

# The Advocate Newsletter

Volume 39 Number 6 November 2015

## Aurora Historical Society

Aurora, Colorado



### Embrace your city, your past

President letter November, 2015

Our journey to "Where Are We" has continued and had a great group attend that learned how very special the Fox Theatre is and its importance to the City of Aurora. Many thanks to Jennifer Kuehner, Director of the Aurora History Museum for the most informative talk and slide show about the History of the Fox.

Our next special event "Where Are We" will be held at St. Mark's 111 Del Mar Parkway on Nov. 5 at 7 p.m. John Fielder will share a journey Down the Yampa. Be sure and put this on your calendar, we will also have a drawing for a Fielder related door prize.

November has been an exciting month in the history of Aurora over the past 100 plus years:

- 1892 Construction started on Antero Reservoir source of Highland Canal water
- 1900 CO Telephone Co. installed telephone exchange
- 1902 Two counties were formed, Adams and Arapahoe
- 1912 First Theatre, Star, closed after opening in May
- 1924 Hollywood Theatre opened
- 1946 Blizzard 28" – 3 days of snow
- 1948 President Truman visited Aurora on Nov. 11, Veteran's Day
- 1949 U.S. Gov. gave land to W. Arapahoe Soil Conservation Dist., result Plains Conservation Center
- 1953 Voters passed a \$300,000 bond issue for new City Hall (16th Ave.)
- 1981 Disastrous fire closed Fox Theatre
- 1983 Thanksgiving blizzard 21 ½" snow over 36 hours, total 30", lasting 3 days

The AHS Board will be meeting shortly to plan the next year's exciting journey into "Where Are We" If any of the members have any suggestions as to something you might like us to look into, please let us know. Our job is to make this Society a viable and exciting group to belong to.

As we approach the holiday season, we wish you all a very Happy Thanksgiving, Merry Christmas and Happy Hanukah.

Sandy Sweeney, President  
Aurora Historical Society

## Historical Society Officers

President: Sandy Sweeney (303-854-4249)

Vice President: Nadine Caldwell

Secretary: Dolly Gray

Treasurer: Michael Lockwood

Directors: Dexter Harding, Carolyn Brassell

Membership: Larry Wilterdink

Hospitality: Nadine Caldwell

Historian: Michael Lockwood

Newsletter, Website, & Publicity:

Lynne Evans 303-671-0874

Program:

Education:

**We still need a program director and Education Director for our board.**

**If anyone is interested, please contact Sandy Sweeney @ 303-854-4249 or**

[Livelyline@aol.com](mailto:Livelyline@aol.com)

### Remembering Aurora

Michael Lockwood, Aurora Historical Society

An Aurora native, a graduate of the Aurora Public Schools and still living less than 2 miles from where I grew up, Aurora has been a big part of my life ever since I was born. Having grown up here, I have several memories that I'd love to provide for your reading pleasure via The Advocate newsletter. For those of you who have Aurora connections that go back as far as the 1950's I'm sure that the recollections presented will bring back waves of nostalgia. And while I have 60 years of memories to relate, if you have some stories you'd like to share, please feel free to contact us at the Aurora Historical web site:

[www.auroracohistoricalsociety.org](http://www.auroracohistoricalsociety.org)

#### REMEMBERING: AAA Bowling Alley

On occasion my parents would go bowling and they would take me along, no babysitter for this little boy. And after they would finish, at the tender age of around 4 or 5 and with the help of my father, I would get to push the ball down the lanes using the two-handed push delivery. Back in those days they didn't charge you for an extra frame or two so it was kind of my reward for being good. It must have struck a nerve because I took to bowling like a fish to water. As I got older it truly consumed way too much of my time. My junior bowling years were spent at Fitzsimons Lanes but then, at the tender age of 16, I joined the adult leagues at AAA Bowling Center.

Built in 1956, AAA was a 40-lane bowling alley that was located at 2091 Dayton Street. The layout of the building was such that all 40 lanes were on the north side of building and stretched from one end to the other in one long line. Opposite the lanes, the snack bar was on the east side, then in middle was the main counter, next you came to

**Our next meeting is on November 5<sup>th</sup> @ 7:00PM**

St. Mark's 111 Del Mar Parkway

John Fielder will share "A Journey Down the Yampa."

the pro shop, then the locker area and finally a small little mini-snack bar at the end. On the west wall was the nursery/child care area. In the mid 70's the snack bar wasn't generating enough revenue so they enclosed the area, turning it into a lounge with a full liquor license.

