

DOWNTOWN SALIDA, COLORADO HISTORIC BUILDINGS SURVEY, 2001-02

Final Report



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

**DOWNTOWN SALIDA, COLORADO
HISTORIC BUILDINGS SURVEY, 2001-02**

Survey Report

FINAL

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COVER: Overview of Salida from Tenderfoot Hill, c. 1908, historic postcard view, number 7543, in the authors' collection.

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 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 opposite bank of the Arkansas River.

The city developed quickly, and became the hub of a prosperous mining and agricultural region within a decade of its founding. Salida 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. 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 Downtown Salida's architectural heritage emerged.

Purpose

The 2001-02 survey of historic buildings in Salida had two primary goals: to conduct an intensive level survey to record and evaluate properties within and adjacent to the historic commercial district and to conduct a reconnaissance level survey of the remainder of the city. The existing Salida Downtown Historic District was listed in the National Register of Historic Places on 14 June 1984. The district's nomination form evolved from a partial historic buildings survey conducted in 1981. One of the goals of the 2001-02 project was to fully document all of the resources within the National Register District on current Colorado Historical Society Architectural Inventory forms (Form 1403) and to categorize each resource as contributing or noncontributing to the district. The current degree of historic physical integrity of the buildings was a primary factor in determining the contributing/noncontributing status of resources in the district. One hundred thirty-six properties in Downtown Salida were documented during the project. Located in the central portion of the city, the 32.6-acre survey area was delineated by the city and is predominantly commercial in nature, including retail, service, office, and governmental uses.

A second goal of the project was to conduct a reconnaissance level survey of the remainder of Salida, identifying subareas with concentrations of historic resources and to prioritize subareas for future intensive survey work. The reconnaissance level survey was accomplished utilizing date of construction information and a parcel level geographic information system layer supplied by the County Assessor to identify subareas with historic buildings. A windshield survey of identified areas of historic development resulted in the identification and prioritization of seven subareas ranked by high, medium, or low priority for intensive survey.

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

Project Results

The survey resulted in the documentation of 136 properties within and adjacent to the Salida Downtown Historic District, reexamination of the boundaries of the district, identification of the location and distribution of historic resources outside the district, and development of a prioritized list of subareas to be intensively surveyed in future years. Colorado Historical Society Architectural Inventory forms (Form 1403), each with an architectural description, historical background, evaluation of significance, black and white photographs, and locational maps, were used to record 136 resources. Six individual resources included in the intensive survey were evaluated as potentially individually eligible to the National Register, and four properties were assessed as potentially eligible to the State Register. The existing Salida Downtown Historic District was found to be a strong district that retains architectural significance and historic physical integrity. While some alterations to the boundary might be proposed if a district were being created today, in general, the existing boundary appears reasonably drawn.

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. The data resulting from this survey will assist the Commission with preservation planning within the city. Assessments of National Register of Historic Places and State Register of Historic Places eligibility, the reassessment of the historic district, the documentation of buildings on survey forms, and the prioritization of subareas for survey work 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, areas of the city are studied in subsequent years, and citizens of Salida are made aware of the city's architectural and historic heritage.

Funding

This project was funded by a State Historical Fund grant to the City of Salida (grant number 2001-02-004). The City of Salida provided matching funds and 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 publications *Historic Survey Manual* and *How to Complete Colorado Cultural Resources Inventory Forms*. Architectural classifications of buildings were based on the Society's 1983 publication *A Guide to Colorado Architecture* and the lexicon provided in the Survey Manual.

II. PROJECT AREA

The intensive level 2001-02 Downtown Salida Historic Buildings Survey examined approximately 32.6 acres of urban land in the central part of the city and recorded a total of 136 resources (See Appendices). The survey area was located in Section 5, Township 49 North, Range 9 East and Section 32, Township 50 North, Range 9 East, New Mexico Principal Meridian, Chaffee County, Colorado. In general, surveyed resources were located in an area bounded on the northeast by the Arkansas River, on the southeast by D Street, on the southwest by 4th Street, and on the northwest by the former right-of-way of the Denver and Rio Grande Railroad (Gunnison Branch). Two resources (220 and 330 W. Sackett Avenue) lay northwest of the latter right-of-way. Most of the resources surveyed (124) were within the boundary of the current Downtown Salida National Register historic district; twelve were outside the boundary in adjacent areas. Of the 136 surveyed resources, 132 were primary resources and four were significant outbuildings. Information about ten other minor outbuildings were included on the survey forms of associated primary buildings.

The reconnaissance survey embraced the entire city outside of the existing Salida Downtown Historic District. The survey included approximately 2.22 square miles of urban land and was located in Sections 4 through 6, Township 49 North, Range 9 East, and Sections 31 and 32, Township 50 North, Range 9 East, New Mexico Principal Meridian. Figure 1 shows the location of the survey areas within the city. Figure 2 identifies surveyed resources within the intensive survey area indicated by street address numbers.

Physical Setting

Commercial land uses predominate within the intensive survey area, along with some public, residential, and social uses. The street grid is rotated approximately 38 degrees east of true north to align with the channel of the Arkansas River. Riverside Park lies between East Sackett Avenue and the Arkansas River and F and D streets. North F Street terminates in a turnaround on the north bank of the Arkansas River, at the site of the former Denver and Rio Grande Railroad depot.

Within the intensive survey area, northeast-southwest streets include D through G streets; northwest-southeast streets include Sackett Avenue and 1st through 3rd streets. Full blocks in the survey area are roughly square (about 343 feet on each side). Most buildings in the study area are oriented and addressed onto F Street, the principal downtown commercial street. The route of State Highway 291 follows 1st Street through the survey area.

Previous Studies

The only previous large-scale examination of historic resources in Downtown Salida took place in 1981. The project was conducted by Mary Taylor as part of a study of twenty-three

communities around the state coordinated by the Colorado Historical Society and funded by the Four Corners Regional Commission. That project recorded ninety-five buildings within Downtown Salida and identified a commercial historic district. The survey was not comprehensive within the district boundaries, omitting more recent buildings and significant outbuildings. In some cases, the survey recorded multiple buildings under one state identification number and used nonspecific addresses for buildings, e.g., “100 blk. E First.” Using the 1981 study as a basic source of information, the Salida Downtown Historic District was listed in the National Register in 1984.

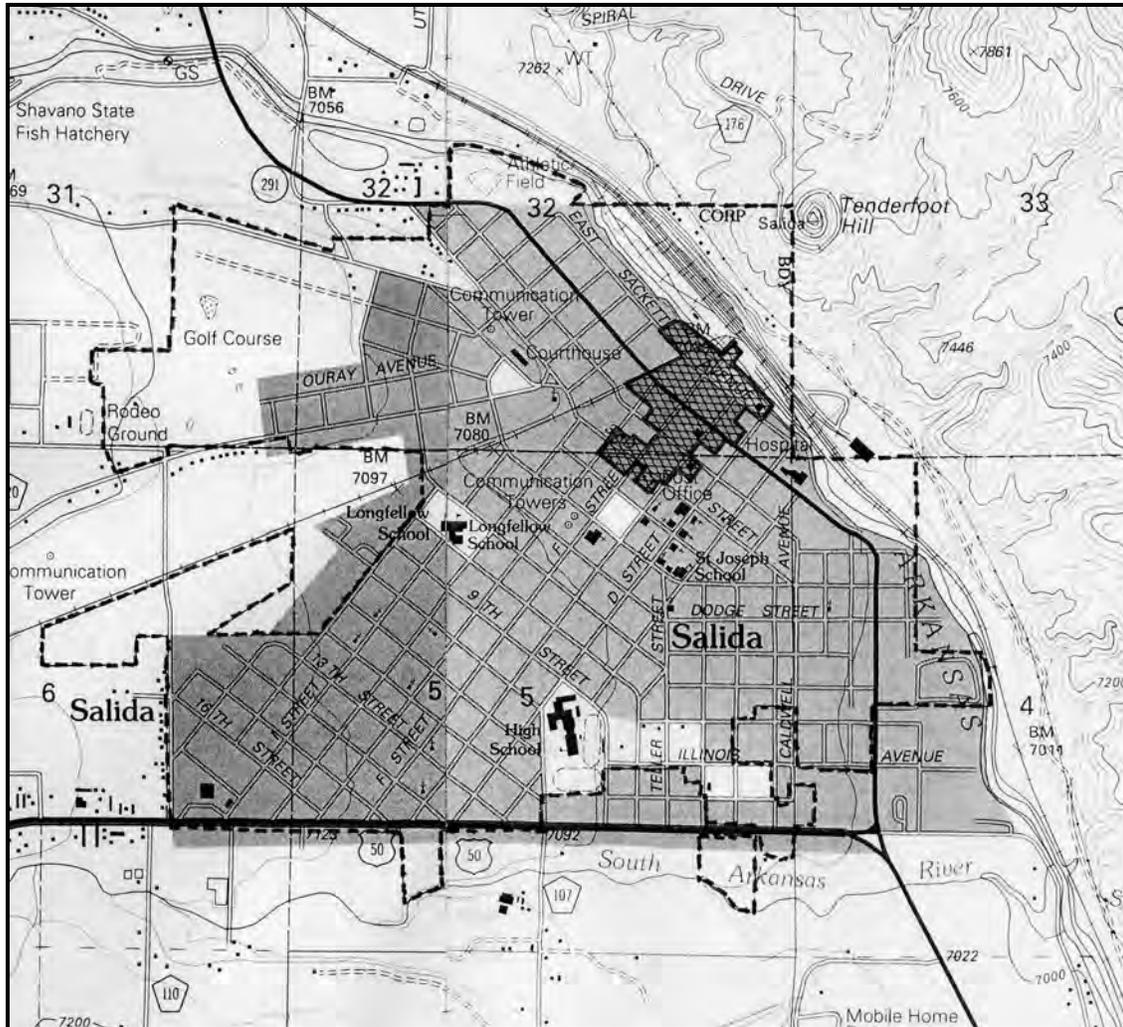
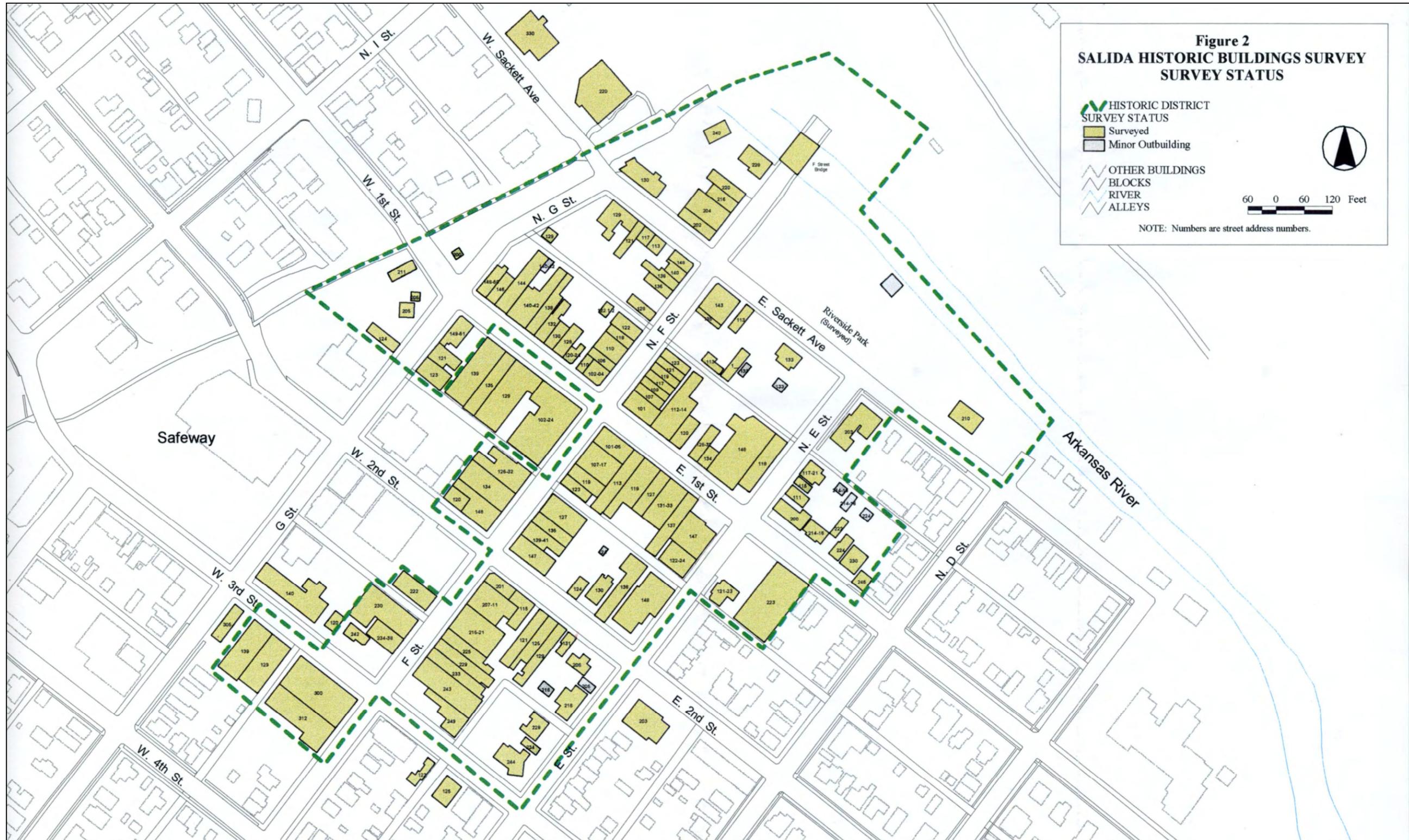


Figure 1. The intensive survey area is denoted with crosshatching. The reconnaissance survey area (identified by dashed line) included the remainder of the incorporated area of Salida. SOURCE: Extract of U.S. Geological Survey, “Salida East, Colo.,” and “Salida West, Colo.,” 7.5 minute topographic map (Reston, Virginia: U.S. Geological Survey, 1994).



Also within the district, the F Street Bridge was reexamined in a statewide survey of bridges undertaken by Clayton Fraser and Carl Hallberg of Fraserdesign in 1983. The bridge was individually listed in the National Register in 1985, as part of a Vehicular Bridges in Colorado Thematic Resource Nomination, and has been described as one of the best preserved early Luten arch bridges and one of the oldest built by the Pueblo Bridge Company.

Previously Recorded, Demolished, and Designated Resources

According to a 30 May 2002 file search by the Colorado Historical Society, Office of Archaeology and Historic Preservation (OAHP), eighty-eight resources within the intensive survey area had been previously recorded (See Table 1). One resource within the area recorded in 1981 was demolished in the mid-1980s: the Denver and Rio Grande Depot, N. F Street, 5CF406.1. Within the Salida Downtown Historic District (5CF406), two resources are individually listed in the National Register of Historic Places: the Bon Ton Hotel/Manhattan Hotel, 228 N. F Street (5CF213) and the F Street Bridge (5CF406.75). Resources listed in the National Register are also listed in the State Register. One resource, the Salida Electric Light Station (5CF291), was listed only on the State Register.

Table 1
SALIDA DOWNTOWN HISTORIC BUILDINGS SURVEY, 2001-02
PREVIOUSLY SURVEYED RESOURCES

STATE ID NUM.	STATE ADDRESS	HISTORIC NAME
5CF213	228 N. F St.	Bon Ton Hotel, Manhattan Hotel
5CF226	102-24 F St.	Central Block, Corbin Building
5CF288	139 W. 1st St.	Todd Bowling Alley, Troy Steam Laundry, Greenburg Furn.
5CF289	129 W. 1st St.	Salida Opera House
5CF291	220 W. Sackett Ave.	Salida Electric Light Station/Public Service Co.
5CF292	330 W. Sackett Ave.	Stivers Automatic Cover Manufacturing Co.
5CF294	140 W. 3rd St.	Red Cross Hospital
5CF406.2	220 N. F St.	Gem Saloon, Frank Windiate Saloon
5CF406.3	216 N. F St.	Donmyer & Haley Restaurant
5CF406.4	204 N. F St.	Palace Hotel
5CF406.5	148 N. F St.	Daniel Martin Saloon
5CF406.6	140 N. F St.	Chili Parlor Restaurant
5CF406.7	136 N. F St.	Jeremiah M. Clifford Saloon
5CF406.8	128 N. F St.	Vail Block, Sam Romeo Saloon, Witham Rooms
5CF406.9	122 N. F St.	Webb & Corbin Building
5CF406.10	118 N. F St.	Frank Coffey Saloon
5CF406.11	110 N. F St.	Grand Restaurant, Francis Brothers Clothing
5CF406.12	106 N. F St	Donmyer & Haley Restaurant
5CF406.13	102-04 N. F St.	Robertson Block, Chaffee County Bank
5CF406.14	126-32 F St.	Hively Block
5CF406.15	134 F St.	Disman-Alger Block
5CF406.16	148 F St.	J.D. Whitehurst Grocery
5CF406.17	222 F St.	Sandusky Building
5CF406.18	230 F St.	McKenna Building
5CF406.19	234-38 F St.	Strait Building
5CF406.20	300 F St.	Crews-Beggs Mercantile Co., Y & R Auto Co.
5CF406.21	312 F St.	Salida Skating Rink (?)
5CF406.22	242 F St.	Stallsworth Motor Co.
5CF406.23	249 F St.	Conoco Station
5CF406.24	131 E. 2nd St.	Spencer Residence & Millinery, Slater Blacksmith Shop

STATE ID NUM.	STATE ADDRESS	HISTORIC NAME
5CF406.25	136 E. 2nd St.	Wenz & Son Undertakers, Stewart Mortuary
5CF406.26	113 E. 1st St.	IOOF Building
5CF406.27	119 E. 1st St.	Bowne Block
5CF406.28	139 W. 3rd St.	Salida Auto Co./Ideal Auto Co.
5CF406.29	129 W. 3rd St.	Salida Auto Co./Ideal Auto Co.
5CF406.30	243 F St.	McDonald Dry Goods, Public Service Co.
5CF406.31	233 F St.	Boston Tea & Coffee Co./Hampson Bros. & Valdez Grocery
5CF406.32	229 F St.	Record Building, Record News and Pub. Co., Skinner Phot
5CF406.33	225 F St.	Salida Greenhouse Flower Store
5CF406.34	215-21 F St.	Adilas Building, Golden Rule Store
5CF406.35	207-11 F St.	Crews-Beggs Mercantile Co.
5CF406.36	201 F St.	Jones Block/Knights of Pythias Block/First National Ban
5CF406.37	147 F St.	Davis/Thompson/Armstrong Drugs
5CF406.38	139-41 F St.	Wheeler Block, Cady's Hardware, Paine & Paine Hardware
5CF406.39	135 F St.	Gill Bakery, Enterprise Bakery
5CF406.40	127 F St.	Alexander Mercantile Co.
5CF406.41	123 F St.	Hutchinson Meat Market
5CF406.42	119 F St.	Whitehurst Block, Bateman Hardware, Patterson Hardware
5CF406.43	107-17 F St.	Sweet Block, Murdock's
5CF406.44	101-05 F St.	Alger's Pharm./Continental Divide Bank/Craig-McGovern B
5CF406.45	101 N. F St.	Twitchell Building
5CF406.46	109 N. F St.	Isaac Jacobs Clothing
5CF406.47	148 E. 1st St.	Schuelke Shoes, Hanks Building
5CF406.48	147 E. 1st St.	Lloyd's Skelly Service Station
5CF406.49	134 E. 1st St.	O.D. Bennett & Son Harness Shop
5CF406.50	128-32 E. 1st St.	Welch House
5CF406.51	120 E. 1st St.	Continental Trailways Bus Station
5CF406.52	112-14 E. 1st St.	Hively-Mandeville Block, Conquest Block, Haight & Churc
5CF406.53	119 N. F St	Leslie Dickinson Furniture Store
5CF406.54	121 N. F St.	Caulfield Saloon
5CF406.55	123 N. F St.	Ryan Block, Arcade Bar, Ryan's Arcade
5CF406.56	143 N. F St.	Moore & Killen Block, Mildred Hotel

