Industrial Utopia: The History and Architecture of South Pueblo

Prepared by:

Jeffrey DeHerrera
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HISTORITECTURE, L.L.C.

Prepared for:

City of Pueblo, Colorado

Certified Local Government Grant
Project CO-10-022

July 2011

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On the cover. The Old World and the New World meet at Mesa Junction, the heart of South Pueblo, where a bust of Christopher Columbus, a relic of the classically influenced City Beautiful movement, stares at the postmodern Robert Hoag Rawlings Public Library. *(Jeffrey DeHerrera)*

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Introduction

Highly Endowed by Nature

South Pueblo was a place born of vision, of ambition, and of benevolence. It marked an intersection between the romantic mythology of the American West and limitless—often ruthless—industrial capitalism. For centuries the natives of this land climbed its windswept promontories and arid bluffs to witness the Arkansas River escape the distant, granite spires of the Rocky Mountains and emerge eastward onto the impossible vastness of the Great Plains. Here was a frontline of European conquest, where the King of Spain greedily guarded his empire against French incursion, though no monarch would ever step foot on its soil or ever know it as more than arbitrary lines on vague maps. Some Europeans passed through armed with gunpowder, others armed with the Word of God, turning their theology into geography: Sangre de Cristo—Blood of Christ. Empires rise and fall, and thus revolutionaries claimed this land, first the Mexicans and then the Americans. Yet natives and missionaries, kings and revolutionaries could not have imagined what would finally conquer them all and turn these mesas into a metropolis: steel.

In 1872 steel rails connected Pueblo to Denver and the rest of the nation. In turn, Pueblo manufactured even more steel rails, nails, barbed wire, and countless other goods that helped transform the West. Yet the railroad and the steel industry and South Pueblo were all the products of one man's vision, General William Jackson Palmer.

A Quaker from Pennsylvania, Palmer was in many ways a reluctant capitalist. In the 1850s he witnessed first-hand both the stunning achievements and sickening horrors the industrial revolution wrought in Britain. He remained uneasy as he ushered the industrial age into the relatively untouched vastness of Colorado as secretary-treasurer of the Kansas Pacific Railroad. But like so many before and after him the incomparable vistas of the snow-capped Front Range left Palmer a changed man. While gazing upon the snow-covered peaks he had an epiphany: "Could one live in constant view of these grand mountains without being elevated by them to a lofty plane of thought and purpose? …[The Front Range was] like the shore of a glorious New Land, a newer and grander and happier Columbia than that which greeted the great sailor on the beach of Santa Domingo."[1] Palmer mused that in his hands, Colorado could provide a *tabula rasa* upon which to write a new, kinder chapter in the history of the industrial revolution.

With his own, new railroad as its foundation, Palmer envisioned an industrial utopia, a place where management and labor worked harmoniously together, toiling not for wealth but for enlightenment. Competition was to blame for the evils of industrial capitalism, the General theorized. Palmer "thus saw Colorado's isolation as an asset instead of a liability, for the ocean-like expanses of the plains would protect Palmer's railroad from rivalry and give the General the free hand he needed to exercise benevolence while pursuing profit," writes

historian Thomas Andrews. "To Palmer, his interlocking visions held the promise of a better society, where business would be more profitable, human interactions with the natural world more harmonious, and relationships between capitalists and workers more amicable than in the eastern states and Europe."[2] Of particular importance were the homes, neighborhoods, and cities of Palmer's managers and workers. He would write his philosophy on the very landscape itself, in new utopian communities such as Colorado Springs and South Pueblo.

In the end, Palmer's experiment in corporate liberalism failed tragically, leaving behind an irrevocable structure of hostilities between labor and management that ultimately led to deadly labor disputes, including the Ludlow Massacre. But in South Pueblo, much of Palmer's vision remained intact: careful consideration of public spaces and civic culture could enlighten the lives of residents. The neighborhood was marked with distinctive, deliberate design: the curvilinear streets of the Blocks, the broad promenade of Abriendo Avenue, monumental edifices and plazas, and Pueblo's preeminent places of learning. Moreover, Palmer's comprehensive vision for South Pueblo meant that it did not develop like the city's other neighborhoods. As platted, South Pueblo was enormous. Thus, it grew within itself, through resubdivisions, rather than expanding outwardly via additions and annexations. Because all growth remained within South Pueblo's originally platted boundaries and the neighborhood saw little development following World War II, it retains an unusually high level of architectural cohesiveness and monumentality.

Almost all of South Pueblo's later developers and prominent residents, ranging from corporate moguls to governors, were connected through Palmer to his industrial utopia. The neighborhood was home to many of Colorado's foremost capitalists, most of whom continued Palmer's ethic of benevolence and corporate liberalism. Many grew rich from the railroads, steel mills, and hundreds of other enterprises that made Pueblo among the southwest's foremost industrial cities. And with their fortunes made, they spent the rest of their lives in public service. Among them were men like Governor James Orman. The Colorado General Assembly mourned his passing on July 21, 1919, with a resolution that could have been applied to so many of South Pueblo's residents who followed in the footsteps of General Palmer:

> Some men are so highly endowed by nature with capacity for large achievements, that they can conduct enormous enterprises, wide in scope and varied in feature, with an ease and success impossible to men of smaller caliber in projects of limited range and little moment. Such a man is Hon. James B. Orman, former governor of Colorado, contractor, mining man, financier, politician and almost everything else in the way of a promoter of the welfare and the advancement of the state.[3]

The town platted as South Pueblo originally consisted of three different regions south of the Arkansas River, each shaped by its topography and later the geometry of its streets (figure i.1). Nearest the river in the flat terrain of the river bottom is Union Avenue, or today's downtown Pueblo. Above the Arkansas River sit the Blocks, historically known as Corona Park. Here curvilinear streets meander along the bluffs, which visually and physically separate it from downtown. Finally, across the main thoroughfare of Abriendo Avenue sits the flat topography and rigid geometry of Mesa Junction.

Though the Union Avenue area has flooded many times,

Map i.1. Notable South Pueblo landmarks. *(basemap from Pueblo County GIS)*

Key

1. Robert Hoag Rawlings Public Library
2. Broadway Arcade Building
3. McClelland School
4. Keating Middle School and Central High School
5. Orman-Adams Mansion
6. Pueblo Community College
7. Dutch Clark Stadium
8. Pitkin Place Historic District
9. Trinity Lutheran School
10. Carlile Elementary School
11. Central Grade School
12. Commercial Areas

North

neither the Mesa Junction nor the Corona Park area has suffered the same fate, due to their high elevation. At the time of South Pueblo's platting, the Arkansas River was free to roam; today it is bound in concrete and moved to the southwest. The original river channel hosts the Riverwalk. Therefore the river today divides the Union Avenue area from the Mesa Junction and Blocks neighborhoods.

It is this divide too that defines the content of this historic context. Much has been written of the Union Avenue area in Pueblo; this historic district is also well-documented in photographs. As such, the City requested that this study focus on the present-day South Pueblo neighborhood, not the town of South Pueblo. As such, only the buildings and houses southwest of the current Arkansas River channel are included (Mesa Junction and the Blocks). These two neighborhoods host a variety of architecture and landscape architecture that have shaped the character of the city and the citizens themselves.

Section I

Historical Context

Chapter 1

Mythical West

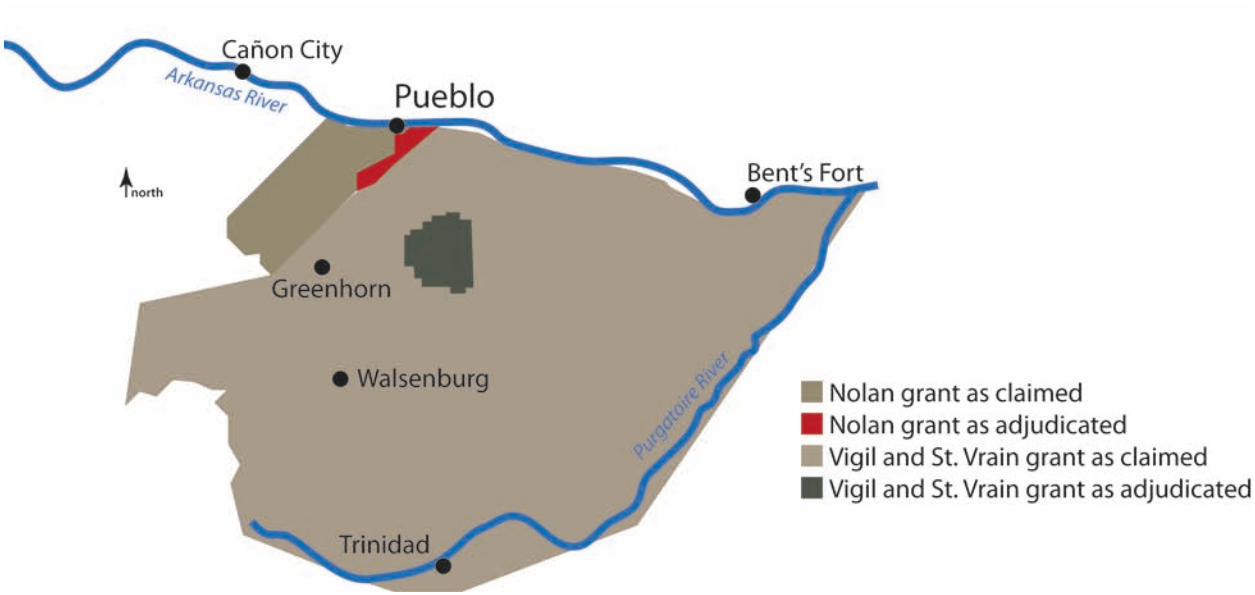
Whether subject to the domain of the kings of Europe or the kings of capital, South Pueblo figured prominently in the course and contention of empire. Unlike the portions of the city north of the Arkansas River, title of land in what would become South Pueblo was hotly debated. The Spanish Empire asserted its control of the area south of the Arkansas River beginning in the early 1600s and remained its master for about 200 years. Although Spain claimed the land, French traders and trappers had moved their way down from what would become Canada and found prosperity in the area of the Arkansas. When France sold the Louisiana Territory to the United States in 1803, the southern boundary of the purchase was unclear; the United States contended that it included all land north of current-day central New Mexico and east of the Continental Divide. The Adams-Onis Treaty of 1819 set the boundary between New Spain and the United States as the Arkansas River, with Spain controlling the land south of the river.

These lands changed hands once again when Mexico became a free state, independent of Spain, in 1821. The Republic of Texas claimed Mexico's land south of the Arkansas River from 1836 to 1845, but never actually controlled the region of present-day New Mexico and southern Colorado. Texas dropped its claim of the region when the United States annexed all of the Texas Republic in 1845.

During the era that Mexico controlled the land south of the Arkansas, Gervacio Nolan applied for an enormous land grant of over half a million acres. The land was hot in summer, dry and windy year-round. Sandy soils covered the ground. There were few trees beyond the river channels and usually dry creek beds. It was ranching country.

Nolan applied for the grant November 14, 1843, and on December 1,1843 the governor of the New Mexico Territory in Santa Fe granted the petition. The grant was recorded at Taos, New Mexico, on December 15, 1843, and the 575,968 acres became known at the Nolan Grant (map 1.1). It was a triangle-shaped piece of land that included everything in the St. Charles River watershed west to the Greenhorn Mountains.

Gervacio Nolan's plans for the land he acquired were suspicious to say the least. Nolan was born about 1800 in present-day St. Charles, Ontario, Canada. He began work as a trapper and trader in the Montreal area before moving west and south into New Mexico Territory about 1824. On August 5, 1828, Nolan married twelve-year-old Maria Dolores Lalande; she was the daughter of Jean Baptiste Lalande, the first American to establish commercial contact with the outpost at Santa Fe. The Mexican government eased naturalization requirements in April 1828, allowing Nolan to become a naturalized Mexican citizen in June 1829. This act was a crucial step because only citizens could own land and or petition for grants in Mexico. After his marriage and naturalization, Nolan shifted interests from trapping to blacksmithing and mining. By 1835, he was operating a store and mine at Real del Oro, located



Map 1.1. While it encompassed the entire South Pueblo area, the Nolan Grant was tiny compared to other land grants in the region. (*Map based on one found at http://cozine.com/2001-december/colorados-mexican-land-grants*)

south of Santa Fe. He applied for and received his land grant in 1843, His brother-in-law served as the justice of the peace, receiving the order from the governor that gave Nolan possession of the land. Nolan himself was illiterate. Thus his business partners, also land grant recipients, signed his paperwork for him and Nolan might not have even attended at transfer.[1] Historians suspect that Nolan and his brother-in-law never participated in the walking of the land grant's boundaries, as the law prescribed. In requesting the land specified in the grant, Nolan reasoned that he was part of a well-established Mexican family (his wife was half Mexican) and that he had served for a short time in the Mexican military. In 1849 Nolan and a son joined the California Gold Rush. Nolan returned to northern New Mexico within a year and employed neighboring settlers to build a homestead on his grant. But Nolan may have never resided there; he died on January 27, 1857, leaving his wife, five children, and two grandchildren as the heirs to his namesake grant.[2]

The heirs of Gervacio Nolan—Maria Dolores Lalande, Irenea Delgado, Martina Delgado, Francisco Nolan, Fernando Nolan, Lionor Nolan, Eugenio Nolan, and Antonio Nolan—were left to contest their grant before the United States government, which now controlled the territory. The size of the family's landholdings decreased dramatically as the American government ruled that the grant was in violation of the laws of Mexico at the time it was created. The law stated that no grant could be greater than eleven square leagues, or 48,695.48 acres, in size. Prominent traders Ceran St. Vrain (another land grantee) and Kit Carson testified that settlers in Nolan's employ had been living on and working the land. The testimony convinced the Surveyor General on October 31, 1860, that the entire tract should be deeded to Nolan's heirs. The United States Congress deferred the matter for a decade, finally ruling on July 1, 1870, that the homestead preempted Mexican

law and could not exceed eleven square leagues. The legal description of the land was now as follows:

> Commencing on the south bank of the Arkansas river, a league and a half below the confluence of the Don Carlos river with the former river, was placed the first landmark; thence following up the same Arkansas river five leagues above the confluence of the Don Carlos river, was placed the second landmark; thence running half way up the brow of the mountain, was placed the third landmark; and thence following from north to south the same brow of the mountain to a point opposite the first landmark, where was placed the fourth and last landmark; thence running to the point of beginning.[3]

Though this description of the grant is basically identical to the original grant, the heirs had just lost over ninety-one percent of the original Nolan Grant.

Rancher Charles Blake and his wife, Annie, purchased the Nolan Grant from the heirs of Gervacio Nolan in 1868. Charles Blake was born on January 3, 1831, in Northborough, Massachusetts, and came to what would become Colorado in October 1858. He married Anna E. Steinberger on January 15, 1861, in the Rocky Mountain region of the Kansas Territory a month preceding the formation of the Colorado Territory. She was born on June 14, 1837, in Pennsylvania. They had five sons: Albert S., George Eben, John Anthony, Justus Dunott, and Charles Porter Blake.[4]

The elder Charles Blake recognized that, as with the California Gold Rush a decade earlier, more money could be made from outfitting and supplying miners than by competing in the much more difficult task of mining itself. Blake's business thrived near the confluence of Cherry Creek and the Platte River, leading him to plat the town of Auraria on the west side of Cherry Creek less than a month after arriving in the region. Seven men founded Auraria, two of them Blake's future brothers-in-law: Dr. Charles M. Steinberger and A.B. Steinberger. All of the men involved were granted an 'original share' of the town; in this case it equaled several hundred lots apiece. When a settlement sprung up across Cherry Creek from Auraria only weeks later, Blake once again helped organize a town—Denver. Blake Street in lower downtown Denver is named in his honor. Historians also credit Blake with operating the first general store in Denver and helping to found the first masonic lodge in that city. The discovery of gold west of Pikes Peak the following summer led Blake to once again partner and plat a town, this time Colorado City near the headwaters of Fountain Creek. Colorado City did not prosper as Auraria and Denver had, but the town's founders still managed to sell enough lots to make a small profit.[5]

Annie Blake assisted her husband in operating the businesses until 1863, when Charles enlisted in the Union Army during the Civil War. Ranking as a colonel, he was assigned the task of furnishing supplies to troops scattered throughout the New Mexico Territory. While south of the Arkansas River, it is possible that Annie met the heirs of Gervacio Nolan and began a relationship that culminated in the Blake's purchase of the Nolan Grant. The Blakes decided to remain in the region of the Arkansas at the end of the war. Annie appeared alone in front of the justice of the peace, F.A. Gutierrez, at Mora, New Mexico on November 5, 1868, to purchase what she thought was approximately 80,000 acres for $10,000. The Nolan heirs had yet to confirm the grant with the United States Congress, however. The purchase proved to be a financial risk, as the Blakes footed the bill to petition Congress. When the federal government fi-

nally approved the grant in 1870, its size had again been substantially reduced, but Annie Blake decided not to pursue Gervacio Nolan's heirs for compensation. The Blakes added to their holdings by purchasing land on the north side of the Arkansas and west of Pueblo on Hardscrabble Creek. Annie's sister, Lavinia Robinson, also purchased and subdivided land in what would become Pueblo's North Side; she named the development Blake's Addition in recognition of Charles and Annie. Blake Street, in Pueblo's North Side neighborhood and just one block east of Blake's Addition, is also named for the couple. Charles H. Blake died on September 17, 1894, at the family's Hardscrabble homestead; Annie died on December 28, 1926, in Los Angeles.[6]

The Blakes did not act alone when they acquired the Nolan Grant. On a deed dated August 15, 1871, and recorded October 2, 1871, the heirs of Gervacio Nolan 'officially' sold the property to Annie E. Blake, Charles Goodnight, and Peter K. Dotson for the sum of $10,000 (now that Congress had officially recognized the grant). As of that date, Blake had already sold two-thirds interest of the grant, transferring one-third each to Goodnight and Dotson.[7]

Famed cowman and rancher Charles Goodnight was born on March 5, 1836, in Madison County, Illinois. He moved as a child with his family to Texas in 1845, receiving only two years of formal schooling there. Goodnight joined the Texas Rangers in 1859 to help protect the Texas frontier from raiding Indians; the Rangers supported the Confederate Army during the Civil War, defending the massive region between the Red River and the Rio Grande. Goodnight's service with the Rangers expired after five years, at which time he immediately returned to raising cattle.

At the end of the Civil War, Texas was not immune from northern carpetbaggers who wished to profit from the southern power vacuum and federal reconstruction policies. In response, Goodnight gathered 2,000 head of cattle and drove them north and west out of Texas. He arrived in New Mexico, selling part of his herd at Fort Sumner. Goodnight realized the market in New Mexico was not to his advantage, and he returned to Texas to gather another herd that he would take into Colorado. In the fall of 1867, Goodnight and his cattle had reached Raton Pass at the New Mexico-Colorado border. Dick Wootton had built a toll road from Trinidad to Willow Springs, New Mexico, and charged everyone except law officers and Indians to use his road over the pass. Wootton informed Goodnight that the toll would be ten cents per head of cattle, and Goodnight subsequently informed Wootton that he would find another route to take his cattle into Colorado. Goodnight would not be deterred from finding another route; even though Wootton told him that no other route existed. Goodnight soon discovered a route to the east of Raton Pass, a place he christened Trinchera Pass. Goodnight's route had easier grades, was free of tolls, and achieved a two day savings over using Raton Pass. Trinchera Pass became so popular for cattle drives that Wootton even offered to let Goodnight use Raton Pass for free. But with no obvious benefit to be gained, the rancher refused. Goodnight drove cattle from Texas to Denver and sometimes Cheyenne throughout 1868 and 1869, making his longest stop at Denver—all of four days.

On May 3, 1869, Goodnight filed a homestead claim along Apishapa Creek in southeastern Colorado. Only a few months would pass, though, until price wars for cattle would bring Goodnight's near monopoly of trailing cattle through the region surrounding the Apishapa Ranch to an end. Goodnight purchased a ranch about five miles west of Pueblo during the

winter of 1869. The land was described as "a triangular range outlined by twenty-five miles of the Arkansas on the north, with Hardscrabble Creek on the west. The Greenhorns along with the St. Charles River pointed back toward the Arkansas to complete the form."[8] Goodnight's purchase included part of the Nolan Grant, and it was at this time he purchased a one-third interest in the grant. Goodnight named his operation Rock Cañon Ranch and built a residence there in 1870. The ranch headquarters were located about one and one-half miles west of the house; at the same location Goodnight built a bridge so his cattle could cross the Arkansas.[9]

Charles Goodnight married Mary Ann (Molly) Dyer on July 26, 1870, in Hickman, Kentucky. He met Dyer the year before in Texas. The couple set off for Pueblo immediately after the ceremony. But General Palmer's railroad was still a couple of years off. Thus the couple traveled by steamboat to St. Louis, then to Abilene, Texas, by railroad; the couple completed the journey by stagecoach from Abilene to Pueblo. Charles and Molly spent a sightseeing honeymoon in the Colorado Springs region, but they would spend most of the next six years at their ranch west of Pueblo. The size of their cattle herd grew to about 3,000 head, and Goodnight built irrigation ditches on the ranch in 1871. Charles Goodnight planted and raised crops of corn until 1872, the year the Denver & Rio Grande Railroad arrived. His cattle probably only rarely grazed the land that would become South Pueblo, but his share of that land was not distinguished from Blake's or Dotson's.

Goodnight returned to Texas to strengthen his herd in 1876, and he and his wife moved there permanently the following year. In his later years, Goodnight became preoccupied not only with breeding high quality cattle, but buffalo and prairie dogs as well.[10] Charles Goodnight died on December 12, 1929, and is remembered by biographer J. Evetts Haley as a true pioneer:

> He rode bareback from Illinois to Texas when he was nine years old. He was hunting with the Caddo Indians beyond the frontier at thirteen, launching into the cattle business at twenty, guiding Texas Rangers at twenty-four, blazing cattle trails two thousand miles beyond the frontier at forty, and at forty-five dominating nearly twenty million acres of range country in the interests of order. At sixty he was recognized as possibly the greatest scientific breeder of range cattle in the West, and at ninety he was an active international authority on the economics of the range industry.[11]

Goodnight shared part of the Nolan grant with Peter K. Dotson, who was born on July 3, 1823, in Lewisburg, West Virginia. He moved west, and by the early 1850s he had been appointed a United States Marshall in Salt Lake City, Utah. There he married his wife Emily, and the couple had five children. Also in Utah, Dotson ran a stage line. Peter Dotson and his family moved to Pueblo in 1861, where he operated a hotel on the east side of the 200 block of Santa Fe Avenue. Dotson wasted little time making his presence known in Pueblo. At the time he opened the hotel "there were five houses in the village and he owned them all."[12] Within a short while, Dotson was appointed Pueblo's second postmaster. By 1864, Dotson and his family moved to a ranch on Fountain Creek, which was prone to flooding. The exact location of the ranch remains unknown. Dotson moved southwest of Pueblo, to the head of the St. Charles River near Beulah. It was around this time when Dotson bought a one-third interest in the Nolan Grant, as his newly formed 3R Ranch was within the boundaries of the

The Old Carlile Barn

There's an old red barn on my neighbor's lot
Of the days that were but now are not,
As I look at it I seem to see,
Things not of now, but of used to be.