AAA was my second home and the people there became my second family. In fact, that's where I met my wife of 37 years. She started working there as a teenager in the nursery and then moved up to working at the snack bar. When I wasn't bowling, I was hanging out at the snack bar or helping out for free. Buck, the owner, was about as friendly a person as you could ever meet although he was all business when it came to running the lanes. Ginny ran the snack bar and kept a poor teenage boy from going hungry when he only had a dollar to his name. Smitty was the head mechanic and we became good friends. We still stay in touch to this day. Sherry ran the counter and now has her own business in Aurora and we still see her on occasion. And then there were other employees like Jeff, Willie, Tawnie, Jon and Robin that my wife and I can still tell stories about them. Plus, there were the regular bowlers and my many teammates. Bill Bauman might have been the best bowler I knew and as a kid I was impressed that I knew a guy who had his Professional Bowlers card. The bowling ball that I still use today was drilled by Bill.

Buck eventually sold the bowling alley and after that it never had quite the same cozy, neighborhood feel to it. I gradually drifted away from bowling in general (marriage and 4 children can do that) and eventually AAA was in my rear view mirror. The place shut down, sat empty for quite a while and just recently was torn down.

Time waits for no man and our history eventually turns into shared memories of people and places. Preservation can help to keep those memories a little more tangible so that we can share with future generations.

### Interesting Snippets from the *Aurora Democrat*

#### *The Aurora Democrat* 3 Sep 1948

The following is the registration of Aurora Grade School by grades on Wednesday, September 1, 1948.

1st.	140	10 <sup>th</sup>	96
2nd.	118	11 <sup>th</sup>	62
3rd.	89	12 <sup>th</sup>	58
4th.	86		
5th.	80	Total	1042
6th.	78		
7th.	77		
8th.	70		
9th.	79		

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**The Aurora Democrat** 23 May 1947

**“Boys of Fire Department Will Continue Rat Drive”**

The boys of the Aurora Fire Department will again do a spirited public service to Aurora by distributing rat poison on Tuesday and Wednesday of this week.

Please be sure your pets are kept inside on these dates.

## Crash of United Flight 629



How many of you remember or know about United Flight 629? On November 1, 1955, United Flight 629, a DC-6B, took off from Stapleton Airport at 6:52pm bound for Portland, Oregon with 44 people aboard. Eleven minutes later the airliner crashed in a sugar beet field near Longmont. The 39 passengers (including an infant) and five crewmembers were all killed. This was the first major plane bombing in the US.

The FBI (Federal Bureau of Investigation) immediately offered to help identify the victims. Fingerprint experts were flown from Washington D.C. and arrived at the crash site on November 2nd and began their work. The bodies of the victims were recovered and taken to a temporary morgue set up at the National Guard Armory in Greeley. Nine bodies were identified by relatives and removed from the armory; the 35 remaining bodies were fingerprinted and 21 were positively identified with fingerprints from the files of the FBI. All of the 21 people had been fingerprinted for various reasons during their lifetimes. A husband and wife from Canada were identified from fingerprints given when they applied for US Naturalization in 1954.

The crew was identified from fingerprints forwarded to the FBI by United Airlines. Five passengers were identified from fingerprints from their military service. Six were identified from prints from their employment in US Defense plants during WWII, and two more were US government employees; one victim had been fingerprinted in 1941 and asked to have his prints sent to the FBI for personal identification. The 14 remaining victims of the 35 fingerprinted (2 men and 12 women) did not have fingerprints on file, but were identified by relatives or personal effects.

While the bodies were being identified on November 2<sup>nd</sup> and 3<sup>rd</sup>, agents in the Denver Office of the FBI were helping in the investigation along with United Air Lines and the Civil Aeronautics board. Pieces of the wreckage were collected. They learned that the tail section of the plane had been cleanly severed from the rest of the plane with little damage and had fallen about one and a half miles from where the engines and nose section of the plane had hit the ground in an almost whole condition. The wreckage from the middle section was widely scattered in between the tail and forward sections.