STATE ID NUM.	STATE ADDRESS	HISTORIC NAME
5CF406.57	113 E. Sackett Ave.	Kinney Building, D&RG Saloon
5CF406.58	135 N. F St.	Indian Grill, Salida Café
5CF406.59	110 W. 1st St.	Stevens Barber Shop
5CF406.60	120-24 W. 1st St.	Doering Restaurant, Nicastro Shoe Repair
5CF406.61	128 W. 1st St.	
5CF406.62	130 W. 1st St.	Union Block, Calvin Furniture & Second Hand Goods
5CF406.63	132 W. 1st St.	Union Block
5CF406.64	138 W. 1st St.	Union Block
5CF406.65	144 W. 1st St.	Troy Laundry
5CF406.66	148-50 W. 1st St.	Bank Saloon
5CF406.67	146 W. 1st St.	Ladies' Cash Bazaar
5CF406.68	149-51 W. 1st St.	Sherman Hotel
5CF406.69	123 G St.	Red Cross Hospital/Sherman Hotel
5CF406.70	124 G St.	Salida Service Station
5CF406.71	211 W. 1st St.	Salida Bottling Co.
5CF406.72	148 E. 2nd St.	Salida Elks Home
5CF406.73	115 E. 2nd St.	Doctors' Office
5CF406.74	140-42 W. 1st St.	Stancato Brothers General Merchandise
5CF406.75	N. F St.	F St. Bridge
5CF406.76	130 W. Sackett Ave.	
5CF406.77	129 W. Sackett Ave.	Laura Evans House/Victory Hotel
5CF406.78	127 E. 1st St.	The Mail Building
5CF406.79	131-33 E. 1st St.	Williams Grocery
5CF406.80	137 E. 1st St.	Hesson House
5CF406.81	223 E. 1st St.	Argys Brothers Garage
5CF406.82	246 E. 1st St.	The Best Rooms

SOURCE: Colorado Historical Society, Office of Archaeology and Historic Preservation, file search, 30 May 2002. In the 1981 survey, some resources were recorded using general locations rather than specific street addresses. In such instances, the actual addresses were identified using 1981 photographs, and the actual street address, matched to the appropriate state identification number, appears in the table above.

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

Introduction

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 1779.³ 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 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

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

³ Glenn R. Scott, “Historical Trail Maps of the Pueblo 1 X 2 Quadrangle, Colorado,” USGS, 1975.

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.⁴

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 1862.⁵ Mining related enterprises quickly became an important part of the region's economy.⁶

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

⁴ 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.

⁵ 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.

⁶ 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.⁷

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.⁸

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.⁹

⁷ 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.

⁸ Swift, *Heart of the Rockies*, 78-79; *Salida Mail*, 5 June 1900, 1.

⁹ 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 Delaware native and 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."¹⁰

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 1879.¹¹ 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 Canon 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.¹²

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

¹⁰ 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.

¹¹ The many pathways through the area included the Canon City stage road, which ran just south of the future site of Salida.

¹² 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 Canon 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 1880.¹³ (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. Blocks were 325 feet square, with lots measuring

¹³ *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.

25' X 150'. The site of the town was described as “most desirable,” and the surface of the ground was indicated as level.¹⁴

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 Canon 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.¹⁵



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 structure 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 were sold in the new town in the first few weeks after the railroad arrived. A photograph taken shortly after the railroad arrived in Salida in 1880 shows

¹⁴ Collman, *Trails Among the Columbine*, 11; *Salida Mail*, 5 June 1900, 1; Chaffee County Clerk’s Office, Clerk’s Vault, Drawings 181 and 182.

¹⁵ *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.

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, 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 shortage 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.”¹⁶

Like any end of the tracks community in the nineteenth century, Salida’s first days were rugged and rowdy. An early account 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.¹⁷ 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.¹⁸

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, attracting 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

¹⁶ *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.

¹⁷ 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.

¹⁸ *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.

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.

Kim Swift reports that Joe King was one of the first merchants to set up operations in the new town, operating a saloon of sorts with two barrels of whiskey and a tin cup. Two financial institutions opened in June: the Chaffee County Bank and the Bank of South Arkansas. The weekly *Mountain Mail* moved from Cleora, and M.R. Moore and H.C. Olney began publication utilizing printing presses rented from Otto Mears. Among those advertising in the first edition were doctors, an architect, lawyers, two furniture stores, a drug store, a hardware store, and a dry goods business. Presbyterian Minister James Peterson held the first church service in the new community on 20 June 1880. The following year, Governor Hunt gave the church lots at the prominent corner of Third and F streets. A house moved from Cleora in 1880 became the Grandview Hotel. The first classes for children were held in a room on First Street in 1880. Throughout the 1880s, Salida maintained steady growth, gaining schools, churches, government buildings, and businesses.¹⁹

Partners Elias H. Webb and Edward W. Corbin moved their mercantile business from Cleora into a tent at the new settlement in 1880 and began erecting a frame building on North F Street. The firm prospered, and by 1881 had branches at Malta, Bonanza, and Sargents. In 1883 Webb and Corbin erected one of the earliest two-story brick buildings in Salida at 122 N. F Street; a building that withstood the flames of the fire of 1886 and still stands. The substantial building was distinguished by ornamentation that announced Webb and Corbin had moved beyond the pioneer stage of operation, including a corbelled and paneled brick cornice, a second story bay window (oriel) and paired arched windows on the facade, and a projecting porch topped by a balcony with decorative balustrade. Edwin W. Corbin became one of Salida's most prominent pioneer citizens. Born in 1855 in Illinois, he moved to Colorado in 1879 to start the partnership at Cleora. In Salida, Corbin served as mayor, investor in the Central Block, and first manager of the Salida Opera House. When Corbin suffered an untimely death at the age of thirty-four following a tooth extraction, the *Salida Mail* judged, "Through the demise of Mr. Corbin Salida lost one of its best and most enterprising citizens, who had no superior in business circles in this city." Elias H. Webb was also an outstanding pioneer, incorporating the Salida & South Platte Toll Road Company, serving as a member of the first fire company, and

¹⁹ Swift, *Heart of the Rockies*, 27; *Salida Mail*, 10 August 1908, 1; Shaputis and Kelly, *History of Chaffee County*, 68; Fry, *Salida: The Early Years*, 51-52.

organizing the first school. He later moved to the Denver area and became the sheriff of Arapahoe County.²⁰



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. The D&RG Saloon at 113 E. Sackett Avenue faces the undeveloped site of Riverside Park. SOURCE: Collman, *Trails Among the Columbine*, 104, Erdlen photo, Richard A. Ronzio Collection.

Another of the earliest commercial buildings still standing in Downtown Salida appeared on a bird's-eye-view drawing of the town in 1882. Like the Webb and Corbin building erected next door, the building at 118 N. F. Street would withstand a fire that devastated much of the downtown in 1886. Although much of the façade is covered with wood siding today, a photograph taken in 1884 shows that the small one-story brick building had a simple design, with a corbelled cornice and a center inset entrance flanked by large display windows. The building housed a saloon in 1883 and a drugstore in the later 1880s.²¹

The earliest Sanborn map of Salida, showing the location and use of buildings in the downtown area, was completed in September 1883. The map illustrates that the heart of the commercial

²⁰ *Salida News Holiday Edition*, 1889, 13 and 15; Collman, *Trails Among the Columbine*, 22; Fry, *Salida: The Early Years*, 55. 64-66. 79. 88. 120.

²¹ Collman, *Trails Among the Columbine*, 22; Fry, *Salida: The Early Years*, 78.

district was found along F Street, between Second Street and Front Street, and First Street, between E and G. Single-family dwellings were scattered along the fringes of these business areas, with several multi-family boarding houses found along First Street. The small one-story dwelling at 121 W. Sackett Avenue, which appeared on the 1883 Sanborn map, became part of Salida's red light district by 1890, when it was identified as a "female boarding" establishment.

This designation continued on Sanborn maps through 1914. Although the building has been altered, it retains the small scale and simple design representative of dwellings during this pioneer era. The pre-1883 building at 137 E. First Street was originally a boarding house, with a paint shop at the rear. The two-story brick building has a flat roof topped by an elaborate cornice with brackets and a paneled frieze. The upper story displays two large segmental arched windows with gauged brick lintels and tympanum ornaments. The first story of the building was utilized by businesses such as a barber and tailor by the early 1900s, while the upper story continued to provide housing.

Salida was destined to become a major railroad hub and population center as a result of business decisions by the Rio Grande Railroad. Track laying 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 at a junction point for branch lines, Salida was designated a division point on the route between Pueblo and Leadville, 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.²²

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."²³

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

²² 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.

²³ Chappell, 14 and 16; and *Denver Republican*, 1 May 1883, 2.

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 town 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.²⁴

Another sign of growing maturity 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



Figure 5. This 1902 photograph shows the Salida Fire Department housed at 124 E Street; city offices occupied the upper floor of the building. The Fire Department later occupied the building to the north (right), and the city now occupies both buildings. SOURCE: Denver Public Library, image number X-13346, Western History and Genealogy Department, Denver, Colorado.

²⁴ *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.

firefighting equipment, and, in January 1883, the hose company met in the town's new hose house on First Street.²⁵

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. . . ."²⁶

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 until 1904, when it was sold to the Salida School District, which operated the building as an elementary school until 1923.²⁷

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 1884.²⁸

Buildings significant to the civic history of Salida were completed in 1884. "Fraternal Hall," the two-story building at 124 E Street originally housed a carpenter shop on the first story and held a meeting place for fraternal lodges such as the Odd Fellows Hall, on the upper story. Following the fire of 1888 that destroyed the Craig Opera House, the upstairs hall would also serve as a place for staging entertainment. The building became the Salida City Hall by 1902, with the city hall on the upper story and the fire department engine house on the first story. By

²⁵ *Salida Mail*, 5 June 1900, 1; Shaputis and Kelley, *A History of Chaffee County*, 82.

²⁶ *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.

²⁷ Shaputis and Kelley, *A History of Chaffee County*, 70; Swift, *Heart of the Rockies*, 35.

²⁸ *Salida Mail*, 5 June 1900, 2; Chaffee County Clerk's Office, Clerk's Vault, Sackett's Addition Plat, Drawing 175 and 175B.

the 1910s, the city departments had expanded to encompass a late 1880s building to the north (122 E Street), which was converted for use by the fire department. A photograph of Fraternal Hall after it was taken over by the City shows an Italianate style brick building with a wide projecting cornice, quoins of white stone, and arched hood molds with keystones above tall upper story windows. The building to the north was less ornate, with a brick cornice, segmental arched windows with brick lintels, and display windows on the first story. In 1884, voters approved a \$7,000 bond issue for a four-room addition to the schoolhouse. Completed in 1885, the two-story Italianate style brick building with the original stone structure at the rear was then known as Central School.²⁹



Figure 6. The first of three buildings housing by the Crews-Beggs Mercantile Company was this 1900 building at 207 F Street. SOURCE: Collman, *Trails Among the Columbine*, 182, Steve Frazee Collection.

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-

²⁹ Collman, *Trails Among the Columbine*, 24-25, 68-69 and 209; *Salida Mail*, 5 June 1900, 2; Fry, *Salida: The Early Years*, 120-21.

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.³⁰

The small one-story brick commercial building at 123 F Street, much altered from its original appearance, was erected during the building boom between 1883 and 1886. The building housed one of the pioneer dry goods firms in the city. Two dry goods firms were listed in the 1887 State Business Directory for Salida: Smith and Randol Brothers and the older Craig, Sandusky and Company. The directory did not provide specific addresses. Later, J.F. Hutchinson had a meat market here that advertised “cleanliness and good service” and carried fruits, vegetables, eggs, butter, and pickled and canned goods” as well as meat.³¹

Several buildings in Downtown Salida originally constructed as dwellings are also representative of this pre-1886 era in the city’s history. An Italianate style two-story brick dwelling at 228 E Street displays a low hipped roof, bracketed cornice, stone quoins, and tall segmental arched windows. Mary A. Randol, widow of John B. Randol, lived here and offered furnished rooms. J.B. Randol had been head of a dry goods enterprise described in 1889 as “the largest and most popular dry goods store in Chaffee County.” The large two-story brick building at 224 E. First Street was erected before 1886. The building has lost some of its original features, but retains a decorative brick cornice and tall segmental arched windows on the upper story. The residence included furnished rooms during much of its history. An example of the smaller dwellings of the era is located at 222 E. First Street, although the house has been altered from its original design.³²

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 which 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

³⁰ 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.

³¹ *Colorado Illustrated Business Directory, 1887-1888* (Denver: C.A. Boland, 1887); *Salida Mail*, 5 June 1900, 5 March 1897; Sanborn Insurance Maps.

³² *Salida News Holiday Edition*, 1889, 13; Sanborn Insurance Maps; Salida City Directories.

remaining goods for sale. In fact, some saw the fire as beneficial, as it would encourage businessmen to rebuild in brick and the town to create appropriate ordinances.³³

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. The entire west face block of the 100 block of North F Street south of the two brick buildings that withstood the flames had been rebuilt by that date. Just south of the two older buildings, the one-story brick building at 110 N. F Street was erected with a broad façade with center inset entrance, fluted columns enframing the storefront, and a decorative cornice with corbels, dentils, and brackets. The 1886 map shows the building divided into two spaces containing a confectionery and fruit market and a dry goods, boot, and shoe store. A jewelry store occupied the one-story building at 106 N. F Street in September 1886. Two jewelry store operators in Salida were listed in the 1887-88 Colorado Business Directory: L.F. Cornwell and William Carpenter (no specific addresses were given). Cornwell was a repair specialist and the licensed watchmaker for the Denver & Rio Grande Railroad, while Carpenter carried "rich jewelry, diamonds, watches, clocks, and silverware."³⁴

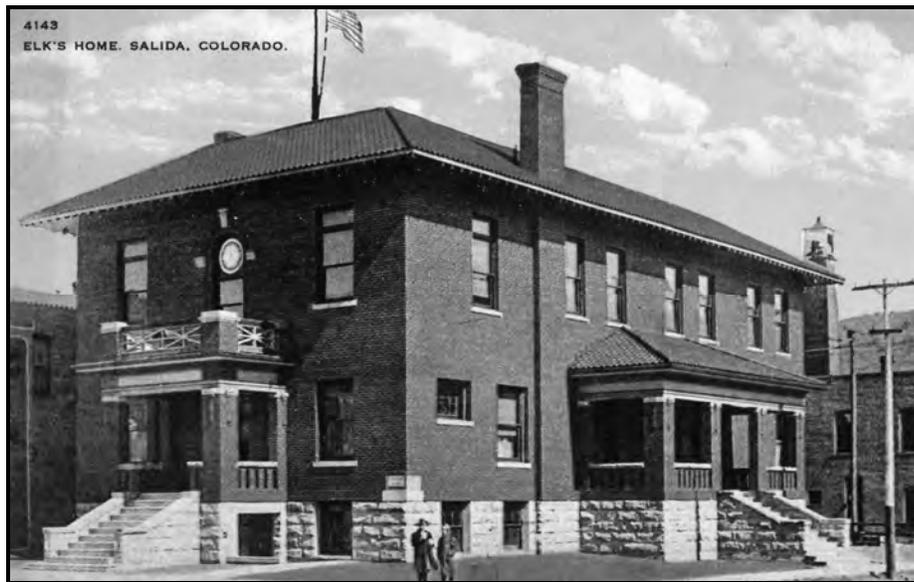


Figure 7. The Elk's Home (148 E. 2nd Street) was completed in 1910. SOURCE: "Elk's Home, Salida, Colorado," historic postcard, number 4143, HHT Co., in the authors' collection.

³³ Fry, *Salida*, 53; Shaputis and Kelly, *A History of Chaffee County*, 85-86; *Salida Mail*, 5 June 1900, 2

³⁴ *Salida News Holiday Edition*, 1889.

Completing the 1886 construction in the 100 block was the substantial two-story brick bank building at 102-04 N. F Street erected by W.E. Robertson. The building, known as the Robertson Block, was almost complete in August 1886, when the newspaper described the construction: “It occupies one of the most eligible sites in the town. It has a ground dimension of 40 X 50 feet and is two stories high. This is cut into fronts, the bank occupies the corner and is a high, light airy room 20 X 50 feet, provided by a fire proof vault, which encases a fire and burglar proof vault with time lock...The counters are manufactured in Salida and will be of solid walnut and other desirable hard wood, finished in oil. The second story is divided into suites of rooms for offices...The whole is artistic in design and finished in the highest art of skilled workmanship.” The Chaffee County Bank, of which William E. Robertson was the first president, had been the first bank to locate in Salida in 1880. The Italianate style building, with its beveled corner facing the prominent intersection of F and First streets, an ornately detailed bracketed cornice, pediment with sunburst decoration, segmental arched windows with hood molds, and fluted columns, was one of the most architecturally sophisticated buildings in Salida in 1886.³⁵

The bank flourished during the late 1880s and early 1890s. In 1889 the *Salida News* reported that the institution was “one of the strongest and most popular financial institutions in Colorado...A general banking business is transacted, and the Chaffee County Bank’s correspondents in other cities are among the soundest in the United States. Uniformly liberal methods have made this bank one of the most popular in the Arkansas Valley.” Unfortunately, the bank was heavily impacted by the collapse of the silver mining industry in 1893, and its doors closed on 1 July 1893. Robertson was arrested, convicted of defrauding depositors, and served a term in the penitentiary. Citizens of Salida lost \$75,000, and many people were ruined financially. By the 1900s, Milton S. Gilbert advertised a “first-class gentlemen’s resort” with club rooms in this building, as well as offering liquors and cigars.³⁶

Another important building, completed on the opposite corner of First Street at 102-24 F Street, apparently incorporated sections of buildings that survived the 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

³⁵ *Salida Weekly Mail*, 6 August 1886.