A home in town was a little farm
In the days when my neighbor built his barn.
It had stalls for horses, with manger and mow,
And another to shelter the family cow.

A sty for the pigs, for the chickens a shed,
With a fenced in lot, where the horses fed,
Or, with a down hung head and half closed eyes,
Switched with flowing tail, the stinging flies.

The barn held a surrey and phaeton, too,
A meat house was there, where the smoke rose blue
Neath the pork, hung high on hooks, to cure,
Salted and treated to keep it pure.

Built in bins held the coal and wood,
Safe from the weather, dry and good,
A wash house and out house were part of it,
At the eastern end is a brick ash-pit.

Even now in the barn are all sorts of things;
Spades, shovels, rakes, old harness rings;
Pitchforks, crowbars, picks, and hoes,
Saws, planes, old lumber, and goodness knows.

'Tis a lonely old barn, as it stands today,
The horses are gone with their times away;
No new mown hay fills the empty mow
No living thing does it shelter now.

No cow or calf, or pig, or hen,
To liven the place as they did then;
Where the surrey and the phaeton stood
Stands a Buick car with shining hood.

The barn has stood through the changing years,
Like a loyal friend whom the heart holds dear.
And I love the old barn, on my neighbor's lot
That speaks of the days that now are not.

— Emma Cary Johnson

grant. Dotson remained at the ranch until 1880, at which time he returned to Pueblo. Emily Dotson passed away about 1891; Peter Dotson died on July 6,1898, in his daughter's house at 605 East Ninth Street.[13]

The land of South Pueblo was on the verge of leaving its agricultural roots and becoming urbanized. The deed of trust for the Nolan Grant dated March 30, 1872, and recorded April 6 that same year indicates that Blake, Goodnight, and Dotson sold it to William P. Mellen for $130,000. This was a hefty sum, especially considering that the trio paid only $10,000 four years earlier. It is highly improbable that the land appreciated so spectacularly so quickly; Annie Blake must have gotten herself and her fellow investors one heck of a deal. But price was apparently of little object in the course of industrial empire. Mellen negotiated the deal in preparation of the arrival of William Jackson Palmer's Denver & Rio Grande Railroad.[14]

Chapter 2

"Look out for the Locomotive!"

In the pursuit of his industrial utopia, General William Jackson Palmer made no little plans: he envisioned a railroad from Denver all the way south to Mexico City. Palmer was the son of Quakers and born on a farm near Leipsic, Delaware, on September 17, 1836. He began his railroad career as the personal secretary of J. Edgar Thomson, powerful president of the Pennsylvania Railroad and a man admired by Andrew Carnegie. Thomson hired Palmer after an interview May 22, 1857, and he began work on June 1 for $75 per month; Palmer would hold the position until 1861. Palmer was not limited to secretarial work for the Pennsylvania. He eventually rose to scout new land for track and held the task of developing the Pennsylvania's passenger locomotives for coal consumption. During his time with the Pennsylvania, Palmer also began investing in other businesses, a practice he continued for most of his life.[1]

When the Civil War broke out in April 1861, it did not take Palmer long to decide that he wanted to become involved despite the nonviolent ethic of his upbringing. He did not join the effort to end slavery specifically; he also fought to preserve the Union and the Constitution. He had been offered the rank of lieutenant in the Union Army, but chose to organize his own regiment in September of 1861.[2] Palmer and his twenty-man regiment fought in the horrendously bloody Battle of Antietam on September 17, 1862, where it suffered but one casualty. The next day, Palmer set out to scout the Confederate Army at the Potomac River. Scouting the enemy was nothing new to Palmer; he had done so in the days leading up to Antietam. But he did not make it back across the Potomac, as he was captured the morning of September 19, 1862, and held as a prisoner of war under the surname Peters. Colonel Palmer was released from the Confederate prison in January 1863 and once again began scouting.[3] His vigilance paid off when, in mid-March 1865, he was appointed a brevet brigadier general. News of the appointment did not make it to Palmer, who continued to lead his regiment as colonel. Palmer participated directly in the capture of Confederate President Jefferson Davis on May 10, 1865. The Union Army mustered out General William Jackson Palmer on June 21, 1865.[4]

Palmer immediately returned to the railroad business. He moved west and accepted the position of secretary-treasurer of the Union Pacific Eastern Division (UPED). The UPED was not the same as the Union Pacific Railroad, the eastern portion of the original transcontinental railroad between Omaha, Nebraska, and Ogden, Utah. Palmer took the position knowing that it would introduce him to financiers who could ultimately invest in his own ambitions. The UPED changed its name to the Kansas Pacific in 1869, at which time Palmer directed construction of the company's line from Salina, Kansas, to Denver. Palmer spent the next few years traveling between the construction areas of the Kansas Pacific and Washington, D.C., where he supervised an army of railroad lobbyists. The Kansas

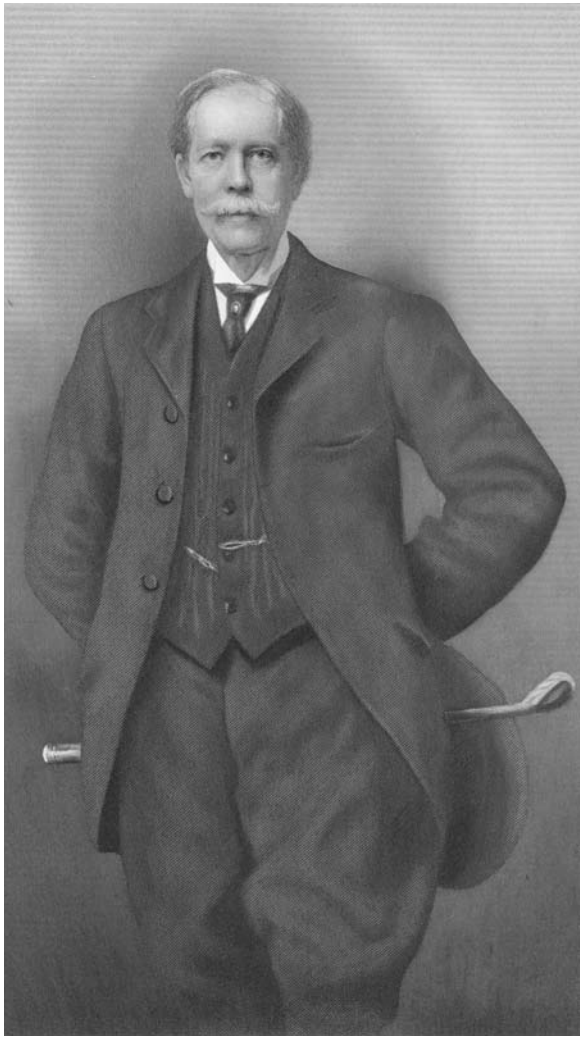


Figure 2.1. General William Jackson Palmer with his golf club in hand. *(Jerome Smiley,* History of Colorado Illustrated, *1913)*

Pacific spun off another railroad, the Denver Pacific, and Palmer oversaw construction of lines for both companies.[5]

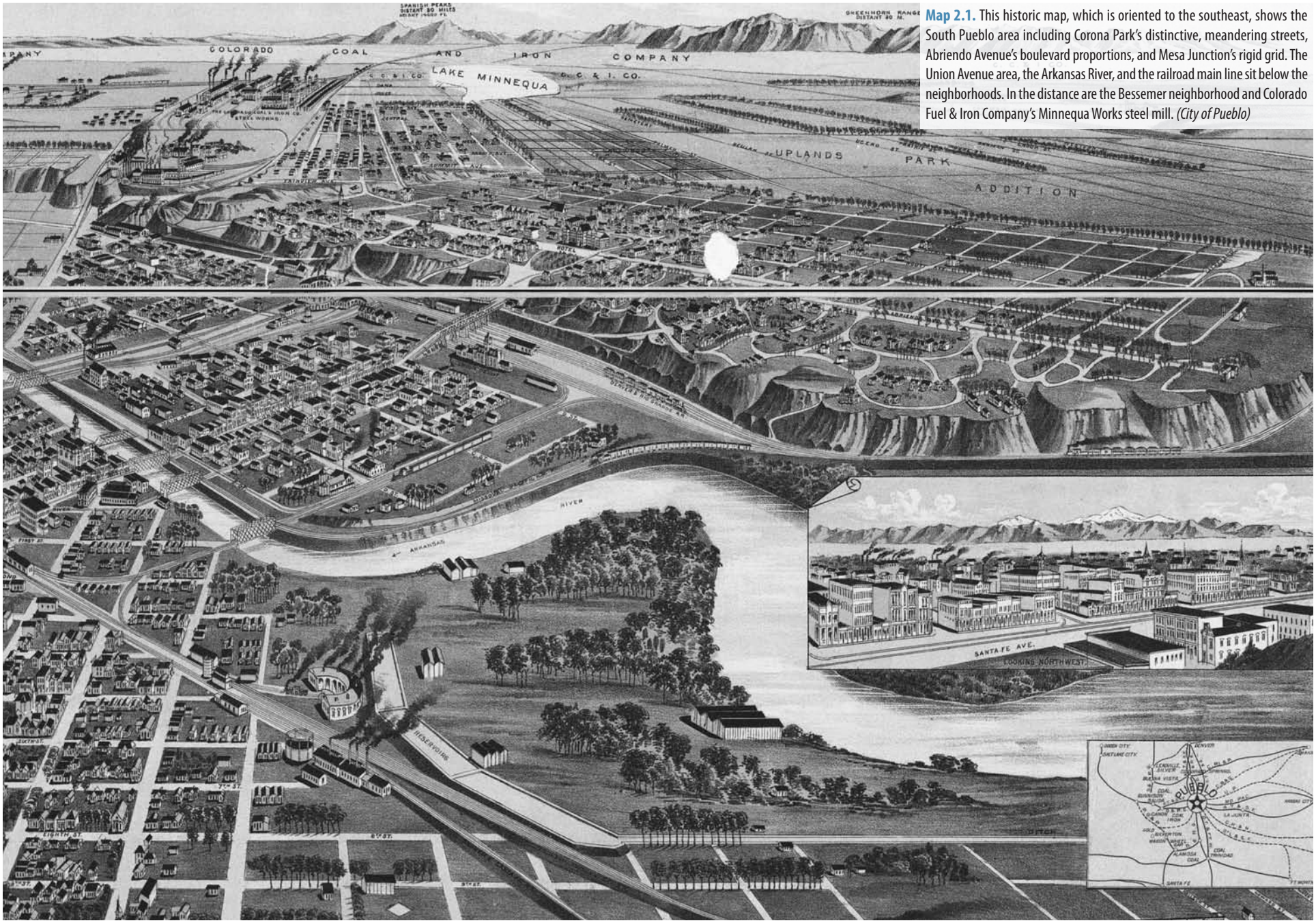
As ideas of a Colorado-based industrial utopia evolved in his head, Palmer itched for the independence that operating his own railroad would bring and drew upon his wealthy contacts to gain that independence. On May 3, 1870, the executive committee of the board of the Kansas Pacific Railroad accepted his resignation, contingent upon Palmer overseeing the construction of the Kansas Pacific and Denver Pacific lines to Denver. During his work with the Kansas Pacific, Palmer met financier William Proctor Mellen. Prior to his business with Palmer, Mellen had been a partner in a law firm with Salmon P. Chase. When Chase worked as head of the United States Treasury Department, he appointed Mellen as Supervising Agent and General Agent of the Treasury Department. Mellen returned to private law practice in 1869, where he took up residence in Flushing, on New York's Long Island.[6]

In the spring of 1869, on a business trip aboard a train near St. Louis, William Jackson Palmer met his future wife, Mary Lincoln "Queen" Mellen. She was the daughter of William Mellen. Within a few weeks of meeting, the couple was engaged and his future father-in-law invited Palmer to the Mellen family home at Flushing. The couple married on November 7, 1870, but only after Palmer had attended a meeting with investors in Philadelphia on November 5.[7]

The honeymoon was business as usual with Palmer. He and Queen set sail for England the day following the wedding ceremony, and in no time Palmer found himself drawn to the Ffestiniog Railroad in North Wales. At one foot, eleven and one-half inches between the rails, the Ffestiniog was a narrow gauge railway to the extreme. Palmer discussed the advantages of narrow gauge lines with many engineers who had designed them worldwide and found himself sold on the concept. Narrow gauge trains were smaller and lighter, could climb steep grades and make sharp turns, and were thus perfect for the terrain Palmer expected in Colorado. Palmer's railway would be larger than the Ffestiniog, as he would use three feet between the rails. Palmer used the narrow gauge as a selling point to investors as well. The three-foot railway was less expensive and faster to construct than the traditional standard gauge (four feet, eight and one-half inches) used throughout the rest of the United States. The narrow gauge, Palmer spoke convincingly, would produce realized profits in Colorado faster than standard gauge.[8]

On October 27, 1870, Palmer, William Mellen, and three other business partners filed the certificate of incorporation for the Denver & Rio Grande Railroad. The company originated with a capital stock of $2,500,000 and was headquartered in Denver. The announced route of the railroad's main line was "south from Denver to the Arkansas River near Pueblo, westward through the "Big Cañon of the Arkansas," across Poncha Pass into the San Luis Valley to the Rio Grande River and thence along it to El Paso."[9] The company also proposed seven branches from the main line that covered much of the Colorado mining areas and one to Salt Lake City. The key to the Denver & Rio Grande raising money in Pueblo, it would turn out, was the "near Pueblo" part.

When Mellen purchased the Nolan Grant, it appears he intended to make money from it right away. Mellen purchased the grant for $130,000 at the beginning April of 1872, and he sold it to the Denver & Rio Grande shortly thereafter. On the deed dated April 30, 1872, and recorded August 2, 1872, Mellen's selling price to the Denver & Rio Grande was $152,000. The $32,000 of instant profit could have gone right



Map 2.1. This historic map, which is oriented to the southeast, shows the South Pueblo area including Corona Park's distinctive, meandering streets, Abriendo Avenue's boulevard proportions, and Mesa Junction's rigid grid. The Union Avenue area, the Arkansas River, and the railroad main line sit below the neighborhoods. In the distance are the Bessemer neighborhood and Colorado Fuel & Iron Company's Minnequa Works steel mill. *(City of Pueblo)*

into Mellen's pockets, but it is also likely that all of the members of the board of the Denver & Rio Grande, including Palmer, split the money as an advance on their individual investments.[10]

As the Denver & Rio Grande expanded from Denver to Colorado Springs, so too did Palmer's and Mellen's business interests. Palmer realized earlier that the key to his success would be threefold: he needed to control not only a railroad, but a land company and an industrial company as well—vertical economic integration that also allowed him to practice his particular form of paternalism. Palmer's three companies were the Denver & Rio Grande (railroad), the Central Colorado Improvement Company (land/real estate), and the Southern Colorado Coal and Town Company (industrial). A host of subsidiary companies accompanied these three.[11] Palmer, Mellon, and three other investors incorporated the Central Colorado Improvement Company on November 11, 1872 with authorized capital of $3,750,000. The capital mostly came from the informal "Arkansas Valley Pool," which Palmer began with an interest to buy land near Pueblo and Cañon City.[12] Palmer incorporated the Southern Colorado Coal and Town Company on May 16, 1876.[13] He soon consolidated the Southern Colorado Coal and Town Company, the Central Colorado Improvement Company, and the Colorado Coal and Steel Works Company into the Colorado Coal and Iron Company. The certificate of incorporation of Colorado Coal and Iron was dated January 2, 1880, and was filed on April 6, 1881.[14]

While Palmer was creating his companies, the citizens of Pueblo had begun advocating a railroad connection as early as 1869. Town officials approached the Union Pacific, but the railroad could not be convinced of the proposed route's profitability. Pueblo officials began courting the Denver & Rio Grande in January of 1871, arguing that the mining supply and smelting town was the economic center of southern Colorado. The town, at an earlier meeting, passed on a deal brought by the Kansas Pacific to tie Pueblo to Denver, as none of the town officials believed that Kansas Pacific had the necessary resources to complete such a plan.

Palmer and those associated with the Denver & Rio Grande used this courtship to their advantage. They held a mass meeting on March 5, 1871, during which a Denver & Rio Grande representative read a letter stating that Pueblo was not to be included on the railroad's main line. The letter stated that the tracks would run from Colorado Springs to Cañon City. The citizens thought that the construction of the railroad in that direction was highly improbable since the terrain was much more difficult to tame, but the letter from the Denver & Rio Grande noted that their certificate of incorporation only intended for the railroad to pass "near Pueblo." The Denver & Rio Grande also emphasized that the residents of Cañon City had already approved through a $50,000 bond issue to bring the railroad to that town; the representative from the Denver & Rio Grande did not disclose to Cañon City, however, that the route to that town might be by way of either Colorado Springs or Pueblo. The letter to Pueblo, on the other hand, stated that the railroad reaching Cañon City by way of Pueblo instead of directly from Colorado Springs would add twenty five miles of track; the railroad reasoned this was just not economical.

For the Denver & Rio Grande, the plan to scare Pueblo into financing a portion of the construction worked. Pueblo held a special election on June 20, 1871, at which 576 of 679 voters favored the $100,000 in railroad bonds. Excitement rang in the local newspaper, the *Colorado Chieftain*, at the decision of the vote: "Look out for the Locomotive! The Railroad Bonds Voted!

Pueblo County has said Yes! The Majority Overwhelming! A Triumph of Common Sense! A Leap Towards Progress! Good-Bye Ox and Mule Teams! Freights Down; Goods Cheap!"[15]

The town of Pueblo issued the bonds with the condition that a depot had to be constructed within one mile of the courthouse and that the tracks had to reach the town within one year. The town of Pueblo turned over the bonds to the Denver & Rio Grande on November 23, 1871; Pueblo then joined the game of deception. The town declared that if the Denver & Rio Grande did not build as planned, the bonds would be given to the Kansas Pacific. Nonetheless, when the Denver & Rio Grande representative from the town meeting in March accepted the bonds, he boldly asked for an additional $50,000 to aid in the construction of tracks from Pueblo to the coal fields near Cañon City. The citizens of Pueblo went to the polls again on January 16, 1872, and after an unexpected delay the request was approved on January 30, 1872.[16]

Construction of the Denver & Rio Grande's main line south from Colorado Springs to Pueblo began on January 1, 1872, the same day the Denver & Rio Grande began passenger service between Colorado Springs and Denver. The tracks reached Pueblo on June 15, 1872, and the first train arrived at the Pueblo depot June 19. The Denver & Rio Grande had indeed met the town's July 1 deadline. But Pueblo's Union Depot was still almost twenty years away from being built and the Denver & Rio Grande had yet to build south across the Arkansas River. Thus the location of the Pueblo depot in 1872 was along the Denver & Rio Grande's tracks between East Seventh and East Eighth streets.[17]

Chapter 3

A Rival Town

With the Denver & Rio Grande Railroad in reach of Pueblo, William Jackson Palmer could focus on creating his industrial utopia. In April 1872, just a few months before the railroad arrived, Palmer purchased the former Nolan Grant opposite Pueblo on the south bank of the Arkansas River. About a week after the deal closed, a rumor swept through Pueblo that the Denver & Rio Grande planned to build a rival town on the south side of the river. An article in the *Colorado Chieftain* on April 11, 1872, haphazardly reassured the public: "The rumor that the Denver and Rio Grande Railway Company had purchased a large tract of ground on the south side of the river, with the intention of starting a rival town, turns out to be a canard of the biggest proportions. How the rumor obtained credence, we dont [sic] know, but we are informed on the best of authority, that there is no truth in it whatsoever."[1] The newspaper printed its reassurance the same day and on the same page that it reported the Nolan Grant had been sold to Mellen. By making Mellen the initial purchaser of the grant, the investors in the railroad were not only able to make a profit, but also they were able to mask their intentions until after the railroad had already begun construction to Pueblo.

By late summer and early fall of 1872, Palmer could no longer hide his developments on the newly acquired land. The Denver & Rio Grande began constructing a bridge across the Arkansas, providing rail access to the new company town of South Pueblo. Palmer and his associates platted South Pueblo and officially filed it with Pueblo County on December 13, 1872.

The platting of South Pueblo both angered and alienated the citizens north of the river in Pueblo, who put up plenty of money to aid in constructing the Denver & Rio Grande to their own town. The Denver & Rio Grande built a new depot near present-day Mechanic and 'B' Streets, in South Pueblo, in the fall of 1872. By January 1873, the Pueblo County Commissioners voted to withhold the $50,000 bond issue approved the prior January. The Commissioners argued that there had not been a register of voters prior to the election and that the Denver & Rio Grande had not honored the basis of the contract when it relocated the terminus of the rail lines. On May 3,1873, the Commissioners voted to ask for a return of the $100,000 stating once again that the Denver & Rio Grande did not uphold its end of the bargain. Pueblo County returned its stock in the Denver & Rio Grande, purchased with the bond money, on July 23, 1873.

