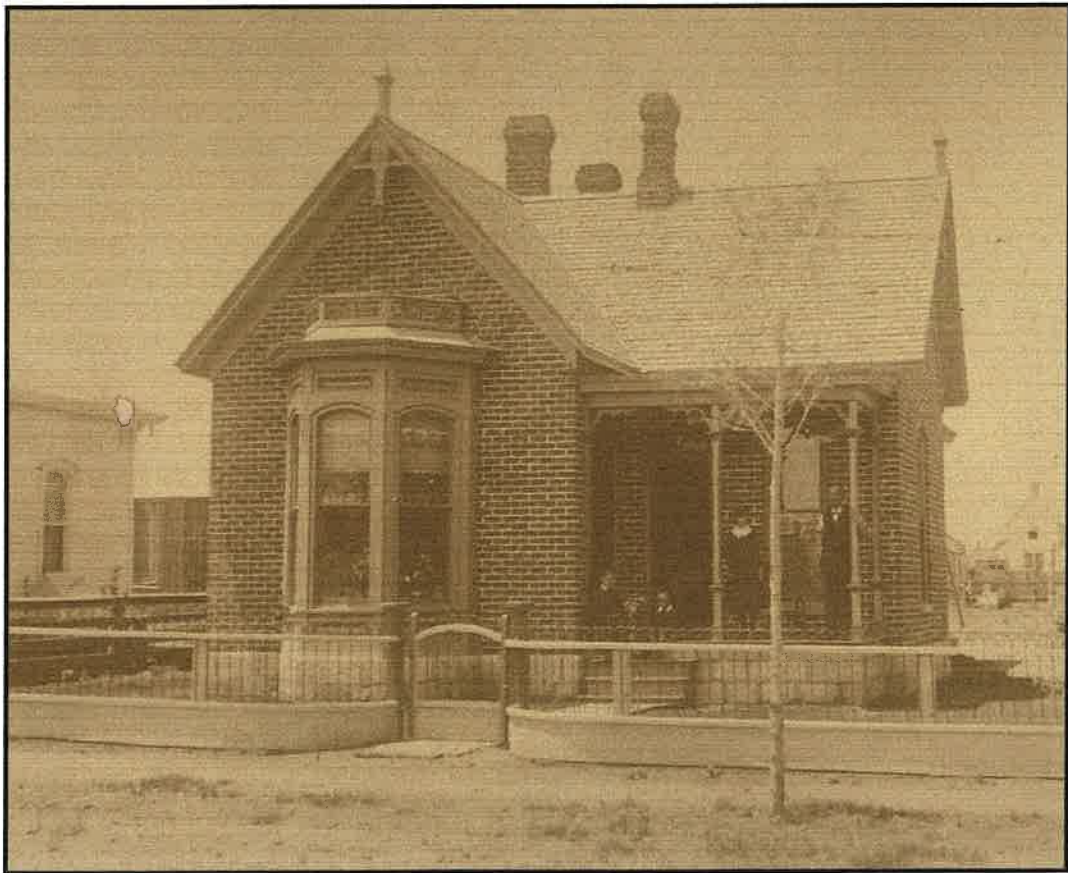


**SALIDA, COLORADO
HISTORIC BUILDINGS SURVEY, 2005-06**

Final Survey Report



**Front Range Research Associates, Inc.
Denver, Colorado**

**REF
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**SALIDA, COLORADO
HISTORIC BUILDINGS SURVEY, 2005-06**

Final Survey Report

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TABLE OF CONTENTS

I.	INTRODUCTION	1
	Purpose.....	1
	Project Results	2
	Funding	2
II.	PROJECT AREA.....	3
	Physical Setting.....	3
	Previous Studies.....	3
	Previously Recorded and Designated Resources	3
III.	HISTORIC OVERVIEW	6
	Introduction	6
	The Mining Frontier	7
	Early High Country Farming and Ranching	8
	Railroads in the High Country and the Founding of Salida	9
	Early Development of Salida: A Grand Young City	12
	Salida Rises from the Ashes: The Fires of 1886 and 1888 and the City's Redevelopment	20
	Effects of the Silver Panic on Salida's Development	23
	Growth Beyond the Most Extravagant Expectations: Salida in the Early Twentieth Century	26
	Tourism and Recreation Replace Railroading in the Heart of the Rockies	29
IV.	RESEARCH DESIGN	32
V.	METHODOLOGY.....	33
	Scope of Work	33
	Project Participants	33
	Public Meetings	34
	Intensive Survey	34
	Photography	34
	Mapping	34
	Historical Research	35
	Construction Dates.....	35
	Preparation and Distribution of Forms and Report.....	36
	Acknowledgements.....	37

VI.	RESULTS	38
	Types of Resources Surveyed	38
	Historic Function	38
	Period of Construction	38
	Architectural Style	38
	Historic District Potential	39
	Potential Individual National Register Resources	40
	Potential Individual State Register Resources	40
	Potential Individual Salida Landmarks	40
	Recommendations.....	48
VII.	BIBLIOGRAPHY	49
	APPENDICES	52
	Appendix 1: Surveyed Resources in Street Address Order	53
	Appendix 2: Surveyed Resources in State Identification Number Order	55

COVER: Undated (circa 1900) historic photograph of 330 E Street. SOURCE: Provided by the current owner Jacqueline Gann, Salida, Colorado.

I. INTRODUCTION

Salida is the county seat of Chaffee County and its largest city, with a population of 5,504 in 2000.¹ The city is the service, supply, and tourism and recreation center for the Upper Arkansas Valley. The Denver and Rio Grande Railroad bypassed the existing settlement of Cleora to establish Salida in 1880. Salida became a major division point for the D&RG, which erected extensive railroad facilities north of the commercial district on the bank of the Arkansas River. The railroad workers fueled the city's growth, requiring housing (single family dwellings, boardinghouses, and hotels) and patronizing a multitude of local businesses and community institutions. In Salida, the D&RG erected a railroad hotel in 1883 and a hospital in 1885. The health care facility treated most of the medical cases of railroad workers throughout the D&RG system. Salida developed quickly, and became the hub of a prosperous mining and agricultural region within a decade of its founding. The city experienced devastating fires in its business district in 1886 and 1888, but rebounded to build a substantial commercial area consisting principally of two-story brick buildings. During the twentieth century, the quarrying of local stone by enterprises such as the Salida Granite Company replaced some of the declining precious metal mining ventures. Railroad activity began to decline in the 1950s and, in 1971, Salida ceased to be a division point for the D&RG. Tourism, recreation, and arts-related enterprises grew in importance during the second half of the twentieth century. It is within this historic context that Salida's architectural heritage emerged.

Purpose

The goal of the 2005-06 survey of historic buildings in Salida was to conduct a selective intensive survey of thirty properties in the central area of Salida. The properties within the 10.2-acre survey area were selected by Salida's Historic Preservation Commission and were mostly residential in nature. All of the properties included in the survey were located in areas that a 2001-02 reconnaissance survey had identified as having the highest priorities for future intensive survey work. The surveyed resources were recorded on Colorado Historical Society Architectural Inventory forms (Form 1403) and were evaluated in terms of potential eligibility to the National Register and State Register and as local landmarks. The contributing status of resources within previously identified areas with district potential was also addressed, although due to the scattered locations of the surveyed buildings no definite district boundaries were established.

¹ U.S. Bureau of the Census, Census of Population and Housing, 2000.

Project Results

The survey resulted in the documentation of thirty properties on Colorado Historical Society Architectural Inventory forms (Form 1403), each with an architectural description, historical background, evaluation of significance, black and white photographs, and sketch and locational maps. Six individual resources included in the intensive survey were evaluated as potentially individually eligible to the National Register, seven properties were assessed as potentially eligible to the State Register, and thirteen were evaluated as potential Salida landmarks.

In 2001 the City of Salida created a Historic Preservation Commission charged with the goal of preserving, protecting, and enhancing Salida's unique architectural heritage. In 2005 a local historic district ordinance was adopted and the city became a Certified Local Government. The data resulting from this survey will assist the Commission with preservation planning within the city. Assessments of National Register of Historic Places, State Register of Historic Properties, and local landmark eligibility, the evaluation of historic district eligibility, and the documentation of buildings on survey forms will provide direction for future preservation efforts. The information resulting from this survey will constitute one basis on which sites are nominated for designation as landmarks and citizens of Salida are made aware of the city's architectural and historical heritage.

Funding

This project was funded by a Certified Local Government grant to the City of Salida (grant number CO-05-018). The City of Salida provided a city employee to supervise and coordinate the project. The survey was conducted following the guidelines of the Colorado Historical Society Office of Archaeology and Historic Preservation publication *Colorado Cultural Resource Survey Manual* (volumes I and II). Architectural classifications of buildings are based on the Society's publication *A Guide to Colorado's Historic Architecture and Engineering* (Second Edition, March 2003) and the lexicon for architectural styles included in the survey manual.

The activity that is the subject of this material has been financed in part with Federal funds from the National Historic Preservation Act, administered by the National Park Service, U.S. Department of the Interior and for the Colorado Historical Society. However, the contents and opinions do not necessarily reflect the views or policies of the U.S. Department of the Interior or the Society, nor does the mention of trade names or commercial products constitute an endorsement or recommendation by the Department of the Interior or the Society.

This program receives Federal funds from the National Park Service; Regulations of the U.S. Department of the Interior strictly prohibit unlawful discrimination in departmental Federally assisted programs on the basis of race, color, national origin, age or handicap. Any person who believes he or she has been discriminated against in any program, activity, or facility operated by a recipient of Federal assistance should write to: Director, Equal Opportunity Program, U.S. Department of the Interior, National Park Service, 1849 C Street, NW, Washington DC 20240.

II. PROJECT AREA

The 2005-06 Salida Historic Buildings Survey was an selective intensive survey that examined approximately 10.2 acres of urban land in the central part of the city and recorded a total of thirty resources (See the Appendices). Most of the properties included in the survey were residential in nature. The survey did not embrace a geographically contiguous area. Figure 1 shows the locations of surveyed resources on a USGS extract, while Figure 2 identifies surveyed resources on a map showing building footprints. Eighteen of the properties were located on Block 50 of Haskell's Addition, which is bounded by F Street, E Street, E. 3rd Street, and E. 4th Street. Six additional resources in the 400 block of F Street were situated nearby on Block 60 of Haskell's Addition. The remaining six properties were more widely scattered, with each being the only surveyed resource on its block. The surveyed properties were located in Sections 4 and 5, Township 49 North, Range 9 East and Section 32, Township 50 North, Range 9 East, New Mexico Principal Meridian, Chaffee County, Colorado.

Physical Setting

The street grid in this section of Salida is rotated approximately 38 degrees east of true north to align with the channel of the Arkansas River. Within the intensive survey area, northeast-southwest streets include E through G streets; northwest-southeast streets include 1st, 2nd, 3rd, and 4th streets. Full blocks in the survey area are roughly square (about 343 feet on each side). The route of State Highway 291 follows 1st Street through the survey area; it and F Street provide access to the older area of Salida from U.S. 50 to the south. One resource, 108 Park Place, was located outside the grid on the mesa to the north, adjacent to Thonoff Park and the Chaffee County Courthouse.

Previous Studies

No systematic survey of residential properties had been previously undertaken in Salida prior to this project. A 2001-02 survey of the Downtown Salida Historic District and selected adjacent properties was conducted by Front Range Research Associates, Inc. The firm also completed a reconnaissance level survey of the entire city which prioritized areas for future intensive survey work.

Previously Recorded and Designated Resources

According to a 2 August 2005 file search by the Colorado Historical Society, Office of Archaeology and Historic Preservation (OAHP), none of the thirty resources included in the survey had been previously recorded. None of the properties is listed in the National Register, State Register, or are local landmarks.

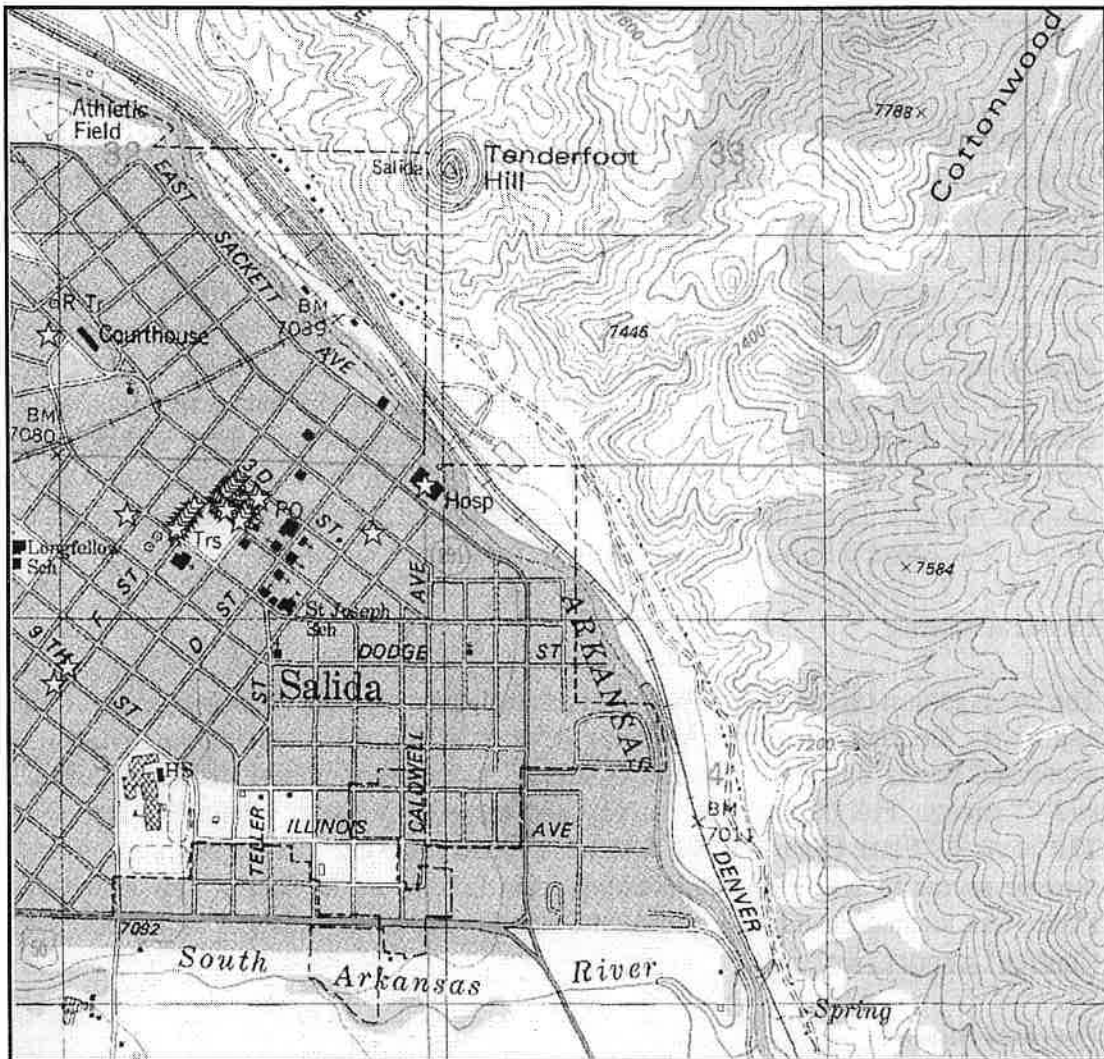


Figure 1. The locations of buildings included within the intensive survey are indicated by white stars. In areas with a number of surveyed buildings, the stars overlap. No survey boundary is shown since this was a selective intensive survey of scattered resources. SOURCE: Extract of U.S. Geological Survey, "Salida East, Colo.," 7.5 minute topographic map (Reston, Virginia: U.S. Geological Survey, 1983).