Between November 2<sup>nd</sup> and 7<sup>th</sup> all the parts of the wreckage were examined by the engineers of United Airlines, the Douglas Aircraft Corporation, and other private manufacturing concerns; and no possible cause for the explosion could be found due to malfunctions.

On November 7<sup>th</sup>, the Civil Aeronautics Board officially stated that the crash was sabotage. The FBI was asked to start a criminal investigation, and on November 8<sup>th</sup> they officially took over the investigation. Agents were assigned to correlate information from eye witnesses to the crash, employees handling the plane prior to the crash, to trace all cargo, mail, and baggage on the plane; to conduct background investigations on the passengers and crew members, and to conduct searches of the wreckage and recovered baggage and personal effects for possible evidence.

Before the FBI took over the investigation, teams of interviewers made up of the Civil Aeronautics Board and United Airlines employees had interviewed 200 people. 37 of the people interviewed had important information, which was made into signed statements and given to the FBI. From the interviews, it was determined that the explosion had occurred while the plane was operating in a routine manner. The explosion was very forceful and caused fiery streamers to fall from the plane. It was noted that a flare, which was normal equipment for the plane, had fallen from the plane, ignited, and then had fallen slowly to the earth. Then a second explosion, probably one or more of the fuel tanks, had occurred when the engines and forward compartment of the plane struck the ground.

A control tower operator at Stapleton Airport said he had observed the flash of light and the flare at exactly 7:03pm. Civil Aeronautics Board officials placed the location of the explosion at approximately 8 miles east of Longmont at a calculated altitude of 10,800 feet above sea level or 5,782 feet above the terrain.



wreckage of Flight 629 in Denver warehouse

A search area was established and each piece of the wreckage was collected and marked. All the wreckage, as well as baggage, cargo, and personal effects were taken to a large warehouse at Stapleton Airport. The mail was turned over to postal investigators, but was made available for further examination. A wooden mock up of the plane was made and all recovered parts of the plane were wired to it with netting like a giant puzzle. Engineers determined that the explosion had occurred in the rear cargo pit designated as cargo pit #4. It was further pinpointed as being directly across the cargo compartment from the cargo compartment door.

This was determined because of soot like deposits and the condition of the fuselage. It was also determined that pit #4 contained only passenger baggage and cargo loaded in Denver and none of the cargo had been explosive. During the terrain search 5 small sheet metal fragments were found and later identified as coming from the metal side of a six-volt battery of the type used to detonate the bomb that killed 44 people. It was determined that the bomb was made of dynamite on November 13<sup>th</sup>, 1955.

The investigation developed complete background information on all of the 44 victims and anyone else that had originally had reservations on the flight, but cancelled them or did not show up for the flight, as well as any possible motive for the bombing of United Flight 629. Investigators obtained descriptions of passenger's luggage and probable contents in order to eliminate the owners of luggage not severely damaged. A significant amount of the personal effects of passenger victim Daisie E. King were recovered and examined. These included a personal checkbook, personal letters, newspaper articles about her family, \$1,000 in traveler's checks, an address list, two keys and a receipt for a safety deposit box rented by her. One of the newspaper clippings revealed that her son, Jack Gilbert Graham had been charged with forgery by the Denver D.A. and had been placed on the local most wanted list in 1951. The personal effects of Mrs. King were found on or near her body, which indicated that they were in her handbag. Even after carefully searching the crash site almost none of the contents of Mrs. King's luggage were found and only small bits of her suitcase were found. The investigation also identified passengers on whom large amounts of trip insurance had been purchased. Six passengers had bought the maximum insurance of \$62,500; four had \$50,000; two had \$37,500; and two had \$6,250. Because of a holiday weekend, a complete search of all insurance companies wasn't immediately possible. A later search found 3 policies on the life of Mrs. King. During a search of the home of Mrs. King's son, Jack Gilbert Graham, on November 13, 1955, a duplicate travel insurance policy on the life of his mother, Mrs. King in the amount of \$37,500 was found hidden in a small cedar chest. The insurance company provided the original copy with Jack Gilbert Graham as the designated beneficiary as well as two additional policies, each in the amount of \$6,250 with Mrs. King's daughter and one living sister as beneficiaries.