The antics of Palmer's businesses should not have surprised anyone in Pueblo. He was after all a man with a singular vision who considered opposition and resistance as an act of ingratitude. Palmer founded Colorado Springs after the town of Colorado City did not financially support the Denver & Rio Grande, and he also founded the town of Labran (present-day Florence) even after the residents of Cañon City approved a bond initiative to bring the Denver & Rio Grande to

the town. The incident at Cañon City was virtually identical to how Palmer played Pueblo; the only difference was the amount of the bond issue.[2]

In an effort to ensure monopoly and guarantee devotion Palmer not only preyed on towns for money, but he also deceived his corporate investors. Moreover, his utopian vision often well outpaced reality. The first annual report of the Central Colorado Improvement Company in 1872 not only stated the company held the 48,000 acre Nolan Grant, but a Mexican land grant of 350,000 acres as well. Nowhere did the report mention that these grants were one in the same nor that the Nolan Grant claimed 350,000 acres but was recognized by Congress as 48,000 acres. The report also claimed that the company town of South Pueblo was connected by rail in all four cardinal directions. Furthermore, the report contained maps of the Denver & Rio Grande's proposed lines throughout Colorado, but did not distinguish the future routes from those already constructed.[3]

General Palmer was gifted in envisioning his corporate enterprises, but he was not necessarily a successful manager. In South Pueblo, and later Pueblo, Palmer owned three enormous enterprises but was only mildly successful in their execution. With the Central Colorado Improvement Company operational since November of 1871, the Denver & Rio Grande since October of 1870, and Southern Colorado Coal and Town Company since May of 1876, the three companies made Palmer money—just not exorbitantly. The Southern Colorado Coal and Town Company could only maintain small profits in the mining regions south and west of Pueblo and within eight years of existence the Central Colorado Improvement Company showed an overall deficit of $130,561.68. During the financial panic of 1873, the Denver & Rio Grande actually had to lease its lines along the Front Range to the Atchison, Topeka, and Santa Fe Railway. When Colorado Coal & Iron was incorporated in 1880, it had a consolidated mortgage of $3,500,000. Additionally, as the stock of Colorado Coal & Iron changed hands during the next few years, Palmer faced the loss of control of his own company in March of 1884. Though the companies themselves sometimes lost money, Palmer individually did not. Still, he may have had some financial genius: the Denver & Rio Grande never required massive federal land grants and other United States government funding upon which almost all other western railroads relied. There was no room for the federal government in his corporate utopia.[4]

Though Palmer's business practices were not well received by the citizens of Pueblo, the positive effects of the Denver & Rio Grande in the town were admittedly tremendous. In anticipation of the railroad, the population of Pueblo nearly doubled in 1871. That year, residents built 117 new buildings at a cost of $215,750. In 1872, the year the railroad actually opened, Puebloans erected 185 new buildings at a cost of $621,000.[5]

Across the river, South Pueblo blossomed quickly as well. The Central Colorado Improvement Company platted the town with streets oriented about forty-five degrees east of north. This platting was more in line with the flow of the Arkansas River and the bluffs within the neighborhood rather than the traditional north-south platting of Pueblo proper. Palmer anticipated a boon in his town, ordering the construction of a twenty-three mile canal that would bring water from the Arkansas to a natural depression about two miles south of South Pueblo. This lake, now Lake Minnequa, measured about two miles in circumference and estimates for the lake's capacity ranged from 6,000,000 to 28,000,00 gallons of water. The

lake was thirty-one feet higher than South Pueblo in order to gravity-feed water to the residences and businesses of the new town.[6]

Pueblo's newspaper also reported as to the goings-on in South Pueblo. William Mellen invited a reporter from the daily to check out the happenings in the new town on December 14, 1872, the day after the town was formally platted. Crews had already undertaken the construction of both Abriendo and Corona Avenues. At the time, Abriendo was an ambitious 150 feet wide and two miles long; Corona was sixty-six feet wide and longer than Abriendo due to its curves. The newspaper also mentioned that Mellen had ordered over 10,000 shade trees to be planted within the town and that only occupants were allowed to purchase lots, not speculators. Additionally, Mellen told the newspaper that the Central Colorado Improvement Company would spend no less than $100,000 in South Pueblo during 1873. In a sign of the times, the newspaper reported that resident John Cloonan excitedly burst into a meeting Mellen was attending and exclaimed: "Mr. Mellen, I bought the first lot in South Pueblo, I built the first house, and now,...I've got the first baby, and I want yee's to come down and make me a free deed of a patch of ground for the spalpeen." With a reporter present in the room, Mellen happily obliged.[7]

Construction in South Pueblo commenced before the plat of the town had been officially recorded. W.P. Martin began construction of the town's first hotel about the middle of October 1872, and the *Colorado Chieftain* reported that by the last week of November construction had begun on over thirty buildings, most in the South Pueblo area below the bluffs, and all thirty would be complete by the end of the year. The newspaper reported the extent of the building as well:

N. Brown, Harmony Hall, two story frame building, 22x30, cost $2,000. Mr. Brown is located just opposite the new hotel, and keeps constantly on hand a full stock of tobacco, cigars, liquors, wines, etc., which are disposed of at the lowest figures. No man can arrive at a correct idea of the attractions of South Pueblo without giving him a call.

John McMillan, frame saloon, 15x25, cost $350. John is also well healed with a stock of prime liquors, and rejoiceth greatly to see his friends at all hours.

Arthur Burton, restaurant and boarding house, frame, 18x32, two stories high, cost $1,000. Messrs. Gillett & Nablach have rented this for boarding house purposes, and will open out in fine style Monday next.

Earnest Faust, grocery store, frame 16x18, one story, cost $300.

John Joseph Meyer, one story frame shoe store, 15x25, cost $300. Meyer was formerly located in a little shop south of the Chilcott house, and takes this method of informing his numerous customers that he will hereafter be found in South Pueblo, better prepared than ever to meet all demands.

C. Young, one story frame dwelling, 14x24, cost $500. Mr. Young is also putting up a spacious livery and feed stable, 30x40, to cost $1,000.

J.C. Wallace, one story frame dwelling, 20x28, cost $600.

John Cloonan, frame building for boarding and lodging, 20x80, story and a half high, cost $1000.

Field & Hill, brick store building, 40x100 feet, wholesale, trade, forwarding and commission, cost $5,000.

> **A.R. Ellis**, brick agricultural warehouse, with fifty feet front, and to occupy two lots, at a cost of $3,000. Mr. Ellis has secured the agency for the renowned Schutler and Bain wagons, and will also keep a full stock of all manner of agricultural implements [sic]. He expects to have everything in running order in the course of a few weeks.
>
> **Adams & Wilson**, Colorado Springs hardware and furniture store, frame, 20x40, cost $3,000.
>
> **B. Nussbaumer**, frame boarding and lodging house, 18x26 two stories, cost $600.
>
> **F. Braun**, painter, frame shop, 10x15, cost $300.
>
> **A colored man, whose name we were unable to obtain,** is putting up a neat, substantial looking boarding house, a few blocks north of Martin's hotel, frame, 18x25, one story, cost $600.[8]

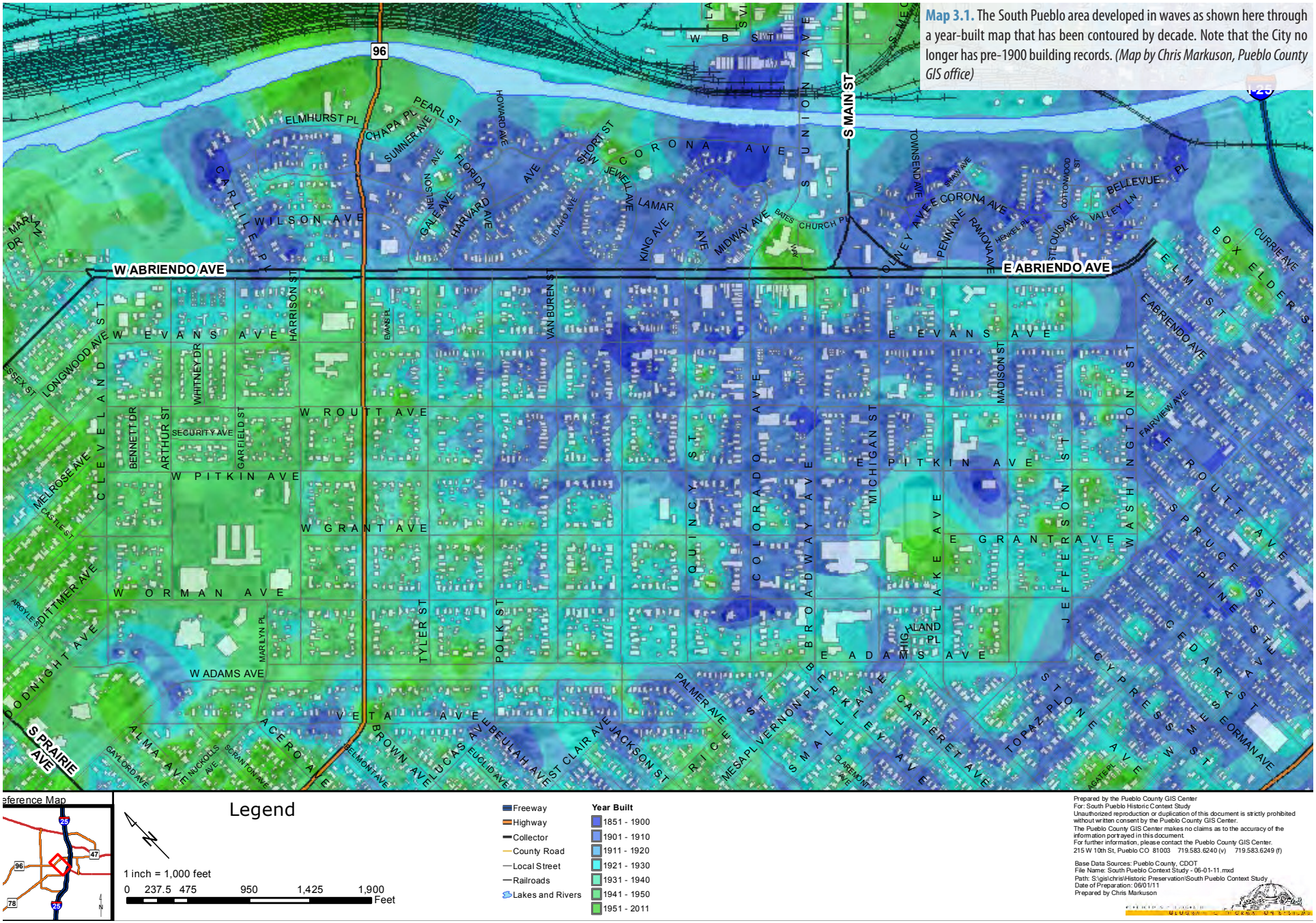
When the end of the year arrived, sixty-six buildings were constructed on lots averaging $127.80 a piece. The building boom resulted in a population of 400 by the beginning of 1873. Lots in the new town were supposed to be sold in checkerboard fashion and only half were up for sale. Once all available lots were sold, the other half of them became available. Yet in reality, the Central Colorado Improvement Company does not appear to have adhered to the checkerboard plan, as there was a high concentration of building on Union Avenue (and outside of the geographical constraints of this context). During the first year of land sales, only lots between the river and the bluffs were available for purchase.[9]

Though other communities in Colorado sputtered during the economic panic of 1873, South Pueblo sustained its growth. Unlike other Colorado communities, South Pueblo was not a small tract of land growing outward radially; the original plat was fairly large. Initially, 6,000 residential and commercial lots were available for sale. Within the town's first year of existence, the Central Colorado Improvement Company had sold in excess of $50,000 worth of lots, boosting the local economy with over $200,000 worth of building improvements. Construction continued to the tune of "two additional hotels, a five story steam flour mill and several stores...in South Pueblo, along with many residences" in 1874.[10]

South Pueblo's boom slackened by 1875 though. During the eighteen months ending June 30, 1876, only sixty-four lots were sold in the town. A three-year infestation of locusts took its toll on regional agriculture, adding to the economic misery.[11] William Jackson Palmer biographer Brit Allan Storey writes that the Central Colorado Improvement Company admitted that the economic downturn "has, of course been most discouraging to our hopes of early realization of the estimated profits from the investment."[12]

Sensing that more prosperous times lay ahead, the Central Colorado Improvement Company pitched the Pueblo Colony in February of 1874 to offer incentives to buy land in South Pueblo. The Pueblo Colony was loosely modeled on the Union Colony, part of a national utopian movement that developed into the present City of Greeley. The Union Colony was a cooperative of families, whose temperance and religious views aligned and whose primary goal was to irrigate and farm the land. Those families invested in a joint-stock company to facilitate development. Would-be builders in South Pueblo could buy a membership in the Pueblo Colony for $50, $75, $150, or $200, depending on where and what type of property the prospective member desired. Lots were not sold at the membership price, as the purchaser would have to pay the difference between membership cost and lot price within one

Map 3.1. The South Pueblo area developed in waves as shown here through a year-built map that has been contoured by decade. Note that the City no longer has pre-1900 building records. *(Map by Chris Markuson, Pueblo County GIS office)*



Legend

1 inch = 1,000 feet

0 237.5 475 950 1,425 1,900 Feet

- Freeway
- Highway
- Collector
- County Road
- Local Street
- Railroads
- Lakes and Rivers

Year Built

- 1851 - 1900
- 1901 - 1910
- 1911 - 1920
- 1921 - 1930
- 1931 - 1940
- 1941 - 1950
- 1951 - 2011

Prepared by the Pueblo County GIS Center
For: South Pueblo Historic Context Study
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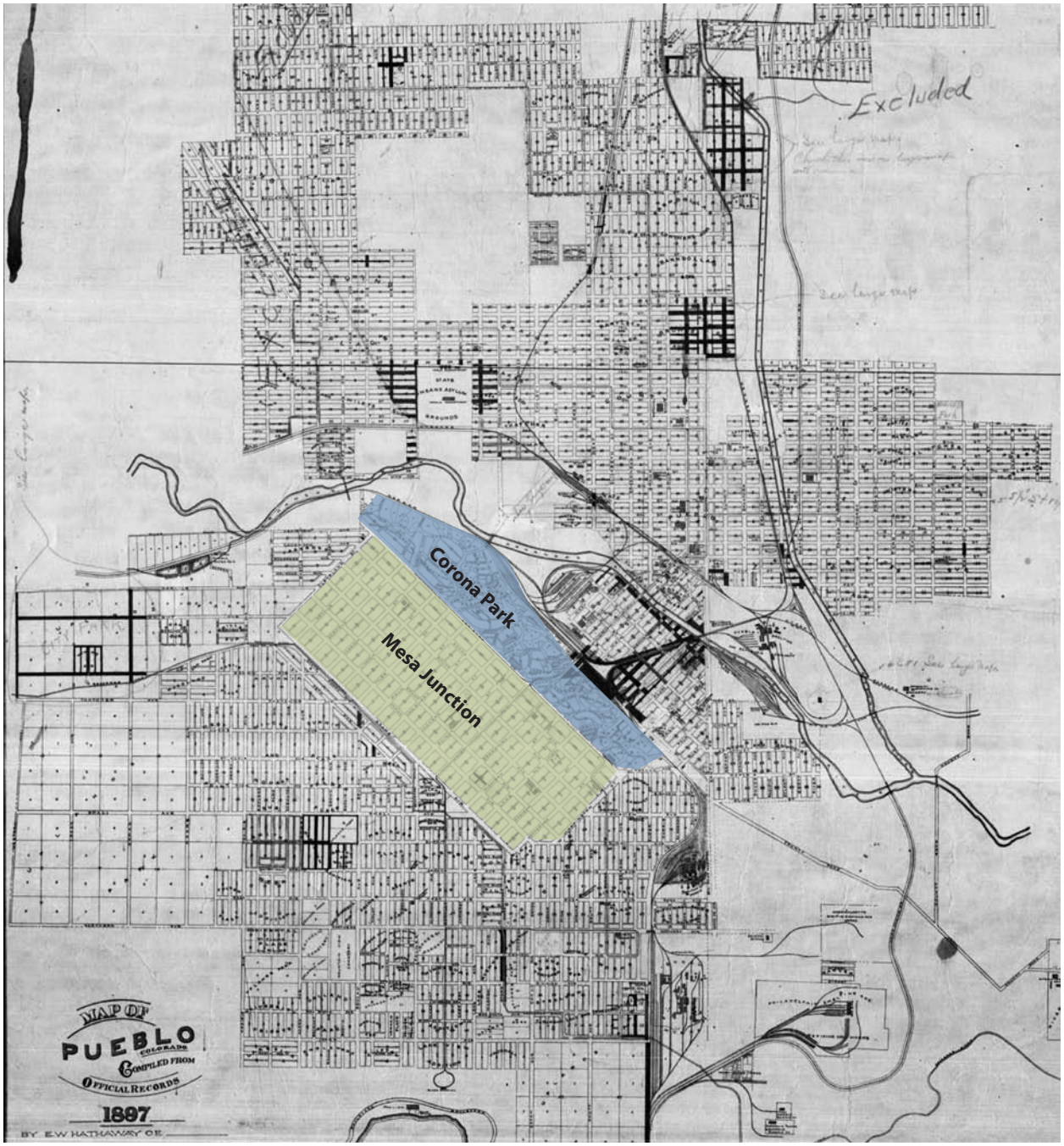
Date of Preparation: 06/01/11
Prepared by Chris Markuson

Map 3.2. This 1897 map of Pueblo shows the consolidated city. *(City of Pueblo)*



year. Members had a six-month deadline to make improvements upon their selected lot, and there was no maximum as to the number of memberships an individual could purchase. Pueblo Colony members also enjoyed the benefits of reduced passenger and freight charges aboard the Denver & Rio Grande, and they were also permitted to graze cattle on non-irrigated Central Colorado Improvement Company land. Members with multiple lots could choose land in Colorado Springs instead of Pueblo. The Pueblo Colony, like most western colony projects, was an anemic success at best: only 523 lots in South Pueblo were sold between the colony's inception in 1874 and 1879.[13]

In the two areas of South Pueblo within the boundaries of this context, building and construction occurred slowly after the initial platting of the streets. The 1879-80 City Directory reveals only nineteen confirmed residents in the area: three on Abriendo Avenue and sixteen "on Mesa," referring to those residents atop of the bluffs near Corona Avenue. The City Directory only lists one business in the area, a blacksmith named Abe R. Ellis on Abriendo Avenue.

In South Pueblo between the Arkansas and the bluffs, the overwhelming majority of residents worked for the Denver & Rio Grande; atop the bluffs, eight of the nineteen residents worked for the railroad. Land appears to have been developed in South Pueblo between the river and the bluffs first, then the residential Blocks area with an Abriendo Avenue business district, the easternmost Mesa Junction area, and lastly the westernmost Mesa Junction area (map 3.1).[14]

The beginning of 1886 brought changes to the government of South Pueblo. On February 15, the Pueblo City Council, South Pueblo City Council, and the Board of Trustees of Central Pueblo agreed that all three towns should consolidate and form one combined city government. The Councils and Board brought their recommendation before the citizens of their respective towns for a special consolidation election on March 9. The outcome of the vote was a landslide: in Pueblo, those in favor of consolidation held a 788-to-five majority; in Central Pueblo, those in favor held a 131-to-two majority; and in South Pueblo, those in favor held a 459-to-eighty majority. South Pueblo may have had the highest number of "no" votes, but at only fifteen percent of the total votes cast, it was not much of an opposition. The number of "no" votes, however, could indicate that the Denver & Rio Grande tried to persuade residents of South Pueblo to vote against consolidation, as many of them worked for the railroad. Nonetheless, it is noteworthy that there were a total of 1,468 voters and 539 (or just over thirty-six percent) resided in South Pueblo, though Pueblo itself was older and more established. When City Council districts were redrawn, the former South Pueblo now constituted three of the seven wards of Pueblo; as an independent city, South Pueblo was divided into four wards. It does not appear that the name South Pueblo was immediately lost, however, as the local newspaper continued to refer to the neighborhood as South Pueblo for quite some time.[15]

Chapter 4

Additions and Subdivisions

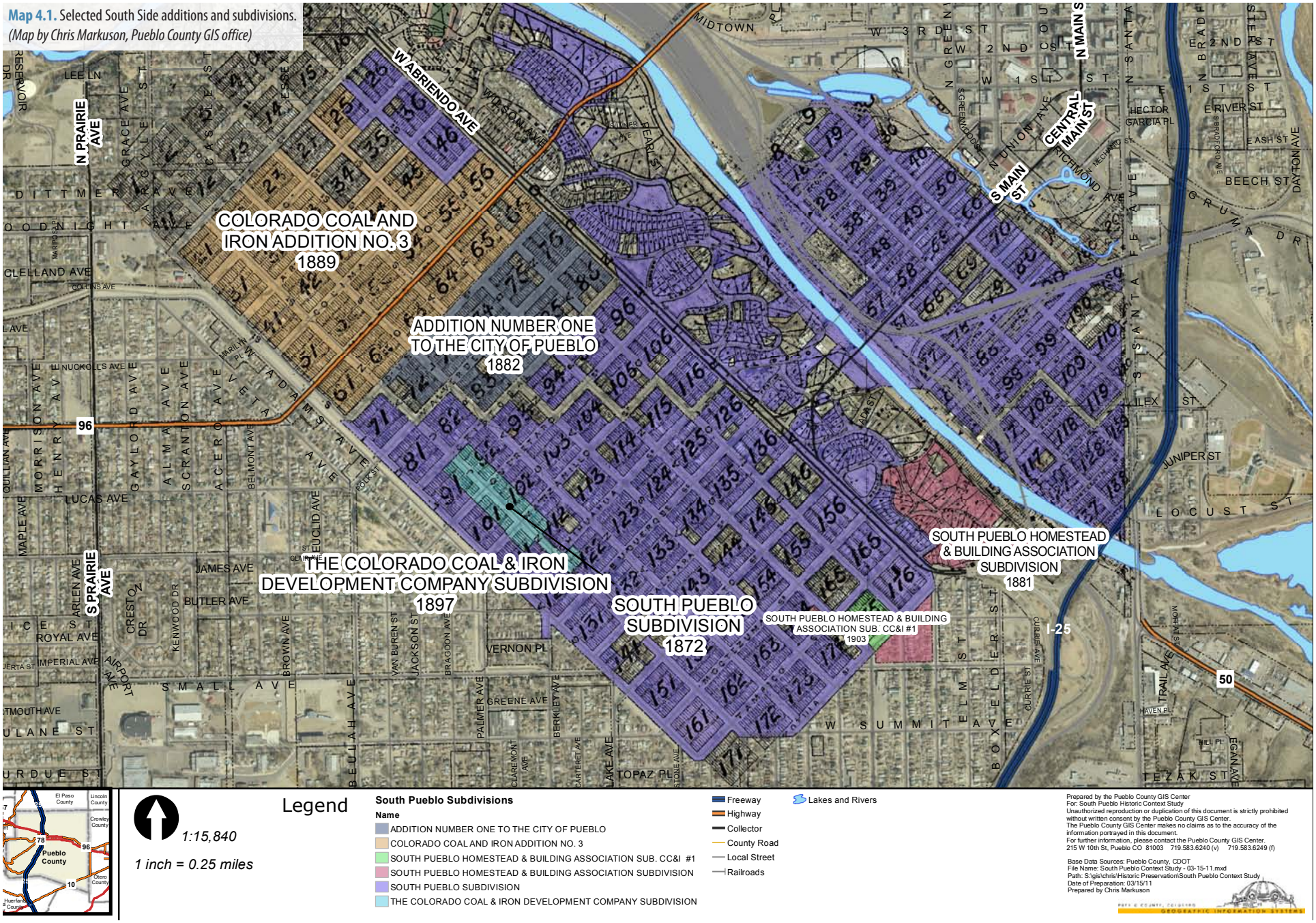
Though the plat of the town of South Pueblo included three distinct areas, only that portion south of the Arkansas to the bluffs received much development in the town's early years. With so few residents willing to build atop the bluffs during the financial downturn in the 1870s, the Central Colorado Improvement Company vacated the elevated portions of the original plat atop the bluffs and southward; the company's vision for such a large plat was simply too much too soon. As the economy improved, the Company's actions led to small scale development in the 1880s and a flurry of purchases and construction in the 1890s. South Pueblo was more than just one plat as originally surveyed; as a neighborhood, it included no less than forty subdivisions. Additionally, there are no additions to South Pueblo, or later Pueblo, in the Blocks or Mesa Junction. All later development occurred as resubdivisions of the original town plat. The map of General Palmer's utopia was only redrawn, not expanded.