³⁶ *Salida News Holiday Edition*, 1889; 3 and 11; Fry, *Salida: The Early Years*, 50, 54, 123-24; Denver Public Library, Western History Department, Clipping files, “Salida,” Salida Walking Tours; *Salida Record*, 1 January 1904.

Salida's pioneer businessmen. The stores that occupied the building were among the most successful commercial operations of the early days. Ben Disman & Co. Clothing, which offered clothes, men's furnishings, and shoes, advertised as "Ben Disman on the corner, the home of good clothing." Next door James M. Collins had a saloon selling wines, liquors, and cigars. Smith & Randol Brothers operated a dry goods business, as did Craig, Sandusky & Company. Harbottle & Company, whose space also contained the post office, 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 Canon 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 & Church 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."³⁸

The two-story building at 101-05 F Street, erected opposite Central Block in 1886, was an Italianate style brick composition with flat roof with substantial bracketed cornice, tall segmental arched windows with brick hood molds on the second story, and large display windows on the first story. The owner of the building, S.B. Westerfield, had arrived in the city in 1882, was elected mayor in 1884, and had invested extensively in real estate in Salida. In August 1886, the *Salida Weekly Mail* reported:

The building will be two stories high and contain five offices on the second floor. The front glass will be plate, seven feet high, and an iron front will be

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.

used. The main entrance is on the corner by very wide doors between iron posts. Entrance to the stairway is on First Street opposite E.W. Hively's new building. Upstairs a corridor runs the entire length of the building. We understand that the ground floor is spoken for by A.M. Alger, the druggist, who will have a room fine enough for a city.³⁹



Figure 8. Riverside Park, the Bon Ton/Manhattan Hotel (228 N. F Street), and the current concrete arch bridge over the Arkansas River are shown in this undated postcard view. SOURCE: "Riverside Park, Salida, Colorado," historic postcard, number 342, Thayer Publishing Co., Denver, Colorado, in the authors' collection.

In December Alger moved his stock of drugs into the \$7,000 building and opened "a store that would rank first class in any city in the country. New cases of solid cherry adorn the sides and present an imposing array of bottles and medicines...The cases and shelving together with other improvements have cost Mr. Alger in the region of \$1,000." The Continental Divide Bank occupied the south storefront. L.W. and D.H. Craig, who had moved to Salida in 1881 and operated a dry goods business, had established the bank in 1885. The Craigs later organized the First National Bank of Salida. Another prominent businessman and mayor of Salida, George W. McGovern owned the Westerfield Building within a few years of its construction.⁴⁰

Development continued in 1887, with the construction of an Odd Fellows meeting hall and lodge rooms at 113 E. First Street and the Bowne Block at 119 E. First Street. The two-story Odd Fellows building, composed of brick with stone trim, was divided into stores on the first

³⁹ *Salida Weekly Mail*, 6 August 1886.

⁴⁰ *Salida Weekly Mail*, 6 August 1886 and 17 December 1886; *Salida News Holiday Edition*, 1889, 17; *Salida Semi-Weekly Mail*, 5 June 1900, 5; Salida Walking Tours; Denver Public Library, Western History Department, Clipping Files, "Salida."

story and reception rooms, a meeting hall, a banquet room, and a library for the fraternal order on the upper story. Next door, at 119 E. First Street, an Italianate style two-story commercial building was erected by J.B. Bowne, a Salida pioneer who was a member of the city's first hose company. The building featured a bracketed cornice and paneled frieze, eight tall segmental arched double-hung sash windows with hood molds on the second story, and metal columns flanking first story display windows. *The Salida Mail* reported in September 1887 that "Ira Thompson has leased all of the rooms in the new Bowne building on First and proposes to run a first class sample room in connection with the restaurant. The rooms on the second story will be handsomely furnished for either transient or regular roomers."⁴¹

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 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 1963.⁴²

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."⁴³

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

⁴¹ *Salida Weekly Mail*, 17 June 1887.

⁴² *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.

⁴³ Shaputis and Kelly, *A History of Chaffee County*, 87-88; *Salida Mail*, 5 June 1900, 2

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.”⁴⁴

Egbert and Lena Wheeler erected a two-story Italianate style building at 139-41 F Street following the fire. On 3 January 1888 the *Salida Mail* had reported that the blaze rapidly consumed the Wheelers’ hardware building. The couple’s loss totaled \$8,000, of which only half was covered by insurance. By 20 January, Wheeler had nearly completed a corrugated iron building facing Second Street to use for his business until he could rebuild on his old lot in the “burnt district.” The new building was completed on 4 September 1888, at a cost of \$5,000. Egbert Wheeler died at an early age following an asthma attack, and Lena Wheeler then operated the hardware store on her own for several years. She was bought out by the Paine & Paine Hardware firm in the 1900s.⁴⁵



Figure 9. The original Red Cross Hospital (123 G Street) is pictured here in the 1910s. The building later become part of the Sherman Hotel. SOURCE: Collman, *Trails Among the Columbine*, 193, Steve Frazee Collection.

⁴⁴ *Salida News, Holiday Edition*, 1889; *Colorado Illustrated Business Directory*, 1887-88; Fry, *Salida: The Early Years*, 81.

⁴⁵ Fry, *Salida: The Early Years*, 74 and 77; *Salida Mail*, 3 January 1888 and 20 January 1888; Sanborn Insurance Maps; Salida Walking Tours.

By the summer of 1888 a great building boom was underway; nearly \$200,000 was spent in that year for construction to replace the buildings destroyed in fire and to build new businesses and houses.⁴⁶ Among the most significant buildings erected by the end of the year was the \$30,000 Salida Opera House at 129 W. First Street. The Craig Opera House, which had been an important venue for local entertainment, had been destroyed in the fire. Concerned about the loss of cultural activities for the community, a group of local businessmen organized the Salida Opera House Association, with \$30,000 in authorized capital stock. Directors of the group included E.W. Corbin, G.W. McGovern, M.J. Collins, Peter Mulvaney, J.W. O'Connor, J.W. Wood, and W.W. Roller.

The Opera House dedication on 1 January 1889 included an evening performance featuring twenty-four musical numbers by a Leadville string band, as well as dancing and a catered supper. The *Salida News* stated that the drop curtain was “a beautiful piece of work of art” and that the building was “in every way superior to any in Colorado except the Tabor Grand in Denver.” The opera house, which included a Masonic hall on the second story and offices and shops on the first, became a motion picture theater, the Osos Grand, in the 1900s. An orchestra accompanied nightly picture shows; and each seat cost ten cents. At the end of 1909, the *Salida Mail* applauded the advance of the theater: “As a place of amusement, instruction and innocent pastime, the Osos Grand furnishes entertainment beyond question. Its value to the community as a place of entertainment can scarcely be estimated.” Over the years, the facility hosted traveling road shows, lectures, musical performances, parties, and dances. The appearance of the building is greatly altered today.⁴⁷

Stamped metal facades were a popular trend in commercial architecture from the 1880s until about 1910, described as “part of a national trend toward industrialized building technology and mass-produced ornament.” A building with an outstanding stamped metal façade was erected at 131-33 E. First Street between 1888 and 1890. The two-story building housed a grocery and a clothing store on the first story, with furnished rooms on the upper story. The brick building featured an ornamented bracketed metal cornice with parapets corresponding to storefront divisions, a paneled and bracketed frieze, tall double-hung sash windows framed by pilasters, and a storefront cornice with corner brackets with foliate decoration.⁴⁸

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

⁴⁶ *Salida Mail*, 5 June 1900, 2.

⁴⁷ *Salida News*, 3 January 1889; *Salida Mail*, 5 June 1900 (photo), 2 April 1909 and 31 December 1909, 4; Fry, *Salida: The Early Years*, 64-66; *Denver Post*, 8 January 1942; Salida Walking Tours; Collman, *Trails Among the Columbine*, 228.

⁴⁸ Survey Form, 131-33 East First Street, 1981.

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.⁴⁹

Salida had six churches: Baptist, Catholic, Christian, Presbyterian, Methodist, and Episcopalian. Construction of a street railway was being contemplated. Among the most significant commercial buildings completed during the last two years of the decade were the Union Block (130-138 W. First Street), the Salida Record Publishing Company building (129 E. Second Street), the Hively Block (126-32 F Street), and the Dismal Alger Block (134 F Street). Reports particularly praised the railroad-associated “exceedingly fine” Monte Cristo Hotel (no longer standing), which featured arc and incandescent lights, fire alarms, steam heat, baths with hot and cold water, large sample rooms, and a good restaurant. As trains passing through Salida stopped for breakfast, lunch, and dinner, the hotel was the scene of much activity.⁵⁰

In 1890 the *Salida Mail* described the Twitchell Building at 101 N. F Street:

No building has added more to the appearance of the town than the one constructed by N.R. Twitchell on his property at the corner of F and First streets. Some unsightly wooden holdings occupied this corner until this spring when they were swept out by fire. The fire proved to be a blessing to the town and also the owner of the property, for the building that now occupies the site is an ornament to the town and a source of greater profit to the owner than the poor building which formerly occupied this valuable ground. The building is 41 X 75 feet, two stories high. It is trimmed with red sand stone and bricks of the center wall are laid with red mortar.

The \$16,000 building, designed by Architect D. Chenowith for real estate and insurance agent N.R. Twitchell, featured three stores on the first story and a beveled corner facing the important F and First Street intersection, while the upper story was designed for furnished rooms or offices. The newspaper observed that “the erection of this building gave an impetus to building in this town; it set the ball rolling. It seemed to establish confidence among property owners and as a result we see fine structures going up on every side.”⁵¹

Railroad workers, travelers disembarking from trains, and other visitors to the downtown area provided a large group of clients for the red light district centered on Sackett Avenue (Front Street). The 1890 Sanborn map shows that the nucleus of the district had been established by that date. The building at 113 W. Sackett Avenue, erected between 1883 and 1886, and the building at 117 W. Sackett Avenue, built between 1888 and 1890 are both shown as

⁴⁹ U.S. Census Bureau.

⁵⁰ *Salida News, Holiday Edition*, 1889, 3; *Salida News*, 7 May 1888, 4.

⁵¹ *Salida Mail*, 30 December 1890.

including “female boarding” establishments (a Sanborn euphemism for bordello) on the 1890 map. The latter building was also identified as a “Chinese laundry” on the first story with rooms for the frail sisterhood above. The two houses were connected to each other on the second story level with an open passage on the first story. The house to the west, at 121 W. Sackett Avenue, built before 1883, was also indicated as female boarding in 1890. At the turn of the century, the house at 129 W. Sackett was built as part of the district. Salida’s most famous madam, Laura Evans, was shown as the head of household at 113 W. Sackett Avenue in 1905 and took over the operation at 129 W. Sackett about 1910. Evans also owned the six-unit female boarding property at 130 W. Sackett, which had been built about 1906. Accounts of her life state that Evans had worked as a prostitute in Denver and Leadville before moving to Salida in the 1890s. Within the community she was known for her good deeds, including assisting victims in the influenza epidemic of 1918, providing shelter for abused women, and donating food and coal for needy families. Russ Collman reports that Evans was considered the “bank of last resort” for Salida businesses which could not obtain loans through regular financial institutions. Local authorities allowed Evans to continue her business on West Sackett Avenue until 1950.⁵²

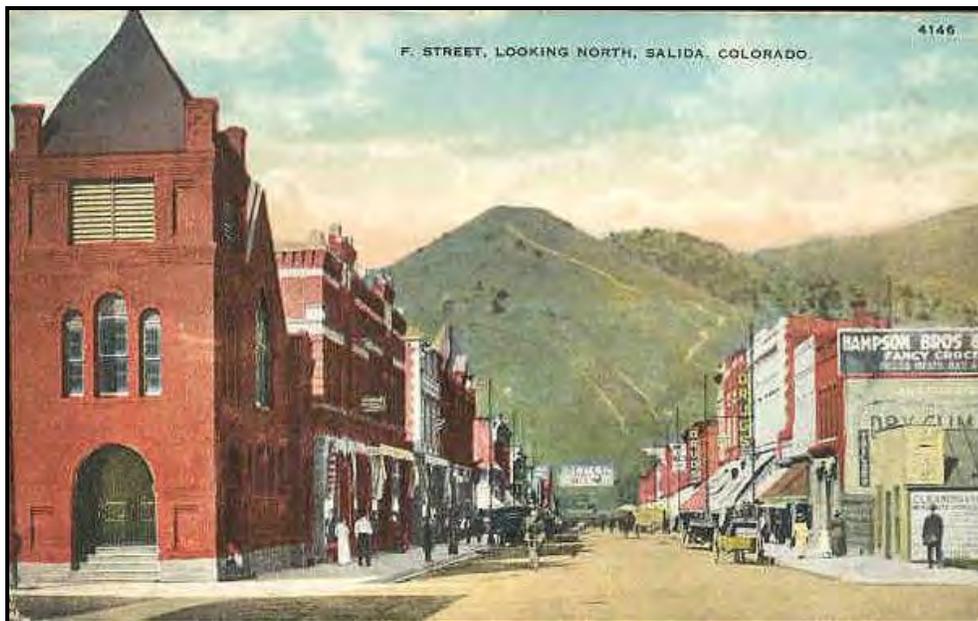


Figure 10. Views down F Street toward Tenderfoot Hill were a favorite image of photographers. This circa 1914 or 1915 postcard image was taken just south of 3rd Street and shows the Presbyterian Church (razed) on the northwest corner. SOURCE: “F Street, looking north, Salida, Colorado,” historic postcard, number 4146, H.H. Tammen Company, Denver, Colorado.

⁵² Salida City Directories; Sanborn Insurance Maps; Pasquale, *One Hundred Years*, 91-94; Fry, *Salida: The Early Years*, 220-21; Collman, *Trails Among the Columbine*, 246-47 and 264-65; U.S. Census Bureau, *Census of Population*, 1920, Manuscript Returns, Chaffee County, Colorado, Enumeration District 9.

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.⁵³

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."⁵⁴

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 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 arched 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. Immense plate glass display windows faced F and Second streets.

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. 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

⁵³ Chappell, 11; *Salida Mail*, 10 August 1908, 1; Swift, *Heart of the Rockies*, 57.

⁵⁴ Collman, *Trails Among the Columbine*, 93-94.

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. Principles of the Knights included friendship, charity, and benevolence, and the group's goals included moral uplifting and the purification of society.⁵⁵

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. During period between 1898 and 1909, thirty-four of the buildings in Downtown Salida were erected, marking a major period of construction for the district. 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.⁵⁶ Disaster struck at the railroad facilities 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.⁵⁷

Among the more notable residential buildings erected in Salida at the turn of the century was the Haight & Churcher Terrace at 214-16 E. First Street. The 1899 two-story red brick building had a raised sandstone foundation, projecting two-story porch with arched openings, and cornice with bands of plain and rock-faced brick. Each side of the terrace included six rooms, exclusive of halls and bathrooms. The *Salida Semi-Weekly Mail* reported, “These are strictly modern homes, everything that science has provided having been incorporated in them. It is doubtful whether a handsomer or better arranged building is to be found in any city of similar size in this state. The owners deserve much credit for having giving Salida so pretty an example of the builder's handicraft.” One of the owners, Frank B. Churcher, lived in this building.⁵⁸

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

⁵⁵ *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.

⁵⁶ *Salida Mail*, 3 January 1899, 1.

⁵⁷ Collman, *Trails Among the Columbine*, 97, 100.

⁵⁸ *Salida Semi-Weekly Mail*, 5 June 1900.

the D&RG, construction of a new D&RG hospital, erection of business blocks, and completion of two churches.⁵⁹ The business district gained an outstanding enterprise in 1900, when Charles Webster Crews and R.H. Beggs erected a two-story brick building at 207-11 F Street. The department store's design included a corbelled cornice with central parapet, contrasting red and buff colored brick and stone trim, pilasters dividing the upper story, and large plate glass display windows. The first store of the company had been established in Leadville with a philosophy of "one price, plain figures, and spot cash." A second store opened in Pueblo, and Salida received the third in the chain. In 1908, the *Salida Mail* stated, "It is only fair to say that our people can do as well if not better at the Crews-Beggs Mercantile Company's store than at any other place in this section of Colorado...It is a mammoth department store, we might say, and they have the finest lines of everything in the way of merchandise, groceries, furniture, shoes, millinery, dry goods, shelf and heavy hardware, etc., at rock bottom prices." The store moved to 300 F Street in 1914 and 230 F



Figure 11. The Palace Sample Rooms (left) and Palace Hotel (right) (202 and 204 N. F Street) are shown in this 1920s view. The corner building was erected between 1898 and 1904 as the Windsor Cafe, while the hotel was built between 1906 and 1909. SOURCE: Collman, *Trails Among the Columbine*, 222, Amon Carter Museum, Fort Worth, Texas.

⁵⁹ *Denver Times*, 30 December 1900, 5.

Street in 1923. When Crews-Beggs closed in Salida in 2000, it was the last store in the chain operating in the state.⁶⁰

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.⁶¹ 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. Among the buildings offering furnished rooms erected during this period was the Welch House at 128-32 E. First Street. The building, notable for its classical columns flanking the second story windows and elaborately detailed pressed metal cornice and frieze, held a restaurant on the first story and furnished rooms operated by Mrs. Mary Welch on the second in the early 1900s. The two-story brick residence with flat roof and decorative brick cornice at 130 E. Second Street was also erected during this period and provided furnished rooms.⁶²

Facilities for tourists and other travelers to Salida were augmented in 1901 with the construction of the Bon Ton (later Manhattan) Hotel at 228 N. F Street. The two-story red brick building with stone trim featured stone columns on the first story, brick pilasters and panels on the second story, and an elaborately ornamented upper wall with panels of dogtooth brickwork, round windows, a triangular stone pediment, and stone crenellation. In September 1902 the *Salida Record* reported,

One of the most comfortable hotels in this section is the Bon Ton of this city. This is a new two-story brick, located on the river at the foot of F street... This hotel has first class rooms, bath, electric lights and the best of service. Located near the railroad it is especially convenient for travelers arriving at night and who have to lay over to take an early morning train. In connection with the hotel is a first class restaurant, popular with the public, and having a large and constantly increasing patronage.⁶³

The Strait Building (234-38 F Street) and the McKenna Building (230 F Street) were erected at the same time next to each other and with very similar designs in red pressed brick with white stone trim. In February 1902, the *Salida Record* reported that the construction on the \$10,000 business block of J.H. Strait was well under way, and noted, "This block, in connection with that of Mr. McKenna adjoining, will effect one of the greatest improvements

⁶⁰ *Salida Mail*, 21 October 1927, 4; Joanne West Dodds, *They All Came to Pueblo* (Virginia Beach, Va.: Donning Co., 1994), 139-40; Fry, *Salida: The Early Years*, 89; *Salida Mail*, 10 August 1906 and 2 July 1948; Salida Walking Tours.

