact that the territorial capitol was already located there, best served the state as the permanent seat of political power. The fact that Golden had the guts to rival Denver raised the gall of Evans and his associates even more.\(^8^4\)

The following year saw the statehood question raised yet again. During the 1865 Colorado Constitutional Convention, William Loveland was selected as Chairman. This year, the convention agreed on the issue of statehood, and Colorado voters passed the measure. In the spring of 1866, the matter then moved on to the United States Congress, where it was heatedly debated. Ultimately Congress defeated Colorado’s efforts, as they could no longer agree that adding the new state to the Union would bring any advantages, and the statehood question in Colorado was not broached for another ten years.\(^8^5\)

Loveland continued to serve his constituents in Jefferson and Clear Creek Counties in the Territorial Senate, as he was reelected to the Territorial Legislature from 1866-1870. The political scene was no less impassioned during the latter part of the


\(^8^5\) Ellis, “Colorado’s First Fight for Statehood, 1865-1868”, pg. 26-27.
1860s. The debate over the location of the territorial capital ramped up, and on Thursday December 5, 1867 the issue came to a final showdown in the Territorial Legislature.

When the bill to remove the capital from Golden was first read, William Loveland moved to refer it to a select committee of two, and he took the floor to argue that such a crucial matter required more time for consideration and debate. Loveland stated that this was, “the most important bill on which the council was called to act, and the members should be allowed time to consider their action and consult their constituents.”

Loveland clearly was jockeying for extra time to plead with his fellow legislators about the bill. What he needed was more time to convince them—by whatever means necessary—to follow his lead in keeping the capital in Golden City.

From the council notes that appeared in the Rocky Mountain News on December 6, 1867 it was quite evident that the longtime territorial councilman had a very vested interest—not necessarily in seeing Golden become the territorial capital, but in making sure that the capital would come to rest anywhere but Denver. Loveland heatedly debated other council members concerning his tireless efforts to promote the railroads in both Denver (then Arapahoe) and Jefferson counties, accusing his Denver counterparts of having “bad faith” in him. Finally, another member of the council made the statement that, “these petitions had been gotten up by three men [including William Loveland], who were interested, in a money point of view, in keeping the capital here [in Golden].”

Given Loveland’s interest in the railroads and his habit of bringing up the railroad question in the fight over the capital this may well have been the case.

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86 Rocky Mountain News, December 6, 1867.

87 Rocky Mountain News, December 6, 1867.
In a last ditch attempt to win the debate, Loveland attempted to paint the Denver politicians as a sordid bunch, claiming that the city of Denver had struck a deal with nearby Central City in which their men in office would trade votes for the capital to be moved to Denver...if they would be willing to make Central City the new home of the state penitentiary. Loveland was extraordinarily fired up, and had to be called to order multiple times in order to restore peace to the proceedings. Even after the motion had been passed, Loveland attempted to amend the bill three times; by substituting the name of the capital city as Canon City, Boulder, and Central City, respectively. His efforts were defeated, but only by one vote. Loveland maintained his opinion that his loss ultimately resulted from a bribe from Denver to achieve much needed votes from the mountain communities; and he continued to try and boost Golden City’s standing through the development of his Colorado Central Railroad.

Loveland had spent much of his early years in Colorado embroiled in some of the most important political battles that the fledgling territory had seen. The early years of the 1870s saw Loveland resign from his political posts in order to focus his attentions on building his railroad. But in 1874, he was back at work in public life – at least locally – while he served as mayor of Golden.

Loveland’s most contentious political battle came in 1878, when he entered the race for the United States Senate as a candidate for the Democratic Party. Author Robert L. Perkin reported that, “Aside from Loveland and a young man named Tom Patterson,

88*Rocky Mountain News*, December 6, 1867.

89*Rocky Mountain News*, December 6, 1867.

almost no one of consequence in Denver would admit to voting Democratic.”

Newspapers from Denver and Golden, as well as the counties surrounding the growing metropolitan area, were entrenched in the political debates of the time and quite frequently had very opinionated views on current affairs. In keeping with this trend, Loveland decided that it would be a smart political move to invest in newspapers. He purchased the *Rocky Mountain News* from William Byers in 1878, and moved to Denver in order to streamline his political efforts.

Even in 1878, the world of newspaper publishing was one in which editors competed to attract readers using controversial tactics and scandalous stories. During the months leading up to the election, the *Colorado Transcript*, based out of Golden, published an editorial written by Loveland’s firm friend and business partner, Edward Berthoud. In it Berthoud described the political scene of the day as represented by the newspaper journalists.

“It seems to be part of the high art of newspaper morality to descend to almost any debasing state of misrepresentation, abuse and positive downright falsehood to carry partisan points. This I do not consider extraordinary for the *Globe* to resort to; but that wholesale and unmitigated lies, silly perversions, and unjust attacks, should for political purposes be launched out…is unjust.”

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92 Loveland and Loveland, *Genealogy of the Loveland Family*, pg. 46. See also the Pueblo *Colorado Weekly Chieftan* of September 5, 1878. At one point in waning months before the November 1878 election, Loveland’s name was introduced as well for the position of Governor of Colorado. It is unclear where and when this happened, however a column in the *Chieftan* stated the following, “the people of Colorado cannot afford to either place in the gubernatorial chair or send to the Senate of the United States a man who is the chosen agent of Jay Gould.” See also the *Denver Daily Tribune*, September 28, 1878.

93 *Colorado Transcript*, August 21, 1878.
While Berthoud was quick to come to his friend Loveland’s defense, some of Loveland’s other acquaintances were more content to keep their opinions civil and politically moderate. When questioned about his loyalty to Loveland, Henry Teller was quick to skirt the issue, stating that, “Mr. Loveland was his personal friend, but that friendship was one thing and politics another.”