Pueblo County plat maps indicate only four subdivisions in the Mesa Junction and Blocks neighborhoods were added to South Pueblo in the early 1880s (map 4.1). One of the earliest subdivisions in the neighborhood was the South Pueblo Homestead & Building Association's Subdivision of Blocks V, W, X, and Y, recorded on August 19, 1881. The South Pueblo Homestead & Building Association was a subsidiary of Colorado Coal & Iron and would develop other small subdivisions within Mesa Junction by the turn of the century. This small subdivision encompassed blocks at the easternmost portion of South Pueblo, just north of the intersection of East Abriendo Avenue and Washington Street in the Blocks. By 1886, this subdivision had become the most densely populated area of either Mesa Junction or the Blocks.[1]

William Moore and James N. Carlile platted their namesake Moore & Carlile's subdivision in South Pueblo's Oakfield Park neighborhood; the term "neighborhood" is used loosely here as only a few houses and residents were scattered about a couple of the blocks. Moore and Carlile recorded their subdivision on February 21, 1882, at the north end of South Pueblo. Carlile and his wife, Maria, had been living nearby at 183 Block "I" in the Corona Park neighborhood since 1872; Moore and wife, Josephine, lived next to the Carliles beginning around 1872. Today, the Carlile and Moore homes occupy 44 and 46 Carlile Place. The Moore Home is a simple, box form with a steep, front-facing gable, which today has a wraparound, concrete porch (figure 4.1).[2] The Carlile's too chose a simple, box form for their house that included little ornamentation (figure 4.2). Within ten years of completion however, the Carlile's chose to remodel their home in the Queen Anne style (figure 4.3). The house today features a full-width front porch that extends into the east elevation accented by a decorative wood balustrade and a prominent pediment. Other defining features include a shed-roofed dormer in the front elevation, decorative woodwork in the front gable, and a steeply pitched

Figure 4.1. This house at 46 Carlile Place is likely the original William Moore house. *(Jeffrey DeHerrera)*

Map 4.1. Selected South Side additions and subdivisions.
(Map by Chris Markuson, Pueblo County GIS office)



roof; there are also pedimented dormers in the east elevation.

William Moore was born on October 31, 1827, on a farm near Carrollton, Carroll County, Ohio. He spent his early years farming in Ohio before moving to Kansas at age twenty-five to till the soil there. Moore purchased and sold many properties in both Kansas and his home state until 1860 when he moved to the Colorado Territory. Moore prospected in Colorado for six straight years until meeting James N. Carlile, who convinced him to join Carlile's freight business on a trip to Montana. The freight business was not to Moore's liking and he subsequently returned to Colorado and resumed mining. Moore remained friendly to Carlile, and in 1868 the two formed the railroad construction firm Moore & Carlile. The company secured contracts to build railroads in Colorado, which solidified both men's reputations as business moguls in the state.[3]

The firm Moore & Carlile laid the first railroad tracks in Colorado for the Denver Pacific Railroad and later incarnations of the company would lay most of the tracks in the state until about 1920. Moore & Carlile laid forty miles of Denver Pacific tracks out of Cheyenne, Wyoming, in ten months and laid the tracks for the Colorado Central Railroad between Denver and Golden in four months. Moore & Carlile constructed 230 miles of Kansas Pacific tracks to Denver, nearly all of the Denver & Rio Grande's tracks between Denver and Pueblo as well as between Pueblo and Canon City, and the Atchison, Topeka & Santa Fe's tracks east of Pueblo.[4]

It was during their time constructing lines for the Kansas Pacific that Moore and Carlile became acquaintances of William Jackson Palmer and his narrow-gauge plans for Colorado. The firm Moore & Carlile accepted two partners in 1874, James B. Orman and his brother, William A. Orman. The firm reorganized as Moore, Carlile, Orman & Company and immediately contracted with the Atchison, Topeka & Santa Fe Railroad to lay ninety-seven miles of rails east of Pueblo. William Moore left the contracting firm in 1877 to be replaced by William Crook, at which time the firm became Carlile, Orman & Crook. The newly reorganized firm constructed most of the route of the Atchison, Topeka & Santa Fe from Pueblo south to Alamosa and the mines at El Moro; about one-half of the Denver & Rio Grande's line between Cañon City and Malta; and all of the Denver & Rio Grande's line from Leadville to Kokomo; and about thirty-five miles of track for the Denver, South Park & Pacific Railroad (later part of the Colorado & Southern). The construction firm started by William Moore and James Carlile would build over 500 miles of track in Colorado by 1881.[5]

Upon leaving the railroad construction business, William Moore focused his attention on real estate and building in South Pueblo. In 1878 and 1879, Moore purchased and sold many properties in South Pueblo and erected several buildings in the town. The years 1880 and 1881 were good to Moore; he made more real estate transactions during that time than in any other two-year period. The costliest of his buildings was the Moore & Carlile Opera House, built in partnership with his old friend and associate James Carlile. While the exact location of this building could not be identified, it may have been constructed along either Union or Abriendo Avenues. Moore also had plans to build the Moore & Orman Block, but it is unknown if this building was ever constructed, although an "Orman Block" was constructed on Union Avenue.[6]

William Moore diversified his real estate and business interests in 1878 when he helped form the Pueblo Street Railway Company. He, along with Carlile, Orman, Isaac W. Hill, and J.O. Jordan incorporated the business to connect the towns of

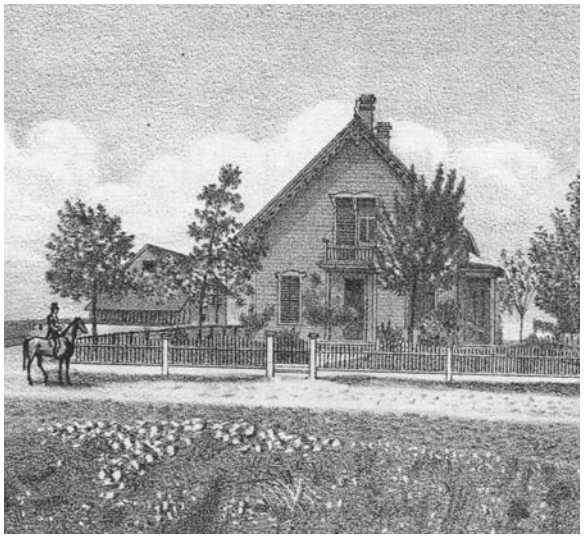


Figure 4.2. James Carlile shaped South Pueblo's architectural and landscape legacy. *(Historic image from* History of the Arkansas Valley*)*

Figure 4.3. The Carlile residence still stands in South Pueblo at 46 Carlile Place. *(Jeffrey DeHerrera)*

South Pueblo and Pueblo. The horse-drawn lines traveled from the intersection of West 'B' Street and Victoria Avenue to the intersection of Fifth Street and Santa Fe Avenue. There were no lines to the Blocks or Mesa Junction areas at that time.[7]

Like many of South Pueblo's residents, the multi-faceted William Moore also held political office for a short while. Before leaving the railroad construction business, Moore was persuaded against his wishes to run for the Colorado Territorial Legislature in the fall of 1873. This was the last Territorial Legislature elected before Colorado joined the ranks of statehood. Voters elected Moore by an overwhelming majority, and he served the full two-year term. After leaving the legislature, Moore was elected to three terms as South Pueblo alderman. He never completed the third term, however, passing away on April 24, 1883, at the age of fifty-five. During a meeting of the Pueblo and South Pueblo Boards of Trade the day following Moore's death, a motion arose to close all banks at 2 p.m. that day in honor of Moore; the resolution passed, but only after the recommendation that all businesses, not only banks, close that afternoon. Ironically, some of the first traffic to pass over the recently completed Union Avenue viaduct, of which Moore was a staunch supporter, was his funeral procession.[8]

The life of James N. Carlile greatly resembles that of William Moore. Carlile was born on October 17, 1836, in the same county in Ohio as Moore, though it is unknown if their respective families knew each other. He began his railroad career at the age of fourteen, driving a cart on the Panhandle Railroad in West Virginia. Carlile farmed in Iowa for a few years before mining for two years in Colorado (beginning about 1860) and running wagon freight for four years in New Mexico, Colorado, Wyoming, Idaho, Nevada, and Montana. As mentioned above, he joined with Moore in the railroad construction business, establishing Moore & Carlile in 1868.

Like Moore, Carlile built a diverse business portfolio. In addition to being a member of the Central Colorado Improvement Company's board of directors, he opened on May 21, 1874, the South Pueblo Flour Mill, the board of directors for which included William Jackson Palmer, Charles Goodnight, William Jackson, Peter K. Dotson, F.S. Nettleton (the civil engineer who surveyed the plat of South Pueblo), and Thomas Parrish. In June 1876, Carlile purchased vacated Fort Reynolds, near the terminus of the Huerfano River, and operated a supply store there. Carlile also opened a mercantile store in South Pueblo that same year. In February 1878, he built on Union Avenue an agricultural warehouse that he leased out, and two months later he and George H. Chilcott became the principal stockholders in the Pueblo Mica Works.

Carlile moved into the economic sector in the early 1880s, joining the board of directors at the Central National Bank and later the Pueblo Savings Bank. Carlile platted the Carlile Park Addition to Pueblo in 1886, just outside of the Mesa Junction area. Carlile's addition included park space that would become City Park and the Mineral Park Race Track, near the present-day intersection of Cleveland Street and Abriendo Avenue and near the former Woodcroft Hospital site. Near the end of the decade, in 1888, Carlile became partner in a firm that would build the first road to the summit of Pikes Peak. The firm operated the attraction as a toll road and also built a rest house half way up the mountain, where mules replaced horses to complete the journey to the 14,110-foot summit.[9]

Akin to his farming days in his younger years, Carlile purchased the 3R Ranch near Beulah in 1893. Previously owned by Charles Goodnight, Carlile bought it from Peter Dotson. Carlile had been interested in pedigree cattle for many years

when he acquired the ranch. During his tenure, the ranch grazed as many as 3,500 head of cattle through leases. Ezra Nuckolls, owner of the Nuckolls Packing Plant in Pueblo, grazed cattle at 3R.[10]

As with William Moore, Carlile's later years included civil service. He ran for and was elected to the first two successive terms in Colorado's House of Representatives in 1876. In 1880 he was elected to the same position his friend William Moore had held, Pueblo County Treasurer. Carlile served as Pueblo County commissioner for many terms in the 1880s. Carlile ran for the position of Colorado State Treasurer and won, serving in the position in 1891 and 1892. Upon leaving the treasurer's office, he ran for Pueblo County Sheriff but was soundly defeated. The J.N. Carlile Hose Company Number 2 branch of the Pueblo Fire Department, historically located at 116 North Main Street, is also named in his honor. Carlile lived a relatively quiet retirement before dying on October 19, 1921, at the age of eighty-five.[11]

Sometimes the connection between William Jackson Palmer's business interests and South Pueblo were quite overt. His associates platted an early subdivision in South Pueblo called the Colorado Coal & Iron Company's Addition Number One, recorded on May 22, 1882. The subdivision included most of the original South Pueblo plat bordered by Abriendo and Adams Avenues and Tyler and Washington Streets. Dimensions of the lots were 25 by 190 feet and the streets were 100 feet wide. Palmer incorporated the Colorado Coal & Iron Company to take advantage of his lateral company's mineral holdings, particularly coal, in southern Colorado. Colorado Coal & Iron Company built its massive Minnequa Works steel mill only a few short miles south of South Pueblo, forming the right conditions to develop some of the land previously vacated by the Central Colorado Improvement Company. As the steel works grew, the Colorado Coal & Iron Company could sell lots in its subdivision to its employees and managers. The corporation capitalized on this method further when it platted the company town of Bessemer.[12]

Another subdivision in South Pueblo platted during the early 1880s was Railey's Subdivision. Lewis C. Railey recorded his plat on June 26, 1882, and included only one block of land on Corona Avenue between Howard Avenue and Short Street; this location is just northeast of Delavan Park. Railey's Subdivision was the smallest of the early 1880s subdivisions of South Pueblo and appears to have hosted less than five residences by 1886. It is unknown if Railey developed this land to build his personal residence, as city directories do not list his name throughout the 1880s. One house built in Railey's Subdivision, at 329 West Corona Avenue about 1890, incorporates an interesting feature for the period of construction; the sloped lot allowed the builder to construct a walk-out basement.[13]

From the mid 1880s and throughout the period of consolidation of Pueblo, Central Pueblo, and South Pueblo, builders appear to have focused their efforts on the then current subdivisions of South Pueblo. Heavy development in the Mesa Junction and Blocks neighborhoods began in 1889 and continued for two years through 1891.

In the Blocks, small, block-sized subdivisions seemingly sprouted up everywhere. The small-time developers of these subdivisions generally named the plats after themselves similar to Moore & Carlile's Subdivision. The names of these subdivisions include Galligan & Pochon's Subdivision, Martin's Subdivision, Shull & Graham's Subdivision, Murray & Maine's Subdivision, and Delavan Place. Though a number of the developers lived in South Pueblo, it does not appear that many

Figure 4.4 and 4.5. The Matthew J. Galligan home is a fine example of the Queen Anne style with its wrap around porch and circular tower. *(Historic image courtesy of Anna Wade, contemporary image Jeffrey DeHerrera)*

of them lived in their namesake subdivisions.

In the Mesa Junction portion of South Pueblo during the 1880s, one large subdivision dominated a few smaller ones: Colorado Coal & Iron's Subdivision Number Three. This subdivision was located immediately next to Colorado Coal & Iron's Subdivision Number One and was bounded by Abriendo and Adams Avenues and Tyler and Cleveland Streets. Developers platted lots in this subdivision identically to the neighboring Colorado Coal & Iron subdivision, so streets were merely extended. This was the last remaining major subdivision that completed the development began with the 1872 plat of South Pueblo.

Among the smaller developers, Matthew J. Galligan and William C. Pochon recorded their namesake Galligan & Pochon's Subdivision on October 3, 1890, and located it within the northeastern half of Block 'P' and at the eastern side of the present-day intersection of Lamar and West Corona Avenues. It was a small subdivision, but the men who recorded it were not.

Matthew Galligan was born on August 25, 1855, in Washington County, Wisconsin. As an infant, Galligan moved with his family to Lawler, Iowa, seemingly a fitting place for a future

lawyer to grow up. Galligan began working at the age of twenty for the Union Pacific Railroad as a telegrapher in Sidney, Nebraska. Within a couple of years, Galligan transferred to the railroad's hub at Cheyenne, where his ties to South Pueblo could have first formed. As Palmer had resigned from the Kansas Pacific in 1870, the timing just was not right for Galligan to have met Palmer directly; but as business contacts go, the foundation for a future relationship could have developed in southern Wyoming or northern Colorado.

Galligan began to study law in Wyoming while maintaining his duties with the Union Pacific. He was admitted to the Wyoming bar in 1879 and practiced for about one year before enrolling at Iowa State University. He graduated from the Law Department there in 1881, and he immediately moved to Ashcroft, Colorado, just south of Aspen. Galligan spent only a short time in Ashcroft before moving to Denver. He practiced law in Denver for about one year before moving to Pueblo around 1883. The Galligan family resided in a boarding house at East Ninth Street and Albany Avenue, while they commissioned a grander estate, at 1101 South Union Avenue, that was finished in the fall of 1891 (figures 4.4 and 4.5). The present-day address of the house is 501 Colorado Avenue, and the property has been listed in the National Register of Historic Places since 1985. Galligan chose to construct his house in the popular Queen Anne style. The Galligan residence features a porch that extends onto two elevations, as well as a second-story, pedimented porch. The northeast elevation includes corner brackets, and there are multiple gable ends decorated by polychromatic wood shingles. The house also boasts a circular tower capped by a metal dome and finial.

As with so many other South Pueblo developers, it did not take long for the residents of Pueblo to press Galligan into civil service. By 1884, after practicing law in the town for a couple of years, he was elected to city council. Though it was reported that Galligan served on the Pueblo City Council, it was more likely his position was with South Pueblo. Galligan ran for the Colorado House of Representatives the same year as his city council bid, but he was defeated. Upon serving two years as alderman, Pueblo County residents elected Galligan as a county judge. The county residents reelected Galligan in 1889 to another two-year term and the residents of the City of Pueblo elected him to a two-year term as the city attorney in 1901. A lifelong commitment to Pueblo was evidenced during the flood of 1921 when Associated Press reporters composed articles from the third floor of the family home, as most hotels had flooded. Matthew Galligan passed away in New York City on February 15, 1930.[14]

Galligan's partner in the subdivision was William C. "Billy" Pochon. Born on March 29, 1862, in Elkhart, Indiana, Pochon lived most of his first sixteen years with extended family in England. He moved to Pueblo, where his parents then resided, in 1878. Pochon immediately found himself in the employ of South Pueblo developer and railroad construction magnate William Moore. Pochon's family also had ties to the railroad business; Pochon's father, J.J. Pochon, manufactured railroad ties for a subsidiary of the Denver & Rio Grande and was appointed by then Governor Alva Adams as the chief engineer of penitentiaries. Upon arriving in Pueblo, Billy Pochon also lived at Moore's residence on Carlile Place; Pochon recalls Moore and Carlile as "the sole residents of the mesa areas."[15]

Billy Pochon sold insurance in Pueblo beginning in 1882, and began a career in the lumber business two years later. He worked as a bookkeeper for the Newton Lumber Company before moving up to manager within a few years. When Newton

Figures 4.6 and 4.7. While the architecture of the homes on Pitkin Avenue is varied and high-style, the mature landscape, similar massing, and standard setback create a distinctive sense of place in both summer and winter. *(Jeffrey DeHerrera)*

Lumber incorporated in 1893, Pochon was named secretary, treasurer, and general manager, running both the retail and milling operations of the Pueblo company. Pochon opened his own lumber company in Silverton in 1905 with the financial backing of Governor Adams, selling it ten years later and returning to Pueblo. He again joined the Newton Lumber Company, working there until 1920. Pochon purchased George Dowden's retail shop upon leaving the lumber business, and was also partner in a fish market. Like his neighbors, Pochon served two years in the Colorado House of Representatives during its thirteenth assembly. Billy Pochon died on April 18, 1959, at his home in the Bessemer neighborhood.[16]

Among the most stately 1890s South Pueblo subdivisions were the Pitkin Place and Pitkin Place Number Two subdivisions (figures 4.6 and 4.7). The Pitkin Place Subdivision was recorded on October 28, 1891, and included those houses addressed as 1, 2, 3, and 4 Pitkin Place, while the Pitkin Place #2 subdivision was recorded May 25, 1892, and included the houses addressed as 5, 6, and 7 Pitkin Place. These two subdivisions were not extensions of West Pitkin Avenue, however, they were located within the 300 block of the street. Number 1 Pitkin Place was constructed at the intersection of West Pitkin Avenue and Jackson Street and the numbers continued to Number 7 Pitkin Place, at the northwest corner of the block at the intersection of West Pitkin and Van Buren Street. Constructed in 1911, Number 6 Pitkin Place is the lone late-comer to this National Register Historic District; the other houses were constructed during the early 1890s. Two of the original six houses were constructed in the Romanesque style, while the remaining four were Queen Anne style. Number 6 Pitkin Place was constructed in the Craftsman style, with a broad porch supported by fluted brick columns at the corners, multi-light over single-light windows, exposed rafter and purlin ends, and a gabled dormer in the half-story.