During the investigation into the backgrounds of all the passengers who boarded the plane in Denver, Mrs. King and her relatives came under close scrutiny. The investigation uncovered the fact that on the death of Mrs. King, Jack Graham would inherit a substantial amount of money. The investigation also revealed that Jack and his mother had argued frequently. A friend who had business dealings with Mrs. King revealed that when Mrs. King owned and operated a drive-in restaurant in Denver, she often argued with her son over its operation; and that the restaurant had been damaged by an explosion at one time. The friend revealed that Jack had been taking money from the receipts of the business, and that Jack had performed demolition work for the Navy. He also revealed that Jack had purchased a new truck and wrecked it in an attempt to collect insurance. This was verified by another friend.

On November 10, 1955, the FBI reviewed the Denver County Probation records from the forgery charges Jack Graham was convicted of on November 3, 1951. Graham had been employed as a payroll clerk in a manufacturing company in Denver. He stole blank checks from the company, forged the owner's name and collected \$4,200 in cash, bought a car, and left Denver. He was arrested on September 11, 1951 in Lubbock, Texas for hauling whiskey in violation

of Texas State law and running a roadblock. He served 60 days in Texas, and was then turned over to Colorado to face his forgery charge. Graham was convicted of the forgery charge in Denver on November 3, 1951, but Graham's sentence was suspended, and he was put on probation for five years. The records show that \$2500 was paid in restitution at the time of the trial, and Graham paid \$1,805.34 at \$40 a month from January 2, 1952 until November 3, 1955. This left only a balance of \$105.34. The Denver records also stated that Graham had served in the US Coast Guard from April 1948 to January 1949. He was granted an honorable discharge, but it was noted that he had been AWOL for 63 days. He had a ninth grade education, but passed the GED for a high school diploma and was accepted into the University of Denver as a student. The records reflected that Graham did not realize the severity of the forgery charges, and that his mother was "overprotective." It was stated that most of the money he received from the forgery was spent on drinking parties and women. However, he reported monthly to the probation department and was employed as a heavy-duty equipment mechanic from January 1953 and December 1954. In the early part of 1955, Graham was working as a manager in his mother's drive-in Restaurant.

Graham was interviewed by the FBI on November 10, 1955 along with his half sister. He said he had been born in Denver on January 23, 1932 to William Graham who died when he was three and his mother, Daisie E. King. His mother married John Earl King in 1941 and they then moved to the King ranch near Toponas, Colorado. The ranch was sold in 1948, and they moved to Yampa, Colorado until John Earl King died on October 16, 1954. Then his mother and sister moved to Goodland, Florida until February 1955 when she returned to Denver to assist his wife who had given birth to their second child.



When Mrs. King returned to Denver, she lived with Jack at 2650 W. Mississippi Ave. except when she went to Steamboat Springs or Yampa to visit family.

Mrs. King had purchased the home on Mississippi Avenue for Jack in December 1954. She also built and opened a drive-in Restaurant at 581 S Federal Boulevard, which he managed. Jack said the drive-in hadn't been successful except when he was able to actually manage it. They had problems with vandals, and in September 1955 an explosion and fire occurred at the drive-in due to someone disconnecting a gas line connection. Graham said \$3.00 in change was also missing from the register and some of the furniture had been vandalized. The total for the damage was \$1,200. Jack told the FBI that his 1955 Chevy pickup had stalled on the railroad track and been hit by a train.

Graham also told the FBI during his interview about his mother's travel plans, described her checked luggage, and her carry on bag. He said he had no knowledge of what was in her bag, but stated that she had a large



quantity of shotgun shells and rifle ammunition with her as she intended to hunt caribou in Alaska.