Months before the election readers of the Central City Evening Call received notice that Loveland had his eye on a senate seat. The republican interests in Central City believed that it was not entirely Loveland’s idea that he run for the Senate, but that he was a political figurehead controlled by railroad interests, namely, Jay Gould. Noted the Evening Call,

“The Golden Globe coincides with the Call and is of the opinion that Mr. Loveland, notwithstanding the amount of talk there is about his candidacy for the governorship, has his weather eye on a seat in the United States Senate, or in other words, that Jay Gould wants a senator from Colorado, and that Mr. Loveland, for many reasons, is the most eligible person for his purpose.”

The Evening Call and other Republican-based newspapers even went so far as to ascertain that Loveland had a plan to inundate Gilpin County with men who were on the Colorado Central Railroad’s payroll, just to ensure the additional votes.

William Loveland campaigned tirelessly in the months leading up to the October 1878 election. Unfortunately for Loveland, his ties to eastern financiers and railroad barons during the early construction of his Colorado Central Railroad provided the basis for his competition to declare that his run for Senate was merely an extension of the

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94 Boulder County News, August 9, 1878.

95 Evening Call, April 22, 1878.

96 Evening Call, May 30, 1878.
control that these easterners held over Loveland. Whether or not this was true no one could prove; however once the idea was introduced, Loveland’s opponents ran with it. Ultimately, the citizens of Colorado elected two Republican Senators that fall, Jerome Chaffee, and Loveland’s good friend, Henry Teller.

Following his disastrous race in 1878, most people would not have been surprised to see William Loveland turn tail and head back to his beloved town of Golden. However, if Loveland was known for one thing it was his persistence even in the face of defeat. Loveland remained true to the Democratic Party, and continued to participate in politics from afar. In the fall of 1879, Loveland put his newly-found journalistic experience to further use by establishing a brand-new daily paper, The Leadville Democrat. In a move that casually brushed aside any earlier lambasting of Loveland and his Democratic party, the Colorado Miner declared, “With Mr. Loveland’s ample capital, and his faculty of procuring the best talent in his assistants, the prosperity of the new paper may be assumed to be assured from the outset.”97

The following year, William Loveland had the good fortune to travel to Cincinnati, Ohio as part of the Colorado delegation to the Democratic National Convention. Samuel J. Tilden of New York had been touted as the Democratic Candidate for President in 1880, despite his loss in the highly controversial election of 1876, however just before the convention was set to assemble, Tilden withdrew his name from contention, citing his failing health.98 On the second day of the convention, each

97 Colorado Miner, November 15, 1879.

state was asked to report their votes for presidential candidate. Possibly to his surprise, Loveland’s name was put forward by the Colorado delegation, and he received five votes from his state’s delegation of six. Even though Loveland barely appeared as a blip on the presidential radar, the fact that he remained one of Colorado’s “favorite sons” was a testament to his tenacity and his standing in his home state.

Following his less than stellar showing at the Democratic National Convention, Loveland decided to hang up his political hat, and he returned his focus to the world of business. He was 54 years old and no doubt thoughts of a peaceful retirement from the ruthless world of politics were at the forefront of his mind. Despite the political losses late in his career, William Loveland maintained a high level of civic participation that spanned his first two decades in Colorado. For anyone to do this much with a focus exclusively on politics would have been impressive, however, Loveland was also heavily involved in the start-up of the Colorado Central Railroad at the same time. It was his love of railroads that became Loveland’s true passion.


CHAPTER VI

RAILROAD ROYALTY

William Loveland was passionate about transportation and in his many travels he used all modes of conveyance: he brought a wagon train over the plains, sailed in schooners, and rode the rails. Therefore, it was no surprise to those who knew him that Loveland’s greatest desire was to establish Golden as the railroad epicenter of the West. Loveland stood to reap handsome gains from such a business venture. With a flourishing mercantile already established in the heart of Golden City, Loveland’s business would certainly profit from the increased traffic a railroad would bring to town.

In addition to his political acumen and sound business sense, William Loveland also had an incredible knack for choosing friends. Loveland wasted no time in recruiting some of the most talented men in and around Golden to invest their time and money in his railroad dreams. Surveyor and engineer Edward Berthoud was one of the first men who teamed up with Loveland. Also a resident of Golden, Berthoud would prove invaluable to Loveland – not only in his survey skills – but in his decision to construct the Colorado Central using narrow-gauge track. Charles C. Welch was yet another local businessman whom Loveland recruited to the Colorado Central. Like Loveland, Welch was a Colorado pioneer who arrived in Central City in 1860 from New York. He immediately set to mining gold and achieved moderate success.\textsuperscript{100} Both Welch and Loveland would be instrumental in the birth of the Colorado School of Mines, and the two men, along with Loveland’s wife Miranda, later founded the city of Lakewood.

\textsuperscript{100} History of Clear Creek and Boulder Valleys, pg. 595.
William Loveland also found an ally in a talented lawyer from Central City, Henry M. Teller. According to author Alice Hill Polk, Teller’s achievements as a lawyer, “untied more mining knots than any other man who made mining law a specialty.” Teller would go on to serve twenty-nine years in the United States Senate following Colorado’s rise to statehood and eventually was appointed Secretary of the Interior under President Chester A. Arthur. Soon, Loveland had recruited an all-star team, including Teller, Berthoud, Welch, and others who were to join him in his railroading adventures.

During the 1860s, railroad fever swept the United States as more and more people began to realize the potential advantages of establishing a transcontinental route. To William Loveland, a railroad would establish his beloved Golden City as Colorado’s true jewel, relegating rival city Denver to just a speck on the Colorado map. The 1860s also saw a major feud begin to brew between Golden and Denver, as each city vied for the attentions of the major railroads, especially the Union Pacific. Railroading was serious business, and many railroading outfits would vie for supremacy in Colorado. Between

101 Polk, *Colorado Pioneers in Picture and Story*, pg. 347.

102 Polk, *Colorado Pioneers in Picture and Story*, pg. 347


1867 and 1872, six different railroad companies constructed approximately 450 miles of track in Colorado. Unfortunately for Loveland, very few of these miles “belonged” to him. For all of Loveland’s dreams and schemes, his vision nearly came true. In the end, however, the railroad would make it to Denver first - but not before William Loveland had tried everything in his power to make things go his way.