The original owners of three of the first six houses constructed at Pitkin Place worked at the management level within the Colorado Fuel & Iron Company (CF&I), while one of the others worked as an attorney: T.W. Robinson, general superintendent at CF&I, resided at 1 Pitkin Place (now 302 West Pitkin Avenue); C.S. Robinson, assistant superintendent at CF&I, lived at 2 Pitkin Place (now 306 West Pitkin Avenue); T.J. Brown, head of the CF&I rail mill, made his home at 3 Pitkin Place (310 West Pitkin Avenue); and J.H. Mechen, an attorney, resided at 7 Pitkin Place (now 326 West Pitkin Avenue). The present-day addresses of the remaining Pitkin Place houses are 4 (now 314 West Pitkin Avenue), 5 (now 318 West Pitkin Avenue), and 6 (now 322 West Pitkin Avenue). Since both Pitkin Place subdivisions are located within the earlier Colorado Coal & Iron Subdivision and the steel giant owned the land of the subdivisions, it is fitting that members of the firm's management team chose to reside at this location.[17]

Chapter 5

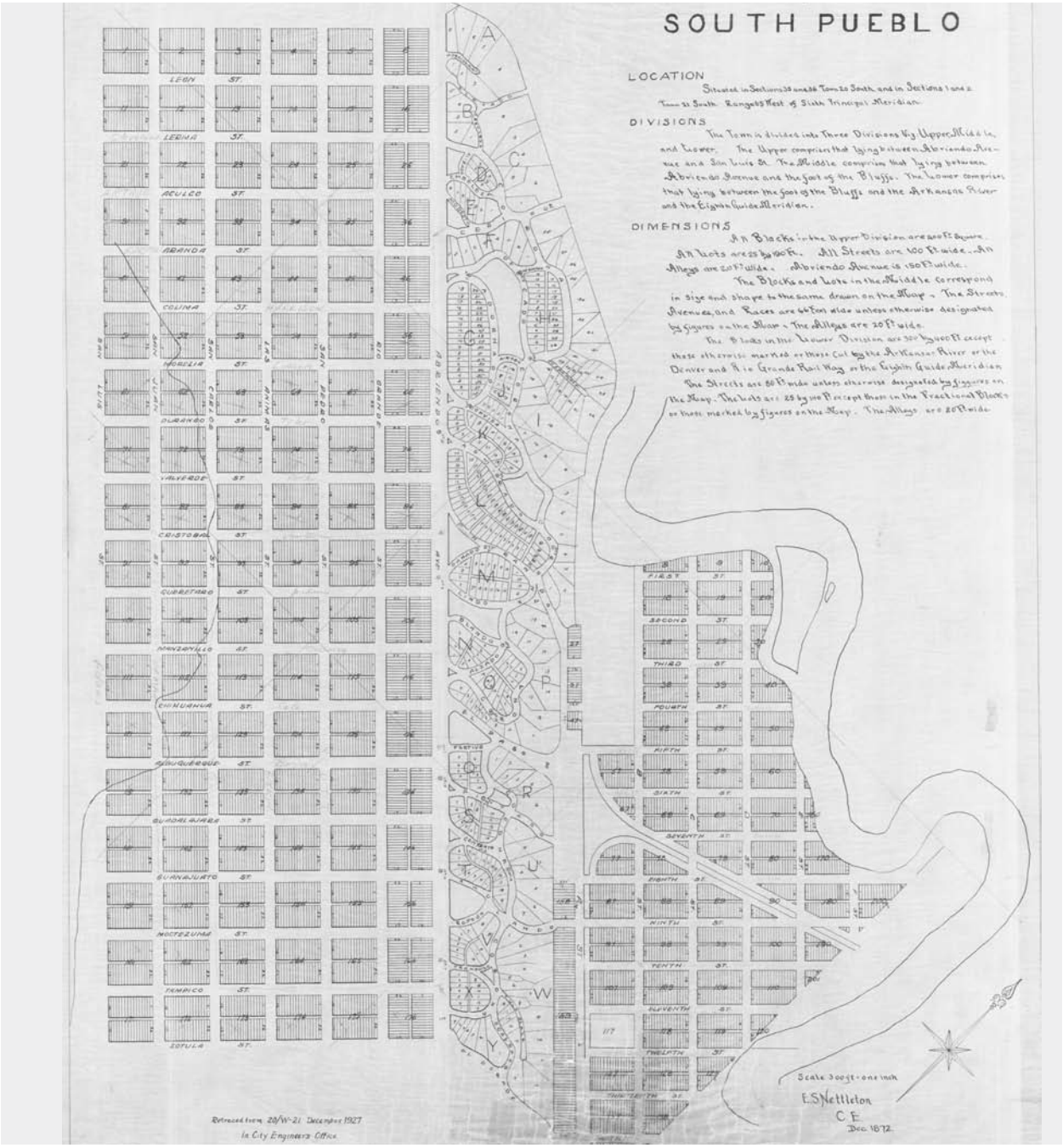
Neighborhood Development

It is easy to become disoriented in South Pueblo, leaving visitors to ask "Which way am I going?" when they leave the interstate at the Abriendo Avenue exit. Breaking from the traditional cardinal-direction street grid, most streets in South Pueblo are oriented about forty-degrees from north, while those in the Blocks area run all sorts of dizzying directions. The main avenue, Abriendo, generally flows in the direction of the bluffs, approximately southeast to northwest. Abriendo Avenue separated two distinct areas of South Pueblo: Corona Park (now called the Blocks) and Mesa Junction. Lots in the Blocks seemingly vary in almost every size and shape imaginable, while lots in Mesa Junction are of unyielding, standard rectangular shapes. The geography of the Blocks and Mesa Junction is relatively flat; there are no unexpected promontories or rises as there are in both the North and East Side neighborhoods. The terrain is sloped, however, with the land descending from Adams Avenue in Mesa Junction down to the Blocks and Corona Avenue.

Using this topography to their advantage, civil engineer Edwin S. Nettelton and landscape designer John Blair designed a neighborhood that reflected the uniqueness of the land on and near the bluffs above the Arkansas River.[1] Especially in the Corona Park (the Blocks) section of the neighborhood, this followed design trends of romantic suburbs pioneered in the Midwest and East and fit in well with General William Jackson Palmer's utopian vision.

Starting in the 1840s, elite city dwellers fled industrialization by creating subdivisions separated geographically from

Figure 5.1. Frederick Law Olmsted designed Riverside, Illinois, following tenants of romantic landscape design emphasizing open vistas, street tree plantings, and preserving woodlots, while providing city services such as storm drainage and gas street lights. *(City of Riverside, Illinois, www.riverside.il.us)*



Map 5.1. Nettleton's plat map shows the three distinct sections of South Pueblo: the upper (Mesa Junction), Middle (Corona Park), and Lower (Union Avenue). *(City of Pueblo)*

urban centers. Following romantic landscape design principles to create English garden or park-like settings, these subdivisions were almost always home to white, native-born upper class residents who built large, picturesque homes along wide, curvilinear streets lined with dense street tree plantings that conformed to existing topography. Landscape architects reserved space for parks and streams, woodlands and playgrounds, pavillions and vistas. Early examples include Glendale, Ohio, and Llewellyn Park, New Jersey. Perhaps the most famous of these romantic suburbs was Riverside, Illinois, near Chicago, designed in 1869 by Frederick Law Olmsted and Calvert Vaux, who also collaborated on New York City's Central Park (figure 5.1). Unlike earlier models, Riverside allowed for multiple-sized lots affordable to different classes. Another hallmark of Riverside was its design for community amenities, including water storage, a sewer system, gas street lights, a small commercial center, churches, and a convenient connection to the railroad. By making the roads curvilinear, traffic would be controlled and residential character would be preserved.[2]

Like other romantic suburb designers, Nettleton and Blair intended Corona Park to serve as an upper-class residential neighborhood in South Pueblo. It was not an area people merely passed through, it was their destination. There are no traditional corner intersections in Corona Park; rounded blocks and 100-foot-wide curved streets seemingly brush past each other only lightly instead of harshly crossing each other, making it impossible to breeze through the neighborhood. Even today it is difficult to tell how far one has traveled within the Blocks, and is more difficult still to establish a sense of direction.

Early residents of Corona Park identified themselves as living at residences such as "9 Block 'U'", not the street numbers and addresses used today. The odd-shaped blocks could contain any number of lots, leaving consecutively numbered houses on the same side of the street. Local lore notes that mail will still be delivered today to residents choosing to use the unique numbering system.

The design of Corona Park is also peculiar in that there is not one street that runs along the bluffs the entire distance of the neighborhood. Historically, portions of both Entrando and Bluff Streets did run along the bluffs. Entrando Street has since become a portion of Corona Avenue and still exists along the bluffs northwest of Union Avenue, but it falls far short of running the entire distance of the Blocks. This design led to houses and backyards overlooking the business center of South Pueblo, and later Pueblo. Because only low, scrubby vegetation could cling to the arid escarpment, early patrons of downtown would have looked up and seen the backs of houses, not the stately and ornate front elevations indicative of wealthy residents envisioned by Nettleton and Blair. The two men probably recognized that while prospective residents of the lots along the bluff edge would have an expansive view, the foreground was cluttered with noisy, stinking railroad yards. Thus they decided to force buyers to build houses facing away from the bluff's edge. The lots are designed in such a nonconforming fashion that even when described on the original plat map of South Pueblo (map 5.1), the engineer states "The Blocks and Lots in the Middle [portion of South Pueblo] correspond in size and shape to the same drawn on the Map"; even the designers were at a loss of words to describe them.[3]

The organization of lots and blocks in Mesa Junction entirely contradict those in Corona Park. Every intersection is perfectly perpendicular. Blocks are idyllically square at 400 by 400 feet, with single lots originally platted straight and narrow at

25 by 190 feet. All streets in Mesa Junction are 100 feet wide and every alley is 20 feet wide. The exception is Abriendo Avenue, the main thoroughfare, measured at 150 feet wide; a street of boulevard proportions. In the original plat of South Pueblo, only the lots in Mesa Junction oriented toward Abriendo Avenue were oriented on the northeast-southwest axis; all other lots in the area were oriented toward the streets that intersect Abriendo and on the northwest-southeast axis. As most lots in Mesa Junction remained unsold for about the first twenty years, especially those in the outlying areas, subsequent subdivisions within the area altered this orientation, with houses and businesses constructed however the subdivision's developer, and ultimately the purchaser, deemed fit.[4]

The engineer who laid out South Pueblo had worked with William Jackson Palmer previously. Nettleton was born on October 22, 1831, in Medina, Ohio. He apprenticed as a civil engineer and later attended nearby Oberlin College until an eye illness that nearly blinded him forced the engineer to halt his studies. The illness worsened to a point at which Nettleton became confined to near darkness for over two years. His eyes later healed enough for him to take an assistant postmaster position in Lafayette, Ohio, yet he continued to work in a darkened room for another year. When fully healed, Nettleton moved to Kalamazoo, Michigan, where he practiced engineering and operated a lumber business with a cousin. At the outbreak of the Civil War, the cousin heeded the call of the Union Army, leaving Nettleton to manage the business. Nettleton sold the lumber business and moved to the oil fields of northwestern Pennsylvania by 1863, and by the middle of the decade, was simultaneously managing more than a few oil companies. The Pennsylvania Oil Producers Association appointed Nettleton as their chief engineer in 1867, and in that capacity he surveyed the entire oil-producing region in Pennsylvania.

Nettleton joined the Union Colony, founded by Horace Greeley, in the spring of 1870, subsequently moving to present-day Greeley, Colorado. Mr. Greeley appointed Nettleton the Colony's chief engineer, in charge of surveying and platting the town site, designing the town's canals, and overseeing construction projects. William Jackson Palmer pried Nettleton from Greeley's employ, giving him the same responsibilities in Colorado Springs and Manitou Springs as he had in Greeley. In the fall of 1872, Nettleton transferred to another of Palmer's businesses, the Central Colorado Improvement Company. He surveyed the South Pueblo town site, and also reigned over acquisitions of coal fields in southern Colorado. He was appointed postmaster of South Pueblo in 1873, serving in the position until February 1882. Nettleton carried on his engineering practice simultaneously and, while still postmaster of South Pueblo, moved back to northern Colorado in 1878, where he served as the chief engineer and superintendent of the Larimer and Weld Irrigating Canal until the project's completion in 1879. The next year, James Duff and his Northern Colorado Irrigation Company employed Nettleton as chief engineer to survey and construct the High Line Canal through Denver and Aurora.

Like other South Pueblo pioneers, Nettleton was a civil servant. During his three-year tenure with the Northern Colorado Irrigating Company, Colorado Governor Frederick W. Pitkin tried to persuade Nettleton into accepting the newly created position of state engineer. Nettleton declined the appointment due to his schedule, but accepted the position in 1884 from Governor James B. Grant. Governor Benjamin H. Eaton reappointed Nettleton as state engineer in 1885. Dur-

ing the Colorado legislative sessions of 1879-80 and 1881-82, Nettleton drafted many of Colorado's early water laws. In 1884, in the capacity of state engineer, he developed standards for engineering irrigation, some of which still stand today throughout the arid southwestern United States. Nettleton stated that water users should prove their priority and should have to determine their usage and stop diverting water freely—the concept of prior appropriation that utterly transformed western landscapes and politics. Nettleton gauged rivers and streams in Colorado for both daily and annual discharge, relegated water to specific purposes, invented devices to gauge the amount of water that farmers pulled from irrigating ditches, and generally formulated the priority of water rights for enforcement. Nettleton guided the first attempt to officially survey Colorado's public waters. His first report as state engineer was so well received that extra copies had to be printed even though the general public was never its intended audience. Frank Hall stated in *History of the State of Colorado* that Nettleton's document "was conceded to be the most important report ever issued by the state, and the second [report], which appear[ed] two years later, conveying the results of two years' further experience and improvement under the original and amendatory laws, attracted even greater demand."[5] Even the state of California recognized the importance of Nettleton's work as Colorado state engineer; that state adopted water laws and regulations in the mid 1890s based on his reports. Nettleton served as a consulting engineer for water projects in Colorado, Wyoming, Idaho, New Mexico, and Kansas from 1887 to 1889. At that time Secretary of the Interior John W. Nobel appointed him supervising water engineer for much of the western United States; areas within his discretion were all of the arid regions of the Missouri River and the Gulf of Mexico drainage and all areas east of the Colorado River that flowed into the Gulf of California. These areas included all or parts of twelve states: North Dakota, South Dakota, Montana, Wyoming, Nebraska, Colorado, Kansas, Oklahoma, Texas, New Mexico, Arizona, and Utah. Nettleton was appointed chief engineer of the United States Department of Agriculture on October 15, 1890, and assigned to investigate irrigation using artesian wells. These duties removed Nettleton from control of surface water in rivers and reservoirs to discovering the feasibility of tapping sources of water hundreds feet below the ground.[6]

Though Edwin Nettleton provided the logistics in surveying South Pueblo, John Blair is credited with the landscape design. Born about 1820 in Callander, Scotland, Blair served a horticultural internship at Lanrick Castle in Doune, Scotland. Blair and his wife moved from Scotland to St. Catherine's, Ontario, Canada, in 1851, and by 1854 the couple moved to Rockford, Illinois, where John worked to build a garden for mechanical-reaper entrepreneur John Henry Manny. Blair's work on nearly a dozen residential gardens garnered him attention in the *New York Tribune* in 1855. Blair focused his designs on retaining and incorporating the natural features of a landscape instead of leveling them. He designed a display for the 1865 Chicago Sanitary Fair; with the attention his design commanded, he moved to the Chicago suburb of Oak Park where he took a job with the city parks department.

The Great Chicago Fire in 1871 was bittersweet to Blair; his career in Chicago ended, but his career in Colorado was about to begin. General William Jackson Palmer brought Blair to the state, first to Colorado Springs where he designed Acacia and Alamo Parks (Alamo Park is the location of the Colorado Springs Pioneers Museum today), roadways within the

Figure 5.2. William Jackson Palmer commissioned landscape gardener John Blair, above, to design parks, roads, and his estate grounds at Glen Eyrie in addition to the Corona Park neighborhood in South Pueblo. *(The Cultural Landscape Foundation at www.tclf.org)*

Garden of the Gods, and the road from Manitou Springs to Palmer's estate at Glen Eyrie. Also in the area, Blair designed a number of pedestrian trails and bridges, Evergreen Cemetery, the grounds at Briarhurst Manor, and a wagon bridge between Colorado Springs and Denver. While designing much of early Colorado Springs, Blair was also commissioned to design the Corona Park area of South Pueblo. Blair's tenure in Colorado ended after about ten years; by 1882 he moved to a development on Vancouver Island near Duncan, British Columbia. Blair retained ownership of his residence in Oak Park, Illinois, which he sold to Frank Lloyd Wright in 1889; Wright built a home and studio on the property. John Blair passed away in 1906.[7]

The cool optimism and perfect execution of the latest planning principles inherent on paper plat maps usually dissolve before the hot, dusty reality on the ground. The population and building boom that the Central Colorado Improvement Company anticipated when it developed such a large area did not occur as quickly as investors would have liked. But realistically it would have been an enormous undertaking, if not impossible, to populate such a vast area in only a few years. South Pueblo was so large in area, in fact, that the size of Pueblo nearly doubled with the consolidation of the towns of Pueblo, Central Pueblo, and South Pueblo. Sanborn maps of the 1880s generally ignore the Blocks and Mesa Junction, with the exception of their inclusion in the city-wide 1889 map, revealing just how sparsely populated the areas were.

Although early Sanborn maps of Pueblo do not include South Pueblo, there are a few early maps that do. One of these is George A. Crofutt's "Bird's Eye View of Pueblo, and South and East Pueblo," from his 1881 *Crofutt's Grip-Sack Guide of Colorado* (figure 5.3). This drawing shows South Pueblo in its sprawling entirety. Crofutt's map is peculiar in that the view is not oriented as usual north to south; instead it is skewed from the northeast to the southwest. This orientation results in the viewer looking directly down the streets of the Mesa Junction neighborhood of South Pueblo, although Pueblo is located in the foreground. The viewer is left to wonder if there was any favoritism in the orientation of South Pueblo in this map. These types of maps are generally exaggerated and Crofutt's is no exception; it is drawn so that Corona Park and Mesa Junction look down upon Pueblo proper from a much more desirable location nearer the mountains and far removed from the steel works to the east.[8]

A second early map depicting the Blocks and Mesa Junction is F.E. Baldwin and J.S. Greene's 1882 "Map of Pueblo, South Pueblo, and Bessemer" on display in the local history section of the Robert Hoag Rawlings Library in Pueblo. Contrasting from Crofutt's map, Baldwin's and Greene's map is a traditional direct aerial view drawn to scale. Though it shows only a few schools and businesses in the Blocks and Mesa Junction, it is similar to Crofutt's map in that it is not oriented in the conventional "north is up" method; the streets of South Pueblo, though towards the bottom, run directly parallel with the sides of the map. This map also reveals how relatively close in size South Pueblo was in relation to the older and more populated town of Pueblo.[9]

The "Map of Pueblo, Colorado, 1886," also on display in the local history section of the Rawlings library in Pueblo, shows a bit more concentrated residential development in the Blocks. One such area of development occurred in the South Pueblo Homestead & Building Association's Subdivision of Blocks V, W, X, and Y along Box Elder Street, Cottonwood Street, and Bellevue Place in Block 'W'; this is not Box Elder Street as it is today; the 500 block of Bellevue Place was originally Box Elder.

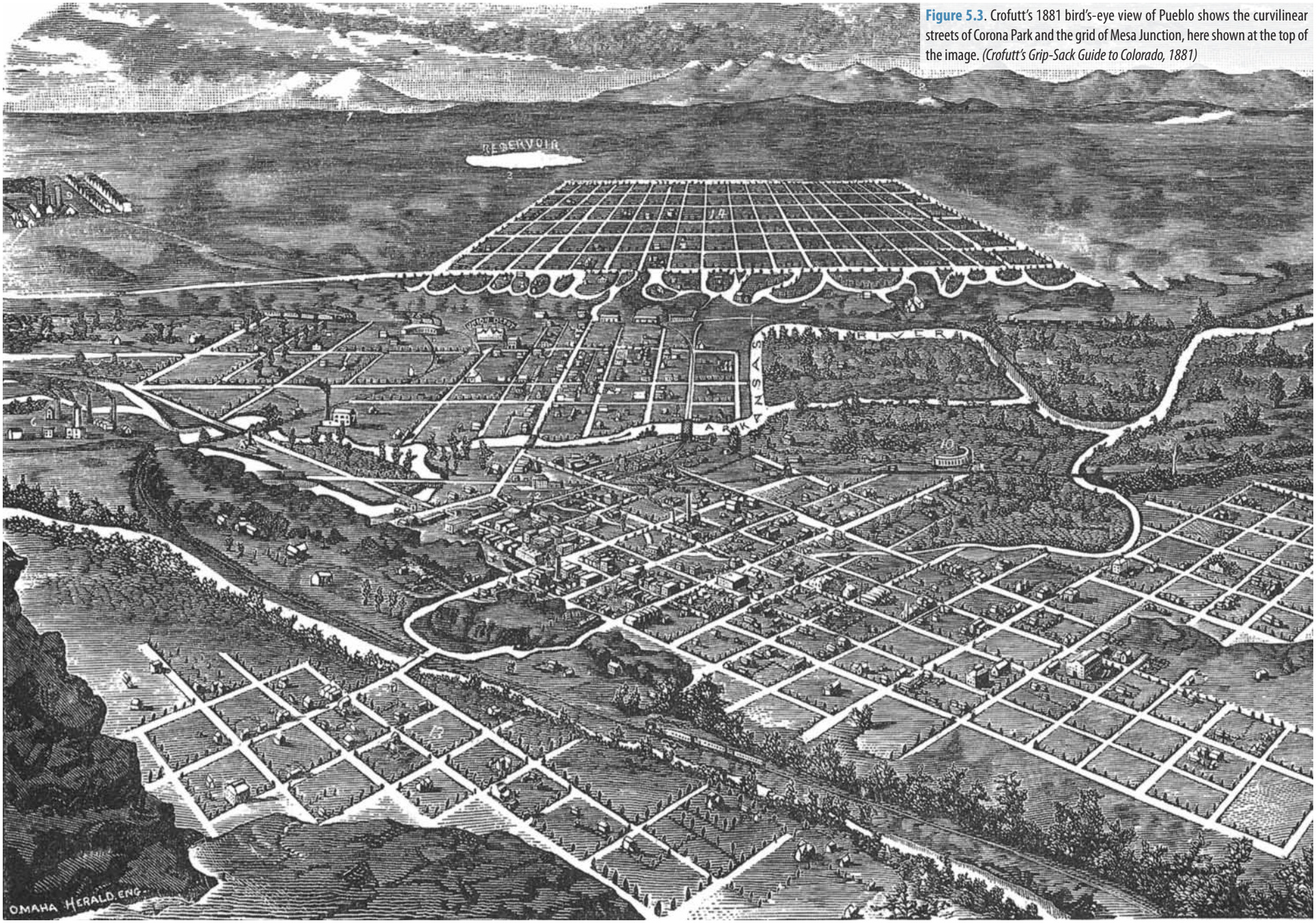


Figure 5.3. Crofutt's 1881 bird's-eye view of Pueblo shows the curvilinear streets of Corona Park and the grid of Mesa Junction, here shown at the top of the image. *(Crofutt's Grip-Sack Guide to Colorado, 1881)*

A second, small row of early houses completed by 1886 is located on Contento Street (present-day Olney Avenue). Houses lined both sides of the street and continued through the eastern curve at Corona Avenue. These houses were built within Blocks 'S' and 'T'. Another early row of houses shown on the 1886 map was built along Admirando Street (present-day Harvard Avenue) and within the northern portion of Block 'L'. The fourth lightly concentrated area of the Blocks neighborhood constructed by 1886 occurs along Corona Avenue (the portion of Corona that is presently Midway Avenue) and within Blocks 'O' and 'P'. Often, these houses were built in a local vernacular form with a steeply pitched, front-gabled roof. Lot sizes in these portions of Corona Park dictated that the houses are of rectangular shape, narrow but deep, and the houses built were either one-story or one-and-one-half stories tall. Occasionally the houses included a transom over the front entry door. Unlike some early houses in the North and East Side neighborhoods, which were constructed of adobe or clay bricks, the houses in Corona Park were wood framed and cladded in wood siding. These construction materials are evidence that builders took advantage of the railroad's capability to bring materials to South Pueblo from outside the lumber-starved region.[10]

The 1893 Sanborn map is the first from the company that includes Corona Park and the Blocks, though not in any extensive capacity. The blocks immediately surrounding the intersection of Abriendo Avenue and Festivo Street (present-day Union Avenue) are the only blocks represented in the map. Although residential and commercial development within the Blocks and Mesa Junction was far from capacity, these areas are underrepresented by the map. Schools, churches, and even a hospital occupied land outside of the map's representations in 1893, and there must have been some population in place to sustain them. One school, Carlile School, was even located far outside the map's boundaries, at the intersection of Garfield and Evans Avenues. Another interesting feature revealed in the 1893 Sanborn map is the proposed Main Street extension to Abriendo Avenue and its accompanying viaduct. This proposed extension, though planned by 1893, does not appear on the 1905 Sanborn map for the same area.[11]

As noted by the number of South Pueblo subdivisions that sprouted up around 1890 and the willingness of Colorado Coal & Iron to market land again in the Mesa Junction area of Pueblo, more and more residents began calling the area home. The company even went as far as building houses to rent or lease.[12] With the platting of the town of Bessemer in 1886, the Colorado Coal & Iron Company drew potential residents, particularly those in the working class, away from its subdivisions in Mesa Junction. Employees of the Minnequa Works chose or were forced to live close to their employer; many of Bessemer's first houses were situated just across the railroad tracks or within five blocks of the mill along the streetcar line. Although the blue-collar workers of Colorado Coal & Iron Company chose to live near the mill, the managers built their residences within Mesa Junction, namely Pitkin Place.