⁶¹ *Denver Times*, 19 August 1901, 4.

⁶² Salida City Directories; *Salida Mail*, 2 April 1909; Salida Walking Tours.

⁶³ *Salida Record*, 19 September 1902; *Salida Mail*, 31 December 1909, 1; Salida City Directories; Manhattan Hotel National Register of Historic Places Nomination Form, 1982.

ever known in the business section of the city. It will be finely finished and in every way a credit to the builder and to the town.” The Strait Building was completed by 1 January 1903, while the \$20,000 McKenna Building was still under construction. John H. Strait had prospered in business in the East before he visited Salida for a month of recreation and liked it so well he moved to the city in 1901. Strait invested in unimproved real estate, including “several of the best vacant lots in the city,” and constructed excellent quality buildings.

The likely architect of both buildings was Henry Silf, who was cited as the designer of the McKenna Building. Silf had studied architecture at Stockholm College in Sweden and had worked in the United States since 1878. In 1908 the *Salida Mail* stated, “Many of our magnificent and important buildings in different parts of the country has he planned, that will stand for ages to come as monuments to his credit.” J.J. McKenna operated a grocery store on the ground floor of his building and an Elks lodge was created on the second floor. McKenna’s firm was said to be second to none in Salida, operating a retail business in the city and surrounding area, supplying mining companies and rural customers as well as conducting a large wholesale business supplying stores in smaller towns.⁶⁴

Salida gained a new industry when W.S. Edwards founded the Salida Bottling Company in the early 1900s. Edwards, who had operated a similar business in Pueblo, originally rented space for the operation. About 1902, the firm erected a plant just east of the tracks of the Gunnison branch of the D&RG (211 W. First Street). By 1904, the firm was described as employing a large force of men, shipping its products to dozens of towns, and occupying “large quarters of its own that were built especially for the accommodation of the business.” The *Salida Record* judged that the company “has come to be recognized as one of the largest and most successful enterprises of central Colorado.” City directories described the firm as jobbers in whiskey, wine, cigars, bar supplies, and soda fountain supplies, as well as agents for Coors and Zang beers. The plant also manufactured and bottled soda waters, cider, ginger ale, cherry phosphate, raspberry julep, iron brew, and seltzer. The company continued to operate in Salida through at least World War II, although a new facility was erected west of the railroad tracks on West First Street and this building became associated with the Salida Fuel Company.⁶⁵

James Watt DeWeese erected a boarding house at 133 E. Sackett Avenue in 1902. DeWeese had originally moved to Salida in 1887 to work as a machinist for the D&RG. In the 1890s he formed a real estate and loan business, and he also served as secretary of the Salida Building and Loan Association and secretary of School District No. 7. The building on Sackett Avenue was described as a “twelve room two department terrace.” Notable features were the decorative brick cornice, the projecting central porch with column supports, the

⁶⁴ *Salida Mail*, 17 January 1902, 28 February 1902, 1, 1 January 1903, 2 January 1903, 10 August 1906; *Salida Record*, 24 January 1902, 1, 21 February 1902, 1, 1 January 1904, 8 and 19 September 1902; *Salida Semi-Weekly Mail*, 5 June 1900.

⁶⁵ *Salida Record*, 1 January 1904; *Salida Mail*, 10 August 1906; Collman, *Trails Among the Columbine*, 151, 163, 218; *Salida Walking Tours*; *Salida City Directories*.

arched brick lintels, and the paired chimneys and round second story windows at each end of the building. The building was considered important because it filled up “a very conspicuous gap in the otherwise solid and attractive front that the town presents from the depot and will be appreciated accordingly by the public. It is likely that the owners of the other lots adjoining will in the near future build similar buildings on their ground and fill the space to the corner.”⁶⁶

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 the building at 123 G Street, which had been erected in the early 1890s and 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.” Several doctors served on the hospital staff in addition to Dr. Cochems. The facility had a capacity of twenty-five patients and advertised “all modern surgical and medical methods of treatment.” After a new Red Cross Hospital was erected at 140 W. Third Street in 1909, this building became part of the Sherman Hotel.⁶⁷



Figure 12. The large Argys Brothers Garage at 223 E. 1st Street is pictured in this undated (circa 1930s) view. The four-story St. Clair Hotel, at right, is no longer extant. SOURCE: Swift, *Heart of the Rockies*, 94, Bob Rush Photograph Collection.

⁶⁶ *Salida Record*, 21 February 1902, 1; *Salida Mail*, 28 February 1902 and 9 April 1909; *Salida Semi-Weekly Mail*, 5 June 1900.

⁶⁷ *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.

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. The plant closed in 1920.⁶⁸

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. One of the most celebrated additions to the commercial district was the Adilas⁶⁹ Building at 215-21 F Street. The two-story buff colored brick building with raised parapet has a decorative brick cornice, stone trim, and segmental arched second story windows with gauged brick lintels. On 1 January 1904 the *Salida Record* published a drawing of the building (somewhat different than the building as constructed) and stated, "This handsome building will be named by the people of the county as soon as the foundation is completed. A handsome prize is offered." The building was erected and owned by the Golden Rule Store, advertised as "the cheapest house to buy dress goods, silks, notions, underwear, shoes, carpets, draperies, linoleums, etc." A specialty of the store was the ladies' suit and shirtwaist department. One of the first modern dry goods chain stores in the county, the Golden Rule stores were founded in Longmont, Colorado by Thomas M. Callahan in 1889. The stores were very competitive and stocked quality, high-demand goods at low prices, trading only in cash and carry. The first Golden

⁶⁸ 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.

⁶⁹ Adilas is Salida spelled backwards.

Rule store in Salida had been opened by a brother-in-law of Callahan, Burr Fisher, about 1891. The Golden Rule Mercantile, a successor company, was still listed at this address in 1951.⁷⁰

An interesting relic of Salida's 1900s culture was the small corrugated metal clad building on the alley behind the business at 120-24 W. First Street. The building was constructed in the 1890s and labeled as "beer storage" on the 1898 Sanborn map. It is likely that the structure was associated with a saloon on W. First Street operated by John Sweeney, who provided "a high grade liquor and cigar store." In 1904 the building was used as an icehouse. The 1909 and 1914 Sanborn maps identify the building as "female boarding." The building was shown as a regular dwelling on later maps.

A major improvement in the city's infrastructure was the completion of a new F Street bridge in 1906-07. About 1904 the city council and the D&RG had begun planning for replacement of the previous structure. In that year, Salida was stunned by tragedy when a footbridge across the Arkansas gave way, causing twelve women and children to fall into the river. The city wanted to insure that the new F Street bridge would hold hundreds of people safely. The Pueblo Bridge Company was selected from among eight bidders for construction of the bridge and was awarded the \$18,500 contract. According to Colorado bridge historian Clayton Fraser, "After the turn of the century, the preferred alternative to the steel truss for short-span vehicular bridges was generally considered to be the concrete arch. More solid under traffic and better resistant to flooding, it was also valued as more aesthetically refined than the starkly functional steel truss. By far the most prolific concrete bridge builder in Colorado was the Pueblo Bridge Company, and the most common type of concrete bridge was the filled spandrel arch patented by Daniel Luten around 1904." Salida's F Street Bridge is the oldest representative of the Luten arch bridges erected by the Pueblo Bridge Company.⁷¹

The Palace Hotel, a \$20,000 three-story brick building designed by Charles J. Anderson and owned by Ambrose Ramsey, was built at 204 N. F Street during 1906-09. Distinctive features of the building's façade were a heavily ornamented parapet with stone trim, corbelling, and half-round and rectangular inset panels with textured stucco, thick rock-faced stone lintel courses and narrow stone sill courses, paired tall double-hung sash windows with transoms on the second story, large plate glass display windows with clerestory panels composed of multiple small lights and rock-faced stone columns on the first story. The 20 April 1906 *Salida Mail* noted that the building "will be strictly modern in ever [sic] sense the word implies, being heated throughout with hot water and lighted with electricity. The front

⁷⁰ *Salida Mail*, 1 January 1904, 1; *Salida Record*, 1 January 1904; Rosslyn and Lee Scamehorn, *The Callahans of Longmont, Colorado* (Longmont: HL & RS, 2001), 1-19; ` , 5 March 1897, 3, 26 October 1906, 1, and 2 July 1948.

⁷¹ Clayton Fraser, *Highway Bridges of Colorado Multiple Property Submission*, 2000, 21 and *Historic Bridges of Colorado* (Denver: Department of Highways, 1986), 55; HABS/HAER Inventory Form, F Street Bridge, 10 October 1983.

will be of cut stone and pressed brick and when completed will add very materially to the attractiveness of that section of the city.” The building was not finished until April 1909, when the *Salida Mail* remarked, “The building is properly named The Palace Hotel, for it is the best finished and best furnished block in the city and the location, right near the depot, will make it a winner as a hotel.” Ramsey designed the interior décor, and the building’s furnishings were compared to the Brown Palace in Denver and New York hotels in terms of quality and detail: “The building is a credit to Salida and Chaffee county and Mr. Ambrose Ramsey is to be congratulated on finishing such a building. It will stand till eternity.”⁷²

The hotel also expanded into the building that had been erected on the lot to the south at the turn of the century (202 N. F Street). The south building was originally known as the Windsor Café, with Alfred Archambault serving as proprietor of the restaurant. The 1904 Sanborn map indicates that the restaurant was located in the front of the building, with the rear wing housing a kitchen. Furnished rooms were offered upstairs. After the Palace Hotel was completed in 1909 this building became the Palace Café, serving guests of the hotel and other patrons. By 1914 the building had become the sample rooms for the hotel. Sample rooms were utilized by traveling salesmen who disembarked from the trains with trunks of merchandise and rented rooms in hotels in which they displayed their wares. Advertisements in local newspapers alerted local customers as to when and where products were being shown.⁷³

One of Salida’s architectural gems, the Sandusky Building at 222 F Street, was erected between 1906 and 1909. The building was notable for its Beaux Arts-influenced design with front parapet wall ornamented with contrasting coping, bands of brick, short pilasters, a central plaque carved “Sandusky,” and inset panels with ornamental half-round terra cotta sculptural panels. Brick pilasters with terra cotta capitals flanked three bays of the upper story and supported an entablature with a variety of moldings. The first story featured rusticated rock-faced and carved sandstone piers. The building was erected for S.W. Sandusky, who came to the city in 1881 and had been a partner in the dry goods firm of Craig & Sandusky, founded in 1885 as successor to L.W. and D.H. Craigs’ pioneer business. Sandusky bought out Craig’s interest in 1891 and operated a store that offered dry goods, carpets, and shoes. The owner noted that his firm had never intentionally bought a poor article of merchandise, although the profit might have been larger on cheaper goods. Sandusky stated, “A man would come in and say he wanted an outfit. At a glance I could guess his size. For about thirty bucks he could get clothes that stood up under hard usage—such things as California-made red flannels cut from cloth, blue wool shirts, and a pair of tough boots.”⁷⁴

⁷² *Salida Mail*, 20 April 1906, 1, 9 April 1909, 1, 31 December 1909, 6; *Salida Mail Booster Edition*, 21 October 1927; Collman, *Trails Among the Columbine*, 222.

⁷³ *Salida Mail*, 20 April 1906, 1, 9 April 1909, 1, 31 December 1909, 6; *Salida Mail Booster Edition*, 21 October 1927; Collman, *Trails Among the Columbine*, 222.

⁷⁴ *Salida Semi-Weekly Mail*, 5 June 1900; *Salida Mail*, 1 January 1904 and 2 July 1948; Salida Walking Tours.

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 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.⁷⁵

The B.P.O.E. Elks Lodge 808, one of Salida’s longest-lived fraternal orders, erected a two-story brick building at 148 E. Second Street in 1910. The building’s design included a hipped roof with tile roofing, red brick walls, and a white sandstone foundation. The symmetrical façade had an entrance with decorative glass and a projecting porch topped by low balustrade, stone trim, and a dentiled frieze. The upper story featured a round arched window with arched transom with glass clock facing the balcony. The Elks, an organization founded in New York in 1868, focused on charity and patriotism, and assisted victims of natural disaster. This \$33,000 building with \$13,000 of furniture and fixtures was dedicated on 29 December 1910. The *Salida Mail* explained that the three-foot diameter glass clock face which could be illuminated from behind by electric light and showed the perpetual time as eleven o’clock. Eleven o’clock represented “the majestic hour when all Elks turn away from the thoughts of business life and the living to thoughts of the dead and departed ones.” The newspaper noted the ample interior use of oak in wainscoting, paneling, and the main staircase, as well as a ten foot fireplace with tile hearth and a 60’ X 40’ foot lodge room on the second floor with a domed ceiling, orchestra balcony, and maple floor.⁷⁶

One of the few manufacturing facilities in Salida was erected in 1910 at 330 W. Sackett Avenue. Jake M. Stivers was president of Stivers’ Automatic Cover Company and the inventor of “an ingenious slot machine arrangement for the cover of a billiard table designed to automatically cover the table at the expiration of the time for which the coin, deposited in the slot, pays for use of the table.” Stivers had attempted unsuccessfully to raise capital for his business in Alamosa, but Salida and Canon City residents reportedly vied for the company to locate in their cities. A number of Salida citizens invested in the enterprise and served as officers, including D.J. Kramer, D.H. Craig, C.F. Calvin, J.M. Manful, A.R. Miller, and W.H. Flannery. Work on the building began in January 1910, with George Coombs receiving a contract for laying 150,000 bricks for the project, while Steve England served as the carpenter. The facility anticipated hiring several hundred men who would be paid from \$4 to \$7 per day.

⁷⁵ *Salida Mail*, 31 December 1909; Swift, *Heart of the Rockies*, 59.

⁷⁶ *Salida Mail*, 30 November 1909, 21 January 1910, 30 December 1910 (photo); *Salida Mail Booster Edition*, 21 October 1927.

The 1914 Sanborn map indicated that the building was already vacant. A feed store later operated at this site.⁷⁷

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 Canon 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.⁷⁸

The automobile impacted the built environment of Salida's downtown during the first decades of the twentieth century. The Salida Auto Company occupied buildings erected between 1909 and 1914 at 129 and 139 W. Third Street. A.B. Goddard and E.P. Wilber were proprietors of the company. The automotive repair building at 118 N. E Street was built during the same era and labeled "garage" on the 1914 Sanborn map. Over the years, the building housed the T.J. Ahern Garage, the J.J. Kratsky Garage, and the White Auto Company. By the 1920s the Salida Service Station was operating at 205 W. First Street as a Texaco retailer. The station offered tires, batteries, accessories, vulcanizing, greasing, and complete lubrication service and pledged that "our modern tire shop is equipped to give you complete tire service and we guarantee every repair for the life of the tire." The Salida Service Station continued to operate at this location into the 1950s.

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. Construction in Downtown Salida declined during the 1920s, with less than ten buildings erected in the commercial district. The Argys Brothers Garage and Argys Motor

⁷⁷ *Salida Mail*, 21 January 1910, 1 and 31 December 1910, 1; Sanborn Insurance Maps; Salida Walking Tours.

⁷⁸ Collman, *Trails Among the Columbine*, 160; Pasquale, *One Hundred Years*, 73; Emerson, "History of Chaffee County," 484, 490, and 500

Company was constructed at 223 E. First Street in the 1920s and operated for more than fifty years. Dick and Gus Argys had also been proprietors of a mercantile and grocery on North F Street with their brother Theodore before taking over the local Nash automobile dealership. Dick Argys managed the office and auto sales, while Gus handled the service department. The one-story brick building displayed a more modern appearance than the automotive buildings erected earlier. The garage had an arched roof, stepped parapet, projecting sign, decorative panels with contrasting brick, and large plate glass display windows. 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 1924.⁷⁹

Most of the construction completed in the 1930s in Downtown Salida was transportation-related. Three filling stations (200 W. First Street, 244 E Street, and 206 E Street) were erected during the decade. The most significant building project in Downtown Salida during the Depression decade was the construction of the Post Office at 203 E Street in 1935. Salida had received a post office designation in 1881, and the facility had been housed in various commercial buildings in the downtown area. The new post office construction was part of the federal government's effort to stimulate the economy through public works projects in the 1930s. The majority of post offices built during the period were designed in what has come to be called the "Starved Classical" style, which featured "symmetrical designs with classical proportions, but without the popular classical elements, such as bold porticos, columns, and pediments. With this style, utility and economy outweighed exterior opulence." Salida's post office featured brick construction, an arched central entrance with a stone keystone and a fanlight, and large multi-light double-hung sash windows with gauged brick lintels and stone keystones. The Office of the Supervising Architect of the Treasury designed the building. Outside Downtown Salida, a hot springs swimming pool that received its water from near Poncha Springs was completed with public works funds in 1938.⁸⁰

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

⁷⁹ *Salida Mail Booster Edition*, 21October 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.

⁸⁰ Bauer, Ozment, and Willard, *Colorado Post Offices*, 127; James H. Bruns, *Great American Post Offices* (New York: John Wiley & Sons, Inc., 1998), 85; Historic U.S. Post Offices Thematic Resources Nomination (Utah), 1988; Collman, *Trails Among the Columbine*, 292.

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).⁸¹



Figure 13. This Standard Oil service station at 206 E Street was a hub of activity in this 1947 view. The greatly-modified building still stands at the southwest corner of E and E. 2nd streets. SOURCE: Collman, *Trails Among the Columbine*, 292, John W. Hughes photograph.

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 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 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

⁸¹ Collman, *Trails Among the Columbine*, 256, 257, 262, 270.

train passed through Salida, ending more than eighty years of passenger service. In 1971, the 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.⁸²

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.⁸³

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 Canon 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 1982.⁸⁴

In 1984 the Salida Downtown Historic District was listed in the National Register of Historic Places. The district, embracing the heart of the city’s historic commercial development, recognized the significant historical associations and architectural qualities of Downtown Salida. 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 great expansion at the beginning of the twentieth century.

⁸² Collman, *Trails Among the Columbine*, 295, 300,304, 308; Pasquale, *One Hundred Years*, 99.

⁸³ Bruce Caughey and Dean Winstanley, *The Colorado Guide: Landscape, Cityscapes, Escapes* (Golden: Fulcrum, Inc., 1989), 553-559.

⁸⁴ *The Mountain Mail*, 5 March 2002, 2; Collman, *Trails Among the Columbine*, 294; Salida Walking Tours; Chaffee County Assessor records.

IV. RESEARCH DESIGN

The objective of a survey of historic resources is the recordation 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.