In the beginning, Loveland wasted no time in showing the residents of both Golden and Denver that he was seriously invested in bringing a railroad to Golden. In 1861, only two years after settling in Colorado, Loveland and his acquaintance F.J. Ebert of Denver conducted the first railroad survey in the Colorado Territory. The route ran from Denver to Golden, and then headed west through Clear Creek Canyon into the mining communities of Black Hawk and Central City. U.S. Highway 6 currently follows this route. While the town of Golden celebrated the survey as an important milestone, the citizens of Denver disregarded it as, “merely a waste of time and money upon a purely visionary enterprise.” Despite the negative press in Denver surrounding his work, Loveland pressed on.

Not content to settle with his initial survey, Loveland also employed the services of his associate Edward Berthoud. Swiss-born Berthoud had been conducting land surveys in Colorado and the middle-west since the 1840s, and Loveland quickly realized

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107 Poor, Denver, South Park and Pacific Railroad, pg. 32.

that Berthoud was an extremely talented engineer. Berthoud, who had surveyed Colorado extensively and previously worked with the famous Colorado mountain man Jim Bridger, believed that he had found a course that was a good candidate for the national route. Berthoud’s Pass crossed the Continental Divide at an elevation over 11,000 feet near the mining town of Empire, and it now serves as the main artery to the ski resort of Winter Park following US Route 40. Loveland and Berthoud agreed upon Berthoud’s route, and the men stood ready to pitch their idea to anyone willing to listen.

What Loveland and Berthoud could not predict was the outbreak of Civil War in the United States, forcing them to put their railroad plans on the backburner. In early 1862, Berthoud answered the call of duty and enlisted in the Union Army. Loveland was also approached to serve his country for the second time. The Governor of Illinois wrote a letter to Loveland and offered him the colonelcy of an Illinois regiment. Loveland, who had served in the Mexican-American War, considered a second military stint but ultimately declined.

Loveland’s hometown must have seemed a bit drabber with his friends Edward Berthoud and George West away at war. Nonetheless, Loveland pressed on, doing what he could without the help of his trusted partner, Berthoud. With his initial surveys behind him, William Loveland took the next logical step and incorporated his first wagon road in 1863, naming it the Clear Creek and Guy Gulch Wagon Road Company. The wagon

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109 Edward Berthoud Collection, Stephen Hart Research Library, History Colorado Center, Denver, Colorado.


road company proposed to follow Berthoud’s survey route through Clear Creek Canyon and on to Central City and Empire.\textsuperscript{113} The following year Loveland amended his charter and re-organized the company as the Colorado Central Railroad, which the Colorado legislature approved in March 1864.\textsuperscript{114} The move was largely symbolic, as Loveland and company did little work to establish a working wagon route.\textsuperscript{115} However, the Clear Creek and Guy Gulch Wagon Road Charter established a right of way through Clear Creek Canyon (modern day US Highway 6) and it was this path that Loveland so desired in his push to reach the mountain mining communities. Not content to settle, Loveland also managed to deal his way into a second wagon road, started by a group of his contemporaries from Golden. The Denver and Pacific Wagon Road Company expanded upon Loveland’s original plans, and laid a path from Empire City to the western boundary of the Colorado Territory, with the intent of eventually reaching Salt Lake City.\textsuperscript{116} At this time, William Loveland also decided to team up with Denver businessman Jerome B. Chaffee. Undoubtedly, Loveland saw this as a strategic move on both a political and professional level. Chaffee and Loveland had served together in the Territorial Legislature, and shared an interest in both mining and politics. As luck would have it, Chaffee also held a seat on the Union Pacific Board of Directors, a quality that

\textsuperscript{113} Smiley, \textit{History of Denver}, pg. 583.


\textsuperscript{115} Smiley, \textit{History of Denver}, pg. 583.

\textsuperscript{116} State of Colorado, \textit{General Laws and Joint Resolutions, Third Session}, pg. 182-187
Loveland found irresistible in an acquaintance. As the Civil War raged to the east, William Loveland seemed to be staking his claims across Colorado, patiently plotting his every move. Chaffee was immediately named to the Colorado Central Railroad Board of Directors.

Things seemed to be falling into place for William Loveland. Though the question of where the money would come from to fund the Colorado Central Railroad had barely been broached, Loveland had every reason to be optimistic. 1865 saw the end of the bloody and brutal Civil War and Golden seemed secure in her position as the Colorado Territorial capital. William Loveland continued to move forward with his railroad plans at full speed. With himself and his friend Henry Teller at the helm and his charter approved by the Colorado legislature, Loveland brought on board an additional fourteen investors from the east coast, three of whom were also officers of the Union Pacific Railroad.

The incorporation papers of the Colorado and Clear Creek Railroad Company indicated that the original plan was to construct a standard-gauge railroad with a main line that would run from Golden west along Berthoud’s path. The construction plan also called for two additional lines to be built simultaneously; one from Golden east into Denver and on to Kiowa, and one northeast into Boulder and the surrounding valleys.

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120 *Colorado Territory, General Laws and Joint Resolutions, Memorials, and Private Acts, Passed at the Fourth Session of the Legislative Assembly of the Territory of*
Loveland used his own resources to invest in a second, and more thorough survey of his proposed route through the Clear Creek Canyon into Black Hawk. In the fall of 1865, Loveland and colleague William Laman travelled east to pitch the railroad to potential investors. Loveland and Laman returned to Colorado without money, but with promises of help from the Union Pacific. The Union Pacific promised track and rolling stock as long as the Colorado Central would agree to perform all surveys, grading, construction, and handle the mortgage and investments.¹²¹

Soon after the deal between the Union Pacific and the Colorado Central had been negotiated, the Union Pacific deemed it imperative to dispatch a team to Colorado to determine the best route across the Rocky Mountains for themselves. Among the envoys from the Union Pacific was General Grenville Dodge, who kept very detailed records of his surveys and adventures which he later chronicled in a book. Dodge stated that it was the “great desire of the company” to build the railroad as near to Denver as possible, but that after conducting multiple surveys throughout Colorado and Wyoming, it became clear that the proposed routes through Golden and Denver were simply not practical.¹²² The main line that would wrap through southern Wyoming instead, and Cheyenne stood to reap the immense benefits that construction of the Union Pacific would bring to town. Colorado would by vying for a branch line.