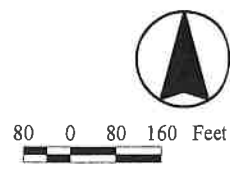
Figure 2
Surveyed Buildings
Salida Historic Buildings Survey, 2005-06

KEY

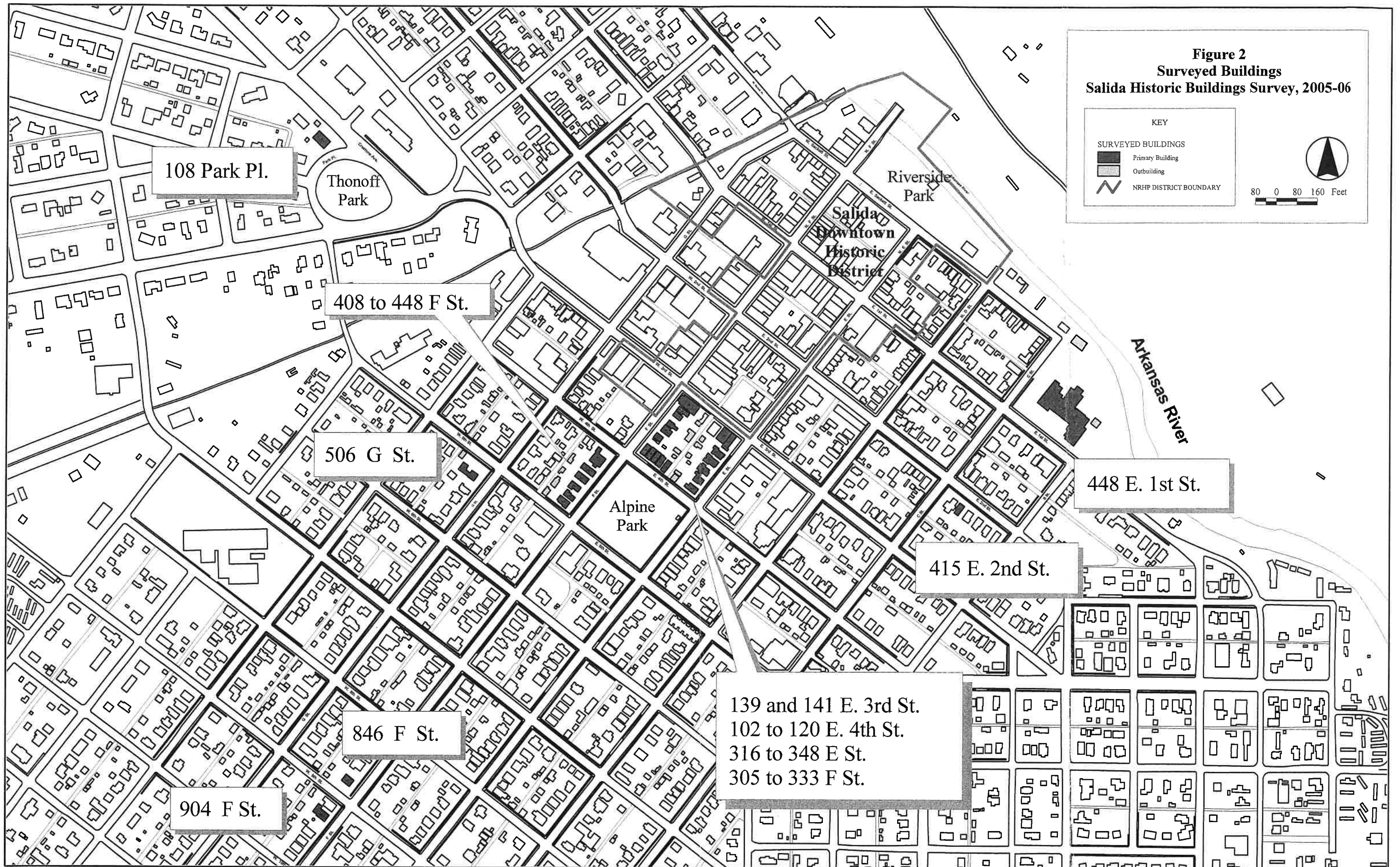
SURVEYED BUILDINGS

- Primary Building
- Outbuilding

NRHP DISTRICT BOUNDARY



80 0 80 160 Feet



III. HISTORIC OVERVIEW

The town, like numerous Colorado communities of the period, was a creation of the railroad company and its associates. Unlike many other Colorado towns, however, Salida remained essentially a creature of the Denver & Rio Grande. While other industries, the usual mix of mining, quarrying, smelting, agriculture and retail trade—along with the usual ‘related’ trades of salooning, gambling and prostitution—were practiced at various times and magnitudes in Salida, it was the railroad that defined the community.

--Russ Collman, *Trails Among the Columbine*²

Introduction³

Chaffee County lies in north-central Colorado and extends along a high valley, flanked by the Sawatch Range and the Continental Divide on the west and the Mosquito Range on the east. The Arkansas River passes southeastward between the two mountain ranges and is the focus of most development in the region. Numerous tributaries of the Arkansas River flow through the county, providing water for agricultural, residential, and commercial uses. The mountain ranges act as natural barriers which create mild year-round temperatures and low humidity. The varied topography includes some of the state's most spectacular scenery, and within the boundaries of the county are more mountain peaks over 14,000 feet than in any other county in the state. Originally a part of Lake County, Chaffee County was created in 1879 and includes 1,189 square miles. The county was named after U.S. Senator Jerome Chaffee. Granite was the original county seat, a designation that was gained by Buena Vista in 1880 and won by Salida in 1928.

The Upper Arkansas Valley was a popular summer hunting and camping spot with indigenous peoples, particularly the Utes, due to its plentiful game, numerous hot springs, and mild climate. Pushing north from New Mexico, Spanish explorer Gov. Don Juan Bautista de Anza led a party assisted by Utes and Apaches which crossed the San Luis Valley and passed over Poncha Pass in an effort to quell Comanche disturbances. The expedition traveled just north of the future site of Salida in the summer of 1779.⁴ Fur trappers and traders followed waterways and trails through the area during the first half of the nineteenth century. The area also experienced much activity during the period of American exploration, serving as a natural pathway to several mountain passes. Among those examining the region was Lt. Zebulon Pike, assigned to explore the Louisiana Purchase and locate its southwestern boundary. Pike camped near the future site of Salida on 26 December 1806 after descending Trout Creek Pass. John Charles Fremont

² Russ Collman, *Trails Among the Columbine* (Denver: Sundance Publications, Ltd., 1992), 9.

³ This section includes extracts from an historic overview of Salida's development produced for the 2001-02 survey project. Information on buildings surveyed in 2005-06 has been added to the narrative. Buildings included in the current survey are identified by state identification numbers within parentheses.

⁴ Glenn R. Scott, "Historical Trail Maps of the Pueblo 1 X 2 Quadrangle, Colorado," USGS, 1975.

followed a similar path through the area in 1845 on a mission to investigate the boundary between Mexico and the United States at the headwaters of the Red and Arkansas rivers. In the same year, Capt. John W. Gunnison also traveled in the vicinity, traversing the San Luis Valley to explore Poncha Pass and then crossed Cochetopa Pass on his mission to scout potential road and railroad routes. Gunnison observed Native American trails near future Salida that led into South Park and other parts of the state.⁵

The Mining Frontier

The gold rush, which attracted thousands to the Pike's Peak area in 1859, resulted in some prospectors penetrating the Upper Arkansas Valley. Early efforts utilizing placer technology in the search for gold were undertaken in the northern portion of the county at Kelley's Bar and Georgia Bar near Granite in 1860. H.A.W. Tabor and S.B. Kellogg led a party working claims at the mouth of Cache Creek, a small stream that intersects the Arkansas near present-day Granite. The first post office within the boundary of future Chaffee County was located at Cache (or Cash) Creek in 1862.⁶ Mining related enterprises quickly became an important part of the region's economy.⁷

When the era of placer mining passed, several prospectors settled in the valley, and a number abandoned California Gulch (near the future site of Leadville) for the milder climate of Cache Creek. In the late 1870s, silver discoveries revived the mining economy of the state, and prospectors began to search for that metal. Leadville, the site of rich placer gold discoveries in the early 1860s, was the location of the state's richest silver mines in the 1870s. The discovery of silver at Leadville changed the character of Colorado, making it the greatest mining state in the country. With the location of substantial quantities of silver ore and the development of efficient processing technology, Colorado became "the Silver State." During the late nineteenth and early twentieth centuries, the Leadville area continued to produce a variety of metals, including gold, silver, lead, copper, and zinc. The Cloud City's mining success also stimulated

⁵ Kim Swift, *Heart of the Rockies: A History of the Salida Area*, Third ed. (Woodland Park, Co.: Poppin' Wheelies, 1996), 9-10; LeRoy R. Hafen, *Colorado and Its People*, vol. 1 (New York: Lewis Historical Publishing Co., 1948) 53-54; Cynthia Pasquale, *100 Years in the Heart of the Rockies* (Salida: Arkansas Valley Publishing Co., 1980), 5-6; Thomas J. Noel, Paul F. Mahoney, and Richard E. Stevens, *Historical Atlas of Colorado* (Norman: University of Oklahoma Press, 1994), 8-9; William H. Goetzmann, *Army Exploration in the American West, 1803-1863* (Austin: Texas State Historical Association, 1991), 118-119 and 285-86; William H. Goetzmann, *Exploration & Empire: The Explorer and Scientist in the Winning of the American West* (New York: W.W. Norton & Co., 1966), 50-51; 283; William H. Goetzmann, *New Lands, New Men* (New York: Viking Penguin Inc., 1986), 172-174; Carl Abbott, Stephen J. Leonard, David McComb, *Colorado: A History of the Centennial State* (Boulder: Colorado Associated University Press, 1982), 29-30.

⁶ Bauer, Ozment, and Willard list Cash Creek as the first post office in Chaffee County, while Kim Swift states that the first post office was Helena, established by John McPherson south of the present site of Buena Vista in 1867. See William H. Bauer, James L. Ozment, and John H. Willard, *Colorado Post Offices, 1859-1989* (Golden, Co.: Colorado Railroad Museum, 1990), and Swift, *Heart of the Rockies*, 25.

⁷ E. R. Emerson, *History of Chaffee County* in O.L. Baskin & Co., *History of the Arkansas Valley, Colorado* (Chicago: O.L. Baskin & Co., 1881), 478-79; Bauer, Ozment, and Willard, *Colorado Post Offices*, 31; June Shaputis and Suzanne Kelly, *A History of Chaffee County* (Marceline, Mo.: Wadsworth Publishing Co., 1982), 154.

the development of mineral resources, processing operations, and transportation systems in other parts of the state.⁸

In the mountains near Chaffee County's western boundary lay the Monarch Mining District. The Madonna silver mine, discovered in 1878, was the district's largest producer, yielding approximately \$6 million worth of ore during its peak period of operation between 1883 and 1920. Monarch (originally known as Chaffee City) boomed in the 1880s, and included a newspaper, about twenty businesses, and roughly two hundred miners. A number of other small settlements associated with mining sprang up throughout Chaffee County. Garfield and Maysville were established along the upper South Arkansas River. Garfield included a stamp mill for processing ore and attracted a population of several hundred during the early 1880s. Maysville, founded in 1879 and the starting point for the Monarch Pass Toll Road to the Tomichi Mining District in Gunnison County, boasted two smelters, two newspapers, and a reported population of 1,000 in 1881. When mining declined in Maysville, most of its buildings were moved to Salida. The silver camps of Alpine, St. Elmo, Romley, and Hancock were located along upper Chalk Creek west of Nathrop. Vicksburg, Rockdale, and Winfield lined the upper Clear Creek area southwest of Granite. Other important mining areas included Turret (gold and copper) and Calumet (iron), northeast of Salida. Between 1859 and 1925, Chaffee County produced approximately \$22 million in gold, silver, copper, lead, and zinc.⁹

Early High Country Farming and Ranching

Agricultural enterprises in Chaffee County developed shortly after placer mining appeared in the area. Settlement during the 1860s and 1870s was principally confined to lands adjacent to streams. Historian LeRoy Hafen concluded that "many ranch claims had been taken up in the middle sixties. The actual founding of towns awaited the coming of the railroads." Some of the earliest farms and ranches were located in the northern portion of the county, in the vicinity of present-day Buena Vista. Farms initially developed to meet the demand of the mining camps, producing crops of hay, potatoes, peas, and turnips. Known as Chaffee County's first farmer, Frank Mayol began cultivating land bordering the Arkansas River eight miles north of present-day Buena Vista in 1863 and prospered selling potatoes to miners at California Gulch. There were a number of early farms and ranches along the South Arkansas River west of Salida. John Tanasee settled east of Poncha Springs in 1863 and was active in securing early water rights and in ditch building. He reportedly brought the first herd of cattle into the county in the late 1860s.¹⁰

⁸ Carl Ubbelohde, Maxine Benson, and Duane Smith, *A Colorado History*, 6th ed., (Boulder: Pruett Publishing Co., 1988), 159; Rodman Paul, *The Far West and the Great Plains in Transition: 1859-1900* (New York: Harper & Row, 1988), 104.

⁹ Swift, *Heart of the Rockies*, 78-79; *Salida Mail*, 5 June 1900, 1.

¹⁰ Hafen, *Colorado*, vol.:1, 372; Emerson, "History of Chaffee County," 507; George F. Everett and Wendell F. Hutchinson,, *Under the Angel of Shavano* (Denver: Golden Bell Press, 1963), 96; Swift, *Heart of the Rockies*, 21.

In the 1870s, the southern portion of the county was seen as particularly suited to cattle ranching. Joseph S. Hutchinson, a native of England and a Civil War veteran who served in the Territorial Assembly and the State House of Representatives, purchased a cattle ranch near Poncha Springs in 1874. William Bale, who had arrived in California Gulch in 1863 and served as sheriff of Lake County, bought a ranch southeast of Salida and operated a stage stop for six years at the future site of Cleora. By the early 1880s, settlement had increased in the county and the range was more restricted, resulting in a retraction of cattle raising. Writing in 1881, E.R. Emerson described the valley of the South Arkansas as "exceedingly fertile and easy of cultivation, and the number of well-tilled ranches, the neat and comfortable cottages, in contrast to the log cabins of the early days, attest to the profits the hardy ranchmen have derived from the cultivation of the soil."¹¹

Railroads in the High Country and the Founding of Salida

Chaffee County had been a transportation corridor for early travelers long before its creation in 1879.¹² The decision to locate the route of a major railroad through the county had profound and lasting impacts on its development. The Denver and Rio Grande (D&RG), a narrow gauge line incorporated by General William Jackson Palmer in 1870, originally planned a main line from Denver to El Paso and thence southward to Mexico City. Mineral discoveries in the Colorado mountains led the railroad to project lines westward into the high country. The railroad engaged in a fierce competition with such rival lines as the Atchison, Topeka, and Santa Fe (AT&SF) and the Denver, South Park, and Pacific (DSP&P) to reach the rich mining camps. The Rio Grande had laid track from Denver to Pueblo by 1872 and then headed south and west over La Veta Pass. A branch line was placed to Cañon City in 1874, and when Leadville emerged as the state's leading silver region, the Rio Grande began surveying a line westward through the Royal Gorge. The Rio Grande and the Santa Fe battled on the ground and in the courts over which railroad had the right to build in the Grand Canyon of the Arkansas and the Upper Arkansas Valley to Leadville. The dispute was settled in 1880, when the Rio Grande obtained possession of the Royal Gorge route and compensated the Santa Fe for portions of the line it had constructed.¹³

By April 1880, the Rio Grande line had emerged from the west end of the Royal Gorge, and, proceeding along the east bank of the Arkansas River, reached the junction of the South Arkansas River. The Rio Grande ignored the existing AT&SF town of Cleora, a mile south of the confluence, which the Santa Fe Railroad had laid out in 1878. The strategically located Cleora was laid out on what had been the ranch established by stage station operator William

¹¹ Emerson, "History of Chaffee County," 497 and 504, 515, 518; Swift, *Heart of the Rockies*, 17, 18; Richard Carroll, "The Founding of Salida, Colorado," *Colorado Magazine* 11(July 1934):123; Ruby Williamson, *Down With Your Dust: A Chronicle of the Upper Arkansas Valley, 1860-1893* (Gunnison: B&B Printers, 1973),16.

¹² The many pathways through the area included the Cañon City stage road, which ran just south of the future site of Salida.

¹³ Robert Athearn, *The Denver and Rio Grande Western Railroad: Rebel of the Rockies*, Reprint ed., Lincoln, Ne.: University of Nebraska Press, 1962), 15, 45, 87-88.

Bale in 1874 and was named after his daughter. The site is believed to have been the spot where Pike camped in December 1806. There, the Bales family operated a way station known as "South Arkansas" along the Barlow and Sanderson Stage Road from Cañon City to Leadville. Cleora briefly boomed as a supply center for mining camps in the Upper Arkansas and in the Tomichi District of Gunnison County. The settlement elected its first town board in 1879 and had an estimated population of six hundred people by the spring of 1880.¹⁴ (See Table 2 for town population trends.)