Architects designed and contractors built many of Mesa Junction's larger homes after 1890, including the Orman-Adams Mansion, at 102 West Orman Avenue; the Galligan House, at 501 Colorado Avenue; the Dr. Alexander T. King House and Carriage House, at 229 Quincy and 215 W. Routt, respectively; the houses in the Pitkin Place National Register Historic District; the Charles H. Stickney House, at 101 East Orman Avenue; the Tooke-Nuckolls House, at 38 Carlile Place; the Grome House, at 19 Carlile Place; and the Bragdon House,

at 117 East Orman. The concentrations of these large houses occurred mainly along Carlile Place and within one block of Colorado Avenue along Orman Avenue.

The large homes of the wealthy lay only a few blocks from those of the middle and working classes in the Blocks and Mesa Junction areas of South Pueblo. The *Pueblo Chieftain* noted the conglomeration of classes during the early 1890s. In an article published March 22, 1891, the daily notes new houses and buildings across the city; those in Mesa Junction and the Blocks are noted as:

W.F. Townsend, block W, Corona park, two 1-story frames, $1,000

L.O. Shull, 7-room pressed brick, on Mesa, $4,000

Attorney Devine, 8-room pressed brick and Manitou sand stone, on Mesa, $4,500

H.S. VanKeuren, 9-room pressed brick and Manitou sand stone, on Mesa, $6,000

Ed Austin, 7-room brick home on Mesa near the viaduct, $2,500

Addition to Sister's hospital, Mesa, $25,000

C.J. Trimble, brick terrace, Mesa, $5,000

C.G. Jackson, four pressed brick houses, 9-rooms, all modern conveniences, Corona park [among others throughout Pueblo], $3,000 ea.

Mesa Junction and the Blocks were not the most popular areas of the city to build new homes in the early 1890s; the same *Chieftain* article lists about twenty-five new residences in Bessemer, over ten in the North Side neighborhood, and at least twenty-five new residences or commercial buildings in the East Side neighborhood. As the North Side catered to the needs of the professional class and the East Side supplied mainly blue-collar housing, Mesa Junction and the Blocks grew indiscriminately. [13]

As upwardly mobile residents of the North Side moved north within their neighborhood, away from downtown, similarly some residents of Mesa Junction moved southward within their neighborhood as well. Thus distance from the din and dangers of downtown and the means of production began to correlate to increased economic and social standing.

This trend to move south within South Pueblo was particularly notable in the case of Pueblo real estate mogul and Colorado political power broker James B. Orman. He moved from a modest abode at 103 Evans Avenue to a grand estate at 102 West Orman Avenue, his namesake street (figures 5.4 and 5.5). It is unknown if the previous Orman residence was located on East or West Evans Avenue.

Born November 4, 1849, in Muscatine, Iowa, Orman's parents sent him to Chicago to receive his primary education in that city's schools. He returned to Iowa, this time to the town of Winterset, around 1860, where he farmed with his father.[14] James and his brother, William A. Orman, traveled by stagecoach from Iowa to Julesburg, Colorado, in 1866. The brothers immediately took to Denver from Julesburg, where they operated a company that freighted stock animals. The brothers noticed a shift in their industry in the late 1860s, and opened a railroad contracting company (a theme connecting them to many other South Pueblo entrepreneurs). The brothers received a contract from the Denver Pacific Railroad to build a portion of that railroad's line from Sheridan, Wyoming to Denver in 1869. This contract undoubtedly brought the Orman brothers into contact with General William Jackson Palmer, William Moore, and James Carlile.[15]

The Denver & Rio Grande contracted with the Orman brothers to build some of its lines within Colorado to the ex-

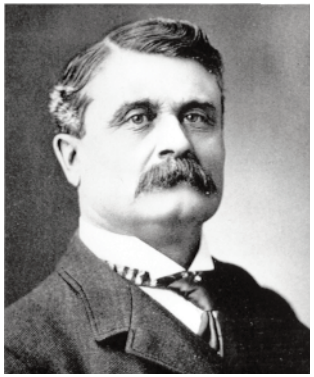


Figure 5.4. Railroad contractor James Orman invested in mining, real estate, street cars, irrigation, and a cattle ranch. He also served as Pueblo's mayor and governor of Colorado. *(Colorado State Archives at www.colorado.gov)*

tent that James Orman simply became known as "the railroad contractor."[16] The Orman brothers merged with another Denver & Rio Grande subcontractor, Moore & Carlile, to form Moore, Carlile, Orman & Company in 1874; the firm would later change to Carlile, Orman & Co., to Carlile, Orman & Crook, and then to just Orman & Crook. In June 1881, Orman & Crook purchased all of James Carlile's railroad contracts and laid tracks not only for the Denver & Rio Grande, but also for the Canadian Pacific, the Oregon & Pacific, the Texas & Santa Fe Northern, the Colorado Midland, the El Paso & Southwestern, the Colorado Springs & Cripple Creek Short Line, the Nacozari Railroad between Douglas, Arizona, and Nacozari, Mexico, and the Denver, Northwestern and Pacific. Orman's partnerships also built the road between Florence and Cripple Creek and received government contracts to build irrigation ditches in Montrose, Colorado, as well as in the states of Wyoming and Idaho.[17]

James Orman purchased his first real estate holdings in South Pueblo in 1873, recognizing that the Pueblo area was fast becoming the state's major railroad and industrial center. Orman increased his holdings, mostly within the present-day Union Avenue Historic District and Mesa Junction, and often built houses to rent. His real estate investments paid handsomely in the boom period that began in the mid 1880s. Orman, either alone or in partnerships, built many of the early business blocks in South Pueblo; these buildings were located below the bluffs near the Arkansas River.[18]

Orman—like Palmer, Moore, and Carlile—developed a multilateral portfolio. He was a founding partner in the Pueblo Street Railway Company in 1878, and he served as its vice-president and manager until being elected president in 1883. The Pueblo Street Railway Company reorganized in 1889 with $500,000 in capital, again with Orman serving as president. A year later, the transit company converted the majority of its routes to electrified streetcars. Simultaneously, Orman purchased mining interests near Leadville in 1879, near Ashcroft in 1885 (which could have brought him into contact with Matthew Galligan), and in the Cottonwood Mining District (exact location unknown) in 1888. Also in 1888, members of the Pueblo Board of Trade elected Orman their vice-president. Orman served as vice-president of the Bessemer Ditch Company and as a director of the Pueblo Ditch Company. He also served on the original board of directors of the South Pueblo National Bank in 1881. Orman partnered with William Crook in 1889 to operate a 1,700-acre ranch ten miles east of Pueblo and south of the Arkansas River that included a 125-acre natural reservoir. Orman, like Carlile, also had a branch of the Pueblo Fire Department named in his honor, the J.B. Orman Hose Company Number 3 located on 'C' Street.[19]

In the footsteps of Moore and Carlile, James Orman embarked upon a successful political career. Pueblo County voters elected Orman to be their representative in Colorado's Third General Assembly in 1880 and to the State Senate for another two-year term in 1883. The Democratic Party chose Orman as their nominee for United States Senator in 1883, but he was defeated by three votes. Orman declined the Democratic Party nomination for governor in both 1888 and 1890, but he served as their delegate at the 1892 Democratic National Convention held in Chicago. Locally, Orman served as mayor of Pueblo from 1897 to 1899. Orman accepted the Democratic nomination for governor in 1900, serving in office from 1901 to 1903.[20]

Though Orman bounced around the state, he still found time for a personal life. He married Nellie Martin, the daughter

of his partner in a dry goods store in Pueblo, on September 27, 1876. The ceremony occurred at the bride's brother's house in South Pueblo, and the reception moved to Orman's residence on Evans Avenue. The couple had two children: Frederick B. and Edna A. Orman.[21]

The Orman family moved from their modest house on Evans Avenue to a stately mansion, one of the largest and most impressive in Pueblo, on Orman Avenue in 1891 (figures 5.5 and 5.6). Denver architect William A. Lang designed the house in 1890 and building contractor Blackwell & Genest began construction the same year. The three-story Romanesque-style house cost nearly $75,000 when complete and occupied nine lots, about a quarter of the block. Orman took the house plans with him to New York in order to purchase the furnishings. The house features two round towers, each with a conical roof, and rock-faced, ashlar stonework. Several windows and the porch in the eastern elevation feature wide rounded arches. The windows are often deeply recessed, and simply one-over-one light. The house also features two gabled wall dormers, each parapeted. The staple of the Romanesque style is the invocation of heaviness in its stonework, which, at the time, only the railroad could transport.

Orman does not appear to have been able to sustain such a grand estate, losing much of his fortune after leaving the governor's office. Local lore maintains that the mansion was auctioned but that Orman was able to repurchase his home as no one would bid against him. Nellie Orman died on December 14, 1917, and James Orman on July 21, 1919.

Upon the death of James Orman, and coincidentally following a trend in the North Side neighborhood, the house was purchased in 1919 by a man with a life story and career eerily similar to its previous owner: Alva B. Adams. Adams, like Orman, moved south within the neighborhood from a house at 207 Broadway Avenue.[22]

Born on May 14, 1850 in Wisconsin, Alva Adams moved to Colorado, with his family, like many others at the time, when a brother contracted tuberculosis. His first job in the state, as expected now for someone of significance in South Pueblo, was with the railroad; Adams hauled railroad ties for the Denver & Rio Grande near Denver in 1871. He moved to Colorado Springs in July of that same year, where he found himself in the employ of a lumber and hardware business. The business lacked a store, however, leading Adams to construct one that he completed by August 7. In October, Adams launched a career as an entrepreneur when he purchased the lumber and hardware business for $4,100, on which he made monthly payments. Adams brought a partner into the business in 1872 who managed the store in Colorado Springs while Adams opened a branch in Pueblo. Adams repeated this business model of following the Denver & Rio Grande several times, with a high concentration of stores in the San Juan Mountain region. He ultimately settled in Pueblo.[23]

Alva Adams began a lengthy career in politics in South Pueblo. He was appointed a trustee of South Pueblo in 1873 at the age of twenty-three, and by 1876 he was elected to the Colorado House of Representatives' First Legislature, at the age of twenty-six, as the representative for Rio Grande County. Adams made an unsuccessful gubernatorial bid in 1884, but won the state's highest office in 1886. Coloradans elected the youngest governor in their state's history at the age of thirty-six by about 2,400 votes. Adams won the gubernatorial election again in 1896, serving in office for another two-year term after an eight-year hiatus from politics, which he spent in Pueblo.

Figures 5.5 and 5.6. James Orman's first home (above), was quite modest compared to his later one (below). Alva Adams purchased the house in 1919. *(Historic image from* History of the Arkansas Valley, *contemporary image Jeffrey DeHerrera)*

Figure 5.7. The citizens of South Pueblo voted Alva Adams trustee in 1873 when he was just twenty-three years old. He later served multiple terms as Colorado Governor. *(Colorado State Archives at www.colorado.gov)*

Adams again retired to Pueblo and returned to politics yet again for the 1904 gubernatorial election. Adams received a majority of 10,000 votes in the 1904 election, but the election would be remembered as "the most corrupt election to ever haunt the Colorado ballot box."[24] Both major parties in the state allegedly committed voter fraud; the Democrats cast 717 ballots in one Denver precinct where there were merely 100 voters, and corporate mine owners demanded that their workers vote Republican in many company towns. Adams served only sixty-six days as Colorado's only three-term governor before being ousted by the state legislature. His opponent in the election, incumbent governor James H. Peabody, did not receive the legislature's nod for the office either, that designation went to Lieutenant Governor Jesse McDonald.

Adams again ran for governor in 1906, but was defeated by Dr. Henry A. Buchtel. In 1911, when Senator Charles J. Hughes Jr. died in office, Adams sought the appointed position but could not persuade enough votes from the state legislature. Adams remained a prominent figure in Pueblo politics, even though it was no longer in an official capacity. He presided over the dedication ceremony of Memorial Hall, at which President Woodrow Wilson was present, and also hosted William Jennings Bryan at his home when Bryan stumped in town.[25]

Adams kept busy outside the realm of politics as well. He joined and co-founded many local civic organizations, traveled extensively, and compiled one of the largest private libraries in the region. Adams participated in the Masonic cornerstone-laying ceremonies at the State Capitol Building on July 4, 1890, and the Pueblo County Courthouse Building on January 1, 1909. Adams traveled throughout the United States and Alaska and also took an extended trip through Europe. In commemoration of the Panama-Pacific International Exposition, Adams traveled around the world on a trip that began in September 1913 and, in terms of sheer mileage, could have circled the globe twice. As an honorary dignitary of the exposition, Adams visited every continent except Antarctica. Through his travels and political career, Adam's library swelled to over 6,000 volumes. The majority of the books in his library were donated to the McClelland Library in Pueblo, now the Robert Hoag Rawlings Public Library, and a few even contributed to this document. Some of the remaining books are in the Governor Alva Adams Collection at the Colorado State Archives and more are located at Colorado State University-Pueblo.

The realm of banking also caught the interest of Alva Adams. He helped organize the Pueblo Savings and Trust Company in 1889 (precursor to Pueblo Bank & Trust), held the position of director of the International Trust Company of Denver, and also served as the director of the Denver branch of the Federal Reserve Bank. Adams also invested again in the hardware business on February 28, 1907, when he partnered with George Holmes in the Holmes Hardware Company, located on Union Avenue.[26]

Adams bounced around the state much like Orman did, and he also found the time to manage a personal life. Adams wed Ella C. Nye on October 25, 1872, in Manitou Springs, and the couple had one child: Alva Blanchard Adams. The elder Alva Adams became an avid bicyclist and a zealous supporter of education in South Pueblo. But as his health failed he moved into the Kellogg brothers' famous Battle Creek Sanitarium, in Michigan, where he died on November 1, 1922. Then-governor Oliver H. Shoup ordered Adam's body to lie in state in the Colorado State Capitol Building. Much of the city of Pueblo shut down for Adam's funeral; local banks and Pueblo city and

county offices were all closed while the state flag flew at half mast. The funeral occurred at the family home on Orman Avenue.[27]

Alva B. Adams, son of the former governor, and his family resided at the house on Orman Avenue continuously from the time his parents purchased the property until his death in the fall of 1941. Alva B. Adams, born October 19, 1875, in Del Norte, Colorado, graduated with a bachelor's degree in philosophy from Yale in 1896 and with a law degree from Columbia in 1899. That same year, the Colorado Bar Association admitted Adams to their organization, and he began practicing law in Pueblo through the firm of Adams & Gast. Adams would rise to president of the Pueblo Savings & Trust Company and to vice-president of Western National Bank of Pueblo. He served as a director of Standard Fire Brick Company and owned a portion of Holmes Hardware Company, as did his father. The Alva B. Adams Tunnel, which diverts water from Grand Lake under the Continental Divide and Rocky Mountain National Park to the headwaters of the Big Thompson River, is named in his honor.[28]

Alva B. Adams, like his father, joined the realm of politics. He served as Pueblo County Attorney from 1908 to 1910, and served in the same capacity for the city of Pueblo from 1911 to 1915. Adams was appointed to the University of Colorado's Board of Regents in 1911, where he served until 1912. When United States Senator from Colorado Samuel F. Nicholson died in 1923, Adams was appointed by the governor to serve in the position until the following year. At the end of his term in 1924, Adams unsuccessfully ran for reelection. Adams took a respite from national politics until running for United States Senator again in 1932; his bid was successful this time and he was re-elected in 1938. Coincidentally, Senator Adams, like his predecessor, died in office; he suffered a heart attack on December 1, 1941, in Washington, D.C. Alva B. Adams left behind a wife, the former Elizabeth Matty, whom he married on October 25, 1909, in Denver, and four children: Ella, Elizabeth, Alva B. Jr., and William H. Adams.[29]

Though many of the larger homes constructed around 1890 were in the Mesa Junction area, at least one resident built a grand home in Corona Park overlooking the rail yards. Captain Wood F. Townsend built his residence at 48 Block 'W' (this is probably the house at present-day 607 Bellevue Place after extensive remodeling). Townsend, born May 3, 1841, in New York City, moved with his parents to a settlement called Minequa Springs in Pennsylvania. It is speculated locally that Townsend's influence in South Pueblo led to the name of Lake Minnequa and the Minnequa neighborhood in Bessemer. Townsend joined the Union Army at the age of nineteen, and was injured at the Battle of Antietam in 1862. It is unknown if Townsend was a part of William Jackson Palmer's regiment; since Palmer employed many people from his regiment later in life, it is possible that the two were at least familiar with each other. Following a battlefield injury, Townsend served both General Robert Schenck and General Lewis Wallace.

Before the Civil War, Townsend began to study law and continued with those studies upon his honorable discharge. He was admitted to the bar on his twenty-fifth birthday. Townsend moved to Danville, Illinois, where he practiced law for twelve years. Due to failing health, he relocated to Colorado and moved to Pueblo in November 1878. He opened his law firm there in May of 1879. Townsend was an incorporator of the South Pueblo Water Company and rose to superintendent of the company. He was also a founding investor of the Pueblo Street Railway Company, of which he served as a director and

as the corporate attorney. He also served as the local attorney for the Denver & Rio Grande and operated a real estate office in Pueblo. Wood Townsend married Ellen Marr on November 29, 1878, in Pueblo, after living in the city less than one month. The couple had the house on Bellevue built around 1890, but appear to have lived there only two years. By 1892 they lived at 315 Broadway Avenue and at 215 East Evans Avenue by 1894.[30]

Purchasing the house from Townsend was Benjamin Guggenheim, one of Meyer Guggenheim's seven sons. Meyer Guggenheim amassed a fortune in two mining claims near Leadville beginning about 1880. The claims were producing $2,000 a day in silver by 1882, and Meyer could no longer withstand the pressure from Benjamin, who sought to manage the mines. Benjamin left Columbia University that year and began practicing practical mining and metallurgy near Leadville. Benjamin's brother Simon followed shortly after completing studies in Spain, and another brother William followed in 1889 after completing a degree in metallurgy at the University of Pennsylvania. By 1890, the value of the mines Meyer owned and his sons operated was $14,556,000.

Like many of the wealthiest men who figured into the early history of South Pueblo, the Guggenheims diversified their investments by purchasing an interest in the Holden Smelting and Refining Company in Denver (operated by Edward R. Holden) about 1887; both Benjamin and Simon received jobs at the plant. Holden retired from his namesake plant in January of 1888, and by January 13 that year, organized the Denver Smelting and Refining Company (DS&RC) with the Guggenheim's as partners. The DS&RC planned to build a new plant capable of treating 400 tons of ore a day and costing about $200,000 to construct. Proposed locations for the plant included Denver, Leadville, Colorado Springs, and Pueblo. They ruled out Denver as a location for the smelter almost immediately as it was deemed too distant from the coal, coke, and lime supplies needed for the smelting process. The group of investors ruled out Leadville due to high railway and labor rates and lack of a steady ore supply. Pueblo, seemingly beat out Colorado Springs as the location for the smelter due to its location downstream, and therefore down the railway lines, from Leadville and its centralized proximity to the coal fields south and west of the city.

Benjamin Guggenheim and Edward Holden visited Pueblo on March 27, 1888 to submit a proposition to the Pueblo Board of Trade that asked the city to provide the land for the smelter and put up $25,000 to begin construction within one week. The Board of Trade held a mass meeting of Pueblo citizens March 29 to solicit funds for the plant development. Alva Adams contributed $500 at the meeting and within two more days all but $2,000 of the money had been raised. About one week after receiving the offer, the Pueblo Board of Trade notified Holden that the money was ready. On April 10, Holden and Guggenheim notified the press that Pueblo had officially been chosen to house the new plant. The firm dropped the name Denver Smelting and Refining Company, and adopted the name Philadelphia Smelting and Refining Company, to honor the city where Meyer Guggenheim immigrated to in 1847. Construction of the plant began almost immediately just southwest of the confluence of the Fountain Creek and Arkansas River, and fired for the first time on December 10, 1888 at a cost of just over $300,000.

With the plant in place, Holden resigned from the Philadelphia Smelter in 1889, and was replaced by another Guggenheim brother, Murray. Benjamin Guggenheim moved

from treasurer to general manager and Simon scouted for ore throughout the Rocky Mountains. A fifth brother, Solomon, joined the business as a salesman based in New York, and the brothers Guggenheim formed the M. Guggenheim's Sons partnership to direct the smelter. The Philadelphia Smelter remained in operation throughout the silver crash of 1893 as other smelters shuttered, bringing the volume of materials processed to capacity. The brothers moved the business operations of the partnership to Denver during the last week of 1893, leaving only the plant in Pueblo. The smelter continued to thrive throughout the next decade, with ore arriving not only from the American West but from foreign countries such as Mexico and Chile as well. The employee population of the plant swelled to nearly 900, more than one third of all of Pueblo's smelter employees and the average production value of the plant during the 1890s totaled 11.1 percent of the state of Colorado's volume. In 1901, the Guggenheims yielded to pressure to join a statewide smelting association that divided the state into districts with one smelter assigned to each district, ending the activities of the family in the state.[31]

The Guggenheim brothers do not appear to have called Pueblo home for a lengthy amount of time. They are listed as boarders at the Grand Hotel from 1890 until 1895, with the exception of 1892. That year, Benjamin and Simon are listed as living at 48 Block 'W', the house built by Wood Townsend. Fittingly, the house overlooked the Philadelphia Smelter and is located at the northeast corner of Corona Park. The house still stands today, but is devoid of its original Queen Anne styling. Gone are wood-shingled gable ends, wood siding, balustrade, and turret. Benjamin Guggenheim drowned in the frigid waters of North Atlantic as he went down with the *Titanic* after it struck an iceberg on April 10, 1912.