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¹²² Grenville M. Dodge, *How We Built the Union Pacific Railway and Other Railroad Papers and Addresses* (Council Bluffs, IA: Monarch Printing, unknown date), pg. 21.
While Loveland struggled to find ways to help fund the construction of his Colorado Central Railroad, Governor John Evans and several other Denver businessmen were quietly working on a railroad plan of their own. Several prominent Denver businessmen including Governor Evans, William Clayton, Bela Hughes, David H. Moffat, Jr., and others organized and incorporated the Denver Pacific Railway and Telegraph Company, with a capital stock of two million dollars, in November 1867. A few months later, on January 20, 1868, Arapahoe County voters approved a bond issue for the railroad in the amount of $500,000 - significantly more than the paltry $100,000 that had been passed by the Jefferson County voters in support of the Colorado Central. Things moved far more quickly for the Denver Pacific, as construction of a 106 mile spur from Cheyenne, Wyoming to Denver was completed in June 1870, in a little over two years. In August of the same year, the Kansas Pacific Railroad constructed a line to Denver, thus completing the second railroad to enter the city during the summer.

Discouraged but not defeated, Loveland and company continued on with their plans. Money was scarce and the Colorado Central Railroad eked out construction of their track in fits and starts. Loveland struggled to garner the capital needed to construct the Colorado Central. Amid the excitement surrounding the railroad news in nearby Denver, the Colorado Central finally broke ground in Golden on New Year’s Day, 1868,

123 Poor, *Denver South Park & Pacific*, pg. 17.
124 Poor, *Denver South Park & Pacific*, pg. 13, 17.
125 Poor, *Denver South Park & Pacific*, pg. 18-20.
when they graded 200 feet of track bed. Construction on the Colorado Central moved at a snail’s pace compared to the Denver Pacific and Kansas Pacific. The railroad finally completed the line from Golden to Denver, which measured less than twenty miles, in September of 1870.

The Union Pacific Railroad had a historically ambivalent relationship with the Colorado Central, seeming only to offer financial aid and technical assistance when it appeared that the Colorado Central was poised to return a sizeable reward for its

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127 Abbott, McCoy, and McLeod, *Colorado Central*, pg. 34.
investors. The very slow beginnings of the Colorado Central Railroad were enough to scare away potential investors, and that included the Union Pacific. However, in late 1871 Loveland’s friendship with Henry Teller helped to improve the Colorado Central Railroad’s financial condition. Teller worked tirelessly to advocate bond issues for the Colorado Central in Gilpin, Weld, and Boulder counties and was largely successful. Following the approval of the bonds, the Union Pacific seemed to take a greater interest in the Colorado Central, as the winter weather broke, construction through Clear Creek Canyon began to intensify.\textsuperscript{128}

Finally, in December 1872 the narrow-gauge line, which snaked from Golden through Clear Creek Canyon and into Blackhawk, was completed. Construction also continued on the Central’s standard-gauge line of the Central from Golden to Julesburg, in the northeast corner of Colorado, but came to a grinding halt again very soon when the economic panic of 1873 swept the United States.\textsuperscript{129} The May 22, 1873 edition of the *Denver Daily Times* reported, “It is now quite evident so far as the mountains are concerned railroad building is at a complete standstill for the current year at least.”\textsuperscript{130} While the slowdown rattled the economy the United States over, Loveland and the Colorado Central Railroad continued to move forward with a renewed promise of help from the Union Pacific. However, things remained relatively quiet in the offices of the Colorado Central Railroad. The Union Pacific, for all intents and purposes, was running the show. For the time being, Loveland seemed content to allow the Union Pacific

\begin{footnotes}
\footnote{Cornelius Hauck, *Narrow Gauge to Central and Silver Plume: Route of the Famed Georgetown Loop* (Golden, CO: The Colorado Railroad Museum, 1972), pg. 23.}
\footnote{Hauck, *Narrow Gauge to Central and Silver Plume*, pg. 37.}
\footnote{*Denver Daily Times*, May 22, 1873.}
\end{footnotes}
control over much of the railroad business, but the arrangement would not remain cordial for long.

Wrangling over control of the Colorado Central Railroad came to a head in 1875. Loveland had been working largely from behind the scenes during the previous years, as he had given up his position as an officer of the railroad. He still remained on the board of directors but seemed content to let his hand-picked crop of associates handle the everyday monotony of running a railroad. Created and promoted as a home-town operation, the Colorado Central Railroad had virtually given up complete control to one of the largest railroad syndicates in the United States.

With the Union Pacific owning a large majority of the Colorado Central stock, the citizens of Golden, especially Loveland himself, grew resentful over the lack of local control of the railroad. Furthermore, Union Pacific railroad mogul Jay Gould, whose help Loveland desperately needed – and whose help would tarnish Loveland’s reputation – came up with a plan designed to quiet the infighting among the railroads. Gould negotiated a merger between the Union Pacific, Kansas Pacific, Denver Pacific, and Colorado Central Railroads, with the Union Pacific owning just over fifty percent of the stock. The Union Pacific and Jay Gould thus took control of the central rail lines serving Colorado in one fell swoop. Although Loveland had long courted Eastern interests and Eastern capital as part of his blueprint for the Colorado Central, this particular development was bad for business. Loveland was adored in his hometown of Golden, and he knew that he his friends and neighbors would support any action that kept

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131 Maury Klein, *Union Pacific 1862-1893*, pg. 348. See also Cornelius Hauck, *Narrow Gauge to Central and Silver Plume*, pg. 58.

the railroad under local management. Therefore, it probably came as no surprise to those who knew him best that Loveland did not intend to let the Union Pacific take control of his railroad.
CHAPTER VII