Table 2
SALIDA POPULATION TRENDS, 1880-2000

YEAR	POPULATION	POPULATION CHANGE	
		Absolute	Percent
1880	300	--	--
1890	2,586	2,286	762.0%
1900	3,722	1,136	43.9%
1910	4,425	703	18.9%
1920	4,689	264	6.0%
1930	5,065	376	8.0%
1940	4,969	-96	-1.9%
1950	4,553	-416	-8.4%
1960	4,560	7	0.2%
1970	4,355	-205	-4.5%
1980	4,870	515	11.8%
1990	4,737	-133	-2.7%
2000	5,504	767	16.2%

SOURCE: U.S. Census Bureau, 1880-2000. In 1880, the town appeared as South Arkansas in Census returns.

Looking back on the D&RG's actions, the *Salida Mail* later observed that the railroad, seeing a way of "spoiling a just scheme and profitable venture of their late enemy (the AT&SF)" established a station and a townsite for a line over Marshall Pass to Grand Junction and a branch line to Leadville about two miles above Cleora. One observer noted that it "was the custom of the D&RG to establish towns on sites owned by it so as to prosper from the sale of lots." The new town was named "Arkansas" or "South Arkansas" by its founders, a D&RG subsidiary land company that platted the 160-acre townsite at the confluence of the South Arkansas and Arkansas rivers. Former Territorial Governor Alexander Cameron Hunt, who worked as a civil engineer for the railroad, acquired land from local ranchers and supervised the layout of the new town. The original town plat was filed on 12 August 1880. The plat showed Front through Fifth Streets, and D through L, an area reserved for the railroad, and a park between Fourth and Fifth from E to F streets (Alpine Park). Blocks were 325 feet square, with

¹⁴ *Rocky Mountain News*, 18 May 1881, 2; Swift, *Heart of the Rockies*, 25; Eleanor Fry, *Salida: The Early Years* (Salida: Arkansas Valley Publishing, 2001), 48-49.

lots measuring 25' X 150'. The site of the town was described as "most desirable," and the surface of the ground was indicated as level.¹⁵

The location of the town insured its success. Nearby were plentiful deposits of iron ore, copper, and fire clay, as well as several mining districts. The Barlow and Sanderson stage line operated between Cañon City and Salida before the railroad arrived, and between Salida and Leadville and Salida and Gunnison until the iron horses reached those communities. The town's potential role as the supply and service hub for the surrounding region and for those who would pass through on the railroad quickly attracted a variety of businessmen and merchants who purchased lots and erected buildings. The railroad arrived on 1 May 1880, and a temporary depot was created in a boxcar that opened on 20 May. Within a few weeks, the town experienced substantial growth, much of it coming from people abandoning Cleora.¹⁶

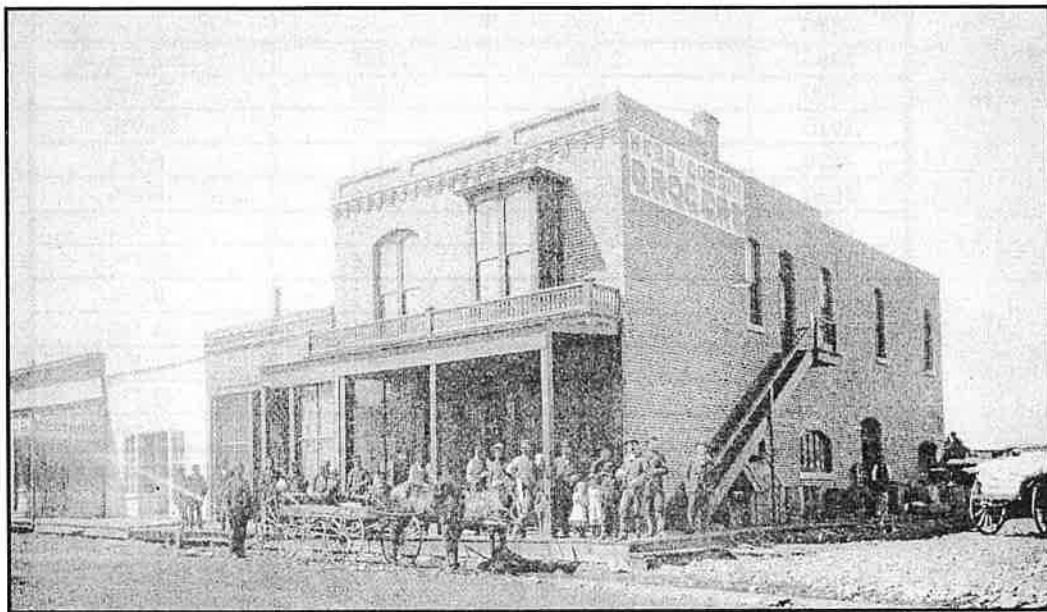


Figure 3. The two-story Webb and Corbin Wholesale Grocery building (on the right at 122 N. F Street) and the one-story building adjacent to it (118 N. F Street) are shown in this 1884 photograph. The two structures survived the 1886 fire. SOURCE: Collman, *Trails Among the Columbine*, 22, Haley Bratton Collection, courtesy of Dick Dixon

Cleora quickly became deserted as its residents bowed to fate and moved merchandise and buildings to the newer settlement. Frame buildings were mounted on wheels and relocated. More than \$30,000 worth of lots was sold in the new town in the first few weeks after the

¹⁵ Collman, *Trails Among the Columbine*, 11; *Salida Mail*, 5 June 1900, 1; Chaffee County Clerk's Office, Clerk's Vault, Drawings 181 and 182.

¹⁶ *Salida Mail*, 5 June 1900, 1; Shaputis and Kelly, *A History of Chaffee County*, 155. Carroll, "The Founding of Salida," 125; Williamson, *Down With Your Dust*, 6; Collman, *Trails Among the Columbine*, 11; Salida National Register of Historic Places Nomination form, August 1981, in the Files of the Colorado Historical Society Office of Archaeology and Historic Preservation.

railroad arrived. A photograph taken shortly after the railroad arrived in Salida in 1880 shows that development of the town was proceeding rapidly, with several two-story buildings already completed. Most of the buildings were frame false front edifices typical of frontier communities. By June, some forty-five businesses had been erected, and the post office known as "Arkansas" had been established. The town boomed, with every incoming train loaded with settlers and supplies. Within a few weeks, Cleora had almost vanished. As one observer noted, the citizens of Cleora "did the sensible thing. They accepted the inevitable and began to move their town to the new site." Growth was so rapid that businesses had to wait a year for construction to be completed. Eleanor Fry observes, "Many residents stayed in tents until early winter because of severe shortages of lumber and carpenters." The newspaper observed, "Every few hours we go out to look around, and we find a new building has been begun and another one completed that had perhaps been started only a day or two previously."¹⁷

Like any end of the tracks community in the nineteenth century, Salida's first days were rugged and rowdy. An early summary of the town's history reported that "at first the tin-horns and toughs were almost in control of the town, but as time went by the decent element asserted its power." In the early summer of 1880 the name of the town was changed to Salida. An account written in 1900 noted that "South Arkansas" was an "awkward and unmusical" name, while Salida was "beautiful, euphonious and expressive." Salida, Spanish for "exit" or "gateway," in recognition of the town's location at the upper end of the Arkansas Canyon, was in accordance with the Rio Grande's practice of giving its towns Spanish names.¹⁸ The June 1880 U.S. Census showed Salida with three hundred residents, and the community voted to incorporate in October of that year, holding the first municipal elections in the same month. The first town board included J.E. McIntyre, chairman, and O.V. Wilson, R. Wyman, W.F. Gilbraith, and R. Devereux. R.B. Hallack was elected clerk and recorder, L.W. Craig assumed the position of treasurer, and Asa James was the first town attorney.¹⁹

Early Development of Salida: A Grand Young City

As Salida developed during the next fifty years, F Street became the heart of the commercial district, with First Street and Front Street (Sackett) also attracting businesses. The corner of F Street and First Street became the most prominent commercial address in the city, drawing

¹⁷ *Salida Mail*, 5 June 1900, 1; Collman, *Trails Among the Columbine*, 11; Bauer, Ozment, and Willard report that first post office in Salida was known as "Arkansas" from 16 June 1880 through 28 March 1881, when the name was changed to Salida. They report that the South Arkansas post office, later known as Poncho and Poncha Springs, operated from 1868 to 1877. Eleanor Fry speculates that Salida was first called "South Arkansas," taking its name from that given to Bale's Station or from the post office designation for Poncha Springs.

¹⁸ Eleanor Fry writes that the name South Arkansas caused confusion for mail delivery and the post office "demanded" that it change. Fry, *Salida: The Early Years*, 50.

¹⁹ *Salida Mail*, 5 June 1900, 1; Carroll, "The Founding of Salida," 126-27; Gordon Chappell, *Scenic Line of the World* (Golden, Co.: Colorado Railroad Museum, 1977), 12; Shaputis and Kelly, *A History of Chaffee County*, 155; Swift, *Heart of the Rockies*, 57.

some of its most successful businesses. F Street south of First Street was home to drugstores, banks, clothing and shoe stores, mercantiles, department stores, dry goods stores, office buildings, groceries and meat markets, paint and wallpaper firms, and hardware stores. North or Lower F Street's location nearer the railroad facilities made it a popular spot for hotels, rooming houses, restaurants, saloons, barbers, and tobacconists, as well as a variety of other occupations found on the south end of the street. First Street attracted a diverse selection of businesses, including furniture and undertaking establishments, restaurants, a newspaper office, several boarding houses, a grocery, a harness shop, millinery and shoe stores, a barber shop, saloons, offices, an opera house and a theater, a second hand store, a general mercantile, a laundry operation, and a hotel. Front Street (Sackett) would attract several hotels and boarding houses, a saloon, storage buildings for businesses, and a large red light district.



Figure 4. The intersection of N. F Street and Sackett Avenue with the Arkansas River in the foreground is featured in this circa 1895 photograph. Developing residential neighborhoods spread beyond the commercial district. SOURCE: Collman, *Trails Among the Columbine*, 104, Erdlen photo, Richard A. Ronzio Collection.

Salida was destined to become a major railroad hub and population center as a result of business decisions by the Rio Grande Railroad. Tracklaying pressed northward from Salida and reached Leadville in August 1880. In September, construction of a line over Marshall Pass westward to Gunnison began. The Rio Grande arrived in Gunnison in August 1881 and ultimately extended the route to Grand Junction in 1882 and Salt Lake City in 1883. A third

route was built southward over Poncha Pass to Alamosa. In 1883, a branch line to Maysville and the Monarch Mining District was opened. Located on the main line of the Rio Grande between Pueblo and Leadville at a junction point for branch lines, Salida was designated a division point where train crews were changed and repair and support services were provided for the railroad's Western Division. Although Salida did not become part of a direct line to Denver, it would become a major division point for six of the D&RG's branches. With employment opportunities available in railroads, the prosperity of mining, and the growth of agriculture, the town became the largest population center in Chaffee County.²⁰

Salida's strategic position and the decision to make it a major division point resulted in the Rio Grande's construction of several structures on the north bank of the Arkansas River, including a depot, roundhouse, hotel, and extensive yards and shop facilities. A stone depot was completed in October 1880, and a six-stall roundhouse was under construction. In 1881 a fourteen-stall brick roundhouse was completed. By the fall of 1882 a twenty-five-car roundhouse had been completed, and work on the Rio Grande shops began. The construction of the shops marked a milestone in the history of Salida, insuring "its permanency as one of the most important railroad points in the state."²¹

The development of the city mirrored that of the railroad facilities. By 1881 Salida's prospects were so bright that it began to promote itself as a potential site for the state capital. Among the factors in favor of granting the honor to Salida were its location at the center of the state and its status as a principal railroad center. In October, Joseph L. Hawkins, Newell Hoadman, James West, W.W. Roller, N.R. Twitchell, L.W. Craig, and George W. Haskell platted Haskell's Addition. Further development of the town came the following year, when Salida built a municipal water system. A bond issue passed by residents in 1882 provided for the erection of a two-room stone school at the corner of Third and D streets.²²

A sign of the growing maturity of the town was the organization of a hose company. Jim Grey has traced the history of Salida's fire department in Shaputis and Kelley's *A History of Chaffee County*. During the first year of Salida's history it was suggested that a volunteer company be formed to provide protection in case of fire. Action was delayed until the fall of 1881, when more than two dozen men attended organizational meetings. W.F. Galbraith was elected the first captain of Salida Fire Company No. 1, while J.B. Browne became the treasurer. Members of the company petitioned the town, seeking help in acquiring firefighting equipment, and, in January 1883, the hose company met in the town's new hose house on First Street.²³

²⁰ Athearn, *Denver and Rio Grande*, 100; Chappell, *Scenic Line*, 17, 57, 74; Collman, *Trails Among the Columbine*, 23; Swift, *Heart of the Rockies*, 79; Tivis Wilkins, *Colorado Railroads* (Boulder: Pruett Publishing Co., 1974), 49.

²¹ Chappell, 14 and 16; and *Denver Republican*, 1 May 1883, 2.

²² *Salida Mail*, 5 June 1900, 1; Chaffee County Clerk's Office, Clerk's Vault, Plat of Haskell's Addition, Drawings SAL 28 and SAL 29.

²³ *Salida Mail*, 5 June 1900, 1; Shaputis and Kelley, *A History of Chaffee County*, 82.



Figure 5. The first Denver & Rio Grande Railroad Hospital in Salida was erected in 1885, as one element in an expansion of railroad facilities in the town. SOURCE: Colorado Historical Society, Original Photographs Collection, Image number CHS.X4751.

An important milestone in the history of Salida came in 1883, when the D&RG connected with the Denver & Rio Grande Western Railway (D&RGW), and Salida became a division point on the major east-west railroad. This role in the railroad system insured substantial employment that encouraged further growth. The railroad employed a force of 150 men building new machine shops, stockyards were erected, and Salida became a feeding and transfer point on the railroad. A subsidiary of the Rio Grande completed the \$38,000 Monte Cristo Hotel and Eating House in 1883. The Monte Cristo featured both lodging and dining facilities, as the trains then did not include dining cars. Passengers on all trains on the main line and the Leadville division stopped at the hotel for meals. The three-story frame building included a soaring octagonal tower so that visitors could observe the beautiful scenery as well as the rail yards. When completed, the hotel was described as “a very substantial and elegant structure. . .the finest one on the line of the road between Denver and Salt Lake.” The hotel featured all modern conveniences, including hot and cold water in all rooms and steam heat. In its 1884 New Year’s edition, the *Rocky Mountain News* remarked that Salida “is a grand young city. . . .”²⁴

Salida had hoped to attract a Presbyterian college, but settled for an academy for primary and secondary students. The Presbyterian synod selected the city in 1883, and classes began the following year. Until a separate building was erected, classes were held in the Presbyterian Church on F Street. Construction of a two-story academic building began in 1886 in the southeast part of Salida. A separate building housed boarding students. The school operated

²⁴ *Rocky Mountain News*, 1 January 1884, 10; Collman, *Trails Among the Columbine*, 23, 24, and 29; *Salida Mail*, 5 June 1900, 2; *Denver Republican*, 1 May 1883, 2.

until 1904, when it was sold to the Salida School District, which operated the building as an elementary school until 1923.²⁵

In 1884, “a new era of building set in, and there was great demand for brick,” especially for brick dwellings. A brickyard on the property of John Clark was established, where bricks were mixed, molded, and laid out to dry in the sun. Brick was in demand for construction of buildings in Sackett’s Addition, platted by George Sackett on 13 September 1884.²⁶

By 1884, the railroad depot was doubled in size and the roundhouse had grown to twenty-seven stalls. Two large, stone shops had been built adjacent to the roundhouse. The Rio Grande Hospital opened in November 1885, described as “one of the finest buildings of similar size in the West and...the especial pride of the town.” Railroad workers throughout the line paid fifty cents each month to a fund to cover the operation of the hospital. The substantial two-and-a-half-story brick building resembled a fine residence and featured a wrap-around verandah surmounted by a balcony. The landscape of the grounds included a wrought iron fence, bushes, a fountain, and flowerbeds.²⁷

Dwellings Built in the 1880s

Among the dwellings erected in the new Haskell’s Addition created in 1881 was 330 E Street (5CF2031), a one-story brick Italianate style cottage distinguished on the façade by a bay window and a bracketed porch. The house, erected between 1882 and 1885, became the long-time residence of the Stevens-Twitchell family. Charles and Julia Stevens moved to Salida in 1884, having previously resided in Pennsylvania, Kansas, and Pueblo. They may have been the original owners of the house and lived there until their deaths. Charles Stevens (1839-1894) operated a grocery and meat store in Salida for several years. Daughter Rose, who was born in Bradford, Pennsylvania in 1872, married Allen Twitchell in 1891 in Salida. The couple then lived in the house with Rose’s parents and her brother, Frank R. Stevens. The Twitchells had no children, and Rose’s obituary noted that “their home at 330 E street has been the only home of the Stevens and Twitchell families since their residence in Salida.” At the time of her death in December 1934, Rose was described as “one of the most highly respected citizens of Salida.” Allen Clark Twitchell was born in Boston and became a forty-five year employee of the Denver & Rio Grande. He moved to Salida after visiting an uncle, N.R. Twitchell, who was one of the platters of Haskell’s Addition and a prominent local resident. Allen Twitchell worked as a conductor on the Third Division and held the position of Chief Conductor in the Order of Railway Conductors. After his wife’s death he shared the house with his brother-in-law, Frank,

²⁵ Shaputis and Kelley, *A History of Chaffee County*, 70; Swift, *Heart of the Rockies*, 35.