Primary research questions concerned the current historic physical integrity of resources within the downtown historic district and the appropriateness of the existing district boundary. The impact of nonhistoric development and alterations to the district is a subject for examination. Important questions about the resources include their dates of construction, the principal materials used to erect downtown buildings, and the architectural styles exhibited in the commercial district. Examination of the ability of existing buildings to convey their historic character is a major focus of the study. The representation of the work of professional architects in the downtown area is also an area for investigation. The types of building functions and the principal eras of construction with the downtown district were topics of research. Identification of prominent persons associated with downtown buildings, significant events that were associated with the properties, and important historical associations with the buildings are also topics for research.

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 commercial in nature, with a few residential, social, cultural, and governmental buildings, a transportation structure, and a park included within the examined acreage.

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 2001-02 project consisted of two principal components:

Intensive Survey. An intensive survey of resources in and adjacent to the existing Salida Downtown National Register Historic District was to be completed. 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.

Reconnaissance Survey. A reconnaissance survey of the remainder of the city was to be performed for the purpose of identifying and prioritizing subareas of the city for future intensive survey work. A map showing identified survey areas and a memorandum discussing the results was to be produced and included in the final survey report.

The project also called for a final report (this document) explaining the survey findings and providing an overview of the general historical development of Downtown Salida. The evaluation of the existing National Register district and identification of any National and State Register eligible properties was also to be addressed on the forms and summarized in the report. The report was also to include USGS topographic map extracts outlining the project area and a survey map showing the surveyed buildings' locations and the boundary of the existing historic district.

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. Susan Medville identified historical research sources at the Salida Museum and the Salida Regional Library and copied materials at the library. Marcia Canter, Canter Research and Business Services, examined historic Salida newspapers at the Colorado Historical Society for information about specific buildings and general downtown development and copied

materials at the Salida Museum. Elizabeth Simmons conducted general research at Denver libraries and took color slides for public meetings. Jackie Powell, Central Colorado Preservation Partners, conducted research at the Chaffee County Courthouse. Jennifer Phelan, 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 supplied information and direction for the project. Suzanne Doggett and Chris Geddes, National and State Register Historians for the Colorado Historical Society, reviewed evaluations of eligibility to the National Register. Estella Cole, Colorado State Historical Fund, served as the technical advisor for the project.

Public Meetings and Selection of Survey Buildings

Tom Simmons attended a public meeting of property owners and other interested persons at the beginning of the project in October 2001 to discuss the goals and methodology and to receive information about possible research sources. A pedestrian reconnaissance survey of the existing National Register historic district and adjacent areas was conducted at that time. A count of buildings within the district was produced, as well as a list of buildings in adjacent areas that might be surveyed to reach the desired total of 135 survey forms. The Salida Historic Preservation Commission selected which buildings in adjacent areas would be surveyed. Copies of earlier survey forms were obtained for the project from the Salida Regional Library.

A briefing on the results of the survey was presented in Salida on 24 October 2002 at the conclusion of the project. Slides (including current views and historic images) and maps were included to illustrate the development of the area, the types of businesses present in the area, and the architectural features of the buildings surveyed. The findings of the survey were discussed with members of the audience.

Intensive and Reconnaissance Surveys

The intensive level field survey was conducted during March through June 2002. 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 and business owners and other interested persons encountered or identified during the fieldwork were interviewed for information about historic properties. A total of 136 buildings were recorded.

The reconnaissance survey of the remainder of the city was completed in June 2002. Utilizing data provided by the County Assessor's Office, areas of the city containing historic buildings were identified and mapped. A windshield survey of those subareas of the city was conducted to examine the architectural styles, building materials, landscape, building types, and level of historic physical integrity of the resources.

Photography

Black and white photographic views of each resource surveyed were taken principally in November 2001. All prints were three-and-a-half by five inches and were produced on RC paper from thirty-five millimeter negatives. Photographs were identified by 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 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 drawing the extent of the survey area on extracts of the USGS 7.5 minute quadrangle maps covering the area: "Salida East, Colo.," and "Salida West, Colo.," both dated 1994. 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 acreages of the survey area and historic district were computed from the project GIS.

Historical Research

Historical research provided essential information regarding individual resources surveyed and the development of the downtown district as a whole. Information was obtained from public agencies and institutions as well as business 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, city directories, and historic newspapers were reviewed. The Salida Museum's collection of photographs, maps, and city directories was examined. In the Denver area, the files of the Colorado Historical Society, including survey forms, reports,

and National Register nominations from the Office of Archaeology and Historic Preservation were accessed, as well as historic newspapers, photographs, and other research materials in the Stephen Hart Library of the Colorado Historical Society. Historic Salida newspapers archived at the library (and the Salida Regional Library) were particularly important sources of information about individual buildings. 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.

Several publications examine aspects of Salida's history, although most concentrate on the early history of the city. Among these 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. Recent walking tours of the historic district provide historical background about many buildings in Downtown Salida.

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. 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 other sources, such as Sanborn fire insurance maps for 1883, 1886, 1888, 1890, 1893, 1898, 1904, 1909, 1914, 1929, and 1945, and an 1882 bird's eye view map of the city. Colorado State Business directories also list commercial enterprises in the city, beginning in the 1880s. 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 continuous editions beginning in 1903-04, although the first listing organized by street address does not appear until 1930-31.

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 5CF406.84 to 5CF406.126 (except for 5CF406.95), 5CF1575 through 5CF1579, and 5CF1595. The architectural styles assigned on the forms were based on those in the Colorado Historical Society's booklet, *A Guide to Colorado Architecture*, 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 three-ring notebooks, together with a photo log. Included with each survey form was a sketch map (produced from the GIS) showing the building outline of the surveyed resource in the context of the block where it is located.

All of these survey products, together with the final report (this document), were submitted to the City of Salida and the State Historical Fund. 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.

Acknowledgments

A number of individuals and organizations contributed to the successful outcome of the project. Jennifer Phelan, Planner, with the City of Salida, coordinated the project, organized public meetings, reviewed draft products, and provided information from City files for the survey. Jeanette Luttrell of the Chaffee County Assessor's Office provided parcel level GIS information. Salida's Historic Preservation Commission offered direction regarding resources to be surveyed and information regarding building histories and research sources. The staffs of the Salida Regional Library and the Salida Museum provided access to historical materials and allowed historic documents to be copied. A number of property owners and businesspersons answered questions about historic buildings and the development of Downtown Salida. Among those who generously provided specific information about buildings were P.J. Bergin, Floyd O. Stallworth, Donna Nevens, and Thomas A. Nevens. Staff members of the Colorado Historical Society provided technical advice 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. RECONNAISSANCE SURVEY

This chapter summarizes the results of the reconnaissance survey of Salida undertaken in the summer of 2002 for the purpose of identifying and prioritizing subareas of the city for future intensive survey work.

Methodology

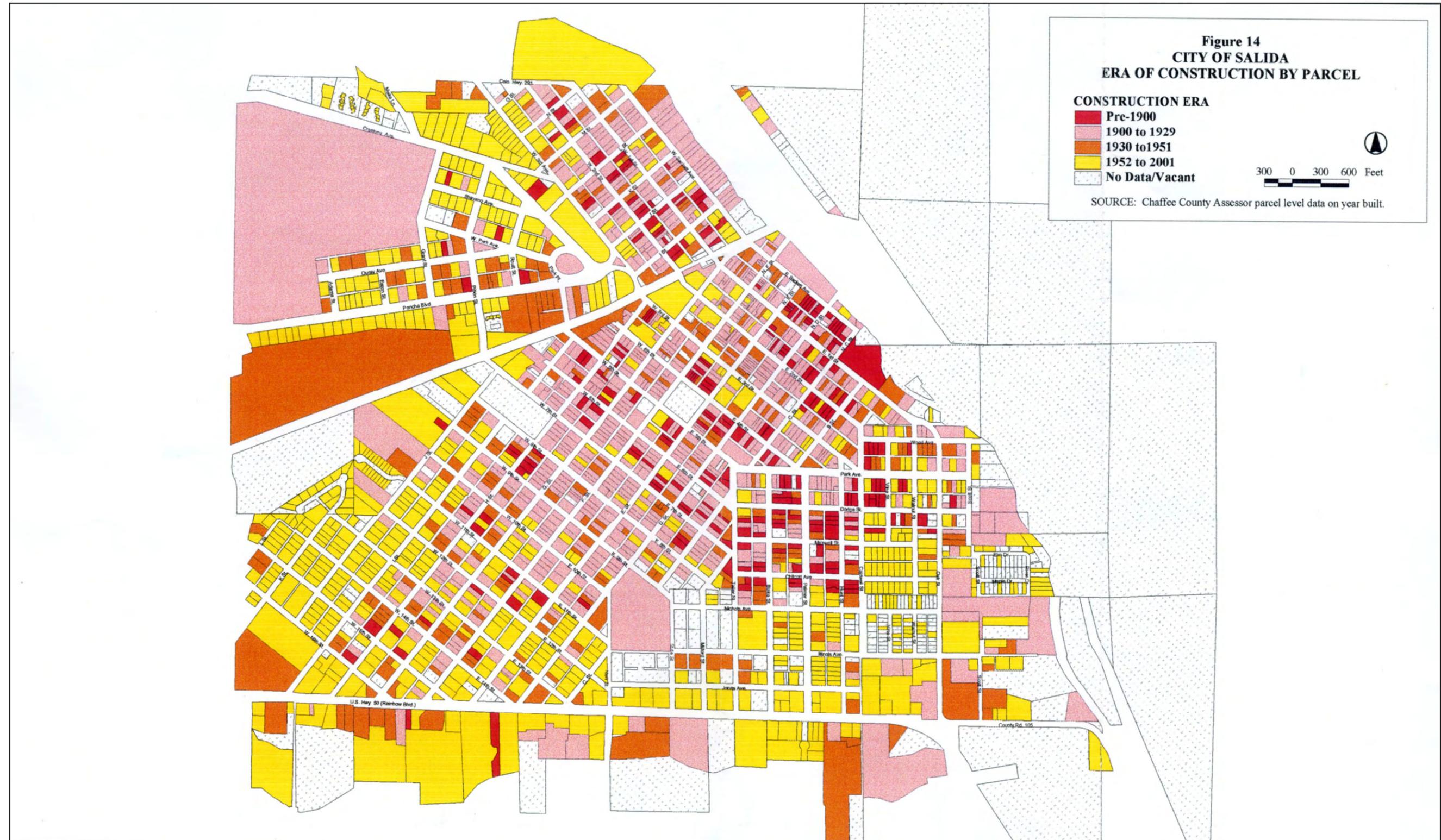
In order to systematically evaluate the city, a methodology was developed to categorize subareas for survey priority. Areas with greater concentrations of intact historic buildings having architectural significance were given the highest priority for future intensive survey work. It was reasoned that such areas would have the best potential for the presence of National Register or local historic districts and warrant an intensive survey producing Colorado Historical Society Architectural Inventory forms. The three survey priority categories are discussed below:

Highest Priority for Intensive Survey Work: Areas which have a high concentration of historic buildings with good historic physical integrity, few intrusions, and several examples of architecturally significant buildings.

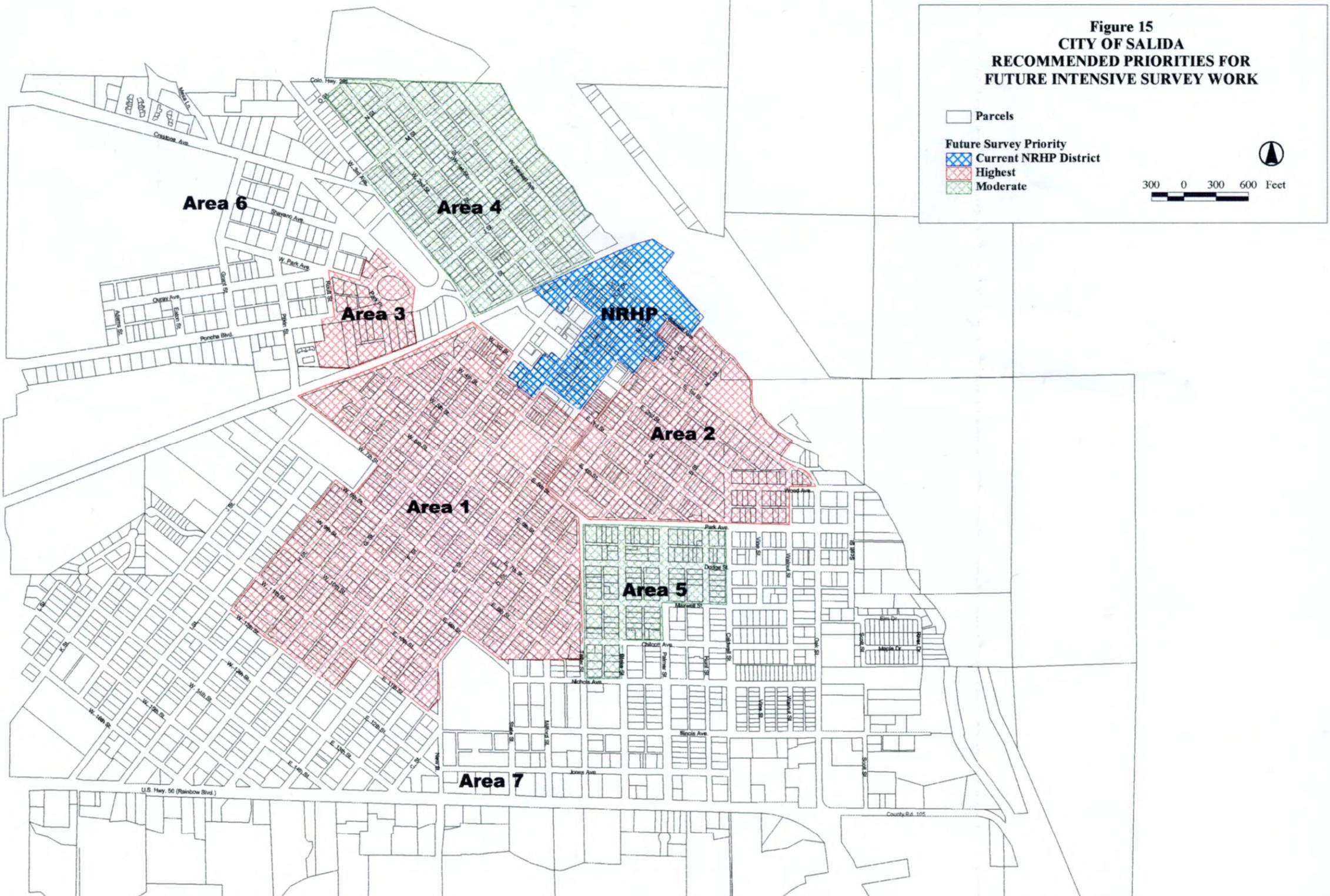
Moderate Priority for Intensive Survey Work: Areas which have a concentration of historic buildings, but with a larger number of alterations and/or intrusions, and possessing lesser architectural significance.

Lowest Priority for Intensive Survey Work: Areas which contain predominantly nonhistoric buildings or extremely altered historic buildings. Some of the scattered historic buildings in such areas may merit individual intensive survey, but the area as a whole would not be a high priority.

The distribution of older buildings within the city was determined by preparing a map of the city showing year built by parcel, using Chaffee County Assessor data (See Figure 14). The map stratified resources into the following periods of construction: pre-1900, 1900-1929, 1930-1951, and 1952 to present. Using the map, the city was systematically examined with a windshield survey, and notes were taken on the age, character, architectural significance, and historic physical integrity of subareas. Some digital photographs were also taken of individual buildings. Subareas were digitized using the parcel map as a base; approximate numbers of historic resources within each identified subarea were estimated based on the number of parcels showing years of construction of 1952 or earlier. Figure 15 is a map showing the subareas using the same labels used in the narrative.



**Figure 15
CITY OF SALIDA
RECOMMENDED PRIORITIES FOR
FUTURE INTENSIVE SURVEY WORK**



Results

Seven subareas within the city were identified. The identified subareas are discussed in more detail on the following pages. The area of the existing downtown National Register Historic District and adjacent buildings included in the present survey was excluded from the analysis.

Highest Priority for Future Intensive Survey Work

The following three areas were evaluated as Highest Priority for Future Intensive Survey: Area 1, Southwest of Downtown; Area 2, Southeast of Downtown; and Area 3, Thonhoff Park Vicinity.



Figure 16. Area 1. 541 F Street.

Area 1, Southwest of Downtown. This sizable, mostly residential area lies southwest of the downtown area and is bounded on the northeast by the north face of 4th Street, on the east by Teller Street, on the south by Nichols Avenue, on the southwest by 11th and 12th streets, and on the northwest by the alley between H and I streets and the former alignment of the Denver and Rio Grande Railroad. There are approximately 450 historic properties in the area. The area contains some of the larger, more architecturally significant dwellings in the city that represent architectural styles of the late nineteenth and early twentieth centuries, as well as smaller middle class houses, two-story terraces, and what appear to be workers' housing built following a standard

plan. Alpine Park and the Carnegie Public Library are located in the northern part of this area. Although there appear to be alterations to several dwellings, this area conveys more of its historic character and the houses retain more historic physical integrity than in several other parts of the city.



Figure 17. Area 1. 100 block of E. 4th Street.

Area 2, Southeast of Downtown. This roughly triangular area lies southeast of downtown and extends from St. Joseph's School on the west to the Salida Regional Medical Center on the east. The area is bounded by the Arkansas River on the northeast, Wood and Park avenues on the south, E. 5th Street on the southwest, and the alley between D and E streets on the northwest. The area contains approximately



Figure 18. Area 2. 415 E. 3rd Street.



Figure 20. Area 3. 108 Park Pl.

180 historic properties and is mostly residential in nature, although there are a number of churches and scattered institutional and commercial buildings. This area shares many attributes with Area 1, and the two areas could logically be combined for survey.

Area 3, Thonhoff Park Vicinity. This small area of about seventeen resources has Thonhoff Park as its focus, and includes an area of older, architecturally significant residences surrounding the park on Park Place, Park Avenue, and Poncha Boulevard. The Chaffee County Court House lies immediately to the east.



Figure 19. Area 2. United Methodist Church.



Figure 21. Area 3. 99 Poncha Blvd.

Moderate Priority for Future Intensive Survey Work

The following two areas were assessed as Moderate Priority for Future Intensive Survey: Area 4, Northwest of Downtown and Area 5, Blake and Westerfield's Addition.

Area 4, Northwest of Downtown. This area of about 185 historic properties lies northwest of downtown and generally embraces the area from W. Sackett Avenue on the northeast to W. Third Street on the southwest and from O Street on the northwest to the former D&RG corridor on the southeast. This area mostly consists of small, historic, vernacular houses.

There are a fair amount of alterations, especially stuccoing and recladding, but there are scattered good examples of older housing styles including terraces along I Street.