LOVELAND DEFIES THE LAW

For a short time it seemed as though Jay Gould had finally settled the power struggle that had been festering between the Union Pacific and the Kansas Pacific in Colorado. The peace did not last long. The Union Pacific officials must have felt that they could not lose, and soon after the 1875 merger they slapped the Colorado Central with a massive lawsuit. The following spring, the Union Pacific formally announced that the Colorado Central had not made good on their end of the agreement to repay the UP for rolling stock and construction materials in the amount of 1.5 million dollars.\(^{133}\)

In May 1876, William and his colleagues were presented with a fantastic opportunity. At the annual board meeting of the Colorado Central Railroad, Edward Berthoud discovered that the Treasurer and Secretary of the Union Pacific, E.H. Rollins, had failed to affix the official seal to the company papers. Loveland unceremoniously declared the shares void and threw them out.\(^{134}\) The Union Pacific was the majority shareholder in the Colorado Central, but due to this seemingly minor oversight – and the absence of Chairman Henry Teller at the meeting – Loveland was able to take control of the board without so much as a hiccup.

The previous directors were all voted out, and an entirely new board was approved by Loveland and his counterparts. Not surprisingly, Loveland, Berthoud, and

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\(^{134}\) Maury Klein, *Union Pacific 1862-1893*, pg. 348.
Charles C. Welch filled the first empty slots. After the men had resolved the issue of replacing the board, they continued on with their business, “adopting resolution upon resolution,” and, “re-establishing their ‘principal’ office in Golden, [and] directing the transfer of the company seal and archives from Boston to Colorado.”

An answer came soon from Colonel Cyrus W. Fisher at the Kansas Pacific Railroad, who had been acting general manager of the Colorado Central under the previous board of directors. On May 18th Fisher sent out a memo to all employees of the Colorado Central Railroad, declaring that the new Colorado Central Board of Directors, “has been pronounced by competent authority to have been fraudulent and absolutely void,” and advised all employees to disregard Loveland’s orders. This of course, was not likely to happen, given that so many Colorado Central employees were very loyal to Loveland.

Loveland seemed to operate on the premise that he could get away with the most outrageous stunts with nothing more than a slap on the wrist, and he openly defied the response from the Kansas Pacific. He had the support of his community and he seemed untouchable. His swift action in regaining control over the Colorado Central was the first step in a series of events that would make the Colorado Central Railroad the talk of the town.

The citizens of Golden and the nearby areas that the Colorado Central served were emboldened by Loveland’s brazen move and openly supported the new Board of

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135 History of the Clear Creek and Boulder Valleys, pg. 374.

136 Black, Railroad Pathfinder, pg. 80.

137 Colorado Transcript, May 24, 1876.
Directors. Loveland’s next act was certainly one that would show the Union Pacific that he had little regard for their demand, or for the law. On a Sunday afternoon, May 21, 1876, Loveland and his cohorts approached the Colorado Central Roundhouse in Golden, and they managed to take control of the roundhouse with little fanfare. Loveland, accompanied by Edward Berthoud and several other administrators, “took a quiet walk over to the depot, and as quietly proceeded to take possession of the station, including the freight and ticket offices, round-house, machine shops, [and] car shops.”138 Loveland simply removed the men he found working at the roundhouse and replaced them with men who were sympathetic to his cause. The men who accompanied Loveland to the roundhouse that day were all previous employees of the Colorado Central who had been relieved of their duties immediately following Jay Gould’s consolidation scheme.

Union Pacific official Jay Gould was infuriated by Loveland’s actions. He attempted to file additional lawsuits against Loveland and the Colorado Central, but Loveland was able to tie up the court cases for months at a time, exploiting any loophole he could uncover to his advantage.139 Finally Gould and the Union Pacific managed to move forward with a case against the Colorado Central that would place the railroad under receivership, although the general feeling among the Union Pacific officials seemed to indicate that it may not do any good. One official went so far as to admit that, “Loveland controls the Colorado side of this controversy and whatever he agrees to will be done.”140

138 *Colorado Transcript*, May 24, 1876.

139 Klein, *Union Pacific 1862-1893*, pg. 348-349.

140 Klein, *Union Pacific 1862-1893*, pg. 349.
The judge assigned to the case of the Colorado Central was Amherst W. Stone. Despite their political differences (Loveland was a lifelong Democrat and Stone an unwavering Republican) Amherst Stone likely would have found a kindred spirit in Loveland. Stone was no stranger to heartache, adventure, and controversy. Both he and his wife had been part of a very small group of Union sympathizers living in Atlanta, Georgia during the height of the Civil War. Like Loveland, Stone and his wife Cyrena lost their first child within a year of her birth.\footnote{Dyer, \textit{Secret Yankees}, pg. 13.} Also like Loveland, after settling in his adopted hometown of Atlanta, Stone worked to involve himself in local civic matters, banking, railroading, as well as the world of educational promoting.\footnote{Dyer, \textit{Secret Yankees}, pg. 17.}

Soon after the Civil War broke out, Stone began to put together a very lengthy and elaborate plan to transport himself, his wife, and his wealth out of Atlanta; a very dangerous operation at the time. As part of his design, he had planned a business trip to New York in order to deposit a large amount of cash, with the added cover of visiting family members in Vermont.\footnote{Dyer, \textit{Secret Yankees}, pg. 115-122.} While in New York, a federal marshal became suspicious of Stone’s activity. Stone was arrested and charged with “being an agent of the Confederate government.”\footnote{Dyer, \textit{Secret Yankees}, pg. 123.} He was then transported to Fort Lafayette in New York Harbor where he was imprisoned with a number of Confederate officers, including Robert E. Lee’s son. He was released after several months but soon after re-arrested and
returned to Fort Lafayette. He spent nearly eight additional months in prison before his wife and friends organized a concerted effort to clear Stone’s name and finalize his release.\(^{145}\)

Since he arrived in Colorado, Judge Stone had acquired a reputation as a less than upstanding citizen. The newspapers declared that the judge lacked integrity and fairness, and was not above taking a bribe.\(^{146}\) The lawsuit that the Union Pacific pursued would have placed the Colorado Central Railroad under the receivership of David Moffatt, another Colorado railroad tycoon, and it was no secret that Judge Stone intended to rule in favor of the Union Pacific when he convened court on August 15, 1876.\(^{147}\) However, on his way to Boulder to hold court, Judge Stone was captured by a band of twenty-five masked men who had stopped the train by piling ties upon the track.\(^{148}\)

Loveland maintained that he knew nothing of Judge Stone’s abduction or whereabouts. In fact he immediately contacted the Governor and requested that he be allowed to assemble a company to track down the kidnappers. Governor John Routt responded to Loveland’s request immediately, sending him the following instructions, “Have your sheriff procure writ for the arrest of the kidnappers. He is authorized by law


\(^{146}\) Golden Weekly Globe, August 19, 1876. See also: Colorado Banner, August 17, 1876.

