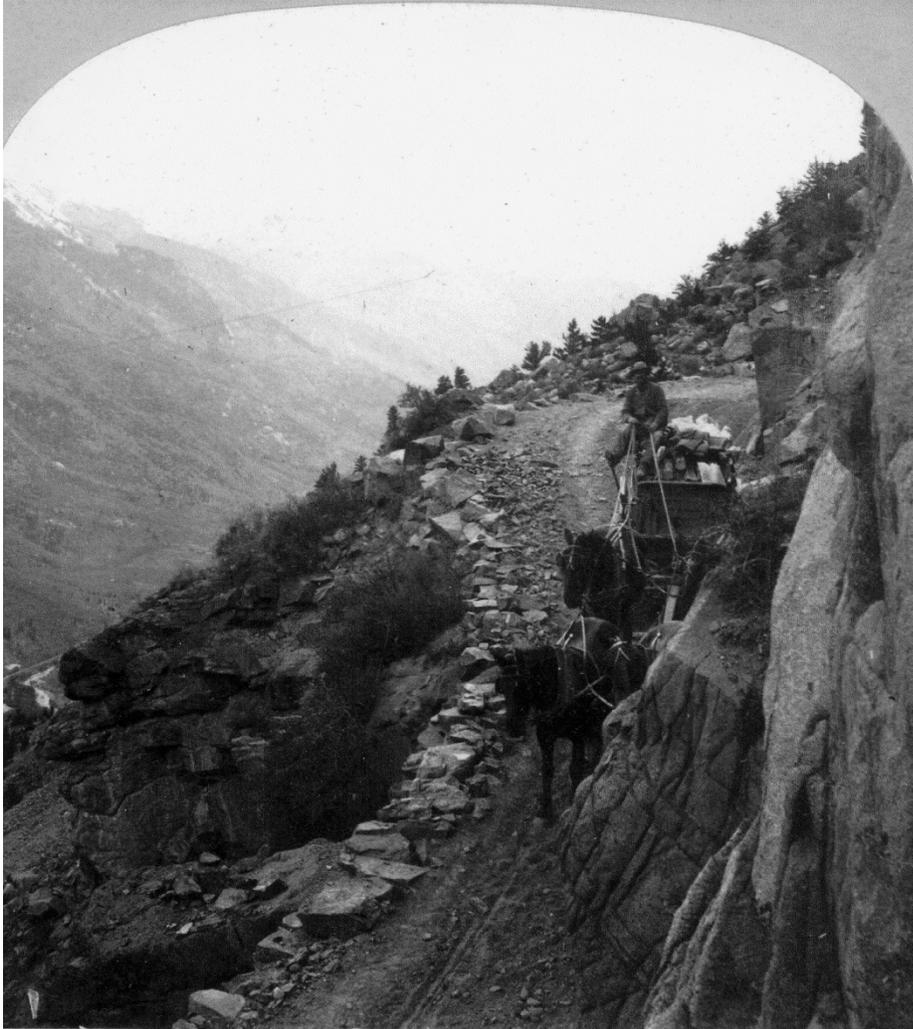


Site 3: Toll Roads

At this point in the road, many hikers will be stopping to catch their breath, and perhaps to understand why the mining companies realized that it would be easier to drop large



11652—Laden with Ore from “Seven-thirty” Mine, Silver Plume, Colo., U. S. A.

shipments of ore down through the mountain to the Diamond Tunnel. Nevertheless, there was a need for a road up the mountain in order to get miners and equipment to the mining sites, and to transport ore in the early years.

In 1872 the first stretch of road was built at an estimated cost of \$3,600. The road was designed by George Marsh, surveyor, of Georgetown. The Colorado Miner (Georgetown newspaper—August 29, 1872) explained how the investment would pay for itself in a short period of time: “The Pelican mine alone is now

producing 60 tons of ore a week. It used to cost \$10 a ton to have the ores packed down to Silver Plume, \$600 a week or \$2,400 a month, or \$28,000 a year. Anyone can see that this was a good investment for the Pelican. . . .”

In October of 1875, Jefferson Davis, former President of the Confederate States of America, travelled the road as a guest of the owners of the Dives and Coldstream mines. It was said that he was impressed with the “picturesque road” and the “skillful” engineering.

This point in the road was the location of the 19th century toll booth.