²⁶ *Salida Mail*, 5 June 1900, 2; Chaffee County Clerk’s Office, Clerk’s Vault, Sackett’s Addition Plat, Drawing 175 and 175B.

²⁷ Collman, *Trails Among the Columbine*, 24-25; *Salida Mail*, 5 June 1900, 2; Chappell, 14, 16 and 78; Carroll, 131; Swift, *Heart of the Rockies*, 35.

also a D&RG conductor. Allen Twitchell passed away at the Railroad Hospital in 1938, and Frank Stevens lived in the house until his death in 1965.²⁸

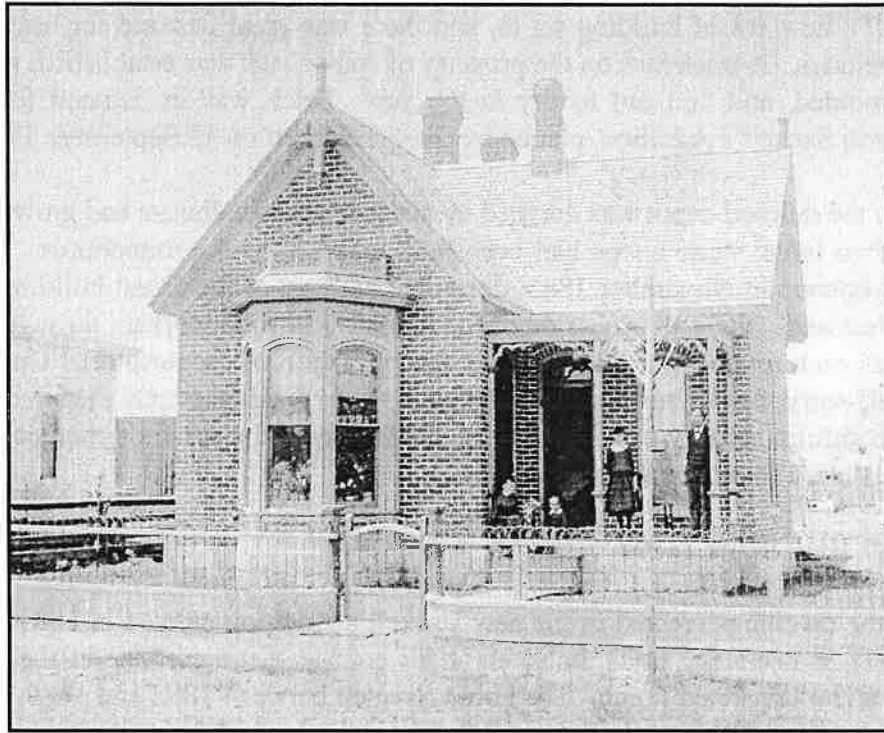


Figure 6. This dwelling at 330 E Street was built between 1882 and 1885 and was occupied by the Stevens and Twitchell families. On the porch appear to be members of the Stevens family, early owners of the house. SOURCE: Provided by the current owner, Jacqueline R. Gann, Salida, Colorado.

Charles M. and Ella Gessert Cobleigh were early residents of another Haskell's Addition house on the same block built in the 1880s, 340 E Street (5CF2034). Charles Cobleigh, born in New York about 1835, was considered a pioneer of Salida, having moved to the city in 1882. Here he became affiliated with Egbert Wheeler in a hardware business. Mr. Cobleigh's daughter, Lena, was the wife of Egbert Wheeler and they lived next door at 348 E Street (5CF2035), a house also built in the 1880s. The Wheeler dwelling was distinguished by its full-width, elaborately ornamented front porch, segmental arched openings, and bay window on the south wall. Lena Cobleigh Wheeler was born in Tarlerville, New York, in 1860, and grew up in Illinois and Harlan, Iowa, where she married in 1880. She and her husband arrived in Salida in 1881 and started a hardware business on F Street. The Wheelers had two children: Albert (b. 1886) and Estella "Stella" (b. 1888). The hardware store was destroyed in the fire of January 1888 (discussed below), and the couple sustained a loss of \$8,000, of which half was covered by insurance. Undeterred by the destruction, the Wheelers erected a new building at 139-41 F

²⁸ *Salida Mail*, 11 December 1934, 1 and 17 January 1938, 1; *Mountain Mail*, 17 February 1965, 1; Jacqueline Gann, Salida, Interview by Tom and Laurie Simmons, July 2005 and Historic Photograph of 330 E Street; Salida City Directories; U.S. Census, 1900-1930.

Street by September of the same year. Tragedy struck the family when Egbert Wheeler died at an early age following an asthma attack. Lena Wheeler then operated the hardware store on her own until being bought out by the firm of Paine & Paine. When Lena Wheeler died in 1924, she was called “One of the pioneers of this community. One who helped lay foundations for future generations to build upon.”²⁹

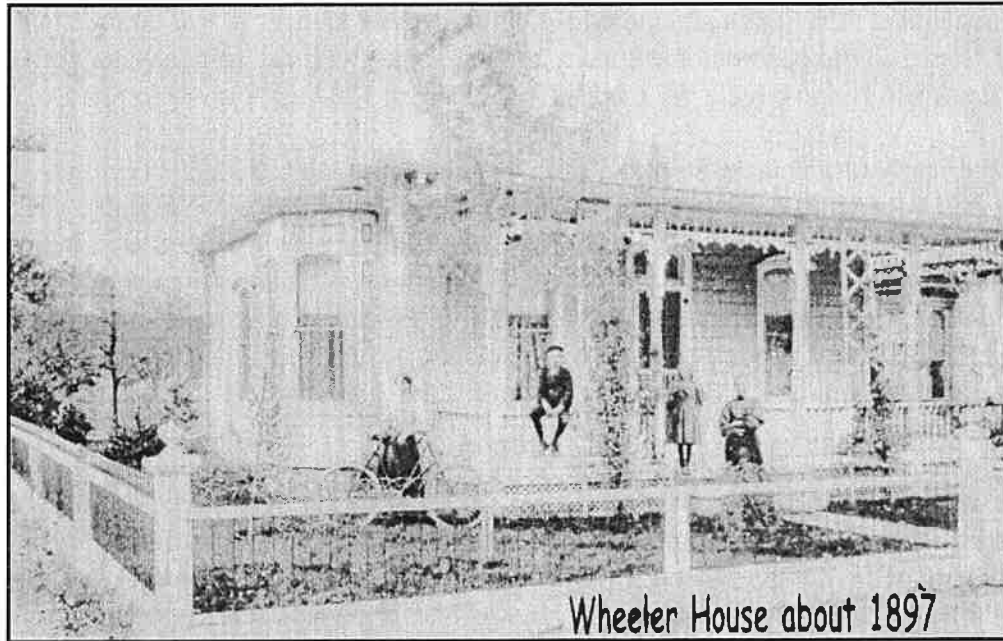


Figure 7. The Wheeler House, 348 E Street, was built between 1882 and 1885. This circa 1897 photograph shows the elaborate porch and arched windows of the dwelling. The Wheelers operated a hardware store in downtown Salida. SOURCE: Provided by the current owner David Wancura, Salida, Colorado.

Another house on the same block, erected during the later 1880s by Chaffee County pioneers Marion and Mary Myers, was 316 E Street (5CF2030). The one-story brick dwelling still retains its gable ornaments, paired segmental arch windows on the façade, and two entrances facing the porch. Marion Myers worked as a fireman for the Denver & Rio Grande railroad for forty-five years. He was born in Tynestra, Pennsylvania, in 1857 and came to Colorado in 1878, first settling at Poncha Springs. In 1881 he married Mary G. Albright, who had come to the state in 1879. At one time, Marion Myers was a partner in a book and stationery store on F Street with W.J. Allan.³⁰

Next door to the Myers family was a house of the same era at 322 E Street (5CF2033). By the 1910s, the house was occupied by Frederick and Amelia Seelinger and their daughter Wihelmine and her husband, Albert Klarenbach. Fred Seelinger was born in Indiana in 1858

²⁹ Salida City Directories; U.S. Census, 1900-1930; *Salida Mail*, 3 and 20 January 1888, 11 April 1924; Eleanor Fry, *Salida: The Early Years* (Salida: Arkansas Valley Publishing Co., 2001), 74 and 77.

³⁰ Salida City Directories; U.S. Census, 1900-1930; *Salida Mail*, 14 June 1918, 19 and 29 September 1931, 1.

and came to Colorado in 1879 with dreams of finding a fortune in mining. He worked for the Granite Smelting Company in Leadville for two weeks before moving to Cleora and becoming a Barlow & Sanderson stage driver. Seelinger was assigned the routes from Cleora to Cañon City and Cleora to Leadville. He later recalled that he was an excellent driver and was often selected for emergency runs. Passing through the future vicinity of Salida during this period, he noted that there was nothing in the area except a small slaughter house and a recently completed railroad grade. Mr. Seelinger entered the employ of the Denver & Rio Grande in Cañon City in 1881, rising to the position of engineer and remaining with the company for forty-seven years. Frederick and Amelia Seelinger married in Greeley in 1887 and moved to Salida about 1894.³¹

Another early residence built in Haskell's Addition was a larger, two-story brick dwelling with a hipped roof and segmental arched windows at 327 F Street (5CF2040). The house was erected between 1882 and 1885. By the early 1900s it was operated as a boardinghouse by Emma Comstock, the widow of S.H. Comstock, who was a partner in a confectionary company known as Comstock & Kendall, located at 120 E. First Street. Among the three boarders listed in the 1903-04 city directory were a boiler washer, a clerk, and a machinist. Within a couple of years, widow Annie L. Young was operating the boardinghouse, whose residents included railroad workers.³²

The mansard roof house at 420 F Street (5CF2043) was also erected during the 1880s in Haskell's addition. The 1900 U.S. Census indicated that Thomas and Mary Ryan were the occupants of the house. Thomas Ryan was involved in real estate and was president of the Salida Building & Loan Association. He was born in Ireland and became an American citizen in 1872, while Mary Ryan was born in Wisconsin. The Ryans had two sons, Thomas J. and Stephen. Thomas J. Ryan became an employee of the Denver & Rio Grande railroad.³³ Another mansard roof house of the 1880s was located at 415 E. Second Street (5CF2057) and represented the Second Empire style.

Another popular late nineteenth century form of architecture, the Italianate style was reflected in a house built during this period at 506 G Street (5CF2055). The two-story brick dwelling represented the style in its low-pitched hipped roof, widely overhanging bracketed eaves, three-ranked façade, and tall arched windows. James M. Collins, who owned a saloon at 104 F Street (the Corbin Building/Central Block) lived here in 1900 with his family. Collins had a wholesale and retail wine, liquor, and cigar store. By 1910, Collins had sold his business and home to John B. Demphy. In addition to owning a saloon, Demphy also was a poultry breeder.³⁴

³¹ Salida City Directories; U.S. Census, 1900-1930; *Salida Mail*, 19 June 1936, 1; Colorado Historical Society, Stephen Hart Library, CWA Interviews, 1933-34, Pam 346.

³² Salida City Directories, U.S. Census, 1900-1930; *Salida Mail*, 14 August 1924, 1.

³³ Salida City Directories; U.S. Census, 1900-1930.

³⁴ Salida City Directories and U.S. Census, 1900-1930.

Salida Rises From the Ashes: The Fires of 1886 and 1888 and the City's Redevelopment

Although Salida had sustained a variety of small fires since its founding, including one as early as June 1880, nothing prepared the community for its first big fire on 25 March 1886. The conflagration began in the (even then) old Windsor Hotel located in the center of the commercial district. The frame building burst into flames that spread despite the best efforts of the fire company. A strong wind carried the blaze across First Street. Finally, the fire stopped after reaching the 1883 brick building of Webb and Corbin (122 N. F St.) and the small brick building adjacent at 118 N. F Street. The destruction caused by the fire was estimated at \$150,000, and thirty-one firms were burned out in a two-and-a-half-block area from G to F streets on each side of First. Insurance covered only about half of the losses. Insurance companies warned that if fire ordinances were not enacted and enforced, they would not insure buildings in the town. By the day after the fire, the *Salida Mail* observed that businessmen were already fixing up temporary sites of operation and offering their remaining goods for sale. In fact, some saw the fire as beneficial, since it would encourage businessmen to rebuild in brick and the town to create appropriate ordinances.³⁵

In August 1886 the *Salida Weekly Mail* observed, "...we admire the push and pluck of Salida. She is coming up out of her ashes. She is building up the place made waste by the destructive fire of last spring, building fine substantial business blocks, of brick, where before there stood wooden rows to invite the fury and greed of devouring flames." By the time of the September 1886 Sanborn map, many of those whose businesses had been destroyed had already completed new buildings.³⁶

An important building, completed at 102-24 F Street, apparently incorporated sections of buildings that survived the 1886 fire. Known as the Corbin Building or the Central Block, the building was erected by E.W. Corbin, William E. Robertson, and W.W. Roller. On 17 December 1886, the *Salida Semi-Weekly Mail* reported, "Work is still being pushed on the new Central block and already the brick work is finished." The *Leadville Herald Democrat* described the building as an important feature of Downtown Salida: "While the effects of a large fire are injurious to a town, in Salida it has proved beneficial, for instead of cheap frame houses, substantial bricks have been constructed in the burned district...[The Central Block] is two stories in height, all brick with marble trimmings, window sills, cable and keystones over the windows, door steps and water tables, with galvanized iron cornices. The lower story is divided into six store rooms, iron and plate glass fronts." The men who constructed the building were among the most prominent of Salida's pioneer businessmen. The stores that occupied the building were among the most successful commercial operations of the early days. Among them was Ben Disman & Co. Clothing, which offered clothes, men's furnishings, and shoes, and advertised itself as "Ben Disman on the corner, the home of good clothing." Ben Disman prospered in the building, using part of his fortune to erect a fine two-story brick house at 448 F Street (5CF2047) at the turn of the century. Disman was born

³⁵ Fry, *Salida*, 53; Shaputis and Kelly, *A History of Chaffee County*, 85-86; *Salida Mail*, 5 June 1900, 2

³⁶ *Salida News Holiday Edition*, 1889.

in New York and arrived in Salida in 1884, opening his store in the same year. In addition to his retail business, Disman was an investor in a large auditorium and skating rink at the corner of Third and F streets and was an investor in the Edison Electric Light Company in Salida. In 1908 Disman sold his clothing store to Graf & Murdock, and he became manager of the Salida Light, Power & Utility Company. Next door to Disman's store in the Central Block James M. Collins had a saloon selling wines, liquors, and cigars. Collins had built the large two-story dwelling at 506 G Street (5CF2055) discussed above. Other tenants included Smith & Randol Brothers, which operated a dry goods business, as did Craig, Sandusky & Company. Harbottle & Company, whose space also contained the post office and offered stationery items. The upstairs was operated as a hotel in 1886.³⁷

The Hively-Mandeville Block, erected in 1886 at 112-14 E. First Street, was built on the previous site of a fire department hose house. The two-story brick building reflected Italianate style influences in its bracketed cornice, second story segmental arched windows with pedimented hood molds. Edwin W. Hively (1854-1920), an influential businessman and civic leader of Salida, was the original owner of the building. Hively had moved to Colorado in 1879, settling first at Monarch, where he mined and operated a grocery business. He worked in a hardware store in Cañon City before moving to Salida in 1882 to become a partner in the hardware business of Hively, Young & Company. Hively invested in the built environment of Salida, erecting this building and another known as the Hively Block. He also operated a limestone business and had a real estate and insurance business. Hively's contributions to the civic life of Salida included his support for the construction of an opera house, investment in the St. Clair Hotel, and service as town treasurer. By 1888 this building housed one of the city's oldest furniture and undertaking firms, Haight & Churcher. The partners had moved from Cleora to Salida, where they initially engaged in contracting. In 1900 the *Salida Semi-Weekly Mail* reported that the firm of Haight & Churcher was "one of the strongest in this part of the state. They carry a stock of furniture and carpets valued at over \$20,000 and also own considerable improved real estate." Eleanor Fry notes that Haight & Churcher were the only casket makers in Salida, and "if people didn't like what was in stock, the store would order fancy furniture and coffins for people who were willing to wait." In the 1910s, Frank B. Churcher lived at 846 F Street (5CF2048), a substantial and finely ornamented brick house.³⁸

One of the most notable events of 1887 was the construction of an electric light plant at 220 W. Sackett Avenue. This was one of the first Edison Electric Light systems in the country, erected just five years after Thomas Alva Edison had established such a plant in New York City. R.M. Ridgeway, S.M. Jackson, and A.J. Truesdell organized the local company. Salida's coal-fired

³⁷ *Salida Semi-Weekly Mail*, 17 December 1886; *Leadville Herald Democrat*, 1 January 1887; *Salida News Holiday Edition*, 1889, 9 and 13; Fry, *Salida: The Early Years*; *Salida Walking Tours*; *Salida Record*, 1 January 1904. The building has been dramatically altered through the removal of its upper story and remodeling of the first story.