\(^{147}\) Golden Weekly Globe, August 19, 1876.

\(^{148}\) Colorado Banner, August 17, 1876.
to summon a posse large enough to execute writ, if it takes every man in your county or
the state. Hope you will give him all the assistance in your power.”

Loveland was not the only one to put together a group to set out after the
vigilantes. The Sherriff’s of Denver and Boulder County, as well as a special force of
Governor Routt, were sent into the foothills in search of the captors. Given the
circumstances surrounding Judge Stone’s capture, it is hard to say how much of an effort
local law enforcement put forth in locating the victim. The captors were never identified
and Judge Stone was delivered, unharmed, to Denver the following morning. Upon
Judge Stone’s return one of the Golden newspapers, the *Colorado Transcript*, reported
that Stone was never in any real danger and that he had been provided with exceptional
service during his trip and was treated to fresh milk, ripe raspberries, and bourbon.

News of Judge Stone’s ordeal spread quickly, and the event itself dominated
newspapers throughout the state for weeks afterward. The kidnapping made national
headlines, and one Colorado newspaper reported that a journalist from New York had
gone so far as to say that Colorado’s statehood should be rescinded and territorial status
reinstated. Even Union Pacific mogul Jay Gould threw his name into the mix, offering
a handsome $5,000 reward for capture of the kidnappers.

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149 Governor John L. Routt to William Austin Hamilton Loveland, August 15, 1876. Colorado State Archives, Denver, Colorado.

150 *Golden Weekly Globe*, August 19, 1876.

151 *Denver Daily Times*, August 16, 1876.

152 *Colorado Transcript*, August 23, 1876.

153 *Saguache Chronicle*, September 2, 1876.

154 *Saguache Chronicle*, September 2, 1876.
Over time the kidnapping of Judge Stone faded from collective memory. At the time it occurred, however, the outrage and controversy over the abduction could not be overstated. It wasn’t long before business returned to usual on the railroad. Loveland managed to maintain his role as President of the railroad even after the entire Judge Stone debacle. The ruse worked, and Stone was replaced by the new circuit court judge as scheduled. Loveland continued to delay the court proceedings with the Union Pacific, so much so that the railroad officials realized that they were fighting a losing battle and dropped the lawsuits.\textsuperscript{155} The sudden conversion seemed to signal that the formidable Loveland was far more valuable to the Union Pacific as an ally.

Jay Gould and William Loveland settled for a working relationship that was lukewarm at best. While Loveland never fully trusted Gould, and voiced his concern about Gould’s character in personal letters to trusted friend Henry Teller, he continued to work closely with the Union Pacific Railroad.\textsuperscript{156} In 1877, railroad building ramped up again after a period of relative quiet the previous two years. During the summer of that year, William and his friend – then United States Senator – Henry Teller made a trip to Cheyenne, Wyoming to meet with Gould and Union Pacific President Sidney Dillon.\textsuperscript{157} During the meeting, the men negotiated the long anticipated extension of the Colorado Central from the northern terminal at Longmont across the Wyoming border and into

\begin{Verbatim}
\textsuperscript{155} Hauck, \textit{Narrow Gauge to Central and Silver Plume}, pg. 58-59.
\textsuperscript{156} Correspondence from W.A.H. Loveland to Henry Teller, May 1878. Henry M. Teller Papers, Denver Public Library, Denver, Colorado.
\textsuperscript{157} Colorado Transcript, June 27, 1877.
\end{Verbatim}
Cheyenne.\textsuperscript{158} The railroad also continued to grade west from Floyd Hill, arriving at Georgetown during the late summer to much fanfare.\textsuperscript{159}

Despite the successes of the Colorado Central, Loveland predicted that the battle for railroad supremacy was far from over. On May 4, 1878 Loveland wrote Teller, declaring that he “didn’t think Jay Gould realizes the magnitude of the coming railroad war in Colorado.”\textsuperscript{160} The war that Loveland anticipated never actually came to fruition. In a takeover that was swift and peaceable, the Union Pacific acquired the Colorado Central in 1879 in a deal that was agreed to as a fifty year lease.\textsuperscript{161} The Union Pacific continued with Loveland’s plans to extend the railroad, including branches to Central City and eventually a loop from Georgetown to Silver Plume. The Union Pacific also acquired several other minor railroads that snaked across the Colorado Front Range.\textsuperscript{162} Eventually the Union Pacific itself suffered dire financial difficulties, and the Colorado Central changed hands several more times before it was slowly abandoned, piece by piece, over the first half of the twentieth century.\textsuperscript{163}

Loveland’s part in Colorado railroad history reads like a popular adventure novel of the American West. Although his actions earned him the reputation of a scofflaw

\textsuperscript{158} \textit{Colorado Transcript}, June 27, 1877.

\textsuperscript{159} Hauck, \textit{Narrow Gauge to Central and Silver Plume}, pg. 59. See also, \textit{History of the Clear Creek and Boulder Valleys}, pg. 374.

\textsuperscript{160} Correspondence from W.A.H. Loveland to Henry Teller, May 4, 1878. Henry M. Teller Papers, Denver Public Library, Denver, Colorado.

\textsuperscript{161} Hauck, \textit{Narrow Gauge to Central and Silver Plume}, pg. 61.