Area 5, Blake and Westerfield's Addition. This residential area south-southeast of downtown generally consists of the northwesterly half of Blake and Westerfield's Addition and contains approximately 95 historic properties. The potential survey area extends from Park Avenue on the north to Maxwell and Chilcott streets on the south and from Teller Street on the west to Hunt Street on the east. This is an area of mostly historic buildings, characterized by a fair amount of alterations, a number of large vacant lots, and some nonhistoric infill. There are some smaller dwellings present that possess good integrity. Because of its greater degree of alterations and fewer examples of significant architecture it is prioritized as moderate.

Lowest Priority for Future Intensive Survey Work

Two areas were categorized as Lowest Priority for Future Intensive Survey: Area 6, Northwest Corner and Area 7, U.S. 50 Corridor/Southern Region

Area 6, Northwest Corner. The northwestern area of the city is roughly bounded by: Colorado Highway 291 on the north, W. Third Street on the east, the former alignment of the D&RG Railroad line on the south, and the city limits on the west (at the west edge of the golf course). This residential area is predominantly composed of post World War II housing and contains many good examples of large Ranch style dwellings. The area has several (perhaps a dozen) scattered historic buildings that might merit intensive survey, but, because of its relatively recent age of construction, is prioritized in the lowest category (with the exception of Area 3, the Thonhoff Park vicinity discussed above). This prioritization should be re-evaluated as the buildings achieve greater age.

Area 7, U.S. 50 Corridor/Southern Region. This subarea lies south of the older part of the city and extends along U.S. Highway 50 the entire east-west width of the city. The area principally contains resources built after 1952, including vacant tracts, nonhistoric apartments, and modular and mobile home units. The immediate U.S. 50 corridor contains many nonhistoric chain motels, fast food, and transportation-related businesses. The area is characterized in the lowest survey category due to the predominant age of construction and lack of district potential. There are perhaps a dozen historic buildings along the south side of the highway that should be individually surveyed due to development pressures in this area.

Discussion

Communities vary in the approaches they take to intensively surveying large areas and scattered resources. Durango and Boulder, for example, determined to survey all historic buildings within their original townsites and historic subdivisions regardless of the apparent historic physical integrity of the resources. Arvada and Littleton, on the other hand, have undertaken comprehensive, intensive level surveys in cohesive areas believed to have historic

physical integrity, while opting for targeted, scattered surveys of individual buildings in newer or more altered areas. Some communities prefer to hand pick each address to be surveyed, focusing on buildings of the greatest historical and/or architectural significance.

Salida might want to focus first on the three areas categorized as highest priority and then proceed to the areas of moderate priority. Alternatively, the city might undertake a scattered resources survey of a specified number of buildings of importance for their history or architecture. For a scattered resources survey the buildings to be included could be pre-selected by the city, chosen by the consultant during the course of the project, or by a combination of approaches. A third approach would be to intensively survey an entire high priority subarea and also selectively survey significant scattered resources in other areas. Such projects would be eligible for State Historical Fund grant funds.

VII. RESULTS

Types of Resources Surveyed

The 2001-02 Historic Buildings Survey of Downtown Salida documented 136 resources within or adjacent to the Salida Downtown Historic District. Six individual resources examined in the survey were evaluated as potentially eligible to the National Register of Historic Places, while two other resources in the study area are already listed in the National Register.⁸⁵ Four buildings within the area are potentially eligible to the State Register. 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 eligibility. The Salida Downtown Historic District is completely contained within the survey area. Evaluations of eligibility are based upon the status of the building during fieldwork, and any subsequent alterations made to resources may have a positive or negative impact on a building's significance.

Examination of the original functions of the buildings surveyed revealed that the overwhelming majority were originally utilized for commerce and trade. Eighty-eight (64.7 percent) of the 136 resources surveyed had commercial functions historically. The businesses represented the wide variety of enterprises operated in Downtown Salida historically, and included mercantiles, department stores, groceries, restaurants, newspapers, telephone companies, brothels, meat markets, clothing stores, hardware stores, office buildings, furniture stores, paint and wall paper stores, banks, saloons, drug stores, a flower store, a bakery, a confectionery, shoe stores, barber shops, automobile garages and sales offices, laundries, undertakers, service stations, and storage buildings associated with businesses. The next largest category by building function was domestic buildings, or those which were principally living quarters or hotels. Twenty-seven examples of domestic housing were recorded in the survey. Domestic housing types included hotels, single-family residences, boarding houses, furnished rooms, terraces, and apartment buildings. Many of the two-story commercial buildings also had furnished rooms on the second story. Four buildings documented had social functions originally, including an Odd Fellows building, an Elks lodge, a Knights of Pythias Hall, and a Boy Scout hut. Four buildings were associated with health care activities, including a hospital, two drugstores, and a doctor's office. Four buildings surveyed were associated with recreation and culture, including an opera house, a skating rink, an office for boat races, and a billiard parlor. Three industrial operations were surveyed: an electric light plant, a bottling company, and a manufacturing company. Other functions of resources included a post office, a park, a church, a bus station, a bridge, and one building whose original use was unknown.

⁸⁵ Buildings evaluated as eligible to the National Register are also eligible to the State Register.

Period of Construction

Construction dates of buildings surveyed ranged from before 1882 through 1982. Many construction dates for surveyed buildings were estimated as a range of years based on Sanborn map research. Of the resources surveyed, only thirteen were erected after the Period of Significance (1880-1930) for the district identified in the National Register nomination form. Forty-seven buildings surveyed dated to the 1880s. Twenty resources were built between 1890 and 1898. Twenty-five resources were erected between 1898 and 1909. Twelve resources were completed between 1909 and 1914. Nine resources were erected between 1914 and 1928. Seven resources were completed in the 1930s and 1940s, three resources were built in the 1950s, and three resources were constructed in later decades.

Architectural Styles

Thirty-three buildings surveyed displayed influences of the Commercial Style popular during the late nineteenth and early twentieth century in the United States. Fifteen buildings exhibited Italianate style influences, while fifteen others displayed architectural features of the late Victorian period not specifically representative of a particular style. Six buildings were representative of late nineteenth and twentieth century revival styles, including Classical Revival, Colonial Revival, and Beaux Arts styles. Four buildings were representative of Modern style influences. Other types of buildings recorded included bungalow and hipped roof box, a mixed style building, two terraces, and a Rustic style Scout Hut. Fifty-two resources were designed in a vernacular manner not reflecting a particular style or had been so altered that they no longer represented an architectural style.

Salida Downtown Historic District

Historic Physical Integrity. The examination of the current status of the Salida Downtown National Register Historic District and a reassessment of the existing district boundary were primary tasks of this project. The surveyors found that the district maintained good historic physical integrity. Overall, the district's historic physical integrity appeared to be about equal to what it was when the district was created in 1984. The most significant loss to the district was the demolition of the Denver and Rio Grande depot at the foot of N. F Street. The depot was a pivotal building which terminated the axis of the city's principal commercial street. A few buildings have been rehabilitated since the 1981 survey, such as the Sandusky Building at 222 F Street, which is now a strong contributing resource in the district and may qualify for the State Register. The majority of alterations made to the buildings surveyed appear to have been completed before the district was designated.

Boundary. The district boundary is generally well drawn and encompasses the bulk of Salida's historic commercial core. Guidelines for establishing district boundaries today generally recommend that boundaries be drawn between "clearly differentiated patterns of historical

development, such as commercial versus residential or industrial.”⁸⁶ The National Register Nomination Form for the district explains why some residential buildings were included in the boundary, as well as one industrial building:

The boundary on the west side of the district was drawn to exclude a number of intrusive structures, and follows the property lines wherever possible. Four structures on the west side of the district were included due to their relationship to the city’s railroad history. One was a hotel, another served as a hose house, gas station, and a bottling plant. On the east side of the district, a number of residences were included to represent the importance of boarding houses in the city’s history.⁸⁷

If drawn for the first time today, the district boundary would probably eliminate the mostly-residential block bounded by E. Sackett Avenue and E. 1st Street and N. E and N. D streets. Given alterations to their historic characters, 300 and 312 F Street would probably not be included in a district. The commercial, public, and social buildings adjacent to the current district boundary, such as 220 and 330 W. Sackett Avenue, 203 E Street, and 123 and 125 E. 3rd Street, would be included in a new district.

The existing district does include residential housing and an industrial building, thus the argument has been established for a commercial district that embraces buildings of other functions in this case. Some local interest has been expressed in expanding the district boundaries to include the steam plant and other properties. If expansion of the district were to be undertaken, a new nomination form with updated architectural descriptions, photographs, maps, and an expanded statement of significance and historical background would be the recommended action, although amending the old nomination form would also be an alternative. Since the old nomination form required less information than today’s form, and since it was prepared almost twenty years ago, a new form would provide much more documentation useful for preservation planning purposes.

Contributing Status. The survey evaluated the contributing/noncontributing status of each building within the existing district. Eighty-one resources (65.3 percent) were evaluated as contributing and forty-three (34.7 percent) as noncontributing. Figure 22 shows the contributing status for all resources within the existing district. A contributing resource adds to the historic associations and historic architectural qualities for which the district is significant, while a noncontributing building does not add to those associations and qualities. Contributing resources within the district were those that were erected in the district during its Period of Significance and which retained sufficient historic physical integrity to convey their historic

⁸⁶ U.S. Dept. of Interior, National Park Service, *National Register Bulletin 16A: Guidelines for Completing National Register of Historic Places Forms*, “Part A: How to Complete the National Register Registration Form” (Washington, D.C.: U.S. Government Printing Office, 1991) 57.

⁸⁷ Salida Downtown Historic District, National Register of Historic Places Inventory-Nomination Form, August 1981, Item No. 10, Page 2.

character and add to the district's significance through their historic associations and architectural qualities. A contributing resource may have had some alterations, but significant architectural features and historic fabric must remain that reflect the historic design and character of the property. Noncontributing resources were built after the district's Period of Significance or altered so that their historic fabric and design were not apparent. Common alterations within the district were window and door alterations, reconfiguring of storefronts, alteration of materials (most notably stuccoing of exterior surfaces), and, for residential properties, alteration or removal of porches.

Period of Significance. The 1984 National Register nomination for the district listed a 1880-1930 Period of Significance. The ending year was apparently based on the mistaken belief that the D&RG depot was constructed in 1930. However, the depot, listed as a contributing resource in the nomination; was actually built in 1941. If the depot were still standing, the surveyors would recommend that the period of significance be extended at least to 1941. Given that the depot was razed, other buildings in the district erected after 1930 were examined to see if circumstances supported altering the Period of Significance. Almost all (ten of thirteen) of the resources built between 1930 and the early 1950s would still be evaluated as noncontributing due to alterations even if the Period of Significance were to be extended to 1953. The Salida Post Office (built in 1935), which is currently outside the district, is considered to be potentially eligible for individual listing in the National Register.⁸⁸ Therefore it is recommended that the existing Period of Significance be retained.

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: 131-33 E. 1st Street, Williams Grocery (5CF 406.79); 214-16 E. 1st Street, Haight and Churcher Terrace (5CH406.85); 223 E. 1st Street, Argys Brothers Garage (5CF406.81); 203 E Street, U.S. Post Office (old) (5CF1579); 201 F Street, Knights of Pythias Building/First National Bank (5CF406.36); and the Palace Hotel, 204 N. F Street (5CF406.4).

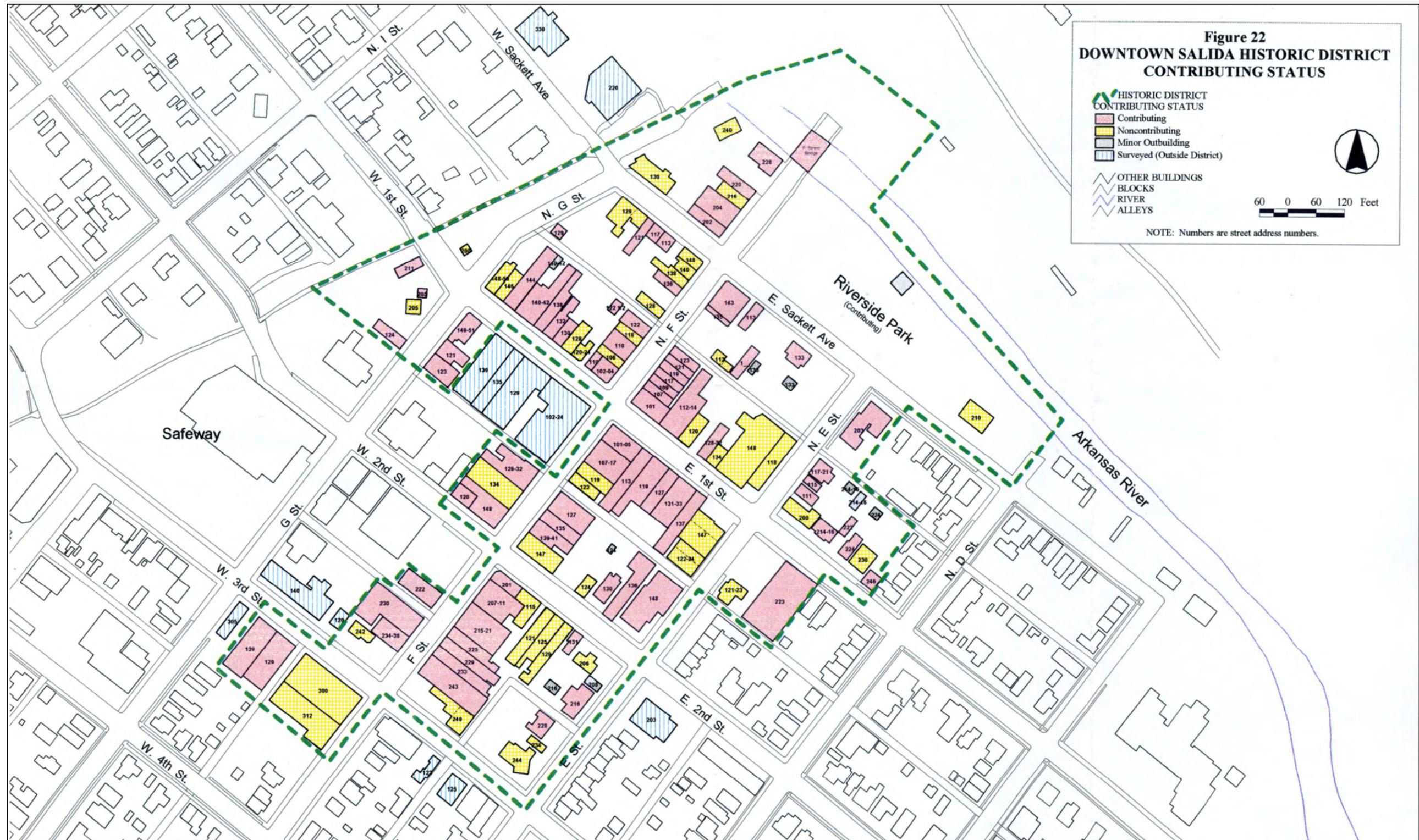
Salida has an interesting collection of two-story, brick, multi-family terraces and apartments. Relatively few of these resources have been surveyed. The best examples of such resources may be eligible to the National and/or State Registers.

Potential Individual State Register Resources

The Colorado Historical Society does not make formal determinations of eligibility for the State Register. Given their historical associations and architectural significance, the following three

⁸⁸ Under National Register guidelines, individually eligible resources are considered to be contributing to districts despite their date of construction. See *National Register Bulletin 16A*, 16. Thus, if the Post Office were to be included in an expanded district boundary, it would be considered contributing despite being erected after the Period of Significance.

properties are evaluated as potentially eligible to the State Register: 148 E. 2nd Street, Elk's Home (5CF406.72); 216 E Street, apartment building (5CF406.103); 207-11 F Street, Crews-Beggs (5CF406.35); and 222 F Street, Sandusky Building (5CF406.17).



National Register Potential Eligible



131-33 E. 1st Street, Williams Grocery (5CF406.79). This building, erected between 1888 and 1890, originally housed a grocery and a clothing store on the first story. The upstairs featured furnished rooms. By the early twentieth century, Harry J. Williams advertised an “up-to-date grocery house” at this location, and the other storefront was occupied by a merchant tailor, M.J. Gannon. The building is architecturally significant for its well-preserved stamped metal façade. Metal facades were popular from the 1880s until 1910 in the United States, and were part of a trend toward “industrialized building technology and mass-produced ornament.”

National Register Potential Eligible



214-16 E. 1st Street, Haight and Churcher Terrace (5CF406.85). This 1899 two-story red brick terrace dwelling is significant for its representation of the multi-family residences erected in Salida's downtown area. The building's elaborate design includes a two-story porch with corbelled cornice with bands of plain and rock-faced brick, dentils, projecting piers, and arched openings. The terrace is an extremely well preserved example of turn of the century architecture in Salida, and is associated with the firm of Haight and Churcher, who built many of Salida's early buildings and also operated a furniture store and undertaking business. Frank Churcher lived in this building, which was called "so pretty an example of the builder's handiwork."

National Register Potential Eligible



223 E. 1st Street, Argys Brothers Garage (5CF406.81). This late 1920s automobile garage housed the Argys Brothers Garage and Argys Motor Company for more than fifty years. The building displays excellent historic physical integrity and significant architectural features, including a stepped parapet, arched roof, brick construction with decoratively contrasting brickwork, a paneled and glazed garage door, a pedestrian entrance, and large plate glass display windows surmounted by multi-light clerestory windows.

National Register Potential Eligible



203 E Street, U.S. Post Office (old) (5CF1579). This 1935 U.S. Post Office is associated with the Depression era federal programs designed to provide public works employment and stimulate the economy. The Office of the Supervising Architect of the Treasury Louis A. Simon designed the building. Architecturally, the post office is a good example of the “Starved Classical” style characteristic of many Depression-era public buildings. Notable features include the variegated red and orange brick, symmetrical composition, flat roof, large multi-light double-hung sash windows with gauged brick lintels and stone keystones, and double door entrance surmounted by a fanlight.

National Register Potential Eligible



201 F Street, First National Bank/Knights of Pythias (5CF406.36). This 1895 building facing the intersection of F and Second streets is associated with the history of financial institutions and of fraternal organizations in Salida. The building, located on the site where the disastrous fire of January 1888 started, was erected to house the First National Bank on the first story and the Knights of Pythias meeting hall on the second. The First National Bank traced its roots to the Continental Divide Bank founded by L.W. and D.H. Craig in 1885. The bank survived the Panic of 1893 and the Great Depression, becoming the city's oldest financial institution. The Knights of Pythias Iron Mountain Lodge No. 19 was one of Salida's many fraternal organizations, and its members were primarily railroad employees. The building is also significant for its architecture, which represented the transition from the Victorian influences of the late nineteenth century to those of twentieth century commercial construction. Notable features include the beveled corner entrance, ornamented cornice, walls of buff-colored brick and red sandstone, rock-faced stone courses, double-hung sash flat arched windows with transoms of the upper story, and first story display windows and stone piers.