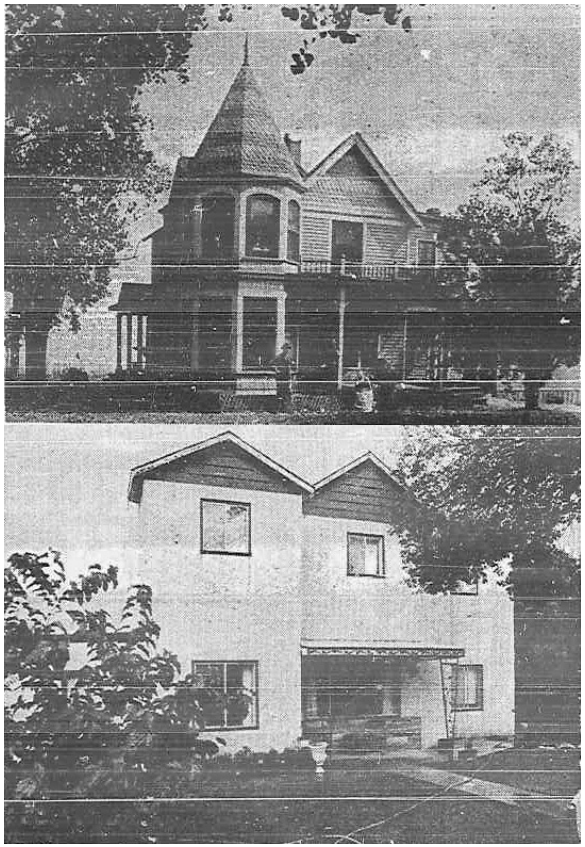


Figure 5.8. In 1892, smelter mogul Benjamin Guggenheim lived at the Townsend House, located on Bellvue Place in Corona Park (top). Later it was "remuddled" beyond recognition (bottom). *(Pueblo Star-Journal, August 29, 1979, courtesy of Laurel Campbell)*

Chapter 6

Neighborhood Institutions

With its roots in General William Jackson Palmer's industrial utopia plan and subsequent generations of entrepreneurs and political leaders, it is no coincidence that South Pueblo hosts a disproportionately large share of the city's cultural, social, and educational institutions. Prominent landmarks in the neighborhood include the Arcade Building, a commercial building dating to the 1920s that also held a theater and ballroom. The area hosts the campus of Pueblo Community College and the classical edifices of Central High School and Keating Junior High School. It is also home to numerous churches and charitable organizations. Though no hospitals exist in the neighborhood today, it once hosted several. Philanthropist Andrew McClelland was responsible for two other institutions: the McClelland Orphanage and School and the public library.

Broadway Arcade Building

The Broadway Arcade Building, one of the latest additions to the Mesa Junction commercial district, became the district's commercial cornerstone upon its completion. The combination retail and residential building was the vision of local architect and businessman J.P. Dillon. Dillon came to Pueblo by way of Iliff, Colorado, where he served as president of the First Bank of Iliff in the 1910s. He appears to have split his time between Pueblo and Iliff, as he constructed an apartment building in Pueblo at 215-221 Broadway Avenue in 1916, and he served as a Logan County commissioner in the early 1920s. Dillon employed Asbury Cherry to construct the Arcade Building, who broke ground for the structure in April 1924. The Broadway Arcade sits on the site of the Mesa Hotel and the pattern of arched windows allude to that building (figure 6.1). Dillon designed the Arcade Building in the Renaissance Revival style (figure 6.2). The building's defining feature is the twelve arcaded, round-arched windows in the southeast elevation, accompanied by eight arcaded windows in the northeast elevation. Window arches are decorated with keystones, and beneath each window is a diamond-shaped decorative tile. The building also contains a long cornice accented by dentils, interrupted above each of the entrances.

Asbury Cherry completed the first phase of construction of the Arcade Building by late 1924, but the planned second

Figure 6.1. A fire on October 9, 1893, destroyed the Mesa Hotel before completion; it never opened. *(Robert Hoag Rawlings Public Library)*

Figure 6.2. The Arcade Building has been a commercial, cultural, and geographical landmark in South Pueblo since its construction in 1924. *(Jeffrey DeHerrera)*

phase, consisting of a theater proposed to cost $150,000, did not begin until 1925. This was the first of many setbacks for the Arcade. Dillon enjoyed the benefit of securing a lease for the yet-to-be-complete theater in the fall of 1925. E.K. Lucy and W.S. Wilkinson, owners of many theaters throughout Kansas, leased the auditorium but did not screen the first movie there until April 25, 1926, following a series of delays. Lucy and Wilkinson envisioned the Broadway Theater as the quintessential performing arts and social gathering place for the South Side neighborhood, including live music and theatre. The pair from Kansas apparently never made any sort of profit, leaving the operation of the theater to change hands a few times until closing its doors less than two years after opening, on March 14, 1927. Operation of the theater resumed in the summer of 1928, when the Pueblo Community Theater used it for the group's stage shows. Management changes continued for the next three years, when J.B. England purchased the Arcade Building, renovated the theater, and reopened it as the Uptown Theater on December 11, 1931.

A number of Pueblo businesses have called the Arcade Building home throughout the years. Longtime neighborhood staple Broadway Pharmacy rooted itself there, before relocating one block away at 101 Colorado Avenue. The United States Selective Service operated their Pueblo office in the second story of the Arcade Building, along with the Army Recruiting and Induction Station, upon the United States entry into World War II. The building's second story apartments housed personnel from the Pueblo Ordinance Depot at one time, as well as new recruits awaiting transfer to basic training.[1]

Hospitals

Many of the houses built before the turn of the twentieth century in Mesa Junction or the Blocks have survived through today. There are no instances of demolition of large homes as with John Thatcher's Hillcrest estate in the Pueblo North Side neighborhood. South Pueblo has, however, lost institutions similar in scale and architectural merit to the North Side's Colorado Mineral Place, namely the St. Mary Hospital building (figure 6.3).

The Sisters of Charity founded St. Mary Hospital in a two-story house in the Grove neighborhood in 1882. The hospital quickly outgrew the house in the Grove, and the Sisters purchased the block surrounded by West Grant Avenue, Quincy Street, West Pitkin Avenue, and Jackson Street where they began construction of a larger hospital in 1883. The hospital occupied the corner of the block at the intersection of West Grant and Quincy.

As with many hospitals, the construction seemingly never ended at St. Mary. Within a couple of years in Mesa Junction, the hospital added a dining room and laundry ward. On August 16, 1891, at the pinnacle of building in the area, the Sisters of Charity broke ground on a new and larger sanitarium; construction was complete the following year. By 1904, a new hospital wing was added. The hospital capacity grew to 150 beds. Construction continued again in 1909 with the addition of the chapel. In the spring of 1945, a fire broke out in the oldest portion of the hospital leading to that portion's demolition. During the 1950s, St. Mary Hospital again developed plans for expansion but they were curtailed with the expansion of Corwin hospital in the Minnequa neighborhood.[2]

St. Mary Hospital constructed Sebastian Hall for its nursing school in 1945. Walter DeMordaunt designed the building and the contractor was Robert M. Morris of Denver. Since 1899, the nursing school occupied space in the hospital building.

Figure 6.3. The Sisters of Charity founded St. Mary Hospital and built this larger building in 1883, and they continued adding on to it for decades. *(City of Pueblo and Pueblo County High School)*

The new nursing building was located at the corner of Jackson Street and West Grant Avenue within the same block as the hospital. The hall cost $125,000. Before construction finished, a fire in the hospital building forced the institution to occupy the unfinished structure.[3]

St. Mary was not the only hospital ever located in the Blocks or Mesa Junction. The Colorado Fuel & Iron Company Hospital, which began in two houses in Bessemer in 1881, outgrew its capacity and by the next year began construction of a thirty-bed hospital building within Block 'X' in Corona Park (this is the present-day 500 block of East Abriendo Avenue between St. Louis Avenue and East Corona Avenue). This hospital was constructed in conjunction with the Denver & Rio Grande Railroad. The hospital increased capacity to 112 beds with a few additions, but growth and ensuing injuries occurred so rapidly at Colorado Fuel & Iron Company that the company was forced to erect tents on the hospital grounds. The company eventually purchased the land at the current site of St. Mary-Corwin Hospital in the Bessemer neighborhood in 1900, moving its operation there in November of that year. The hospital was renamed Corwin Hospital upon the death of Colorado Fuel & Iron's leading physician, Dr. Richard W. Corwin, in 1929 and turned over to the Sisters of Charity which merged the two hospitals in 1950.[4]

McClelland Orphanage & School

Sadly, the debt of industrial progress often fell upon the second generation of the working-class, particularly the numerous orphans who plied the streets of cities like Pueblo. In 1905, a group of Pueblo citizens recognized this population of parentless children in town and met on January 10 to discuss the issue. The group, the Protestant Orphanage Committee, almost immediately established an orphanage in a small structure at 1104 East Routt Avenue under the operation of the Methodist Episcopal Church; at the time, orphans' advocates placed children in large group homes, not with individual families as is the case today. The committee greatly underestimated the population of dependent children in Pueblo, as the orphanage was quickly overrun and had to erect tents to house its male population.

Andrew McClelland, owner of a building and sixteen surrounding lots at the southwest corner of Lake and Abriendo avenues, offered the property to the orphanage. It was at this location that the Methodist Conference had previously constructed a building for its ill-fated school, the Pueblo Collegiate Institute (figure 6.4). Colorado Fuel & Iron Company donated the land to the Methodist Conference in 1884. Financial hardships delayed construction of the building, and the 1893 silver crash caused the school to fail before it occupied the structure. The building was assessed at $20,000, though the childless McClelland offered it for only a $5,000, provided that the orphanage make $2,500 in needed repairs. The orphanage had to come up with the full $7,500 before the sale could be complete.

When the Orphanage Committee raised almost the entire amount by the Christmas 1905 deadline, Andrew McClelland's wife, Columbia Jane McClelland, donated $5,000 to the Committee so that they could purchase the building from her husband and the additional funds were earmarked strictly for renovations. In recognition of the McClellands' generosity, the Orphanage Committee named the institution McClelland Orphanage; the orphanage became known locally as the McClelland Home, or shortened to just "the home." Incorporated on February 19, 1906, the McClelland Orphanage opened on

Figure 6.4. The building that became the first McClelland School was intended to host the Pueblo Collegiate Institute. It reflected the then popular Italianate style, but it was later remodeled and eventually replaced by the current McClelland school. *(Robert Hoag Rawlings Public Library)*

April 25 of that year. The initial population of the home was twenty children, though it grew to a capacity of one hundred as the interior construction came closer to completion.[5]

The home had to turn children away in 1908 as it had more admissions than space; the need for expansion was apparent. Plans called for $10,000 worth of additions to the building, but many fundraising efforts fell short. Another large benefactor, Mrs. Lizzie Welsh, of Los Angeles, rescued the plans for expansion with a gift of the full amount. The orphanage erected a barn, small hospital, nursery, and small dormitory on the grounds by 1910.[6]

Tireless fundraising and generous public donations of money, food, and clothing could not keep up with demand at the orphanage. The financial burden intensified when local churches could not support it between 1917 and 1920. The orphanage had to find its own salaried employees, which were previously filled by double-duty employees and members of the church. The orphanage found a way to sustain itself until it secured its first large donation as its own entity from the Pueblo Community Chest in 1923 and 1924 in the amount of $9,686.[7]

Management of the McClelland Orphanage changed again in 1927. It established a Board of Directors and required members to be in good standing in a Protestant parish in Pueblo. Twenty-one members occupied the first board. Among the Board's initial efforts was to change the institution's name from the McClelland Orphanage to the McClelland Children's Home.[8]

Economic prosperity continued to elude the McClelland Children's Home following a change in its organizational structure and name. Rumblings for a new building on the same site began in 1932, and the home once again turned to fundraising in earnest even though the national economy lingered in the Great Depression. The home relinquished many of its assets acquired since its inception to pay operational costs and accepted a $25,000 donation from the Pueblo Rotary Club.

Construction of the new building began in 1934, the design of architect Walter DeMordaunt and the work of contractor Platt Rogers. Crews wrapped up construction of the new building in 1935, and it was occupied on February 17 of that year. For a time, it was one of only two public buildings constructed in the Colonial Revival style in Pueblo. (The other, the original Montgomery Ward building downtown, stands at 225 North Main Street, is listed in the National Register of Historic Places, and today hosts the American Bank of Commerce.) DeMordaunt designed the McClelland Home as a simplified but nonetheless dignified example of the Colonial Revival style (figures 6.5 and 6.6). The building included multi-light, double- hung windows, but lacked fanlights, sidelights, and shutters. The main portion of the side-gabled building was perfectly symmetrical, with colossal pilasters that extended to the cornice. The pressed red-brick exterior featured quoins at the corners and a transom window opened above the front entry door. A classical feature of the building was the triangular pediment in the front elevation, outlined by a white-painted cornice, which contrasts with the barrel-roofed dormers protruding from the roof.

The drawings for the building included additional wings that could be added in the future, should the home find itself needing additional space. The third floor of the two-and-one-half story building remained unfinished until 1936. Also that year, the original McClelland Orphanage was razed and a roof installed over the basement to accommodate the home's laundry facility. The Works Progress Administration salvaged the

Figures 6.5 and 6.6. The McClelland Orphanage evolved over time into a private school. Andrew and Columbia Jane McClelland were its principal benefactors. *(Jeffrey DeHerrera)*

materials from the original building and used them to erect the Community Chest Building at the corner of Grand Avenue and West Fifth Street. The total cost of the new McClelland Children's Home building was approximately $45,000.[9]

Beginning in the 1960s, local governments began to shift dependent children from large, institutional homes to individual residences or foster homes. Orphanages were gradually phased out, and the McClelland Children's Home was not exempt. In 1973, the home changed its focus entirely, adopting the Basic Diagnostic Program that studied four-year-old children for the early detection of learning disabilities. The home also underwent another name change to the McClelland Center for Child Study. The newly formed McClelland Center secured operational grant funding through the year 1977.

The McClelland Center evolved into a strictly educational institution by 1979 and included students in kindergarten through third grade. In 1993, the center completed another addition that included four new classrooms, a music room and small auditorium, and a kindergarten room. The McClelland Center added a preschool and the fourth and fifth grades in 1994, when the institution once again changed its name, this time to simply the McClelland School, which it continues to use. The school administration commissioned the renovation of the former carriage house located at the southeast corner of the property to address further expansion. The school's most recent change occurred in 1995, when it added a middle school program.[10]

The orphanage's large initial benefactor, Andrew McClelland, was born on December 18, 1850, in Grundy County, Missouri. He taught high school from the age of seventeen until twenty-one in Missouri, before moving to Colorado in 1872. He resided in Georgetown, working as a carpenter during the summer and at a quartz mill during the winter. He partnered to open a grain mill in Georgetown in 1874, and he sold his in-

terest in the business in 1881. McClelland took a six month respite from work to travel through the eastern United States before returning to Colorado in May 1882.[11]

This time Andrew McClelland settled in Pueblo. He initially opened the McClelland Mercantile Company, a wholesale grain and flour business, and he later purchased the Pueblo Flour Mill in 1907. As with many pioneers and entrepreneurs of South Pueblo, McClelland became active in the railroad, though to a lesser extent than the other prominent South Pueblo residents. He was instrumental in securing the westward expansion of the Missouri Pacific Railway into Pueblo in 1888 by chairing the "Right-of-Way Committee" established to secure $1,000,000 worth of real estate to give to the railroad. That same year, the Pueblo Board of Trade, Pueblo's precursor to a Chamber of Commerce, voted McClelland as president. The board constructed a new building during his presidency in 1891 at the corner of Richmond and North Union Avenues. McClelland also donated $6,000 for a new library, the largest amount of any contributor. In addition, he began dabbling in real estate, building the Riverside Business Block and contributing to the Grand Opera House; he also gave money to fund the erection of the Colorado Mineral Palace.[12]

Andrew McClelland married Columbia Jane Gray, of Iowa, on June 20, 1877, in Castle Rock. The couple had no children, and it does not appear that they spent much time together after the turn of the twentieth century. Columbia Jane not only gave the upstart orphanage the money to buy her husband's property, but she also did not accompany him on his leisurely trips around the world. The first of Mr. McClelland's trips occurred in 1904, when he visited much of Europe, Egypt, Java, China, Japan, the Philippines, and the Hawaiian Islands. He ventured around the globe again from 1908 to 1909, stopping first this time at the Hawaiian Islands, before continuing on to New Guinea, New Zealand, Australia, Africa, Italy, and northern Europe. McClelland wrote letters home to the *Pueblo Chieftain* newspaper, which published them. He also collected numerous artifacts from his many destinations, depositing most of them in his namesake library. In 1967, the library turned them over on a long-term loan to the Pueblo Metropolitan Museum. The Rosemount Museum now displays some of the artifacts. McClelland only lived in Pueblo for about seven years upon returning from his second globetrotting trip. He then moved to Pasadena, California in 1916. Columbia Jane McClelland did not make the move and instead remained in Pueblo. Through the years she lived away from her husband, Mrs. McClelland became known as a shrewd businesswoman who refused to spend money frivolously but gave charitably. Andrew McClelland died on March 20, 1936, in Pasadena; Columbia Jane died on April 10, 1939, in her small Union Avenue apartment.[13]

McClelland Public Library/Robert Hoag Rawlings Public Library

Andrew McClelland became arguably Pueblo's most noted philanthropist not only for his donations to the orphanage, but also for his efforts to establish a public library. On January 1, 1891, the McClelland Public Library opened in the fourth floor of the recently constructed Board of Trade Building after two years of fund raising. Initially Andrew McClelland promised a $500 donation once $6,000 had been raised; this was the same donation promised by the Thatcher brothers. Though the idea of a library in Pueblo was originally that of Dr. Richard Corwin, McClelland upped his donation to

$6,000 around November 1890 shortly before the library opened. Fund raising dollars amounted to $7,400 by December 30, 1890 and were enough to open the library two days later. McClelland was not a signor of the incorporation papers; however he was among the first group of trustees.

The initial library collection amounted to 1,072 books, but they were not circulated. Instead, patrons read at the library. By April, the circulation policy changed allowing patrons to take books home. In order to check out books, however, the library charged patrons a five-dollar annual fee; later, the library boards established monthly fees for those patrons who could not afford the yearly fee. In 1891, the library board also reduced the yearly fee to two dollars. Reading books at the library remained free.[14]

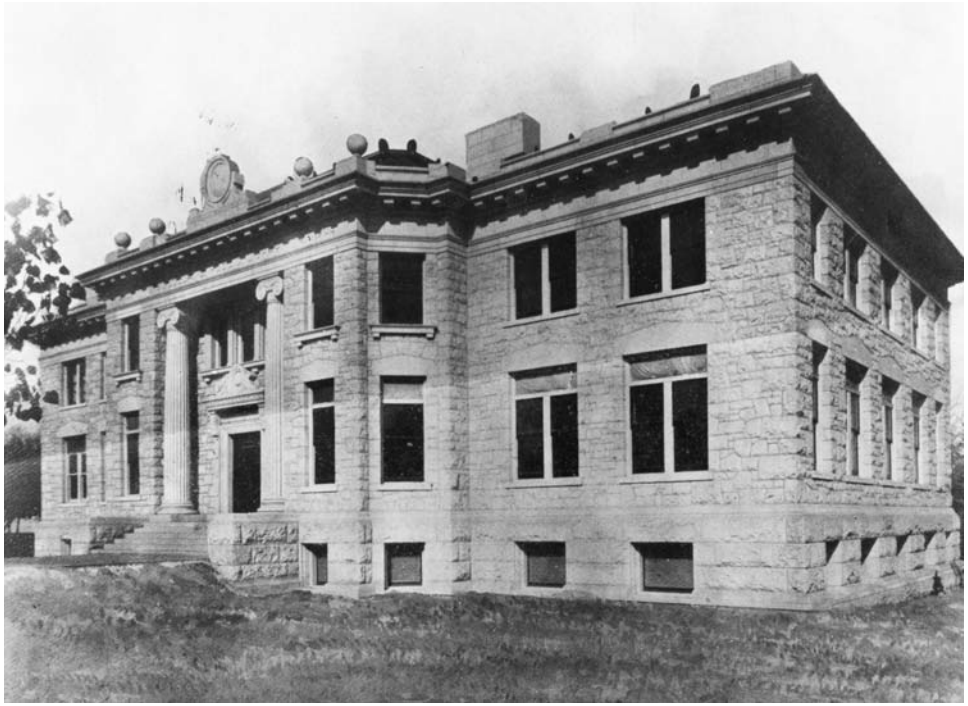
The McClelland Library could not sustain itself financially, and exhausted its funds by April 1893. The trustees decided to surrender control of the library to the City of Pueblo in exchange for a $200 monthly budget and an additional $500 to clear the library's debt. Pueblo city officials agreed to the terms, passing the McClelland Public Library Ordinance on June 26, 1893. The library eradicated the monthly fees and made Andrew McClelland a life member of the library board of directors. Among the changes at the public library were a shift in cataloging to the Dewey Decimal System, still in use today, and the establishment of the library as the fourth United States Depository Library in Colorado. Public use of the library soared by May 1, 1894, when the collection amounted to 5,383 books and 1,944 registered patrons.[15]

During the peak of the Carnegie Library craze, several Pueblo citizens started an effort to send letters asking philanthropist Andrew Carnegie for funds to construct a new library building in Pueblo. As the citizen's contingent knew of Carnegie's stipulations in funding, the group asked city council on December 16, 1901, to fund the new library in an annual amount equal to ten percent of Carnegie's donation. City council agreed, and only a short time later, on February 3, 1902, the city received a favorable reply to their request stating that the city would receive $60,000. With funding secured, the City of Pueblo chose Royal Park, at the intersection of South Union and Abriendo Avenues, as the site of the new library. Construction began on October 1, 1902, and a cornerstone ceremony was held on January 12, 1903; Alva Adams delivered the keynote address and Andrew McClelland dedicated the stone. The stone was hollowed-out to fit a brass box that contained the photographs of the board of directors, history of the library, and other important papers. The architects of the new building were Patton & Miller, of Chicago, assisted locally by the firm of Bishop & Gile, and the contractor was Richardson & Campbell. Total cost of the building was $100,000; Andrew McClelland donated a portion of the deficit. A dedication ceremony was held on January 20, 1904. The third floor remained unfinished until 1907, at which time funds were raised to complete it. Andrew McClelland provided the majority of the funds for the third-floor museum, art gallery, and reference department. Though Andrew Carnegie provided most of the funding for the new library building, the building was never named Carnegie Library; the name remained the McClelland Library (figure 6.7).[16]

The McClelland Library building of 1904 served the needs of the city through the post-World War II period, but population growth and patronage finally caught up with the institution in the early 1960s. The director of the Pueblo Regional Planning Commission at the time pressed the city to construct a new building on the block surrounded by East Third and

Fourth Streets, North Santa Fe Avenue, and North Albany Avenue, the site of the present-day Greater Pueblo Chamber of Commerce. Pueblo City Council approved an ordinance on August 26, 1963, earmarking $750,000 to construct a new library to be built on the same site at Union and Abriendo Avenues as the previous library; city voters approved the issue on November 5 of that year. Construction crews broke ground for the new McClelland Library, as the name remained, on May 5, 1964 (figure 6.8). The new, modernist-style building lay immediately behind the existing building in Royal Park, so there would be no need for a temporary location. High school students from across the city volunteered to move books from the old building into the new beginning on May 10, 1965 and finished four days later. Demolition of the 1904 library began on May 15 and the new library building opened June 1.[17]

The library building of the American civil rights era officially gave way to the library building of the information age in 2003, though the planning for a new building began six years earlier. The Library Board put forth a $14 million bond issue to Pueblo voters in November 1997, which was overwhelmingly defeated as critics claimed plans for a new building were too vague. The board took the defeat in stride though, purchasing lots in the block immediately east of the library in the next few years. The board developed a detailed plan that it presented to the public in 1999, and this time voters approved the $14 million bond issue. The library board soon realized that the bond issue would not cover the entire cost of the new building, leaving room for *Pueblo Chieftain* editor and publisher Robert Hoag Rawlings to cover most of the deficit. Rawlings pledged $4 million to complete the project and later pledged another $1 million to establish the InfoZone news museum to be located on the new building's fourth floor. A benefit concert was also held that raised $700,000 and the Friends of the Library group raised an additional $700,000. The library moved most of its collections to a building in the 700 block of North Court Street in May of 2001, which served as the library's nucleus over the next two years. This time, the existing building had to be razed before construction could begin anew. Opened on October 25, 2003, the postmodernist-style Robert Hoag Rawlings Library leaves a footprint on two different city blocks and spans over a city street (figure 6.9).[18]



Figures 6.7, 6.8, and 6.9. The design of the Pueblo public library always reflected contemporary architectural trends as demonstrated in these images; clockwise from left, the classical revival-style 1904 McClelland/Carnegie library, the modern-style 1964 McClelland library, and the postmodern-style 2003 Robert Hoag Rawlings library. *(Historic images Robert Hoag Rawlings Public Library, contemporary image Jeffrey DeHerrera)*

Chapter 7

Churches and Faith-Based Schools

The growth of religious denominations was stunted during the formative years of South Pueblo. As many of the early residents worked for the Denver & Rio Grande or other railroads, their residency in the new town was transient. The economic downturn in the early 1870s also slowed new construction and population growth. The 1879-1880 Pueblo and South Pueblo City Directory is the first available formal listing of churches in South Pueblo; it is remarkably brief: the Southern Methodist Episcopal Church (also known as Corona Chapel) located "on the Mesa"; the address was Lot 17, Block "P." A check of the 1882 map on display at the Robert Hoag Rawlings Public Library reveals that by that year there were four churches in the Mesa Junction and Corona Park areas: the Methodist Episcopal Church; the Cumberland Presbyterian Church, at Lot 10, Block "M," just behind Corona School; Trinity Episcopal Church, at the southwest corner of Albuquerque and San Pedro Streets (the present-day site of the Divine Science Church of Pueblo, at the intersection of Broadway Avenue and East Routt Avenue); and a Baptist church located at Lot 10, Block "Q."

