

of industrial strife which had cost the lives of some two hundred individuals.

Shortly after reaching Colorado he had found hundreds of men and women face to face with starvation. Upon representations to the Rockefeller Foundation of the need for help, the Foundation had granted \$100,000 towards the relief of the unemployed, and had made Mr. King its representative in the administration of this relief in connection with a State Committee appointed for the purpose.

A plan of relief had been hurried out whereby the unemployed were put to work on road construction, and paid in orders for food and clothing which the Rockefeller Foundation redeemed up to the amount of \$100,000

The following extracts were read from the report of the ^{State} Committee as to the service which had been rendered the State in the relief of families by furnishing work on the roads of the State with the monies supplied by the Rockefeller Foundation:

"In Las Animas County fifty miles of highway were reconstructed and four miles of new highway built. In Huerfano County the reconstructed highways measured sixteen miles and the new road seven. In Boulder county twenty miles of highway were reconstructed and 30,830 square feet of cement sidewalk were laid on the Campus of the University of Colorado. In Fremont, Weld, Gunnison, and Garfield Counties, approximately ten miles of road were reconstructed. The outstanding feature of the work in Las Animas County was the construction of the Stonewall automobile road along the banks of the Purgatoire River. This is regarded as one of the most perfect examples of mountain highway in the State. It extends for a distance of thirty-two miles along the river and in many places was practically cut out of the solid mountain walls. In Boulder County a long stretch of the Lincoln Highway was completed to the entire satisfaction of the State Highway Commissioner, and a double track road was built up the side of Flagstaff Mountain in the Boulder City Park, affording one of the most impressive vistas to be enjoyed in the country. Along the banks of St. Vrain Creek in Boulder County another mountain road of grandeur and permanence was reconstructed. In Gunnison County a road was built connecting the Northern part of the county with Delta County and opening a much-needed avenue of travel into a large agricultural area. In the construction of this road the county commissioners had the invaluable assistance of a road engineer of the United States Forestry service. The road workers in Fremont County were employed on the Parkdale Cotopaxi cut-off on the Rainbow Route. It was a difficult piece of work blasted out of the solid mountain.