National Register Potential Eligible



204 N. F Street, the Palace Hotel (5CF406.4). This 1909 three-story hotel, designed by Charles J. Anderson and owned by Ambrose Ramsey, was considered one of the finest buildings in the city upon its completion. Situated close to the railroad depot, the hotel catered to travelers and expanded into an older building to the south, where sample rooms for visiting salesmen were offered. The building is also significant for its architecture, which reflects the Commercial style popular during the early twentieth century in Downtown Salida. Interesting features of the design include the parapet with molded brick, rock-faced stone, and textured stucco, the paired double-hung sash windows with transoms and stone lintel and sill courses on the upper stories, and the rock-faced stone columns with brick capitals of the first story.

State Register Potential Eligible



148 E. 2nd Street, Elk's Home (5CF406.72). This meeting place for the Salida lodge of the Benevolent and Protective Order of Elks is associated with the history of fraternal orders in the city. Dedicated in December 1910, the building includes red pressed brick walls, a white sandstone foundation, and a cornerstone of Salida granite. Other notable features include the decorative overdoor with elk head design and the second story clock, representing the time when Elks turn from thoughts of business and the living to the dead and departed.

State Register Potential Eligible



216 E Street, Apartment Building (5CF406.103). This two-story brick building encompassed four flats, or apartments, after its completion in 1910. The building's residents included people from a variety of occupations, some of whom had entire families living here, and others who had boarders in their spacious apartments. The well-preserved building retains a projecting two-story porch with classical columns, brick quoins, sash and transom segmental arched windows with flowing lintel courses, and a corbelled brick cornice with central parapet with arched stuccoed panel.

State Register Potential Eligible



207 F Street, Crews-Beggs Mercantile (5CF406.35). At the beginning of the twentieth century, Charles Webster Crews and R.H. Beggs erected this department store, part of an early chain of stores that had originated in the mining camp of Leadville. The largest department store in Southern Colorado, Crews-Beggs Mercantile carried groceries, furniture, shoes, millinery, dry goods, hardware, and more, all at “rock bottom prices.” The firm moved to 300 F Street in 1914 and 230 F Street in 1923, where it continued to operate until 2000 as the last store of the chain in the state. Although the first story of this building has been altered, the store is the least remodeled of those occupied by the company in Salida, and its upper story is notable for its center parapet, decorative cornice, brick pilasters, and variety of window configurations.

State Register Potential Eligible



222 F Street, Sandusky Building (5CF406.17). This building is associated with Salida's historic dry goods firms. S.W. Sandusky, a pioneer dry goods merchant who had suffered losses in the fire of 1886, erected the building between 1906 and 1909 and continued to operate here through at least the 1920s. The building is also significant for its architecture, as a rare representative of the Beaux Arts style in Salida, reflected principally in the front parapet wall ornamented with contrasting coping, bands of brick, short pilasters, a central plaque carved "Sandusky," and inset panels with ornamental half-round terra cotta sculptural panels. Also notable are the pilasters of the second story supporting an entablature with a variety of moldings and flanking large second story windows. The first story has been restored since the 1981 survey; if the current appearance of the first story is close to the original design, the building may qualify for the State Register.

Recommendations

Information gathered during the intensive and reconnaissance level surveys supports the following recommendations:

1. Intensive survey of Salida's historic neighborhoods should continue in order to provide complete documentation of the City's significant historic resources. The reconnaissance survey of the city revealed a number of areas that appear to include high numbers of historic resources with substantial integrity, as well as scattered individually significant properties.
2. Preparation and adoption of design guidelines for the Salida Downtown Historic District should be considered at the earliest opportunity. Design guidelines provide an analysis of the existing features of an historic area and offer guidelines regarding appropriate considerations for changes to existing resources and for new construction. Included in such studies are guidelines for building design, such as height, setback, width of facades, storefronts, roof form, architectural details, and building materials. In addition, guidelines are formulated for improvements in public areas, including streetlights, trees, sidewalks, street furniture, planters, and parking lots.
3. The boundaries of the current National Register district do not include some buildings that some local citizens believe should be within the district. If the community desires to expand the boundaries of the district, a new National Register nomination form should be completed, with new photographs and maps and expanded sections describing resources, historical background, and significance of the district. The products of this survey contain much of the information needed to create a new nomination form. If the community decides not to expand the National Register district boundaries, local district boundaries could be established to include those buildings of significance outside the current district.
4. The old Post Office, evaluated as potentially eligible to the National Register, should be individually nominated for that designation or included in an expanded district.
5. Educational programs should continue to inform property owners of the history of their buildings and the benefits of preservation. Greater awareness of Salida's significant architectural heritage will stimulate an appreciation of the downtown's built environment and the desire to preserve the historic architectural features of buildings and make appropriate changes.
6. The existing walking tour brochure of Downtown Salida is a good technique for connecting history with buildings. State Historical Fund grants have been obtained by other cities to publish booklets with historical and architectural information about historic neighborhoods. A resource directory with contact information for professional

assistance with projects involving historic buildings and sources of materials and supplies could also be produced to assist property owners.

7. Salida residents should be encouraged to contribute historic photographs and other documents that shed light on the history of the city and its buildings to the Salida Regional Library or the Salida Museum in order to insure their preservation and access by the public. Oral history interview 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 to appropriate archival repositories.

8. 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.

9. The City of Salida should set an example for owners of historic buildings by serving as a good steward for the properties it owns within the city and avoiding alterations to buildings that diminish their historic physical integrity.

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APPENDICES

Appendix 1
SALIDA DOWNTOWN HISTORIC BUILDINGS SURVEY, 2001-02
SURVEYED RESOURCES IN STREET ADDRESS ORDER

STATE ID NUM.	ADDRESS	ELIGIBILITY		CONTRIB. STATUS	HISTORIC NAME
		Nat. Reg.	State Reg.		
5CF406.52	112-14 E. 1st St.	Not eligible	Not eligible	Contributing	Hively-Mandeville Block, Conquest Block, Haight & Churcher
5CF406.26	113 E. 1st St.	Not eligible	Not eligible	Contributing	IOOF Building
5CF406.27	119 E. 1st St.	Not eligible	Not eligible	Contributing	Bowne Block
5CF406.51	120 E. 1st St.	Not eligible	Not eligible	Noncontributing	Continental Trailways Bus Station
5CF406.78	127 E. 1st St.	Not eligible	Not eligible	Contributing	The Mail Building
5CF406.50	128-32 E. 1st St.	Not eligible	Not eligible	Contributing	Welch House
5CF406.79	131-33 E. 1st St.	Eligible	Eligible	Contributing	Williams Grocery
5CF406.49	134 E. 1st St.	Not eligible	Not eligible	Noncontributing	O.D. Bennett & Son Harness Shop
5CF406.80	137 E. 1st St.	Not eligible	Not eligible	Contributing	Hesson House
5CF406.48	147 E. 1st St.	Not eligible	Not eligible	Noncontributing	Lloyd's Skelly Service Station
5CF406.47	148 E. 1st St.	Not eligible	Not eligible	Noncontributing	Schuelke Shoes, Hanks Building
5CF406.84	200 E. 1st St.	Not eligible	Not eligible	Noncontributing	Waggoner's Tire Shop
5CF406.85	214-16 E. 1st St.	Eligible	Eligible	Contributing	Haight & Churcher Terrace
5CF406.86	222 E. 1st St.	Not eligible	Not eligible	Contributing	Gibson Residence
5CF406.81	223 E. 1st St.	Eligible	Eligible	Contributing	Argys Brothers Garage
5CF406.87	224 E. 1st St.	Not eligible	Not eligible	Contributing	Hatch Residence and Furnished Rooms
5CF406.88	230 E. 1st St.	Not eligible	Not eligible	Noncontributing	Hatch Residence
5CF406.82	246 E. 1st St.	Not eligible	Not eligible	Contributing	The Best Rooms
5CF406.59	110 W. 1st St.	Not eligible	Not eligible	Contributing	Stevens Barber Shop
5CF406.60	120-24 W. 1st St.	Not eligible	Not eligible	Noncontributing	Doering Restaurant, Nicastro Shoe Repair
5CF406.126	122 1/2 W. 1st St.	Not eligible	Not eligible	Contributing	John Sweeney Saloon Beer Storage Building
5CF406.61	128 W. 1st St.	Not eligible	Not eligible	Noncontributing	
5CF289	129 W. 1st St.	Not eligible	Not eligible	N/A	Salida Opera House
5CF406.62	130 W. 1st St.	Not eligible	Not eligible	Contributing	Union Block, Calvin Furniture & Second Hand Goods
5CF406.63	132 W. 1st St.	Not eligible	Not eligible	Contributing	Union Block
5CF1575	135 W. 1st St.	Not eligible	Not eligible	N/A	Greenburg Furniture
5CF406.64	138 W. 1st St.	Not eligible	Not eligible	Contributing	Union Block
5CF288	139 W. 1st St.	Not eligible	Not eligible	N/A	Todd Bowling Alley, Troy Steam Laundry, Greenburg Furn.

STATE ID NUM.	ADDRESS	ELIGIBILITY		CONTRIB. STATUS	HISTORIC NAME
		Nat. Reg.	State Reg.		
5CF406.74	140-42 W. 1st St.	Not eligible	Not eligible	Contributing	Stancato Brothers General Merchandise
5CF406.65	144 W. 1st St.	Not eligible	Not eligible	Contributing	Troy Laundry
5CF406.67	146 W. 1st St.	Not eligible	Not eligible	Noncontributing	Ladies' Cash Bazaar
5CF406.66	148-50 W. 1st St.	Not eligible	Not eligible	Noncontributing	Bank Saloon
5CF406.68	149-51 W. 1st St.	Not eligible	Not eligible	Contributing	Sherman Hotel
5CF406.89	200 W. 1st St.	Not eligible	Not eligible	Noncontributing	Custer Coal Co. Office
5CF406.90	205 W. 1st St. (North Building)	Not eligible	Not eligible	Contributing	Salida Service Station
5CF406.91	205 W. 1st St. (South Building)	Not eligible	Not eligible	Noncontributing	Salida Service Station
5CF406.71	211 W. 1st St.	Not eligible	Not eligible	Contributing	Salida Bottling Co.
5CF406.73	115 E. 2nd St.	Not eligible	Not eligible	Noncontributing	Doctors' Office
5CF406.124	121 E. 2nd St.	Not eligible	Not eligible	Noncontributing	People's Paint and Wall Paper Co.
5CF406.92	124 E. 2nd St.	Not eligible	Not eligible	Noncontributing	Dr. Jessine M. Hartwell Residence
5CF406.93	125 E. 2nd St.	Not eligible	Not eligible	Noncontributing	
5CF406.125	129 E. 2nd St.	Not eligible	Not eligible	Noncontributing	Salida Record Publishing Co.
5CF406.94	130 E. 2nd St.	Not eligible	Not eligible	Contributing	Josephine Hill Rooming House
5CF406.24	131 E. 2nd St.	Not eligible	Not eligible	Contributing	Spencer Residence & Millinery, Slater Blacksmith Shop
5CF406.25	136 E. 2nd St.	Not eligible	Not eligible	Contributing	Wenz & Son Undertakers, Stewart Mortuary
5CF406.72	148 E. 2nd St.	Not eligible	Eligible	Contributing	Salida Elks Home
5CF406.120	120 W. 2nd St.	Not eligible	Not eligible	Contributing	Nevans-Koster Agency
5CF1576	123 E. 3rd St.	Not eligible	Not eligible	N/A	Salida Commercial Club
5CF1577	125 E. 3rd St.	Not eligible	Not eligible	N/A	First Church of Christ, Scientist
5CF1595	120 W. 3rd St.	Not eligible	Not eligible	N/A	
5CF406.29	129 W. 3rd St.	Not eligible	Not eligible	Contributing	Salida Auto Co./Ideal Auto Co.
5CF406.28	139 W. 3rd St.	Not eligible	Not eligible	Contributing	Salida Auto Co./Ideal Auto Co.
5CF294	140 W. 3rd St.	Not eligible	Not eligible	N/A	Red Cross Hospital
5CF406.96	111 N. E St.	Not eligible	Not eligible	Contributing	Hagee Boarding House
5CF406.97	115 N. E St.	Not eligible	Not eligible	Contributing	Jorgensen Residence
5CF406.98	117-21 N. E St.	Not eligible	Not eligible	Contributing	
5CF406.99	118 N. E St.	Not eligible	Not eligible	Noncontributing	T.J. Ahern Garage
5CF406.100	121-23 E St.	Not eligible	Not eligible	Noncontributing	Parker Terrace
5CF406.101	122-24 E St.	Not eligible	Not eligible	Noncontributing	Fraternity Hall
5CF1579	203 E St.	Eligible	Eligible	N/A	Salida Post Office

STATE ID NUM.	ADDRESS	ELIGIBILITY		CONTRIB. STATUS	HISTORIC NAME
		Nat. Reg.	State Reg.		
5CF406.102	206 E St.	Not eligible	Not eligible	Noncontributing	Standard Oil Gas Station
5CF406.103	216 E St.	More Data Needed	Eligible	Contributing	
5CF406.104	228 E St.	Not eligible	Not eligible	Contributing	Randol Residence and Furnished Rooms
5CF406.105	234 E St.	Not eligible	Not eligible	Noncontributing	
5CF406.106	244 E St.	Not eligible	Not eligible	Noncontributing	
5CF406.45	101 N. F St.	Not eligible	Not eligible	Contributing	Twitchell Building
5CF406.13	102-04 N. F St.	Not eligible	Not eligible	Contributing	Robertson Block, Chaffee County Bank
5CF406.12	106 N. F St	Not eligible	Not eligible	Noncontributing	Donmyer & Haley Restaurant
5CF406.115	107 N. F St.	Not eligible	Not eligible	Contributing	Lippard's Drug Store
5CF406.46	109 N. F St.	Not eligible	Not eligible	Contributing	Isaac Jacobs Clothing
5CF406.11	110 N. F St.	Not eligible	Not eligible	Contributing	Grand Restaurant, Francis Brothers Clothing
5CF406.116	117 N. F St.	Not eligible	Not eligible	Contributing	John Scott Barber, John Lines Tobacco
5CF406.10	118 N. F St.	Not eligible	Not eligible	Noncontributing	Frank Coffey Saloon
5CF406.53	119 N. F St	Not eligible	Not eligible	Contributing	Leslie Dickinson Furniture Store
5CF406.54	121 N. F St.	Not eligible	Not eligible	Contributing	Caulfield Saloon
5CF406.9	122 N. F St.	Not eligible	Not eligible	Contributing	Webb & Corbin Building
5CF406.55	123 N. F St.	Not eligible	Not eligible	Contributing	Ryan Block, Arcade Bar, Ryan's Arcade
5CF406.8	128 N. F St.	Not eligible	Not eligible	Noncontributing	Vail Block, Sam Romeo Saloon, Witham Rooms
5CF406.58	135 N. F St.	Not eligible	Not eligible	Contributing	Indian Grill, Salida Café
5CF406.7	136 N. F St.	Not eligible	Not eligible	Contributing	Jeremiah M. Clifford Saloon
5CF406.117	138 N. F St.	Not eligible	Not eligible	Noncontributing	Curran Finch, Confectioner
5CF406.6	140 N. F St.	Not eligible	Not eligible	Noncontributing	Chili Parlor Restaurant
5CF406.56	143 N. F St.	Not eligible	Not eligible	Contributing	Moore & Killen Block, Mildred Hotel
5CF406.5	148 N. F St.	Not eligible	Not eligible	Noncontributing	Daniel Martin Saloon
5CF406.118	202 N. F St.	Not eligible	Not eligible	Contributing	Windsor Café
5CF406.4	204 N. F St.	Eligible	Eligible	Contributing	Palace Hotel
5CF406.3	216 N. F St.	Not eligible	Not eligible	Noncontributing	Donmyer & Haley Restaurant
5CF406.2	220 N. F St.	Not eligible	Not eligible	Contributing	Gem Saloon, Frank Windiate Saloon
5CF213	228 N. F St.	Listed	Listed	Contributing	Bon Ton Hotel, Manhattan Hotel
5CF406.107	240 N. F St.	Not eligible	Not eligible	Noncontributing	FibArk Boat Races, Inc.
5CF406.75	N. F St.	Listed	Listed	Contributing	F St. Bridge
5CF406.44	101-05 F St.	Not eligible	Not eligible	Contributing	Alger's Pharm./Continental

STATE ID NUM.	ADDRESS	ELIGIBILITY		CONTRIB. STATUS	HISTORIC NAME
		Nat. Reg.	State Reg.		
					Divide Bank/Craig-McGovern B
5CF226	102-24 F St.	Not eligible	Not eligible	N/A	Central Block, Corbin Building
5CF406.43	107-17 F St.	Not eligible	Not eligible	Contributing	Sweet Block, Murdock's
5CF406.42	119 F St.	Not eligible	Not eligible	Noncontributing	Whitehurst Block, Bateman Hardware, Patterson Hardware
5CF406.41	123 F St.	Not eligible	Not eligible	Noncontributing	Hutchinson Meat Market
5CF406.14	126-32 F St.	Not eligible	Not eligible	Contributing	Hively Block
5CF406.40	127 F St.	Not eligible	Not eligible	Contributing	Alexander Mercantile Co.
5CF406.15	134 F St.	Not eligible	Not eligible	Noncontributing	Disman-Alger Block
5CF406.39	135 F St.	Not eligible	Not eligible	Contributing	Gill Bakery, Enterprise Bakery
5CF406.38	139-41 F St.	Not eligible	Not eligible	Contributing	Wheeler Block, Cady's Hardware, Paine & Paine Hardware
5CF406.37	147 F St.	Not eligible	Not eligible	Noncontributing	Davis/Thompson/Armstrong Drugs
5CF406.16	148 F St.	Not eligible	Not eligible	Contributing	J.D. Whitehurst Grocery
5CF406.36	201 F St.	Eligible	Eligible	Contributing	Jones Block/Knights of Pythias Block/First National Ban
5CF406.35	207-11 F St.	Not eligible	Eligible	Contributing	Crews-Beggs Mercantile Co.
5CF406.34	215-21 F St.	Not eligible	Not eligible	Contributing	Adilas Building, Golden Rule Store
5CF406.17	222 F St.	Not eligible	Eligible	Contributing	Sandusky Building
5CF406.33	225 F St.	Not eligible	Not eligible	Contributing	Salida Greenhouse Flower Store
5CF406.32	229 F St.	Not eligible	Not eligible	Contributing	Record Building, Record News and Pub. Co., Skinner Phot
5CF406.18	230 F St.	Not eligible	Not eligible	Contributing	McKenna Building
5CF406.31	233 F St.	Not eligible	Not eligible	Contributing	Boston Tea & Coffee Co./Hampson Bros. & Valdez Grocery
5CF406.19	234-38 F St.	Not eligible	Not eligible	Contributing	Strait Building
5CF406.22	242 F St.	Not eligible	Not eligible	Noncontributing	Stallsworth Motor Co.
5CF406.30	243 F St.	Not eligible	Not eligible	Contributing	McDonald Dry Goods, Public Service Co.
5CF406.23	249 F St.	Not eligible	Not eligible	Noncontributing	Conoco Station
5CF406.20	300 F St.	Not eligible	Not eligible	Noncontributing	Crews-Beggs Mercantile Co., Y & R Auto Co.
5CF406.21	312 F St.	Not eligible	Not eligible	Noncontributing	Salida Skating Rink (?)
5CF406.119	121 G St.	Not eligible	Not eligible	Contributing	Sherman Hotel

STATE ID NUM.	ADDRESS	ELIGIBILITY		CONTRIB. STATUS	HISTORIC NAME
		Nat. Reg.	State Reg.		
5CF406.69	123 G St.	Not eligible	Not eligible	Contributing	Red Cross Hospital/Sherman Hotel
5CF406.70	124 G St.	Not eligible	Not eligible	Contributing	Salida Service Station
5CF1578	305 G St./147 W. 3rd St.	Not eligible	Not eligible	N/A	Miller Residence/Miller Furnished Rooms
5CF406.57	113 E. Sackett Ave.	Not eligible	Not eligible	Contributing	Kinney Building, D&RG Saloon
5CF406.121	113 E. Sackett Ave. (alley building)	Not eligible	Not eligible	Noncontributing	
5CF406.109	1 E. Sackett Ave.	Not eligible	Not eligible	Contributing	
5CF406.110	133 E. Sackett Ave.	Not eligible	Not eligible	Contributing	DeWeese Terrace
5CF406.111	203 E. Sackett Ave.	Not eligible	Not eligible	Contributing	Parkview Hotel
5CF406.112	210 E. Sackett Ave.	Not eligible	Not eligible	Noncontributing	Salida Scout Hut
5CF406.108	E. Sackett St. & N. F St.	Not eligible	Not eligible	Contributing	River Front Park, Sackett Park
5CF406.122	113 W. Sackett Ave.	Not eligible	Not eligible	Contributing	
5CF406.113	117 W. Sackett Ave.	Not eligible	Not eligible	Contributing	
5CF406.123	121 W. Sackett Ave.	Not eligible	Not eligible	Contributing	
5CF406.114	129 W. Sackett Ave. (rear)	Not eligible	Not eligible	Contributing	
5CF406.77	129 W. Sackett Ave.	Not eligible	Not eligible	Noncontributing	Laura Evans House/Victory Hotel
5CF406.76	130 W. Sackett Ave.	Not eligible	Not eligible	Noncontributing	
5CF291	220 W. Sackett Ave.	Not eligible	Listed	N/A	Salida Electric Light Station/Public Service Co.
5CF292	330 W. Sackett Ave.	Not eligible	Not eligible	N/A	Stivers Automatic Cover Manufacturing Co.