³⁸ *Salida News Holiday Edition*, 1889, 7 and 9; Fry, *Salida: The Early Years*, 59; Collman, *Trails Among the Columbine*, 96-97.

steam electrical generating plant had an attached boiler room and a seventy-five-foot smokestack. On 7 December 1887, F Street was lighted for the first time. The company also provided arc lighting for railroad facilities of the D&RG. Eleanor Fry reports that the original frame building at the plant was reclad in brick in 1900, and Sanborn maps indicate several later additions. Public Service Company of Colorado acquired the facility in 1924. After years of intermittent operation, the building was taken out of service in 1963.³⁹

Subsequent to the 1886 blaze, Salida realized that it needed to purchase appropriate equipment for fighting fires and enact stricter ordinances to insure safe conditions. However, even new equipment could not control the fire that began on the second day of January 1888 and caused the worst destruction in the city's history. The fire began in a three-story hotel being erected by Peter Mulvany at the corner of F and Second streets, today the site of the Knights of Pythias building. A pile of shavings ignited by a workman's spark quickly turned into deadly flames. According to later reports, "the heat was so great that buildings seemed fairly to melt in the path of the fire." Four half-blocks were destroyed, including the four important corners of F and Second streets, and total losses were estimated at \$175,000. Nearly sixty businesses suffered damage. The *Salida Mail* later commented on the impact of the two great fires: "These catastrophes...were blessings in disguise, for the town was immediately rebuilt in a much more metropolitan and substantial manner."⁴⁰

As they had done two years earlier, Salida's business owners immediately began rebuilding in the burned area. Twenty-four buildings in Salida's downtown were erected between 1888 and 1890. The buildings completed after the fire continued to display the Italianate style that had been popular in the city before the disaster. As soon as he could get the materials, Frank W. Gill erected a two-story brick building on one of the burned lots at 135 F Street. The building featured a bracketed cornice, segmental arched windows with hood molds on the second story, and fluted columns and large display windows on the first story. Gill operated a business known as the "Enterprise Bakery" in the building. In 1889 the newspaper mentioned, "F.W. Gill, the baker, has built up an excellent business by furnishing the people of this community with the very best in his particular line. He also carries a very complete stock of confectionery, cigars, tobacco, and fancy groceries." Frederick J. Gill (321 F St., 5CF2039) joined his brother in the business. Born in Germany in 1857, Frederick came to the United States out of a desire to live "in a more democratic country." He was residing in Chaffee County by 1885 and spent most of the remainder of his life here.⁴¹

³⁹*Salida Weekly Mail*, 17 June 1887, 30 September 1887; 7 October 1887, 2 October 1888 *Salida News Holiday Edition*, 1889, 7 and 9; "The Salida Division," *Lines*, November 1964, 21-22; "Salida Hydro No. 2: 60th Anniversary, 1908-1968," Public Service Company of Colorado, 1968; *Salida Mail*, 2 July 1948; Fry, *Salida: The Early Years*, 61-63 and 68; Salida Walking Tours; Sanborn Insurance Maps.

⁴⁰ Shaputis and Kelly, *A History of Chaffee County*, 87-88; *Salida Mail*, 5 June 1900, 2

⁴¹ *Salida News, Holiday Edition*, 1889; *Colorado Illustrated Business Directory*, 1887-88; Fry, *Salida: The Early Years*, 81.

By the end of the 1880s, Salida was described as a Phoenix rising from its own ashes, “renewed, rehabilitated, restrengthened.” Growth during the decade had been nothing less than astonishing, with the population increasing 762 percent from 1880, to 2,586 persons in 1890. The city was viewed as one of the spots in Colorado attractive to tourists and the infirm: “Salida is conspicuously healthful, where the clutches of disease relinquishes its fatal grasp and where life and all its ennobling conditions are revitalized and regenerated.” The built environment of Salida at the end of the decade was described as “substantial and well adapted for mercantile progress...” Granite and sandstone for construction were located nearby, as were beds of fire clay for brick. In the vicinity of Salida were outcrops of iron, lead ores, granite, marble, the copper mine of Sedalia, and promising oil fields. Salida had six churches: Baptist, Catholic, Christian, Presbyterian, Methodist, and Episcopalian. Construction of a street railway was being contemplated.⁴²

By late 1890, the Rio Grande had added a third rail to its Denver to Salt Lake City main line, permitting the operation of standard gauge equipment. Salida became an important transfer point for freight and passengers between the narrow and standard gauge lines that met there. A major fire occurred in Salida's railroad facilities in December 1892, destroying fourteen stalls in the roundhouse, seventeen locomotives, and the machine shops. Railroad employees and citizens managed to save twenty locomotives, but damages were estimated at \$400,000. The Rio Grande's continuing reliance on Salida was demonstrated in its rebuilding and enlarging of the damaged structures.⁴³

Effects of the Silver Panic on Salida's Development

In October 1893 Congress repealed the Sherman Silver Purchase Act, resulting in plummeting silver prices and a nationwide depression, known as the Silver Panic or the Panic of 1893. Colorado, whose prosperity was heavily dependent on the production of silver, was profoundly impacted. Although some railroads declared bankruptcy, the D&RG was able to weather the economic downturn, transporting other freight, including coal, lumber, and agricultural products. Salida, although its growth slowed and one of its banks failed, was also buffered from the most severe effects of the Panic due to the diversified nature of mining in the area, which included lead, zinc, iron, copper, and gold production. As Russ Collman notes, “railroad employment continued; after all, Salida was still a major terminal and division point.”⁴⁴

Evidence that Salida did not suffer as much as some other parts of the state was the construction of a major new bank building and fraternal hall at 201 F Street in 1895. On the site where the disastrous fire of January 1888 began, a two-story brick and stone building rose from the ruins. The building's design represented a departure from the Italianate style

⁴² Fry, *Salida: The Early Years*, 74 and 77; *Salida Mail*, 3 January 1888 and 20 January 1888; Sanborn Insurance Maps; Salida Walking Tours; U.S. Census Bureau.

⁴³ Chappell, 11; *Salida Mail*, 10 August 1908, 1; Swift, *Heart of the Rockies*, 57.

⁴⁴ Collman, *Trails Among the Columbine*, 93-94.

that had previously dominated commercial construction in the city. The building did not include tall, narrow, segmental arched windows with hood molds that were an essential part of the city's nineteenth century architecture, but featured flat arch windows with transoms and stone courses. The building exhibited three divisions: a red sandstone base, a buff brick second story, and a crowning cornice ornamented with swags and moldings. A low pediment elaborated the main entrance on the beveled corner, which also featured a clock at the top of the wall. Tall stone columns supporting a pediment flanked the side entrance to the Knights of Pythias hall. Immense plate glass display windows faced F and Second streets.

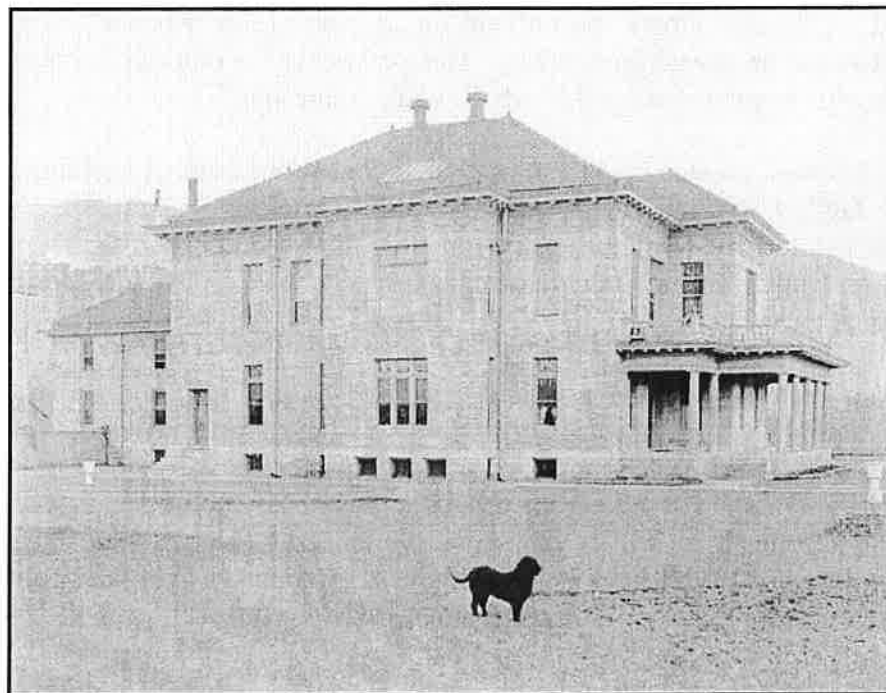


Figure 8. A new Rio Grande Railroad Hospital was constructed in 1900, using the foundation of the building that burned. SOURCE: Denver Public Library, Western History and Genealogy Department, Meigs photograph, image number X-13357, undated.

When completed, the building housed the First National Bank in the main storefront and the Knights of Pythias lodge rooms on the second story. The bank was the successor of the Continental Divide Bank founded by L.W. and D.H. Craig in 1885.⁴⁵ By 1900, the bank was called “without question Chaffee county’s leading financial institution.” Salida had a large number of fraternal organizations during the late nineteenth century. Members of the Knights of Pythias in Salida were primarily railroad employees. The international fraternity, founded in Washington, D.C., in 1864, was the first American order chartered by Congress.

⁴⁵ Horatio Preston, who headed the bank during the 1920s and 1930s lived at 904 F Street (5CF2049).

Principles of the Knights included friendship, charity, and benevolence, and the group's goals included moral uplifting and the purification of society.⁴⁶

By 1898 the economy in most parts of the state had begun to recover. In that year, the newspaper reported one thousand new residents moved to Salida, resulting in a housing shortage. A telephone system was inaugurated in 1898. Among the major improvements of the year was the rebuilding and enlarging of the railroad depot to be "the finest and most commodious on the entire great system" outside the larger cities of Denver, Colorado Springs, and Pueblo. The yards and other buildings of the railroad were also greatly improved.⁴⁷ Disaster struck the railroad on 14 April 1899, when a fire in the attic of the D&RG Hospital destroyed the building. Demonstrating the railroad's continued commitment to the city, the hospital was quickly rebuilt on the same site.⁴⁸

The new hospital, erected on the stone foundation of the original building, opened in 1900. The new facility was built with imported yellow brick and featured a large stained glass window executed by Maitland Armstrong on the second floor facing East First Street, intended as a memorial to Helen Hoffman Coppell. The *Denver Republican* described the new hospital in 1900:

The building will be two and one-half stories high, and will be entirely fireproof. All the beams and supports will be of iron and steel. Metal will be used instead of inflammable material everywhere possible. The main features of the exterior, however, are the broad verandas, one on the first and one on the second floor, which almost entirely encircle the building. The structure will be brick with light stone trimmings, surmounted by a heavy sloping roof of Venetian red tiles. The dimensions are 64 by 150 feet.

The first floor was to include a dining room, dispensary, kitchen, living rooms for internees, and reception rooms. The second floor included two large wards, each holding about twenty-five patients; an operating room; sleeping rooms for the nurses; and a living room.⁴⁹

Residential construction in Salida also began to pick up towards the end of the century. One of the houses built during the economic recovery was 434 F Street (5CF2046), erected in 1898. Albert Gillette Rogers, a locomotive engineer with the Denver & Rio Grande railroad built the two-story frame dwelling with his wife, Almina. Mr. Rogers had been an engineer on the Burlington Railroad and worked on the Third Division while in Salida. The Rogers family came to Salida during the early 1890s. The family included a son, Albert, Jr., and

⁴⁶ *Salida News Holiday Edition*, 1889, 13; *Salida Semi-Weekly Mail*, 5 June 1900, 4; *Salida Record*, 19 September 1902 and 1 January 1904, 4-5; *Salida Mail*, 10 August 1906; *Salida City Directories*; Sanborn Insurance Maps.

⁴⁷ *Salida Mail*, 3 January 1899, 1.

⁴⁸ Collman, *Trails Among the Columbine*, 97, 100.

⁴⁹ *Salida Mail* quoting *Denver Republican*, 22 May 1900, 1.

their household often included boarders. Albert Rogers retired from the railroad due to advanced age (seventy years) in 1917.⁵⁰

Growth Beyond the Most Extravagant Expectations: Salida in the Early Twentieth Century

A banner year for Salida came in 1900 with the recovery of the railroads, mining, and agriculture. Despite the economic problems of the previous decade, Salida's population had grown by 43.9 percent over its 1890 total, with 3,722 people recorded by the census in 1900. Population growth continued during the 1900s, reaching 4,425 in 1910. In 1900, the city grew "beyond the most extravagant expectations entertained at the beginning of the year." Nearly \$350,000 in improvements included work on the roundhouse and other facilities of the D&RG, construction of a new D&RG hospital, erection of business blocks, and completion of two churches.⁵¹

By 1901 not a single business room in the city was vacant. Housing was in scarce supply, and it was asserted that the residences being built were larger and more expensive than those erected previously.⁵² Representing this trend toward larger dwellings were houses built toward the south end of F Street, including the striking brick and shingle house with steeply-pitched gabled roof and conical tower at 904 F Street (5CF2049), erected about 1900, and the elaborately detailed two-story orange and brown brick residence with decoratively shingled gables at 846 F Street (5CF2048). Many commercial buildings constructed during this period included furnished rooms on their upper stories. The large number of railroad employees living in Salida provided an ample supply of lodgers for these rooms and other types of dwelling units, such as terraces and apartments.

In 1902, Salida acquired a hospital to serve patients who were not employees of the railroad. Dr. Frank N. Cochems established the Red Cross Hospital in a building at 123 G Street, which had been erected in the early 1890s and previously used as a brothel. Dr. Cochems reportedly founded the facility because "the people of Southern and Western Colorado and Northern New Mexico were sorely in need of a hospital in which the confidence of all would repose unreserved." The institution was described as "one of the most up-to-date hospitals in the West, and the good work it has done throughout its career can hardly be overestimated."

Frank N. Cochems was born in Sturgeon Bay, Wisconsin, in 1869, and graduated from the Chicago Medical College. He came to Salida to serve as chief surgeon of the railroad hospital, having been attracted to Colorado by his love of the outdoors. Several doctors served on the Red Cross Hospital staff in addition to Dr. Cochems, and the institution also had a training school for nurses. The facility had a capacity of twenty-five patients and advertised "all modern surgical and medical methods of treatment." A new Red Cross

⁵⁰ Salida City Directories; *Salida Mail*, 3 January 1899, 1 and 9 August 1921, 1; U.S. Census, 1910-1930.

⁵¹ *Denver Times*, 30 December 1900, 5.

⁵² *Denver Times*, 19 August 1901, 4.