Gloria Graham, Jack's wife was interviewed on November 11, 1955. She stated she had been married to Jack in 1953, and they had 2 children. She also said that Mrs. King resided with them, but traveled a lot, often to Steamboat Springs to supervise her business there. Gloria Graham described Mrs. King's bag, but stated that Mrs. King was particular and would not let anyone help her pack, so Gloria had no knowledge of the contents of the bag. Gloria Graham said that before Mrs. King left for the airport on November 1, 1955, her husband had given his mother a present. It had been wrapped in Christmas paper, so she could not say for sure what it was, but she thought it was a tool set for forming seashells into art objects that Mrs. King had wanted for Christmas. Gloria Graham said her husband had brought a package wrapped as a gift approximately 18 inches in length, 14 inches in width, and 3 inches in depth. She assumed Jack had given it to his mother. Interviews of other friends and neighbors did not add anything new, but corroborated Jack's story of searching Denver for the tool kit his mother wanted. One neighbor said that after Daisie left Denver on the plane that Jack Graham became very ill and his face turned white. She said that Graham and his wife had heard someone say an airplane had crashed and heard Graham say, "That is it."

The FBI found fragments of the luggage and asked Jack and his wife to come and see if they could identify the fragments on November 12, 1955. Graham and his wife voluntarily appeared at the Denver offices of the FBI. They identified several pieces that they thought might be from Mrs. King's luggage. Graham was advised that the FBI wished to interview him further concerning some aspects of the case and told Gloria she could go home to her children if she wished.

Graham was questioned about the ammunition and Christmas gift. His story conflicted with what his wife had said. Agents were sent to the Graham residence to interview Mrs. Graham and get a signed statement about the part of her story that conflicted with her husband's. Since there were discrepancies in the accounts, Graham was told he was considered a suspect in the case and advised of his rights. Graham said he had no objection to voluntarily taking a polygraph test and consented to having his home, car, and property searched.

During a search of Graham's house, a small roll of copper wire with yellow insulation was found in a shirt pocket of his work clothes. The wire appeared to be the type used in detonating primer caps. The trip insurance policy of Daisie E. King dated November 1, 1955, listing Jack Gilbert Graham as the beneficiary was found hidden in a small cedar chest. Graham was unable to explain the discrepancies in his statements, The FBI then informed Graham of their laboratory results and their examination of pieces of the wreckage from the crash scene.

Graham then admitted that he had caused the explosion at the Drive-in he managed for his mother, and had left his truck on the railroad track allowing the train to hit it. He then finally admitted that he had blown up the United Flight 629 and described the device he had made to blow up the plane. He said he had used a time bomb made of 25 sticks of dynamite, two electric primer caps, a timer, and a six-volt battery. He signed his statement on November 14, 1955, and was charged with sabotage. Graham appeared in court and was advised of the charges against him, a \$100,000 bond was set and he was taken into custody. On November 17, 1955, he was charged with murder in the State Court at Denver, CO and held without bail.

Daisie King victim of plane bombing



Authorities were shocked when they discovered that there was no Federal Statute at the time (1955) that made it a crime to blow up a plane. So Graham was charged with the murder of his mother, Mrs. Daisie E. King age 54.

On November 17, 1955, the supply company where Jack Graham had bought his bomb supplies was located. The store owner identified Graham as having

purchased on October 26, 1955, a 60-minute "on-type" timing device, which he exchanged a few days later for an "off-Type" timing device. On November 19, 1955, a store manager in Kremmling, CO identified Graham in a line up as the man he had sold 20 or 25 sticks of dynamite and two electric blasting caps to in October 1955. Graham's half sister explained that she had been afraid of Jack for years and felt he was not mentally sound, which she had expressed to her husband.

Graham was arraigned in Denver District Court on December 9, 1955. He transferred most of his property to his wife and declared he was unable to pay for counsel. He accepted the services of three court appointed prominent Denver Attorneys. Graham entered a plea of "innocent" and "innocent by reason of insanity" to the murder of his mother.

Graham was found sane by 4 psychiatrists and returned to the Denver County Jail. There he tried to commit suicide and was sent to the psychiatric ward at Colorado General Hospital. While there he said his confession of murdering those people was true. He talked about how he had made the bomb and slipped it into his mother's bag at the last minute, then secured the suitcase. He then took his mother to the airport and dropped her along with his wife and children off while he parked the car. Before he removed the suitcase from the car he set the timer on the bomb. The doctors asked him about his feelings for the others who had died from the bomb on the plane. Graham said they made no difference to him. On February 24, 1956, Graham dropped the insanity plea and was returned to Denver County Jail. His trial was set for April 16, 1956.