NOTE: An "N/A" indicates that the resource lies outside the boundary of the Salida Downtown Historic District.

Appendix 2
SALIDA DOWNTOWN HISTORIC BUILDINGS SURVEY, 2001-02
SURVEYED RESOURCES IN STATE IDENTIFICATION NUMBER ORDER

STATE ID NUM.	ADDRESS	ELIGIBILITY		CONTRIB. STATUS	HISTORIC NAME
		Nat. Reg.	State Reg.		
5CF213	228 N. F ST.	Listed	Listed	Contributing	Bon Ton Hotel/Manhattan Hotel
5CF226	102-24 F St.	Not eligible	Not eligible	N/A	Central Block, Corbin Building
5CF288	139 W. 1st St.	Not eligible	Not eligible	N/A	Todd Bowling Alley, Troy Steam Laundry, Greenburg Furn.
5CF289	129 W. 1st St.	Not eligible	Not eligible	N/A	Salida Opera House
5CF291	220 W. Sackett Ave.	Not eligible	Listed	N/A	Salida Electric Light Station/Public Service Co.
5CF292	330 W. Sackett Ave.	Not eligible	Not eligible	N/A	Stivers Automatic Cover Manufacturing Co.
5CF294	140 W. 3rd St.	Not eligible	Not eligible	N/A	Red Cross Hospital
5CF406.2	220 N. F St.	Not eligible	Not eligible	Contributing	Gem Saloon, Frank Windiate Saloon
5CF406.3	216 N. F St.	Not eligible	Not eligible	Noncontributin	Donmyer & Haley Restaurant
5CF406.4	204 N. F St.	Eligible	Eligible	Contributing	Palace Hotel
5CF406.5	148 N. F St.	Not eligible	Not eligible	Noncontributin	Daniel Martin Saloon
5CF406.6	140 N. F St.	Not eligible	Not eligible	Noncontributin	Chili Parlor Restaurant
5CF406.7	136 N. F St.	Not eligible	Not eligible	Contributing	Jeremiah M. Clifford Saloon
5CF406.8	128 N. F St.	Not eligible	Not eligible	Noncontributin	Vail Block, Sam Romeo Saloon, Witham Rooms
5CF406.9	122 N. F St.	Not eligible	Not eligible	Contributing	Webb & Corbin Building
5CF406.10	118 N. F St.	Not eligible	Not eligible	Noncontributin	Frank Coffey Saloon
5CF406.11	110 N. F St.	Not eligible	Not eligible	Contributing	Grand Restaurant, Francis Brothers Clothing
5CF406.12	106 N. F St	Not eligible	Not eligible	Noncontributin	Donmyer & Haley Restaurant
5CF406.13	102-04 N. F St.	Not eligible	Not eligible	Contributing	Robertson Block, Chaffee County Bank
5CF406.14	126-32 F St.	Not eligible	Not eligible	Contributing	Hively Block
5CF406.15	134 F St.	Not eligible	Not eligible	Noncontributin	Disman-Alger Block
5CF406.16	148 F St.	Not eligible	Not eligible	Contributing	J.D. Whitehurst Grocery
5CF406.17	222 F St.	Not eligible	Eligible	Contributing	Sandusky Building
5CF406.18	230 F St.	Not eligible	Not eligible	Contributing	McKenna Building
5CF406.19	234-38 F St.	Not eligible	Not eligible	Contributing	Strait Building
5CF406.20	300 F St.	Not eligible	Not eligible	Noncontributin	Crews-Beggs Mercantile Co., Y & R Auto Co.
5CF406.21	312 F St.	Not eligible	Not eligible	Noncontributin	Salida Skating Rink (?)
5CF406.22	242 F St.	Not eligible	Not eligible	Noncontributin	Stallsworth Motor Co.

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		Nat. Reg.	State Reg.		
5CF406.23	249 F St.	Not eligible	Not eligible	Noncontributin	Conoco Station
5CF406.24	131 E. 2nd St.	Not eligible	Not eligible	Contributing	Spencer Residence & Millinery, Slater Blacksmith Shop
5CF406.25	136 E. 2nd St.	Not eligible	Not eligible	Contributing	Wenz & Son Undertakers, Stewart Mortuary
5CF406.26	113 E. 1st St.	Not eligible	Not eligible	Contributing	IOOF Building
5CF406.27	119 E. 1st St.	Not eligible	Not eligible	Contributing	Bowne Block
5CF406.28	139 W. 3rd St.	Not eligible	Not eligible	Contributing	Salida Auto Co./Ideal Auto Co.
5CF406.29	129 W. 3rd St.	Not eligible	Not eligible	Contributing	Salida Auto Co./Ideal Auto Co.
5CF406.30	243 F St.	Not eligible	Not eligible	Contributing	McDonald Dry Goods, Public Service Co.
5CF406.31	233 F St.	Not eligible	Not eligible	Contributing	Boston Tea & Coffee Co./Hampson Bros. & Valdez Grocery
5CF406.32	229 F St.	Not eligible	Not eligible	Contributing	Record Building, Record News and Pub. Co., Skinner Phot
5CF406.33	225 F St.	Not eligible	Not eligible	Contributing	Salida Greenhouse Flower Store
5CF406.34	215-21 F St.	Not eligible	Not eligible	Contributing	Adilas Building, Golden Rule Store
5CF406.35	207-11 F St.	Not eligible	Eligible	Contributing	Crews-Beggs Mercantile Co.
5CF406.36	201 F St.	Eligible	Eligible	Contributing	Jones Block/Knights of Pythias Block/First National Ban
5CF406.37	147 F St.	Not eligible	Not eligible	Noncontributin	Davis/Thompson/Armstrong Drugs
5CF406.38	139-41 F St.	Not eligible	Not eligible	Contributing	Wheeler Block, Cady's Hardware, Paine & Paine Hardware
5CF406.39	135 F St.	Not eligible	Not eligible	Contributing	Gill Bakery, Enterprise Bakery
5CF406.40	127 F St.	Not eligible	Not eligible	Contributing	Alexander Mercantile Co.
5CF406.41	123 F St.	Not eligible	Not eligible	Noncontributin	Hutchinson Meat Market
5CF406.42	119 F St.	Not eligible	Not eligible	Noncontributin	Whitehurst Block, Bateman Hardware, Patterson Hardware
5CF406.43	107-17 F St.	Not eligible	Not eligible	Contributing	Sweet Block, Murdock's
5CF406.44	101-05 F St.	Not eligible	Not eligible	Contributing	Alger's Pharm./Continental Divide Bank/Craig-McGovern B
5CF406.45	101 N. F St.	Not eligible	Not eligible	Contributing	Twitchell Building
5CF406.46	109 N. F St.	Not eligible	Not eligible	Contributing	Isaac Jacobs Clothing

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5CF406.47	148 E. 1st St.	Not eligible	Not eligible	Noncontributin	Schuelke Shoes, Hanks Building
5CF406.48	147 E. 1st St.	Not eligible	Not eligible	Noncontributin	Lloyd's Skelly Service Station
5CF406.49	134 E. 1st St.	Not eligible	Not eligible	Noncontributin	O.D. Bennett & Son Harness Shop
5CF406.50	128-32 E. 1st St.	Not eligible	Not eligible	Contributing	Welch House
5CF406.51	120 E. 1st St.	Not eligible	Not eligible	Noncontributin	Continental Trailways Bus Station
5CF406.52	112-14 E. 1st St.	Not eligible	Not eligible	Contributing	Hively-Mandeville Block, Conquest Block, Haight & Churc
5CF406.53	119 N. F St	Not eligible	Not eligible	Contributing	Leslie Dickinson Furniture Store
5CF406.54	121 N. F St.	Not eligible	Not eligible	Contributing	Caulfield Saloon
5CF406.55	123 N. F St.	Not eligible	Not eligible	Contributing	Ryan Block, Arcade Bar, Ryan's Arcade
5CF406.56	143 N. F St.	Not eligible	Not eligible	Contributing	Moore & Killen Block, Mildred Hotel
5CF406.57	113 E. Sackett Ave.	Not eligible	Not eligible	Contributing	Kinney Building, D&RG Saloon
5CF406.58	135 N. F St.	Not eligible	Not eligible	Contributing	Indian Grill, Salida Café
5CF406.59	110 W. 1st St.	Not eligible	Not eligible	Contributing	Stevens Barber Shop
5CF406.60	120-24 W. 1st St.	Not eligible	Not eligible	Noncontributin	Doering Restaurant, Nicastro Shoe Repair
5CF406.61	128 W. 1st St.	Not eligible	Not eligible	Noncontributin	
5CF406.62	130 W. 1st St.	Not eligible	Not eligible	Contributing	Union Block, Calvin Furniture & Second Hand Goods
5CF406.63	132 W. 1st St.	Not eligible	Not eligible	Contributing	Union Block
5CF406.64	138 W. 1st St.	Not eligible	Not eligible	Contributing	Union Block
5CF406.65	144 W. 1st St.	Not eligible	Not eligible	Contributing	Troy Laundry
5CF406.66	148-50 W. 1st St.	Not eligible	Not eligible	Noncontributin	Bank Saloon
5CF406.67	146 W. 1st St.	Not eligible	Not eligible	Noncontributin	Ladies' Cash Bazaar
5CF406.68	149-51 W. 1st St.	Not eligible	Not eligible	Contributing	Sherman Hotel
5CF406.69	123 G St.	Not eligible	Not eligible	Contributing	Red Cross Hospital/Sherman Hotel
5CF406.70	124 G St.	Not eligible	Not eligible	Contributing	Salida Service Station
5CF406.71	211 W. 1st St.	Not eligible	Not eligible	Contributing	Salida Bottling Co.
5CF406.72	148 E. 2nd St.	Not eligible	Eligible	Contributing	Salida Elks Home
5CF406.73	115 E. 2nd St.	Not eligible	Not eligible	Noncontributin	Doctors' Office
5CF406.74	140-42 W. 1st St.	Not eligible	Not eligible	Contributing	Stancato Brothers General Merchandise
5CF406.75	N. F St.	Listed	Listed	Contributing	F St. Bridge
5CF406.76	130 W. Sackett Ave.	Not eligible	Not eligible	Noncontributin	

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5CF406.77	129 W. Sackett Ave.	Not eligible	Not eligible	Noncontributin	Laura Evans House/Victory Hotel
5CF406.78	127 E. 1st St.	Not eligible	Not eligible	Contributing	The Mail Building
5CF406.79	131-33 E. 1st St.	Eligible	Eligible	Contributing	Williams Grocery
5CF406.80	137 E. 1st St.	Not eligible	Not eligible	Contributing	Hesson House
5CF406.81	223 E. 1st St.	Eligible	Eligible	Contributing	Argys Brothers Garage
5CF406.82	246 E. 1st St.	Not eligible	Not eligible	Contributing	The Best Rooms
5CF406.84	200 E. 1st St.	Not eligible	Not eligible	Noncontributin	Waggoner's Tire Shop
5CF406.85	214-16 E. 1st St.	Eligible	Eligible	Contributing	Haight & Churcher Terrace
5CF406.86	222 E. 1st St.	Not eligible	Not eligible	Contributing	Gibson Residence
5CF406.87	224 E. 1st St.	Not eligible	Not eligible	Contributing	Hatch Residence and Furnished Rooms
5CF406.88	230 E. 1st St.	Not eligible	Not eligible	Noncontributin	Hatch Residence
5CF406.89	200 W. 1st St.	Not eligible	Not eligible	Noncontributin	Custer Coal Co. Office
5CF406.90	205 W. 1st St. (North Building)	Not eligible	Not eligible	Contributing	Salida Service Station
5CF406.91	205 W. 1st St. (South Building)	Not eligible	Not eligible	Noncontributin	Salida Service Station
5CF406.92	124 E. 2nd St.	Not eligible	Not eligible	Noncontributin	Dr. Jessine M. Hartwell Residence
5CF406.93	125 E. 2nd St.	Not eligible	Not eligible	Noncontributin	
5CF406.94	130 E. 2nd St.	Not eligible	Not eligible	Contributing	Josephine Hill Rooming House
5CF406.96	111 N. E St.	Not eligible	Not eligible	Contributing	Hagee Boarding House
5CF406.97	115 N. E St.	Not eligible	Not eligible	Contributing	Jorgensen Residence
5CF406.98	117-21 N. E St.	Not eligible	Not eligible	Contributing	
5CF406.99	118 N. E St.	Not eligible	Not eligible	Noncontributin	T.J. Ahern Garage
5CF406.100	121-23 E St.	Not eligible	Not eligible	Noncontributin	Parker Terrace
5CF406.101	122-24 E St.	Not eligible	Not eligible	Noncontributin	Fraternity Hall
5CF406.102	206 E St.	Not eligible	Not eligible	Noncontributin	Standard Oil Gas Station
5CF406.103	216 E St.	More Data Needed	Eligible	Contributing	
5CF406.104	228 E St.	Not eligible	Not eligible	Contributing	Randol Residence and Furnished Rooms
5CF406.105	234 E St.	Not eligible	Not eligible	Noncontributin	
5CF406.106	244 E St.	Not eligible	Not eligible	Noncontributin	
5CF406.107	240 N. F St.	Not eligible	Not eligible	Noncontributin	FibArk Boat Races, Inc.
5CF406.108	E. Sackett St. & N. F St.	Not eligible	Not eligible	Contributing	River Front Park, Sackett Park
5CF406.109	1__ E. Sackett Ave.	Not eligible	Not eligible	Contributing	
5CF406.110	133 E. Sackett Ave.	Not eligible	Not eligible	Contributing	DeWeese Terrace
5CF406.111	203 E. Sackett Ave.	Not eligible	Not eligible	Contributing	Parkview Hotel
5CF406.112	210 E. Sackett Ave.	Not eligible	Not eligible	Noncontributin	Salida Scout Hut
5CF406.113	117 W. Sackett Ave.	Not eligible	Not eligible	Contributing	
5CF406.114	129 W. Sackett Ave.	Not eligible	Not eligible	Contributing	

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		Nat. Reg.	State Reg.		
	(rear)				
5CF406.115	107 N. F St.	Not eligible	Not eligible	Contributing	Lippard's Drug Store
5CF406.116	117 N. F St.	Not eligible	Not eligible	Contributing	John Scott Barber, John Lines Tobacco
5CF406.117	138 N. F St.	Not eligible	Not eligible	Noncontributin	Curran Finch, Confectioner
5CF406.118	202 N. F St.	Not eligible	Not eligible	Contributing	Windsor Café
5CF406.119	121 G St.	Not eligible	Not eligible	Contributing	Sherman Hotel
5CF406.120	120 W. 2nd St.	Not eligible	Not eligible	Contributing	Nevans-Koster Agency
5CF406.121	113 E. Sackett Ave. (alley building)	Not eligible	Not eligible	Noncontributin	
5CF406.122	113 W. Sackett Ave.	Not eligible	Not eligible	Contributing	
5CF406.123	121 W. Sackett Ave.	Not eligible	Not eligible	Contributing	
5CF406.124	121 E. 2nd St.	Not eligible	Not eligible	Noncontributin	People's Paint and Wall Paper Co.
5CF406.125	129 E. 2nd St.	Not eligible	Not eligible	Noncontributin	Salida Record Publishing Co.
5CF406.126	122 1/2 W. 1st St.	Not eligible	Not eligible	Contributing	John Sweeney Saloon Beer Storage Building
5CF1575	135 W. 1st St.	Not eligible	Not eligible	N/A	Greenburg Furniture
5CF1576	123 E. 3rd St.	Not eligible	Not eligible	N/A	Salida Commercial Club
5CF1577	125 E. 3rd St.	Not eligible	Not eligible	N/A	First Church of Christ, Scientist
5CF1578	305 G St./147 W. 3rd St.	Not eligible	Not eligible	N/A	Miller Residence/Miller Furnished Rooms
5CF1579	203 E St.	Eligible	Eligible	N/A	Salida Post Office
5CF1595	120 W. 3rd St.	Not eligible	Not eligible	N/A	

NOTE: An "N/A" indicates that the resource lies outside the boundary of the Salida Downtown Historic District.