Hospital was erected at 140 W. Third Street in 1909, and the older building became part of the Sherman Hotel.⁵³

The Ohio and Colorado Smelting Company, a new independent smelting facility, was established just northwest of Salida in 1902. The Salida smelter was an outgrowth of a mining venture, the New Monarch Mining Company, formed in 1897. During its first years, the Monarch Mining Company hauled its production to local smelters or to valley processing facilities. However, the company's owners disliked sharing their profits with reduction companies. In 1901, the Ohio and Colorado Smelting Company, composed principally of the owners of the New Monarch Mining Company, had been organized. As small smelter facilities historically had been expensive to operate and low in yield, the Ohio and Colorado decided to erect a major smelter with twenty-five ore bins with a capacity to hold 50,000 tons and four blast furnaces which could process 600 tons of silver-lead ore daily. In addition, the facility included two units to process 500 tons of copper-bearing rock each day. When erected, it was reported that the Ohio and Colorado smelter would be one of the largest and most complete in the state, second in size only to the Arkansas Valley Smelter in Leadville. Since the facility had a capacity of processing four times the amount produced by the New Monarch properties, the operators planned to serve other mines throughout central Colorado. The smelter operated twenty-four hours a day and had a significant impact on the Salida economy, employing as many as 250 workers who reduced as much as 800 tons of ore per day at its height. The most dramatic addition to the plant's architecture was the construction of a 365-foot-tall brick smokestack at the eastern end of the plant. Operation of the facility was affected by declines in the value of ores and labor unrest, and the plant closed in 1920.⁵⁴

Another new enterprise, the Salida Granite Company, was established about 1903 and its Federal Quarry was the biggest granite producer in the area. Stone was finished at a plant erected in Salida and shipped across the country via the D&RG railroad. The company worked on a steadier basis than other quarries in the area according to local historian Dick Dixon. Granite production grew as gold mining dwindled. The company remained profitable during the Depression and continued to operate until it was ordered closed during World War II due to wartime shortages. Local Historian Eleanor Fry reports that colors of granite in the vicinity included Salida blue, green, gray, and rose pink. Many gravestones and memorials were made from the Chaffee County stone and shipped across the country. The most notable product of the Salida Granite Company was the Mormon Battalion Monument on the capitol grounds in Salt Lake City. Wade Green (904 F St., 5CF2049) and Frank Gloyd (846 F St., 5CF2048) were among the officials of the Salida Granite Company.⁵⁵

⁵³ *Salida Mail*, 10 August 1906, 31 December 1909, and *Salida Mail Booster Edition*, 21 October 1927; Collman, *Trails Among the Columbine*, 192-93; *Salida Record*, 1 January 1904; Pasquale, *One Hundred Years*, 63.

⁵⁴ Etienne A. Ritter, "The New Smelter at Salida, Colorado," *Engineering and Mining Journal* 74(2 December 1902): 813; *Denver Times*, 1902; James E. Fell, Jr., *Ores to Metals: The Rocky Mountain Smelting Industry* (Lincoln, Ne.: University of Nebraska Press, 1979), 268.

⁵⁵ Fry, *Salida: The Early Years* (Salida: Arkansas Valley Publishing Co., 2001), 59; Colorado Press Association,



Figure 9. Built about 1901, this house at 846 F Street (5CF2048) was occupied over the years by the Alexander, Churcher, and Gloyd families, who were prominent in Salida business life. SOURCE: Denver Public Library, Western History and Genealogy Department, Meigs photograph, image number X-13408, undated.

In January 1904 the *Salida Mail* announced that growth the previous year had been “little less than phenomenal.” Fueling the expansion was Salida’s position as the hub of five important mining districts. Real estate development in 1903 had increased fifteen percent above its growth in the previous year, including the construction of thirty cottages, twelve residences, three apartment houses, and ten new businesses.⁵⁶

Residential construction continued to be the pride of the city. An example of the fine houses built during the first decade of the new century was the Craftsman style dwelling erected by lumber dealer Raymond Hanks at 108 Park Place (5CF2056). The dwelling featured a broad side gabled roof with widely overhanging eaves, exposed rafters, and triangular braces; a front shed roof dormer; walls clad with coursed square shingles; and an ornamental rock-faced concrete block foundation. Across the front and wrapping to the east was a porch with massive concrete block piers and a wood slat balustrade. Raymond

Hanks, who was born in New York in 1879, came to Salida with his parents when he was eight years old. Hanks spent his whole working life in the lumber business, as an employee of the Salida Lumber Co., president of the Jackson Lumber Co., and part-owner of the Hanks-Snell Lumber Yard. He lived in the house on Park Place until his death in 1935.⁵⁷

In 1909 the *Salida Mail*, calling Salida the “Gem of the Rockies,” boasted, “Never were the prospects for Salida brighter than they are today...It is safe to say that within five years from today Salida will be just as much ahead of her present self as she is today ahead of Salida of 1878.” Reasons for prosperity included the discovery of new gold mines, a boom in the

comp., *Who's Who in Colorado* (Boulder: Extension Division Univ. of Colo., 1938), 119; Dick Dixon, “Hard Rock from Turret,” *Central Colorado Magazine*, December 1997.

⁵⁶ *Salida Mail*, 1 January 1904, 1; *Salida Record*, 1 January 1904.

⁵⁷ *Salida Mail*, 14 June 1935, 1; William McAninch, Interview by Tom and Laurie Simmons, 25 October 2005.

Turret Mining District, the Salida Granite Company's production, advances in real estate, and tourism increases stemming from improvements at the Poncha Hot Springs. Salida merchants were reporting a 35 percent increase over the previous year's business. The Salida Light, Power, and Utility Co. had made \$100,000 in improvements during the previous two years. Farming in the Salida vicinity increased in production. One of the civic highlights of the year was the erection of a Carnegie Library.⁵⁸

Tourism and Recreation Replace Railroading in the Heart of the Rockies

Salida's population increased slowly during the 1910s and 1920s, with 5,065 people recorded in the city in 1930. During the early twentieth century, tourism became an increasingly important factor in the economic health of both the D&RG and Salida, which turned into a major stopping point for tourists. Russ Collman observes that the city was the "narrow-gauge gateway to the D&RG's 'Around the Circle' tour." During this period, the popularity of the automobile as an instrument of tourism also expanded. The Colorado Highway Commission, established in 1906, gave the Rainbow Route between Cañon City and Salida high priority for construction. When the influence of railroads and mining later declined in importance, tourism and recreation emerged as major factors. In 1881, E.R. Emerson had taken note of the area's plentiful supply of trout and game, the tourist potential of the local hot springs, and the spectacular scenery "grand and beautiful beyond the power of description." Completion of automobile roads during the twentieth century facilitated tourist access between Salida and other parts of the state and nation, drawing visitors. In June 1920, the U.S. Forest Service constructed a camp for auto tourists at Monarch Park.⁵⁹

One of the city's more notable residences was completed on F Street about 1912-13. Dr. Frank N. Cochems, operator of the Red Cross Hospital, built a large two-story buff brick dwelling at 408 F Street (5CF2042). The house was designed in the Prairie style, with Italian Renaissance secondary details. The Prairie style influence was seen in the dwelling's low-pitched hipped roof with widely overhanging eaves, its dominating two-story mass with subordinate set back wing and porte cochere, an elaborated entrance, massive square porch supports and broad porch, and small pane window glazing of the upper story. The buff brick, red tile roof, foundation inscribed to resemble blocks of stone, smaller windows of the upper story, and corbelled porch pier brackets provided an Italian Renaissance influence. Dr. Cochems lived here with his wife, Jane, who was born in Canada and came to the United States as a child. She graduated from the University of Chicago and studied classical dance in New York, Chicago, and California before her marriage. In 1923 she opened a dance studio in Salida. In 1927 the *Salida Mail* featured the Cochems House as one of the "fine homes of the city."⁶⁰

⁵⁸ *Salida Mail*, 31 December 1909; Swift, *Heart of the Rockies*, 59.

⁵⁹ Collman, *Trails Among the Columbine*, 160; Pasquale, *One Hundred Years*, 73; Emerson, "History of Chaffee County," 484, 490, and 500

⁶⁰ *Salida Mail*, *Booster Edition*, 21 October 1927, 10 August 1906, 31 December 1909, 31 December 1953, 5 January 1954.

Just as Salida had benefited from railroad development in the nineteenth century, changes in Rio Grande operations affected the town during the 1920s and 1930s, slowing growth in the downtown area. The construction of the Moffat Tunnel in 1927 and the Dotsero Cutoff 150 miles north of Salida in 1934 created a direct mainline for the Rio Grande between Denver and Salt Lake City. During the 1920s, Salida advertised itself as a city of beautiful houses, well-kept lawns, and abundant shade trees, placing somewhat less emphasis on its role as a railroad center. Tourists were able to use their cars to climb Tenderfoot Hill after Homer Gatchell built a road up to the top using a shovel on rails in 1924.⁶¹

Federal funding for highway projects resulted in greatly improved roads, connecting Salida with larger cities and upgrading rural roads. As families increasingly toured the state in their own automobiles, trains suffered attendant declines in passenger traffic. Passenger service between Gunnison and Montrose ceased in 1936, but the D&RGW attempted to save the service on the narrow gauge line between Salida and Gunnison with a refurbished and upgraded "Shavano" train. Despite these efforts, travelers preferred their family cars, and the Shavano service ceased in 1940. The railroad also altered its facilities in Salida, demolishing a roundhouse and its original blacksmith shop. In 1941 the historic stone depot was demolished, as well as the once elegant Monte Cristo Hotel. In their place, a new streamlined Art Moderne style depot was built (demolished in the 1980s).⁶²

For the first time in its history, Salida recorded a negative population change from 1930 to 1940 (-1.9 percent). This trend reached its height during the 1940s; the 1950 census showed a decrease of 8.4 percent in the town's population. With the advent of World War II, many Salidans departed for military service around the country and abroad, which also resulted in local labor shortages. At the same time, the Salida railroad shops were operated at full capacity around the clock in order to maintain rolling stock. The city experienced wartime rationing, bond drives, and greater numbers of women entering the workforce. Construction in the downtown area virtually ceased as attention turned to the war effort.

After the war, a series of decisions by the railroad, as well as continuing changes in American lifestyles impacted Salida. The switch from steam engines to diesels beginning in the 1940s resulted in the need for fewer maintenance employees in the Salida engine shops. Trucks began hauling many of the products that had previously been carried by trains. Just as before the war, Americans preferred to travel by car. The railroad began abandoning sections of the lines important to Salida's vitality as a railroad center in 1949. In 1955 the Rio Grande scrapped the narrow gauge line from Poncha Junction to Gunnison over Marshall Pass, eliminating Salida's transfer function. Russ Collman states that during 1957 many of the railroad's facilities were demolished, and the city's role as a major railroad terminal ended. In 1967, the last passenger train passed through Salida, ending more than eighty years of passenger service. In 1971, the

⁶¹ *Salida Mail Booster Edition*, 21 October 1927; Sanborn Insurance Maps, Salida City Directories, Collman, *Trails Among the Columbine*, 218, 244-45 and 247; Salida Walking Tours; Glenn R. Scott, "Historic Trail Maps of the Pueblo 1 X 2 Quadrangle, Colorado," USGS, 1975.

⁶² Collman, *Trails Among the Columbine*, 256, 257, 262, 270.

railroad dropped Salida as a division point for crew changes. The branch line to the Monarch quarry above Maysville was suspended in 1982. In January 1985 the depot that had been erected in 1941 was demolished.⁶³

Despite the major reversals in railroading after World War II, the population of Salida remained relatively stable, with 4,553 persons recorded in 1950, and 4,560 citizens counted in 1960. Like many mountain towns in Colorado, Salida focused on its position as a service and supply center for the surrounding agricultural community and as the heart of a region abundant with opportunities for tourism and recreation. The Monarch Winter Sports Area for downhill skiing had been established in February 1940. Located near the junction of U.S. Highways 50 and 285, the city served as the principal provider of lodging, restaurants, and other services to the tourism and recreation industry.⁶⁴

The rapids of the Arkansas River attracted growing numbers of rafters and kayakers after World War II. In 1949, Salida created a summer boat race as a means of increasing tourism. In the beginning, the race started just above the F Street Bridge and ended in Cañon City, “a grueling 56-mile race involving lengthy portages in the Royal Gorge.” By the third year, the twenty-six-mile course utilized today had been established and the festival was known as FibArk for “First in Boating on the Arkansas River Klub.” During the 1950s the railroad ran special trains from Denver that arrived in Salida by lunchtime and then turned around to follow the kayakers down the Arkansas Canyon. After utilizing the Bon Ton/Manhattan Hotel as its headquarters for several years, the FibArk group erected its own building at 240 N. F Street in 1982.⁶⁵

In 1984 the Salida Downtown Historic District was listed in the National Register of Historic Places. The downtown historic district increasingly attracted artists and small business owners toward the end of the century, and Salida was selected as one of the “Best Small Art Towns” in the United States. Recreational opportunities in the area, including skiing, hiking, biking, horseback riding, rock climbing, fishing, hunting, hot springs, rafting, and kayaking also lured new residents. Between 1990 and 2000 the city experienced its greatest population growth since its period of rapid expansion at the beginning of the twentieth century. In 2005, the City of Salida adopted a local historic preservation ordinance and became a Certified Local Government. The city’s historic preservation program is supplemented and supported by Historic Salida, Inc., established in 2002 to “research, preserve, interpret, and promote historic resources in the City of Salida and surrounding community.”⁶⁶

⁶³ Collman, *Trails Among the Columbine*, 295, 300, 304, 308; Pasquale, *One Hundred Years*, 99.

⁶⁴ Bruce Caughey and Dean Winstanley, *The Colorado Guide: Landscape, Cityscapes, Escapes* (Golden: Fulcrum, Inc., 1989), 553-559.

⁶⁵ *The Mountain Mail*, 5 March 2002, 2; Collman, *Trails Among the Columbine*, 294; Salida Walking Tours; Chaffee County Assessor records.

⁶⁶ Historic Salida, Inc., “Historic Salida, Inc.,” brochure.

IV. RESEARCH DESIGN

The objective of a survey of historic resources is the documentation of identified properties and their evaluation for eligibility to the National Register of Historic Places. The purpose of a research design is to provide direction for fields of research and for the interpretation and evaluation of the resources identified.

Salida is situated within the Colorado Mountains culture area, as defined by the Colorado Historical Society Resources Planning Protection Process (RP3). Colorado RP3 provides a framework to identify and record historic resources of the state and direction to analyze the significance and preservation of resources. Historic resources for this region have been documented in an RP3 report by Steven F. Mehls, *Colorado Mountains Historic Context* (1984). That report identifies a series of sequential themes based on socioeconomic periods of development.

Important questions about the resources included their dates of construction, the principal materials used in their building, and the architectural styles exhibited. Identification of prominent persons associated with the dwellings was another topic for research. Examination of the ability of existing buildings to convey their historic character was a focus of the study. Since the resources surveyed were located in areas previously identified as having potential for including significant historic districts, preliminary evaluations of contributing status were provided. However, district boundaries were not determined as part of the project since the surveyed resources were scattered in several areas that had large numbers of unsurveyed resources.

Based on the results of the file search, preliminary historical research, and a reconnaissance of the area, it was expected that the resources would be principally residential in nature, with a few commercial and social buildings and one regional medical center among the surveyed resources.

V. METHODOLOGY

This section describes the scope of work for the project, project participants, preliminary research, project fieldwork, photography, mapping, sources for research, dating of buildings, and the preparation of forms and report.

Scope of Work

The 2005-06 project consisted of an intensive selective survey of thirty resources in the central area of Salida. While twenty-four resources were located on adjacent blocks (Blocks 50 and 60 of Haskell's Addition), the remaining six resources were in scattered locations. The buildings were to be described, photographed, researched, mapped, and evaluated, with Colorado Historical Society Architectural Inventory forms (Form 1403) completed for each property. The survey forms were to be produced in a database format for subsequent use by the City.

The project also called for a final report (this document) explaining the survey findings and providing a historical overview of the town and the surveyed resources. The evaluation and identification of any potentially eligible National Register, State Register, and local landmark properties were also to be addressed on the forms and summarized in the report. The report was to include a USGS topographic map extract outlining the project area and a survey map showing the surveyed buildings' locations.

Project Participants

Front Range Research Associates, Inc., of Denver, Colorado, conducted the historic building survey as a consultant to the City of Salida. R. Laurie Simmons and Thomas H. Simmons of Front Range Research completed research, fieldwork, and consultation regarding eligibility of resources, and prepared the forms, maps, and final survey report. Roger Whitacre, Roger Whitacre Photography, took black and white photographs of the buildings included in the survey. Elizabeth Simmons conducted city directory and manuscript Census research at Denver libraries. Dara MacDonald, Planner, City of Salida, supervised and coordinated the project, provided information, reviewed draft products, and organized the public meetings. Members of Salida's Historic Preservation Commission selected the buildings to be surveyed and supplied information and direction for the project. Evaluations of eligibility to the National Register and State Registers were discussed with Chris Geddes, National and State Register Historian for the Colorado Historical Society (CHS). Mary Therese Anstey, Architectural Survey Coordinator for CHS, reviewed the survey forms and report. Dan Corson, CHS Intergovernmental Services Director, administered the project for the Certified Local Government program.