\textsuperscript{162} Hauck, \textit{Narrow Gauge to Central and Silver Plume}, pg. 73-77.

elsewhere, the citizens of Golden seemed to relish his victories. Although Loveland would sign his name on additional railroad projects, including the Denver Circle Railroad; the Denver, Lakewood, and Golden; and the Denver and Salt Lake Short Line Railroad, it was most likely to help the startup lines attract interest and investors.\textsuperscript{164} To his credit, William realized when it was time to hang up his railroad cap. Even after his hard fought battles, he graciously bowed out when the Union Pacific came calling for the final time.

\textsuperscript{164} Loveland and Loveland, \textit{Genealogy of the Loveland Family}, pg. 46. See also, “New Railroad,” \textit{Aspen Weekly Times}, March 2, 1889.
CHAPTER VIII
LOVELAND’S LATER YEARS

While Loveland had devoted much of his life to his careers in politics and railroading, he was also fascinated with mining. His experience in California had taught him that life as a miner was very physically demanding, and as he aged this type of activity was simply out of the question. As William gained fame and fortune, however, he learned that investing in the mining industry had the potential to pay great dividends.

Therefore, it was probably no surprise to his friends and family that Loveland was one of the minds behind the National Mining and Industrial Exposition in Denver. The Exposition was announced to great fanfare. Loveland was elected to the first Board of Directors in 1881 - along with compatriot Henry M. Teller – and served as Secretary. The Exposition was first held in the summer of 1882, and it was a huge success. The following year did not produce the turn-out expected and plans for future expositions were quickly abandoned.\textsuperscript{165} Unfortunately, the extravagant building that was constructed specifically to house the exhibition was demolished soon after the final showing; the only reminder of the event that remained was the street named for the occasion: Exposition Avenue.\textsuperscript{166} The Mining and Industrial Exposition was one of the last ventures that William Loveland would sign his name to. When the founders of the Exposition decided to call it quits in 1884 Loveland was 58 years old, and he was nearing retirement.

\textsuperscript{165} Smiley, \textit{History of Denver}, pg. 476.

\textsuperscript{166} Smiley, \textit{History of Denver}, pg. 476-477.
Where he would go when he retired must have been a question that weighed heavily on Loveland’s mind. Despite his attachment to the city of Golden, he had not lived there in several years. He chose instead to reside in Denver after buying the *Rocky Mountain News* in 1878. After his unsuccessful campaigns for United States Senate and Governor of Colorado, Loveland sold the newspaper in 1886. Since his services were no longer required in either Golden or Denver, Loveland turned his attention to retirement.

On July 1, 1889, William Loveland, along with his wife Miranda, and friend and colleague from Golden, Charles C. Welch, filed a plat for a new subdivision in Jefferson County. They named their proposed village Lakewood, and the group took care to lay out space for fountains and parks; a legacy that the City of Lakewood remains proud of to this day. Although local historians have disagreed about the inspiration for the name, I believe it may be an allusion to yet another of Charles Welch’s business ventures that was crucial to the development of the new city: irrigation.

One of Welch’s most important contributions to Jefferson County was the Welch Irrigation Ditch. The Welch Ditch began at Clear Creek just west of Golden, and traveled south and east into Lakewood where it entered the town near the intersection of West 6th Avenue and Union Street. The Welch Ditch was just one of a number of irrigation canals that filled reservoirs in the Lakewood area to supply its burgeoning agricultural production.  

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167 Perkin, *The First Hundred Years*, pg. 378.

In conjunction with the founding of Lakewood, William and Miranda Loveland constructed their retirement estate at 6000 Loveland Street (now Harlan Street) near the modern-day intersection with West Colfax Avenue.\textsuperscript{169} (Loveland’s home still stands today, bearing virtually no resemblance to it’s original splendor, bordered by the used car lots and run-down motels that pepper West Colfax Avenue.) William intended to enjoy his later years in peace and quiet, and had all but given up life in the public eye. In December 1894, he caught what he believed to be a small cold. In just a few days, the cold had progressed to pneumonia. William Loveland was sixty-eight years old when he passed away in his Lakewood home on December 17, 1894.\textsuperscript{170}

After William died, Miranda continued to live at their home in Lakewood, often times inviting her sons and grandsons for extended stays. In the spring of 1901, Frank Loveland, the elder son of William and Miranda, set about auctioning off all remaining items of his father’s estate – including all of his personal effects.\textsuperscript{171} Following the sale of her and her late husband’s retirement home, Miranda split her time between both of her sons. Frank Loveland became a very successful businessman in his own regard. He received a Bachelor of Arts degree from the University of Michigan in 1880 and returned to Colorado to pursue a law degree from the University of Denver where he was admitted to the Colorado Bar Association in 1894.\textsuperscript{172} Inspired by his father’s work, he became a well-known financier, and served as the Secretary of the \textit{Rocky Mountain News} for seven

\textsuperscript{169} Dunning, \textit{Over Hill and Vale}, pg. 306.

\textsuperscript{170} Loveland Obituary, \textit{Rocky Mountain News}, December 18, 1894.

\textsuperscript{171} \textit{Colorado Transcript}, March 27, 1901.

years, and as Secretary and Treasurer of the Denver Circle Railroad and Denver Circle Real Estate Companies. Unlike his father, however, Frank was known as a humble and soft-spoken gentleman with no political aspirations of his own. Frank’s brother William L. Loveland also received his Bachelor of Arts degree from the University of Michigan. He never received the fame or fortune that inspired his father before him, but he did seem to inherit the adventurous streak that ran in the Loveland family. After he finished college he moved to Cleveland, Ohio where he married. Over the next six years, William II and his family, at times with Miranda in tow, moved to Helena, Montana, back to Denver, and then to Chicago in 1893. The later years of Frank and William L. are not well documented.

Miranda Loveland proved to be of hearty pioneer stock, and she maintained a feisty streak that her sons and grandsons admired. Even into her late seventies, she was still making regular trips to Denver and Golden to visit old friends. Miranda died in New York City in 1923 at age 86, far outliving her husband, as well as her eldest son Frank, who passed in 1921. She was buried next to her husband in an unmarked grave in Fairmount Cemetery in Denver.