The trial was filmed and photographed. It also set an all-time record for the number of jurors examined. 231 were called. The final jury included two housewives, two typists, a movie executive, an engineer, a truck driver, a saleslady, a telephone man, a lithographer, a bookkeeper and a salesman. The jury was sequestered. The ladies asked for a sewing machine to use in their spare time, the men played cards and checkers.

Many people attended each day even bringing their lunches and waiting for hours hoping to get a seat in the courtroom. The guard at the door saved a seat each day for a young woman who arrived at 9:00am each morning; she was the widow of the United Air Lines Pilot of flight 629.

Throughout the trial, Graham was calm and seemed unconcerned about the trial. The prosecution rested its case on the 15<sup>th</sup> day of the trial. 80 witnesses testified and 174 exhibits were introduced during the trial. The defense rested its case after calling 8 defense witnesses. Graham did not testify in his own defense.



On May 5<sup>th</sup>, 1956 after deliberating for 69 minutes the jury found Graham guilty of murder in the first degree and recommended the death penalty. Two of Graham's attorneys filed a motion for a new trial. On May 15, 1956 the

judge denied the motion and Graham took the stand and stated he did not want a new trial nor did he want his case reviewed by the State Supreme Court. The judge then sentenced Graham to be put to death during the week of August 26, 1956.

The Colorado Supreme Court stayed the execution on August 8, 1956 against Graham's wishes. On October 22, 1956 the execution was set for the week ending on January 12, 1957. Graham was executed in the gas chamber at the Colorado State Penitentiary on Friday, January 11, 1957, and was pronounced dead at 8:08 PM.

Graham said he was inspired to commit the crime by hearing about a similar crime committed in Quebec in 1949 by Albert Guay. The bombing of United Flight 629 is shown in the opening segment of the 1959 movie *The FBI Story* starring James Stewart. The bombing of United Flight 629 was also featured in an episode of the television series "A Crime to Remember" which originally aired on December 3, 2013. The bombing of Flight 629 was the second known case of an airliner being destroyed by a bomb over the mainland of the United States.

The first proven case of air plane sabotage was a United Air Lines Boeing 247 on October 10, 1933 near Chesterton, Indiana. Three crew members and 4 passengers were killed in the crash. No suspect was ever tried.

Sources: Bovsum, Mara. "Justice Story: Son's Bomb in Mom's Luggage Kills 44 during Flight." *NY Daily News*. NY Daily News, 4 May 2013. Web. 22 Oct. 2015.

"Jack Gilbert Graham." *FBI*. FBI, 28 July 2010. Web. 22 Oct. 2015.

### **Aurora History Museum Exhibits & Events** Through December 2015

#### **EXHIBITS**

#### **21ST ANNUAL GATEWAY TO THE ROCKIES ART SHOW** **Through Nov. 7, 2015**

Discover a city alive with culture. View a juried exhibit of paintings, photography & miniatures by artists of local, regional & national importance. Co-sponsored by the Aurora Artists Guild. Framed show pieces as well as unframed bin work is for sale.

#### **16<sup>TH</sup> ANNUAL FESTIVAL OF WREATHS** **Nov. 10 – Dec. 11**

Get in the holiday spirit with this colorful and decorative display of over 35 festive & imaginative wreaths

decorated & donated by local businesses, organizations, & individuals. Wreaths are sold through a silent auction at the Museum and online to raise money. To bid on a wreath, visit the Museum or visit [www.auroramuseum.org](http://www.auroramuseum.org).

#### **DON'T TOUCH THAT DIAL!**

**Nov. 24-Apr. 17, 2016**

Before live streaming and podcasts, the radio connected people from across the country to national news and entertainment. Learn about the Golden Age of Radio, including presidential fireside chats, serial programming and how the radio influenced life in Aurora.

#### **PEOPLE'S LIVES: A CELEBRATION OF THE HUMAN SPIRIT**

**Dec. 15 - Mar. 13, 2016**

An exhibit from Humanities Texas featuring work from documentary photographer Bill Wright, who traveled around the globe to discover the people of the world in their own settings.