Public Meetings

Laurie and Tom Simmons of Front Range Research Associates, Inc., attended a public meeting of the Historic Preservation Commission and other interested persons at the beginning of the project in July 2005 to discuss the goals and methodology and to receive information about possible research sources. A briefing on the results of the survey was presented to the Commission in March 2006 at the conclusion of the project.

Intensive Survey

The Salida Historic Preservation Commission selected the buildings included in the survey. The selective intensive level field survey was conducted in July and October 2005. The fieldwork included the examination of buildings for architectural features and design elements, building materials, building condition, plan, setting, and alterations. The location of each resource was verified on a base map. Property owners and other interested persons encountered or identified during the fieldwork were interviewed for information about some historic properties. A total of thirty buildings was recorded.

Photography

Black and white photographic views of each resource surveyed were taken in October 2005. All prints were four by six inches and were produced on Fuji Crystal Archive paper from thirty-five millimeter black and white negatives. Photographs were identified by archival computer labels produced from the project database. The labels indicate Smithsonian identification number, address, photographer, date, film roll and frame, camera direction, and location of negative. Negatives were placed in archival sheets and a photographic log (sorted by street address and by roll and frame number) was prepared. The Colorado Historical Society Office of Archaeology and Historic Preservation received one set of prints, and the City of Salida retained one set of prints and the associated negatives. Color slides and digital images were taken for use at the public meeting presenting the results of the survey.

Mapping

A location map and a project map of the survey area were produced. The location map was prepared by plotting the locations of surveyed properties on a digital extract of the USGS 7.5 minute quadrangle map covering the area: "Salida East, Colo." (1983). Presentation and analytical maps of the survey area were completed using a geographic information system. The City provided a CAD file, which included parcels, streets, street centerlines, and other layers. The CAD file was imported into the project GIS and the building outline layer was converted to polygons. The building polygons were edited based on fieldwork and Sanborn maps to more closely reflect the relative sizes and locations of buildings. The building outlines were linked to a parcel layer with attribute data provided by the Chaffee County Assessor and shifted in geographic space to match the coordinates of the CAD data. The parcel attribute database was

then used to populate relevant fields in the survey database used for the generation of the Colorado Historical Society's Architectural Inventory Form for each building. The acreage of the survey area was computed from the project GIS by summing the areas of surveyed parcels.

Historical Research

Historical research provided essential information about the resources surveyed. Information was obtained from public agencies and institutions as well as residents and property owners of Salida and individuals with knowledge of the city's history. General research materials about the Salida area, including primary and secondary sources, were reviewed for background and site specific information.

Research sources in Salida and in Denver were utilized during the project. In Salida, the Salida Regional Library's general reference materials on the history of the area, the Salida Centennial Committee Photographic Collection, Salida city directories, and historic newspapers were reviewed. Copies of city directories previously obtained from the Salida Museum were also utilized. In the Denver area, the files of the Colorado Historical Society, Office of Archaeology and Historic Preservation were accessed, as well as historic newspapers, photographs, maps, and other research materials in the Stephen Hart Library of the Colorado Historical Society. Historic Salida newspapers archived at the library were particularly important sources of information about the backgrounds of residents. The historical materials housed at the Western History and Genealogy Department of the Denver Public Library were also useful, including Sanborn insurance maps, historic photographs, clippings files and brochures, newspaper indexes, city directories, and books relating to Salida. Manuscript U.S. Census returns for 1900, 1910, 1920, and 1930 were accessed on the internet to identify residents of particular houses and to discover occupations and demographic characteristics. The on-line index to Fairview Cemetery compiled by June Sharputis and accessed via Chaffee County GenWeb proved very useful for identifying obituaries of residents associated with surveyed buildings.

Among published resources covering the city's history are: Eleanor Fry, *Salida: The Early Years* (2001); June Shaputis and Suzanne Kelly, *A History of Chaffee County* (1982); Kim Swift, *Heart of the Rockies: A History of the Salida Area* (1980); and George F. Everett and Wendell F. Hutchinson, *Under the Angel of Shavano* (1963). Russ Collman's *Trails Among the Columbine* (1992) deals with the history of the Denver and Rio Grande Railroad in Salida and contains a wealth of historic photographs of the city, including many overview images taken from Tenderfoot Hill.

Construction Dates

Construction dates of historic buildings were determined from Chaffee County Assessor information, Sanborn maps of the survey area, city directories, historic photographs, newspaper accounts, published books, and other written sources, as well as the field survey. Construction dates from Assessor's records proved to be unreliable in many cases. Estimated dates of

construction (in some cases expressed as a span of years) were produced from sources such as Sanborn fire insurance maps for 1883, 1886, 1888, 1890, 1893, 1898, 1904, 1909, 1914, 1929, and 1945, an 1882 bird's eye view map of the city, and panoramic photographs of the city contained in Russ Coleman's *Trails Among the Columbine*. The examination of architectural styles and features, building materials, and construction techniques also provided clues for dates of construction. Salida is fortunate in having good city directory coverage, with scattered editions on file beginning with the 1903-04 directory. The first directory organized as a reverse listing by street address does not appear until 1930-31. Unfortunately, no nineteenth century directory of residents with street addresses has been found, so for most residential buildings the first occupants identified were those living there in 1903-04.

Preparation and Distribution of Forms and Report

After completion of the field survey, Colorado Historical Society Architectural Inventory forms were prepared in an output form acceptable to the Colorado Historical Society and in a database format for analysis and mapping uses. The task required developing a report template that replicated the appearance of the state form produced from a database structure conforming to other project needs. The system was used for forms completion and printing and analytical sorts, listings, and queries. Sorted extracts from the database were imported into a word processing package for use as survey report tables.

The forms included information on each property's ownership, location, date of construction, building materials, architectural description, style, alterations, associated buildings, historical background, construction history, statement of significance, and sources of information. The Colorado Historical Society assigned Smithsonian identification numbers for each property that did not have one. The numbers were included on forms and photographs and were referenced in the report. New identification numbers spanned the range from 5CF2030 through 5CF2059. The architectural styles assigned on the forms were based on those in the Colorado Historical Society's booklet, *A Guide to Colorado's Historic Architecture and Engineering*, and a lexicon of architectural styles included in the Society's *Survey Manual*. Survey photographs associated with the forms were labeled and stored in archival storage sheets. The sleeves were placed in a three-ring notebook. Included with each survey form was a sketch map showing the building outline of the surveyed resource in the context of the block where it was located and a location map consisting of an extract of the USGS quadrangle map. Both maps were produced from the GIS.

All of these survey products, together with the final report (this document), were submitted to the City of Salida and the Colorado Historical Society. The Colorado Historical Society Office of Archaeology and Historic Preservation transfers the information generated on the inventory forms into its statewide database and houses an original copy of the forms and survey report. The City of Salida also retains copies of the report, forms, and original photographs and negatives. PDF versions of the survey forms and survey report and the Access table containing the survey form data were also provided to the city on CD-ROM.

Acknowledgments

A number of individuals and organizations contributed to the successful outcome of the project. Dara MacDonald, Planner, with the City of Salida, coordinated the project, organized public meetings, reviewed draft products, and provided information from City files for the survey. Salida's Historic Preservation Commission selected the properties to be surveyed and offered information regarding building histories and research sources. The staffs of the Salida Regional Library, Colorado Historical Society Stephen Hart Library, and Denver Public Library provided access to historical materials and allowed historic documents to be copied. Local residents answered questions about historic buildings and shared historic photographs. Staff members of the Colorado Historical Society provided technical advice and reviews and answered questions about the significance of individual properties and the district. To these persons and the many others who provided information and assistance, we offer sincere thanks.

VI. RESULTS

Types of Resources Surveyed

The 2005-06 Historic Buildings Survey of Salida documented thirty resources in the central area of the city. Six individual resources examined in the survey were evaluated as potentially eligible to the National Register of Historic Places.⁶⁷ Seven buildings surveyed are potentially eligible to the State Register. Thirteen resources were assessed as potential local landmarks (See Table 2). Appendices 1 and 2 list surveyed resources in street address order and state identification number order, respectively, and include evaluations of National and State Register and local landmark eligibility. Evaluations of eligibility are based upon the status of the building during fieldwork, and any subsequent alterations made to a resource may have a positive or negative impact on a building's significance.

Historic Function

Examination of the original functions of the buildings surveyed revealed that the overwhelming majority (86.7 percent) were originally utilized as residences (domestic). Several of the residences were used at various times by their owners to house boarders as well as extended family members, and at least one was turned into apartments in the twentieth century. Four resources had non-residential original uses: health care (a railroad hospital); commerce and trade (two office buildings); and social (a senior center).

Period of Construction

Construction dates of buildings surveyed ranged from about 1882 through 1983. Many construction dates for surveyed buildings were estimated as a range of years based on research using historic maps and photographs, as Chaffee County Assessor dates of construction for many of the houses were found to be very rough estimates. In terms of eras of construction, the largest number of houses surveyed was built in the first decade of the city's growth. Thirteen buildings were definitively dated to the 1880s. Three buildings had estimated construction dates extending from the 1880s into the 1890s. Six buildings dated to the 1890s, and four were built in the 1900s. Other decades represented much smaller numbers of buildings surveyed: two from the 1910s; two from the 1950s; and one from the 1980s.

Architectural Style

Based on architectural style, the largest group of resources surveyed represented influences of the Late Victorian era, specifically the period between the founding of the city and the first

⁶⁷ Buildings evaluated as eligible to the National Register are also eligible to the State Register.

decade of the twentieth century. Several of the architectural styles falling into the Late Victorian category were represented by houses included in the survey, including Italianate (1 example), Queen Anne (1), Second Empire (2), and Edwardian (3). Fourteen surveyed buildings reflected general stylistic features falling under the general category Late Victorian, such as tall, narrow, double-hung sash windows, often with segmental arches; stone foundations, brick or frame walls, and the use of decorative wood shingles for ornamentation; and prominent façade porches, often with turned spindle supports. Two buildings represented the Terrace Type. A series of five small workers' cottages on Fourth Street were notable for their similar designs, with hipped roofs with central decks and overhanging eaves, and one-story compositions with symmetrical facades featuring central entrances flanked by windows. Despite alterations to the houses over the years, they all still retain elements which identify them as part of a group.

Three surveyed buildings were representative of Modern movements in architecture appropriate to their era of construction. All of these buildings were infill structures erected during the second half of the twentieth century on the edges of the commercial district. Two of the buildings were erected about 1959 (139 and 141 E. Third Street) and one (305 F Street) was built in 1983. The buildings were designed with minimal ornamentation, rectangular plans, and the use of materials such as brick, stucco, ornamental concrete block, and plate glass windows. Two of the buildings had flat roofs.

The Cochems House at 408 F Street, considered one of the finest in Salida in the early twentieth century, is an unusual representation of a combination of Prairie style and Italian Renaissance elements. The Hanks House at 108 Park Place is one of the finest examples of Craftsman style domestic architecture in the city. The historic component of the Denver & Rio Grande Hospital at 448 E. First Street is an elaborately ornamented example of Classical Revival architecture.

Three buildings included in the survey had been altered to the extent that they no longer represented a particular architectural style or recognizable influence.

Historic District Potential

A reconnaissance survey of the city in 2001-02 concluded that a large area lying southwest of Downtown Salida had a high priority intensive survey due to large numbers of historic buildings and the potential for the existence of a historic district. The current survey did not define the boundaries of such a district since only a small number of scattered buildings were intensively surveyed. However, a preliminary evaluation was made of whether the surveyed resources (if included within the boundaries of such a district) would be contributing in order to assist future studies.

Potential Individual National Register Resources

Surveyed resources were evaluated for their individual eligibility to the National Register of Historic Places, and six resources were found to be potentially eligible for listing: the Cochems House (408 F St., 5CF2042), the Disman House (448 F St., 5CF2047), Alexander/Churcher/Gloyd House (846 F St., 5CF2048), Burns/Preston House (904 F St., 5CF2032), Collins/Demphy House (506 G St., 5CF2055), and Graf/McNamara House (415 E. Second St., 5CF2057). Photographs of eligible properties appear after Table 2.

Potential Individual State Register Resources

Buildings potentially eligible to the National Register are also evaluated as potentially eligible to the State Register of Historic Properties. Therefore, the six buildings listed above are also evaluated as potentially eligible to the State Register. In addition, one building not evaluated as eligible to the National Register, the Hanks House (108 Park Place, 5CF2056), was identified as potentially eligible to the State Register.⁶⁸ This results in a total of seven buildings potentially eligible to the State Register.

Potential Individual Salida Landmarks

Thirteen buildings were evaluated as potentially eligible to be designated as Salida Landmarks, based on the criteria listed in the City's Historic Preservation Ordinance. These criteria are included in this report as Table 3. Buildings evaluated as potentially eligible to become landmarks include: the Myers/Wilson/Shewalter House (316 E St., 5CF2030); the Gordon/Seelinger House (322 E St., 5CF2033); the Comstock/Young Boardinghouse (327 F St., 5CF2040); the Carman House (333 F St., 5CF2041); the Cochems House (408 F St., 5CF2042); the King Residence (424 F St., 5CF2044); the Disman House (448 F St., 5CF2047); the Alexander/Churcher/Gloyd House (846 F St., 5CF2048); the Burns/Preston House (904 F St., 5CF2032); the Collins/Demphy House (506 G St., 5CF2055); the Hanks House (108 Park Pl., 5CF2056); the Graf/McNamara House (415 E. Second St., 5CF2057); and the Denver & Rio Grande Railroad Hospital (448 E. First St., 5CF2032).

⁶⁸ The consultants evaluated the house as potentially eligible to the State Register. However, Colorado Historical Society staff believe that the property could not be approved for listing unless its metal roof is replaced with a more historically appropriate roofing. Such a change would also make the house potentially eligible to the National Register.

Table 2
EVALUATION OF RESOURCES FOR INDIVIDUAL ELIGIBILITY
FOR NATIONAL, STATE, OR LOCAL DESIGNATION

STREET ADDRESS	STATE ID NUM.	HISTORIC NAME	YEAR BUILT	ELIGIBILITY STATUS				
				NATIONAL REGISTER		STATE REG.	LOCAL LANDMARK	
				Elig.	Crit.	Elig.	Elig.	Criteria
316 E St.	5CF2030	Myers/Wilson/Shewalter House	1885-1890	No	--	No	Yes	2, 3
322 E St.	5CF2033	Gordon/Seelinger House	1885-1890	No	--	No	Yes	2
330 E St.	5CF2031	Stevens/Twitchell House	1882-1885	No	--	No	No	--
340 E St.	5CF2034	Cobleigh House	1882-1890	No	--	No	No	--
348 E St.	5CF2035	Wheeler House	1882-85	No	--	No	No	--
309 F St.	5CF2037	Kramer/Randol/Haight House	1891	No	--	No	No	--
313 F St.	5CF2038	Dow/Brown House	1882-85	No	--	No	No	--
321 F St.	5CF2039	Fitzer/Gill House	1890-93	No	--	No	No	--
327 F St.	5CF2040	Comstock/Young Boardinghouse	1882-1885	No	--	No	Yes	2, 3
333 F St.	5CF2041	Carman House	1898-1904	No	--	No	Yes	2, 3
408 F St.	5CF2042	Cochems House	1912-13	Yes	B, C	Yes	Yes	2, 3
420 F St.	5CF2043	Ryan/Ahern House	1882-1890	No	--	No	No	--
305 F St.	5CF2036	Salida Senior Citizens Center	1983	No	--	No	No	--
424 F St.	5CF2044	King Residence	1910	No	--	No	Yes	2, 3
430 F St.	5CF2045	McCabe House	1882-1898	No	--	No	No	--
434 F St.	5CF2046	Rogers House	1898	No	--	No	No	--
448 F St.	5CF2047	Disman House	1898-1900	Yes	B, C	Yes	Yes	2, 3
846 F St.	5CF2048	Alexander/Churcher/Gloyd House	1901	Yes	C	Yes	Yes	2, 3
904 F St.	5CF2049	Burns/Preston House	1900	Yes	--	Yes	Yes	2, 3
506 G St.	5CF2055	Collins/Demphy House	1888-1892	Yes	C	Yes	Yes	2, 3
108 Park Pl.	5CF2056	Hanks House	1907	No	--	Yes	Yes	2, 3
448 E. First St.	5CF2032	Denver & Rio Grande Railroad Hospital	1885 (orig.), 1900 (rebuilt)	No	--	No	Yes	1, 2

STREET ADDRESS	STATE ID NUM.	HISTORIC NAME	YEAR BUILT	ELIGIBILITY STATUS				
				NATIONAL REGISTER		STATE REG.	LOCAL LANDMARK	
				Elig.	Crit.	Elig.	Elig.	Criteria
415 E. Second St.	5CF2057	Graf/McNamara House	1885-1895	Yes	C	Yes	Yes	2, 3
139 E. Third St.	5CF2058	Dr. Ernest Romero's Office	1959	No	--	No	No	--
141 E. Third St.	5CF2059	Easy Laundry	1959	No	--	No	No	--
102 E. Fourth St.	5CF2050	Baker House	1890-1893	No	--	No	No	--
106 E. Fourth St.	5CF2051	Woods/Young House	1885-1890	No	--	No	No	--
110 E. Fourth St.	5CF2052	Lee/Davis House	1889	No	--	No	No	--
114 E. Fourth St.	5CF2053	Young House	1882-1885	No	--	No	No	--
120 E. Fourth St.	5CF2054	Catalano/Murphy House	1882-1885	No	--	No	No	--

Table 3
SALIDA LOCAL LANDMARK
ELIGIBILITY CRITERIA

(b) Landmark.