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174 Loveland and Loveland, *Genealogy of the Loveland Family*, pg. 41-42.

175 *Colorado Transcript*, August 10, 1916. The brief article indicates that Miranda Loveland had recently paid a visit to Colorado. She would have been 79 years old.

CHAPTER IX
WILLIAM LOVELAND’S LEGACY

While William Loveland was most closely tied to the Colorado Central Railroad throughout his lifetime, he was often involved in many other pursuits that are just as important to document, as they helped to shape the Colorado Front Range. Through his work as a territorial legislator and booster, he helped put Golden City on the map. Loveland had the foresight to imagine that the small town of Golden would someday become a Colorado treasure. He helped to lay out the town as a member of the town company, and carefully selected the optimal spot for his own business. In turn, others in Golden followed his lead and the business district along the main street of Washington Avenue remains vibrant to this day.

Loveland generously donated land throughout Golden for the establishment of two schools and six churches of various denominations. According to well-known Golden historian Richard Gardner, this was smart planning on Loveland’s part. Gardner notes, “It is evident…he didn’t just use the lots to make himself money but to plan out Golden strategically, spreading those churches across the city likely to help promote its growth.” Loveland also founded the Loveland Fire Hose Company, and gave an additional plot for the establishment of a firehouse in Golden.

Loveland also had a hand in helping to establish two prominent educational institutions in Denver and Golden: the Colorado Seminary, which would morph into the University of Denver, and the Colorado School of Mines.

177 Richard Gardner, e-mail message to the author, January 30, 2013.
178 Brown, Shining Mountains, pg. 80.
The Colorado Seminary was one of Loveland’s early projects, and may have been his first introduction to Territorial Governor John Evans. Although William Loveland and Evans disagreed on nearly every topic of the day, they worked together to help found the Colorado Seminary in 1864. Loveland and Evans were two members of a twenty-eight member Board of Trustees selected to help design the school and determine the means of awarding degrees. The seminary closed after a few financially unsuccessful years, and Evans purchased the property. The building briefly housed the state Legislature when the capital moved from Golden to Denver, and finally in 1880 the school was reorganized as the new University of Denver.

An act to establish a school for mining and engineering in Colorado Territory was first introduced to the legislature for Colorado Territory in 1870. This was due largely to the influence of legislator Loveland and his friend Charles C. Welch, as both men believed that the future of Colorado was tied to the success of the mining industry. In 1874, the bill was reintroduced to the legislature. Welch had donated several acres of land in order to secure the school’s location in Golden. The act passed and Loveland was elected President of the School of Mines; a position he held for a short time from 1875-1876.

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Loveland’s sleepy retirement community of Lakewood has grown to a population of 142,980 making it the fifth largest city in Colorado; a fact would likely surprise Loveland himself were he still alive.\textsuperscript{184} And while Loveland’s Colorado Central Railroad was abandoned and dismantled, his short-lived Denver, Lakewood, and Golden Railroad has been resurrected as the West Line of the Regional Transportation District’s Light Rail. Citizens of Lakewood and Golden - two cities that formed in large part due to William Loveland - today can take the train along much of the same rail bed that the Denver, Lakewood, and Golden followed.

Aside from a few personal letters, William Loveland left very few written traces of himself. Whether or not this was intentional will probably never be known. Although he inspired many sensational headlines over his lifetime, I believe that Loveland was a fiercely private man. While his political actions and business deals were constantly questioned and commented upon by the newspapers of the day, Loveland’s personal life was far more guarded. Loveland was not forthcoming with media interviews and if he kept any personal records, such as a diary or journal, his family took great care to keep them private.

Perhaps Loveland’s privacy is the reason why his legacy in Colorado has not been well documented. It is interesting to note that while Loveland is featured prominently in Colorado history books that were written during his lifetime or very soon after his death, his story faded from memory as quickly as an afternoon thunderstorm during the summer.

\textsuperscript{184} United States Census Bureau, Lakewood Colorado QuickFacts, \url{http://quickfacts.census.gov/qfd/states/08/0843000.html} (accessed Jan 8, 2014)
in the Colorado Rockies.\textsuperscript{185} What transpired between the era of Loveland’s death and now that would explain this? Simply put: nothing. While Loveland’s adventures were wild, they weren’t wild enough. He was never charged with a crime, and he never served time in prison. He was a consummate family man who never inspired even whispers of a scandal, and although he was loved by his friends and neighbors, they all left it up to someone else to document William’s life for posterity. Historian Harold Marion Dunning came close to memorializing William Loveland in a book, but the story was disjointed and became lost among Dunning’s larger body of work, \textit{Over Hill and Vale}.

Like so many men of his time, William Loveland espoused the traits of the gritty Western pioneer who became extraordinarily popular through the medium of adventure novels. These western pioneers were often viewed as heroes who tamed nature and brought civilization to a vast wilderness. The importance of documenting the life of Loveland, and those like him, is not to tout their greatness but to separate reality from fiction. Historian Henry Nash Smith explored this dichotomy in his classic work, \textit{Virgin Land}. Smith wrote, “The literary development of the Wild Western hero…made the divergence between fact and fiction even greater.”\textsuperscript{186} Although Nash was writing in reference to mainly fictional characters, his point is important nonetheless. Certainly men just like William Loveland served as the inspiration for many of these great Western novels. The point of documenting Loveland is not to glorify him, but more importantly to prove that he was an ordinary man whose life was punctuated not only by moments of greatness but also moments of defeat and despair. On more than one occasion, Loveland

\textsuperscript{185} See especially \textit{History of the Clear Creek and Boulder Valleys} and Jerome C. Smiley, \textit{History of Denver}.

chose to promote stories about his life that were clearly embellished rather than the less enthralling truth, and who has not done the same? The truth remains, however, that the events of William Loveland’s life were sensational enough to stand on their own.

Figure 3. William Austin Hamilton Loveland. Image courtesy of the Loveland Historical Society.
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