#### **FAMILY DAYS**

**Sat., Oct. 17, 10 a.m. - 1 p.m.**

#### **PAROL LANTERN MAKING WORKSHOP**

*In Partnership with the Philippine-American Society of Colorado*

Learn how to make Parol lanterns. Parol lanterns, traditional star lanterns from the Philippines, are used as festive decorations during the holidays. Limit one lantern per registration. Open to ages 7 to Adult. All children under 14 must be accompanied by an adult. The cost is \$12. To register, call 303-739-6660.

**Sat., Oct. 17, Nov. 21, & Dec. 19, 1 p.m. - 3 p.m.**

#### **UKULELE LESSONS AND JUST TALKING STORY**

Ongoing program, third Saturday of every month (except Oct.) Explore Hawaiian culture and history through music. Each month the museum will host free ukulele lessons interwoven with themes including food, music, art and more. A limited number of ukuleles are available to borrow, please call 303-739-6663 or email [jlira@auroragov.org](mailto:jlira@auroragov.org) to reserve one. FREE

**Sat., Dec. 5, 8:30 a.m.-4:30 p.m.**

#### **GEORGETOWN CHRISTMAS MARKET**

*All Ages.* Come with us for a day of holiday cheer as we explore historic Georgetown during their famous Christmas Market! Visit the historic Hamill House & the Hotel de Paris. Enjoy the Christmas Market at your own pace. Fee includes tours at historic sites. \$30 per person or \$23 for Aurora Residents. Advanced reservation required. Call 303-739-6660 to reserve a space.

**Tuesday, Dec. 1, 5-7 p.m.**

#### **HOLIDAY TREE LIGHTING**

Get festive with the sights and sounds of the holiday season. Check out the twinkling holiday tree and a fantastic holiday

lights display at Aurora City Hall. Stop by the Museum to view the annual *Festival of Wreaths* and bid for a chance to take home your favorite. Each wreath is sold through a silent auction active during the course of the exhibit. Bids are taken at the Museum and via email. Proceeds benefit upcoming exhibits and programs at the Aurora History Museum.

#### **BROWN BAG & WHITE LINEN LECTURE SERIES**

Wed., 12-1 p.m.

Aurora History Museum

\$4 (\$3 Aurora Resident)

Bring your lunch.

#### **October 21**

##### **Refugee Resettlement: Helping Refugees Rebuild Lives in Denver**

The African Community Center of Denver helps over 500 refugees each year who come to Colorado from all areas of the world. Join Director and founder Jennifer Gueddiche to learn more about this local organization and the people it serves.

#### **November 18**

##### **Santos and Santeros: The Religious Folk Art of Colorado and New Mexico**

With roots in Spanish colonial art, santos are hand-carved images of religious art native to Colorado and New Mexico. Join local artists Jose Raul Esquibel as he speaks on the history of and demonstrates traditional folk art.

#### **December 16**

##### **El Museo & the Jerry de La Cruz Exhibit**

Museo de Las Americas in downtown Denver collects, preserves, and interprets the diverse arts & cultures of the Americas. Learn about El Museo & its current exhibit *Jerry de la Cruz: A Road Well Traveled*.

#### **HISTORIC SITES PROGRAMS**

Sat. & Sun., Dec. 12 & 13, 1-4 p.m.

##### **VICTORIAN HOLIDAYS OPEN HOUSE**

**Centennial House (1671 Galena St., Aurora)**

Celebrate the holidays with a glimpse into Aurora's past. Enjoy free tours, cider & cookies! Co-hosted by the Museum & Aurora Historical Society.

#### **Our Corporate Sponsors**



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**<http://www.suss.net/showroom/buick>**



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**If anyone would like to receive the newsletter by email and let the Aurora Historical Society save the postage, Please contact Lynne Evans at 303-671-0874 or [lyevans@comcast.net](mailto:lyevans@comcast.net) Also-If you have questions, comments, or suggestions about the newsletter you can contact me as well.**

**Please check out the AHS Website:**

**<http://auroracohistoricalsociety.org>**