(1) Exemplary Property. The subject property exemplifies or reflects the city's cultural, social, economic, political, engineering or architectural history.

(2) Historic Significance. The subject property is identified with a historically important person or persons, or with an important event in the history of the city, region, state or nation.

(3) Architectural Significance. The subject property embodies the distinguishing characteristics of an architectural style, type, or specimen valuable for the study of a period, type, or method of construction, or the use of indigenous materials or craftsmanship.

(4) Noted Designer. The subject property is representative of the work of a notable or master architect, builder, engineer or designer whose work influenced architecture, building, design or development in the city, region, state or nation.

(5) Archeological Importance. The subject property contains or reflects significant archeological importance.

(6) Contributing Building or Structure. The subject property has been listed as a contributing building or structure within a historic district, or nominated for inclusion and/or listed on the national or state registry of historic places.

SOURCE: Salida Municipal Ordinance, 16-18-40(b).

National Register Potential Eligibles



408 F. Street, 5CF2042, Cochems House (1912-13).



448 F Street, 5CF2047, Disman House (1898-1900).

National Register Potential Eligibles



846 F Street, 5CF2048, Alexander/Churcher/Gloyd House (1901).



904 F Street, 5CF2049, Burns/Preston House (1900).

National Register Potential Eligibles

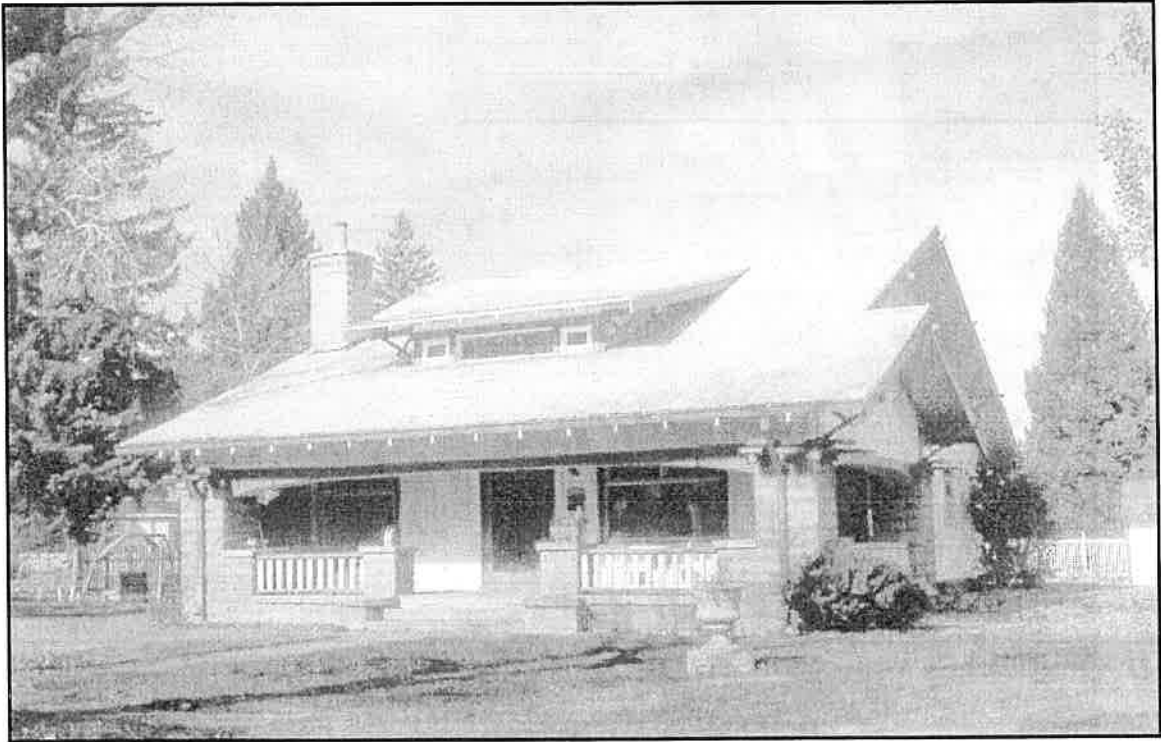


506 G Street, 5CF2055, Collins/Demphy House (1888-92).



415 E. Second Street, 5CF2057, Graf/McNamara House (1885-1895).

State Register Potential Eligible



108 Park Place, SCF2056, Hanks House (1907).

Recommendations

The following recommendations result from the completion of the scattered intensive survey of thirty historic buildings:

1. The intensive survey of Salida's historic neighborhoods should continue in order to provide complete documentation of the city's significant historic resources and to identify individual resources and historic districts potentially eligible to be listed in the National Register and/or State Register, and/or designated as local landmarks. The 2001-02 reconnaissance survey of the city provided prioritization of areas for these future survey projects. The 2005-06 project evaluated the contributing status of surveyed buildings, although due to the small number and scattered nature of the properties the boundaries of a district were not identified.
2. Historic resources identified as potentially eligible to be listed in the National Register and/or State Register, or designated as local landmarks should be nominated for such recognition, if owner support exists. Such designation will increase public awareness of the importance of and interest in the preservation of the city's historic buildings and structures.
3. Educational programs, such as the recent "Downtown Looking Up" workshop sponsored by the Salida Historic Preservation Commission and Historic Salida, Inc., are of great value in focusing the community's attention on preservation issues and providing educational sessions for a broad range of residents. The City should continue to host and support such events. The City should continue to inform property owners of the history of their buildings and the benefits of preservation.
4. The Salida Regional Library or the Salida Museum should continue to collect and archive information about the city's history and its buildings. Historic photographs, maps, newspapers, and manuscript collections relating to the development of the city should be collected, catalogued, and maintained for future researchers. Oral history interviews with persons who possess knowledge and information about historic resources and development of the city should be conducted. Public agencies should also be encouraged to donate documents relevant to the city's history (such as building permits or real property appraisal cards) to appropriate archival repositories.
5. Copies of the products resulting from this survey should be placed in a public repository, such as the Salida Regional Library, where citizens can consult the materials associated with the project to learn more about their properties and where it will be preserved for future generations.

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APPENDICES

Appendix 1
SALIDA DOWNTOWN HISTORIC BUILDINGS SURVEY, 2005-06
SURVEYED RESOURCES IN STREET ADDRESS ORDER

STREET ADDRESS	STATE ID NUM.	HISTORIC NAME	YEAR BUILT	ELIGIBILITY STATUS			DISTRICT POTENTIAL	
				National	State	Local	Within District	Contributing Status
316 E St.	5CF2030	Myers/Wilson/Shewalter House	1885-1890	Not eligible	Not Eligible	Eligible	Yes	Contributing
322 E St.	5CF2033	Gordon/Seelinger House	1885-1890	Not eligible	Not Eligible	Eligible	Yes	Contributing
330 E St.	5CF2031	Stevens/Twitchell House	1882-1885	Not eligible	Not Eligible	Not Eligible	Yes	Contributing
340 E St.	5CF2034	Cobleigh House	1882-1890	Not eligible	Not Eligible	Not Eligible	Yes	Noncontributing
348 E St.	5CF2035	Wheeler House	1882-85	Not eligible	Not Eligible	Not Eligible	Yes	Noncontributing
309 F St.	5CF2037	Kramer/Randol/Haight House	1891	Not eligible	Not Eligible	Not Eligible	Yes	Contributing
313 F St.	5CF2038	Dow/Brown House	1882-85	Not eligible	Not Eligible	Not Eligible	Yes	Contributing
321 F St.	5CF2039	Fitzer/Gill House	1890-93	Not eligible	Not Eligible	Not Eligible	Yes	Contributing
327 F St.	5CF2040	Cornstock/Young Boardinghouse	1882-1885	Not eligible	Not Eligible	Eligible	Yes	Contributing
333 F St.	5CF2041	Carman House	1898-1904	Not eligible	Not Eligible	Eligible	Yes	Contributing
408 F St.	5CF2042	Cochems House	1912-13	Eligible	Eligible	Eligible	Yes	Contributing
420 F St.	5CF2043	Ryan/Ahern House	1882-1890	Not eligible	Not Eligible	Not Eligible	Yes	Noncontributing
305 F St.	5CF2036	Salida Senior Citizens Center	1983	Not eligible	Not Eligible	Not Eligible	No	N/A
424 F St.	5CF2044	King Residence	1910	Not eligible	Not Eligible	Eligible	Yes	Contributing
430 F St.	5CF2045	McCabe House	1882-1898	Not eligible	Not Eligible	Not Eligible	Yes	Noncontributing
434 F St.	5CF2046	Rogers House	1898	Not eligible	Not Eligible	Not Eligible	Yes	Contributing
448 F St.	5CF2047	Disman House	1898-1900	Eligible	Eligible	Eligible	Yes	Contributing
846 F St.	5CF2048	Alexander/Churcher/Gloyd House	1901	Eligible	Eligible	Eligible	Yes	Contributing
904 F St.	5CF2049	Burns/Preston House	1900	Eligible	Eligible	Eligible	Yes	Contributing
506 G St.	5CF2055	Collins/Demphy House	1888-1892	Eligible	Eligible	Eligible	Yes	Contributing
108 Park Pl.	5CF2056	Hanks House	1907	Not eligible	Eligible	Eligible	Yes	Contributing

STREET ADDRESS	STATE ID NUM.	HISTORIC NAME	YEAR BUILT	ELIGIBILITY STATUS			DISTRICT POTENTIAL	
				National	State	Local	Within District	Contributing Status
448 E. First St.	5CF2032	Denver & Rio Grande Railroad Hospital	1885 (orig.), 1900 (rebuilt)	Not eligible	Not Eligible	Eligible	No	N/A
415 E. Second St.	5CF2057	Graf/McNamara House	1885-1895	Eligible	Eligible	Eligible	Yes	Contributing
139 E. Third St.	5CF2058	Dr. Ernest Romero's Office	1959	Not eligible	Not Eligible	Not Eligible	No	N/A
141 E. Third St.	5CF2059	Easy Laundry	1959	Not eligible	Not Eligible	Not Eligible	No	N/A
102 E. Fourth St.	5CF2050	Baker House	1890-1893	Not eligible	Not Eligible	Not Eligible	No	N/A
106 E. Fourth St.	5CF2051	Woods/Young House	1885-1890	Not eligible	Not Eligible	Not Eligible	Yes	Contributing
110 E. Fourth St.	5CF2052	Lee/Davis House	1889	Not eligible	Not Eligible	Not Eligible	Yes	Contributing
114 E. Fourth St.	5CF2053	Young House	1882-1885	Not eligible	Not Eligible	Not Eligible	Yes	Contributing
120 E. Fourth St.	5CF2054	Catalano/Murphy House	1882-1885	Not eligible	Not Eligible	Not Eligible	Yes	Contributing

NOTE: All of the resources above are located in the same potential historic district (a portion of Haskell's Addition), with the exception of 108 Park Place, which is located in Eddy's Addition.

Appendix 2
SALIDA DOWNTOWN HISTORIC BUILDINGS SURVEY, 2005-06
SURVEYED RESOURCES IN STATE IDENTIFICATION NUMBER ORDER

STATE ID NUM.	STREET ADDRESS	HISTORIC NAME	YEAR BUILT	ELIGIBILITY STATUS			DISTRICT POTENTIAL	
				National	State	Local	Within District	Contributing Status
5CF2030	316 E St.	Myers/Wilson/Shewalter House	1385-1890	Not eligible	Not Eligible	Eligible	Yes	Contributing
5CF2031	330 E St.	Stevens/Twitchell House	1382-1885	Not eligible	Not Eligible	Not Eligible	Yes	Contributing
5CF2032	448 E. First St.	Denver & Rio Grande Railroad Hospital	1385 (orig.), 1900 (rebuilt)	Not eligible	Not Eligible	Eligible	No	N/A
5CF2033	322 E St.	Gordon/Seelinger House	1385-1890	Not eligible	Not Eligible	Eligible	Yes	Contributing
5CF2034	340 E St.	Cobleigh House	1382-1890	Not eligible	Not Eligible	Not Eligible	Yes	Noncontributing
5CF2035	348 E St.	Wheeler House	1382-85	Not eligible	Not Eligible	Not Eligible	Yes	Noncontributing
5CF2036	305 F St.	Salida Senior Citizens Center	1983	Not eligible	Not Eligible	Not Eligible	No	N/A
5CF2037	309 F St.	Kramer/Randol/Haight House	1891	Not eligible	Not Eligible	Not Eligible	Yes	Contributing
5CF2038	313 F St.	Dow/Brown House	1882-85	Not eligible	Not Eligible	Not Eligible	Yes	Contributing
5CF2039	321 F St.	Fitzer/Gill House	1890-93	Not eligible	Not Eligible	Not Eligible	Yes	Contributing
5CF2040	327 F St.	Comstock/Young Boardinghouse	1882-1885	Not eligible	Not Eligible	Eligible	Yes	Contributing
5CF2041	333 F St.	Carman House	1898-1904	Not eligible	Not Eligible	Eligible	Yes	Contributing
5CF2042	408 F St.	Cochems House	1912-13	Eligible	Eligible	Eligible	Yes	Contributing
5CF2043	420 F St.	Ryan/Ahern House	1882-1890	Not eligible	Not Eligible	Not Eligible	Yes	Noncontributing
5CF2044	424 F St.	King Residence	1910	Not eligible	Not Eligible	Eligible	Yes	Contributing
5CF2045	430 F St.	McCabe House	1882-1898	Not eligible	Not Eligible	Not Eligible	Yes	Noncontributing
5CF2046	434 F St.	Rogers House	1898	Not eligible	Not Eligible	Not Eligible	Yes	Contributing
5CF2047	448 F St.	Disman House	1898-1900	Eligible	Eligible	Eligible	Yes	Contributing
5CF2048	846 F St.	Alexander/Churcher/ Gloyd House	1901	Eligible	Eligible	Eligible	Yes	Contributing
5CF2049	904 F St.	Burns/Preston House	1900	Eligible	Eligible	Eligible	Yes	Contributing
5CF2050	102 E. Fourth St.	Baker House	1890-1893	Not eligible	Not Eligible	Not Eligible	No	N/A

STATE ID NUM.	STREET ADDRESS	HISTORIC NAME	YEAR BUILT	ELIGIBILITY STATUS			DISTRICT POTENTIAL	
				National	State	Local	Within District	Contributing Status
5CF2051	106 E. Fourth St.	Woods/Young House	1885-1890	Not eligible	Not Eligible	Not Eligible	Yes	Contributing
5CF2052	110 E. Fourth St.	Lee/Davis House	1889	Not eligible	Not Eligible	Not Eligible	Yes	Contributing
5CF2053	114 E. Fourth St.	Young House	1882-1885	Not eligible	Not Eligible	Not Eligible	Yes	Contributing
5CF2054	120 E. Fourth St.	Catalano/Murphy House	1882-1885	Not eligible	Not Eligible	Not Eligible	Yes	Contributing
5CF2055	506 G St.	Collins/Demphy House	1888-1892	Eligible	Eligible	Eligible	Yes	Contributing
5CF2056	108 Park Pl.	Hanks House	1907	Not eligible	Eligible	Eligible	Yes	Contributing
5CF2057	415 E. Second St.	Graf/McNamara House	1888-1895	Eligible	Eligible	Eligible	Yes	Contributing
5CF2058	139 E. Third St.	Dr. Ernest Romero's Office	1959	Not eligible	Not Eligible	Not Eligible	No	N/A
5CF2059	141 E. Third St.	Easy Laundry	1959	Not eligible	Not Eligible	Not Eligible	No	N/A

NOTE: All of the resources above are located in the same potential historic district (a portion of Haskell's Addition), with the exception of 108 Park Place, which is located in Eddy's Addition.