The area added three churches by the time of the three-town consolidation in 1886: St. Patrick's Catholic Church, located at the intersection of Guadalajara and San Pedro Streets (present-day Michigan Street and East Routt Avenue); First Congregational Church, located on Corona Avenue near El Paso Street (present-day South Union Avenue near its intersection with Abriendo Avenue); and the Presbyterian Church, also located near the intersection of Abriendo and El Paso.[1]

The location of the churches reveals much about the population densities and developments of the Mesa Junction and Corona Park area. Five of the seven churches constructed before 1886 were located in Corona Park and only two, Trinity Episcopal and St. Patrick's Catholic churches, were located in Mesa Junction. As neighborhoods made up of largely working-class immigrants overwhelmingly worshiped in Roman Catholic and Orthodox churches, it is no surprise that St. Patrick's was located at the easternmost portion of South Pueblo, nearer the steel works. Additionally, the name of St. Patrick's also suggests an Irish-American immigrant influence. As the middle- and upper-class, non-immigrant residents tended to be Protestants, it is predictable that the Presbyterian and Methodist churches developed among the somewhat larger houses of the time in Corona Park rather than in Mesa Junction.[2]

By the turn of the twentieth century, the churches of Mesa Junction and Corona Park numbered an even dozen. Among them were an Evangelical Lutheran Church, a Methodist Episcopal Church, a Baptist Church, a Catholic Church, and three Presbyterian Churches. As the house sizes of the Mesa Junction area increased northwest of Broadway Avenue near West Orman and West Adams avenues, it is also appropriate that one of the Presbyterian Churches was located

Figures 7.1 and 7.2. Trinity Lutheran chose the Spanish Revival style, with distinctive elements of the Pueblo Revival, for its 1939 sanctuary (top) and school (bottom). *(Jeffrey DeHerrera)*

at the intersection of Broadway and Adams Avenues.[3]

The trend of the majority of churches congregating in the Corona Park area in the 1880s had changed by 1925. Three of the four churches located atop the bluffs in 1882 were located in Corona Park and five of seven were located there in 1886; by 1925, two churches were situated in Corona Park and six were concentrated in Mesa Junction. Only one of the churches located in Corona Park in 1882 remained after the first quarter of the twentieth century: Mesa Baptist Church, located at 18 Block "Q." The other church located in Corona Park at this time was the First Adventist Church, described as a "colored" church in the city directory. It was located at 20 Block "U." Three of the neighborhood churches were situated on Broadway Avenue in 1925: Broadway Christian Church, at 206; First Methodist Episcopal Church, at 402; and First United Presbyterian Church, at 630.

By the middle of the twentieth century, in 1950, a dozen churches still remained in Mesa Junction and Corona Park, even though some names and denominations had changed. Four of the churches were on Broadway Avenue: Broadway Christian Church, at 206; Trinity Methodist Church, at 402; First United Presbyterian Church, at 630; and Broadway Church of Christ, at the intersection of Broadway and East Orman Avenue. Additionally, three more were located within one block of Broadway Avenue: Holy Trinity Episcopal Church, at 115 East Routt Avenue; Tabor Lutheran Church, at 124 West Pitkin Avenue; and First United Brethren Church, at 630 Quincy. The first church to be located in the extreme western portion of South Pueblo was the new sanctuary for Trinity Lutheran Church, opened in 1939 at 701 West Evans Avenue (figure 7.1). The style reflected the Spanish Revival style with adobe siding, ornamental vigas, and clay tile roof.[4]

Trinity Lutheran School

Several churches established their own schools in South Pueblo, among the oldest was the Trinity Lutheran School. It began in 1893 as a day school operated by Pastor William Luessenhop, of the German Evangelical Lutheran Trinity Church. The church was located in the 900 Block of East Routt Avenue where Our Lady of the Assumption Catholic Church is currently situated. The school enrolled enough students to justify the construction of an classroom addition to the church building in 1902, at which time the school operated with both a faith-based and secular curriculum in both the English and German languages.[5]

The school moved to a new building a couple of blocks away at 523 East Pitkin Avenue (the southwest corner of East Pitkin Avenue and Jefferson Street) in 1911. The cost of the new school building amounted to $3,480 and the contractor was parishioner F.C. Triebes. In 1917, in a rash of nativism coinciding with the United States involvement in World War I, a local "patriotic committee" inspected the school and burned all of the books containing German script. The school operated out of its Pitkin Avenue building until about 1945, when the church sold the building to a congregation of Jehovah's Witnesses, who used the building as their Kingdom Hall. The congregation of Jehovah's Witnesses razed and replaced the original school building with a larger Kingdom Hall in 1987.[6]

Upon selling the school building on East Pitkin Avenue, the school was relocated to the church basement, which by that time was located at 701 West Evans Avenue. Trinity Lutheran School could not secure any teachers from 1947-51, due to the convulsing postwar workforce, but the congregation retained its funding for the school. In fact, Trinity Lutheran

Figures 7.3 and 7.4. St. Patrick's church dates to 1882 and the combination rectory and school building dates to 1884. *(Robert Hoag Rawlings Public Library and Jeffrey DeHerrera)*

raised enough money to fund a new school building, holding a groundbreaking ceremony in August 1950 at 715 West Evans Avenue, next to the church building (figure 7.2). Like the church, the school followed the Spanish Revival style with stepped parapet. The church held a cornerstone-laying ceremony in March 1951, a dedication ceremony in August, and officially convened classes in September. Enrollment at the school grew slowly and it was not until 1978 that mumblings

within the congregation began to turn to expansion. By March 1980, the school constructed an addition that consisted of three classrooms, a new restroom, and storage areas, at a cost of $183,729. The school again expanded in the late 1990s, after enrollment more than doubled in less than a decade. Construction resulted in the addition of 8,000 square feet, of which some was shared with the church proper. The school also added a pick-up and drop-off area for the students, greatly alleviating the traffic problem created by having two schools so close together. (Carlile Elementary is located directly across West Evans Avenue). The cost of the addition and improvements amounted to $1.3 million when completed in 1999.[7]

St. Patrick's School

The Catholic Church in Pueblo can trace its roots to St. Ignatius Church in 1873. That building burnt to the ground in 1882 when construction was nearly completed on St. Patrick's Church in the Mesa Junction area of South Pueblo. Within two years, the parish grew large enough to sustain its own school. The church began construction of the limestone-block building, a combination school and rectory, in 1884, and officially opened it in August 1885. The Sisters of Charity of Cincinnati operated St. Patrick's School in three classrooms, with an initial enrollment of 150 students (figures 7.3 and 7.4).

The St. Patrick's School building exhibits features of the Italianate style, including in the first story paired, narrow windows, topped by lintels and segmented arches, and bracketed, narrowly overhanging eaves. This architecture is congruous with the Gothic Revival style exhibited by St. Patrick's Church. The edifice hosts "Gothic" arches, buttresses, and gabled dormers protruding from the front-gabled roof. The entire front elevation of the church is an addition, but the date of construction is unknown. The addition is so seamlessly similar to the original style and materials that it supports the belief that the church was expanded in phases as funding became available. A defining feature of the addition is the square battlement tower on the southwest corner of the building.

In 1901 the parish of St. Patrick's decided to build a new school, at a cost of $9,000; an addition to the new building was constructed in 1910. During the flood of 1921, the school building housed displaced families, men in the auditorium and women and children in the classrooms. St. Patrick's School enrollment peaked in 1922, though the exact numbers are unknown. When in 1950 the Diocese of Pueblo opened Seton High School, only a block away from St. Patrick's, the old school building was remodeled into a gymnasium and kitchen. Declining enrollment led to the closure of St. Patrick's School in 1969, and the diocese closed all Catholic schools in Pueblo in 1971. The diocese razed the 1901 school building in 1992, and officially closed St. Patrick's parish on March 30, 2008; at this writing the building was unoccupied.[8]

Seton High School

Another South Pueblo parochial school was Seton High School. Realizing a need to separate high school students from younger children, the Catholic Diocese of Pueblo constructed a new building to host Pueblo Catholic High School, formerly located at St. Patrick's. The new building opened in 1950 and was decorated in the Art Deco style (figure 7.5). The building's exterior walls feature smooth planes of brickwork, stone coping with bold, geometric forms, a broken cornice at the roofline, and an almost overwhelming emphasis on the vertical. The Seton High School building strongly resembles the Walter DeMordaunt-designed addition to Park View School in

Figure 7.5. Seton High's 1950 construction reflects the Art Deco style. *(Jeffrey DeHerrera)*

the East Side, although the architect of Seton is unclear.

Seton High School was originally co-educational, but a change in policy in 1965 led to boys attending Roncalli High School while the girls remained at Seton. Financial difficulties not only in the Catholic school system but throughout the entire Diocese of Pueblo forced the diocese to consider selling the Seton High building to School District 60 in 1969. By late 1970, the Diocese changed its course and planned to consolidate the male and female high school students, but the location of the consolidated school was never determined. At a meeting between the Pueblo Diocese and the parents of the two Catholic high schools, held April 2, 1971, the diocese recommended that the schools operate as an autonomous entity, separate from the diocese. The consolidation never occurred, though, and the diocese announced the permanent closing of all Catholic schools on March 30, effective at the end of the school year. Strangely, while the diocese's financial situation waned, enrollment did not: the closings occurred in the wake of the highest-ever enrollment numbers at both high schools.[9]

Chapter 8

Public Schools

In a settlement pioneered by industrial capitalists and transient laborers, the education of young people was given little consideration. But in time the neighborhood evolved into Pueblo's preeminent center of learning, with grand public schools, prestigious private academies, and Pueblo Community College.

Public Education

Despite today's grand edifices of learning, the genesis of the public education system in South Pueblo was quite humble. School District No. 20, which included South Pueblo and later Bessemer, was organized in the summer of 1873. There are no records of the district's original officers. Its first school was constructed along South Union Avenue, just north of the present-day Robert Hoag Rawlings Public Library. The sixteen-by-thirty-foot, one-story brick building opened in the fall of 1873. While the members of the board of District 20 determined that school would adequately serve for years what they thought was a rather small number of children, enrollment immediately soared past capacity. Fifty-three students attended classes the first semester. The location of the school and its high enrollment suggest that the Corona Park area was attracting families. Housing was generally available on Union Avenue below the bluffs, though mainly in hotels, apartments, and boarding houses intended for the transient, and presumably mostly single-male, population. Children must have been coming from Corona Park, as the school's bluff-top location would have been a short walk from the majority of the neighborhood's single-family homes.

By the mid to late 1870s, District 20 held classes intermittently. The district could not retain a teacher and seemingly held classes as it could. By the spring of 1878, plans called for hiring a teacher to close out the last two months of the school year. The district appears to have hired a teacher but could not retain him or her; the school year began as scheduled, but the teacher left by the beginning of October to take a higher paying position elsewhere. By the beginning of January 1879, the district operated two school buildings, though only the bluff-top location of the Union Avenue building is known. The district divided students by age into a primary school and a higher department. It then divided the two age groups between the two buildings. Enrollment in the primary grades stood at sixty and in the higher department at thirty-four. Both schools again closed when the teacher at the higher department resigned in February 1879. The schools did not reopen until the fall of 1879, when one public school opened with fifty-seven students. A small, private school managed some of the additional enrollment.

As its teacher situation stabilized, the board of District 20 met on June 14, 1879, to discuss the overcrowded and inadequate facilities within the small district. The directors agreed to a $7,000 bond issue to purchase a site and construct a new

Figure 8.1. The 1889 City Directory calls the Corona School, located at 50 Block "M" (now 135 Jewell Avenue) the Fourth Ward School or the Brick School *(Robert Hoag Rawlings Public Library)*

Figures 8.2 and 8.3. The Central Grade School originally had a cupola, shown above, and was commonly referred to as the Stone Building. *(Robert Hoag Rawlings Public Library and Jeffrey DeHerrera)*

school building. The location of this new building was lots 15-18 of Block "M" (present-day 135 Jewell Avenue), directly west of what would become Grome Park. Building commenced soon after, but by the spring of 1880 the amount of the bond issue proved inadequate to cover construction costs. On March 15, the directors met again and approved a second bond issue not to exceed $4,000 to complete the building. The school appears to have officially opened in early 1881, known simply as the "Brick Building," later known as the Corona School (figure 8.1). District 20 sold the previous school building on Union Avenue at auction in September 1880 for $800.[1]

As the population of South Pueblo began to grow rapidly in the early 1880s, School District 20 realized that one school building could not sustain the town's student population. Thus it opened three other new school buildings within the course of two years. With a district-wide enrollment of 271 in 1881, which amounted to about double that of the previous year, the district had no choice but to once again approve a bond issue. The District 20 board of directors met on September 28, 1881, and approved a $15,000 bond issue to secure the grounds of an additional school building and provide enough money to at least begin construction of the building designed

by architect C.R. Manning. The Colorado Coal and Iron Company offered lots 25 through 32 of block 153 for sale to the district for $800; the location was on Pitkin Avenue between Lake Avenue and Madison Street. The district agreed to Colorado Coal and Iron Company's terms, and construction began at the beginning of 1882 and lasted until the district extinguished the funds from the $15,000 bond issue. In late spring of 1882, the directors authorized an additional $20,000 bond issue to complete the school building. It opened for classes later in 1882 as the "Stone Building" and housed students in elementary through high school grades. District 20 soon adopted the name of Central School (later Central Grade School). The other two buildings constructed by District 20 at this time were in Bessemer and the Grove neighborhood.

When it opened, Central School cost $40,000 to construct, an amount well above the original $15,000 bond issue. The building measured sixty-five by one hundred feet, with a maximum height of 80 feet to tip of the cupola. Building materials consisted of rhyolite stone (hence the name "Stone Building"), both from Castle Rock and Pueblo County west of Pueblo. Central School was built in the then-popular Italianate style, meant to evoke picturesque villas of rural northern Italy. Still standing, the school building includes features such as paired windows (covered by round-arched hood moldings on the first story), a truncated hipped roof, and decorative bracketed eaves. The central tower originally culminated in a belfry and cupola, which have since been removed (figures 8.2 and 8.3).

The District 20 board of directors provided the funds to finish half of the second floor in 1883, but the other half remained unfinished until November of 1887. Nonetheless, the location of the building proved ideal for residents of both South Pueblo and Bessemer, and is presumably the underlining meaning of the name Central School. The building was centrally located close to the growing populous of steel mill workers in northern Bessemer and the eastern portion of South Pueblo.[2]

Student enrollment in School District 20 grew quickly before the beginning of the next decade. The district added two new classrooms to Central School in 1889 and construction began on a new school building at the extreme western edge of the Mesa Junction and Corona Park neighborhoods. At that time, this western portion of South Pueblo had developed the name "Carlile Town" in recognition of the area's first resident, James Carlile. District 20's school building here, Carlile School, began with eight classrooms and cost $27,549 to complete in 1890. At the beginning of the 1890-91 school year, Central School was so overcrowded that the district constructed four temporary buildings on school grounds to handle the overload and house the grade school students. A more permanent annex structure was built in 1897, but it was razed as part of a Works Progress Administration project in 1938.[3]

Central High School

School District 20 administrators knew that in order to ease permanently the overcrowding at Central School, they would have to construct another building to separate the elementary and high school students. The district began purchasing land and developing building plans for a new high school building at the corner of Orman Avenue and Michigan Street in 1902. Denver-based architect Robert Roeschlaub's plans called for the Central High School building to be constructed in phases as growth in the student population deemed it necessary. The first portion constructed at Central High School, the east unit, opened in 1906 and overcrowded

Figures 8.4 and 8.5. Pueblo voters approved a bond issue in 1910 to expand Central High School, constructed just four years before (top). A postcard shows the school with a proposed additional story and dome, which were never built. *(Top, City of Pueblo and, bottom, Robert Hoag Rawlings Public Library).*

Figure 8.6. Central High School's monumental architecture and landscape reflect its purpose as an enlightened center of learning. Though eligible for the National Register of Historic Places, the building is not yet a local landmark. A nomination could include students and be a step toward fostering neighborhood pride. *(Jeffrey DeHerrera)*

before the end of the decade.

To combat overcrowding district-wide, not only in the Mesa Junction and Blocks neighborhoods, School District 20 asked voters to approve a $190,000 bond issue in 1910. The bond issue passed in November of that year, allowing the district to initiate another much-needed round of building expansion. The district spent most of the bond money, $177,581, to construct the Roeschlaub-designed central and west units of Central High School, which opened in 1912. The contractor was Frank Taylor.

Still open and operating, Central High School is an excellent example of the Classical Revival style (figure 8.6). The building features colossal classical Corinthian columns supporting a portico, a roof-line balustrade at both side elevations, quoins at the corners, and a dentiled cornice. Contrasting with other highly stylized Classical Revival buildings, Central High School lacks a pedimented portico and includes only simple, undecorated window surrounds. An architect's rendering in a postcard shows what Central High School could have looked like had the district raised enough money to construct it as planned. As proposed, the central portion should have had an additional story above the cornice-line, crowned by a dome (figure 8.5).

On February 28, 1916, when the central portion and west wing of the school were merely four-years-old, a spectacular fire destroyed them (figure 8.7). The event was a devastating blow to a district which was still struggling to build enough schools to handle skyrocketing enrollment. School District No. 1, consisting of the area north of the Arkansas River in Pueblo, offered all available space to the displaced high school students, and the Pueblo County Commissioners offered the use of vacant courthouse rooms downtown. District 20 declined both offers, electing instead to use as classrooms modular buildings temporarily constructed on the playgrounds. The district went to the voters again at a special election held May 7, 1917, in order to finance the rebuilding of Central High School; the issue overwhelmingly passed by a margin of more than three to one. The district employed architect William Stickney to design the renovation, and W. S. Marble was the contractor. Marble served as a school board member at the time and resigned as his company bid on the project. The total estimated cost was $324,752; the school reopened for classes in 1918.[4]

Keating Junior High School

School District 20 put another bond issue before voters in 1920 in the amount of $391,000. It included $21,000 to purchase a site and $130,000 to construct a new junior high school. The building would be constructed near both Central Grade School and Central High Schools to relieve the now all too familiar problem of overcrowding. The district failed to

Figure 8.7. The central and west wings of Central High School burned on February 28, 1916. *(Robert Hoag Rawlings Public Library)*

sway voters in its favor this time, as the bond issue went down in an overwhelming defeat. Committees made up of both administrators, educators, and parents kept the issue of school overcrowding in the face of the voting public for three more years before a special election was held on May 8, 1923, for a new bond issue. This time the district asked for $600,000, and the bond issue easily passed by a margin of almost ten to one.

The bond issue of 1923 included much-needed money to expand many buildings throughout the district. At Corona School, William Stickney designed an addition to the existing building and contractor F.C. Triebes carried out the work for $18,078. On May 7, 1924, the district awarded a contract to build a nine-classroom stone annex at Central Grade School to contractor Raymond Whitlock; George Roe designed the addition. In October 1923, the school board approved a deal from the Colorado Fuel & Iron Company to purchase lots for the proposed junior high school near the two Central schools for $30,600.[5]

School District 20 awarded the contract for the long-awaited junior high school in early 1926; the contractor was Peterman and Cooper and the architect William Stickney. The cost of the building soared to $212,321, much higher than the

Figures 8.8, 8.9, 8.10, and 8.11. William Stickney designed Keating Junior High (above) including the grand entrances. The central entrance, at right, hosts six columns with ionic capitals while the side entrances, at right lower, host two columns with ionic capitals. Its proximity to Central High School (below) created a monumental space to underscore the importance of learning to Pueblo's citizens. *(Historic images City of Pueblo and contemporary images Jeffrey DeHerrera)*

$130,000 anticipated six years earlier. When factoring in the costs of land acquisition and equipment, the total cost increased to $258,934. The building consisted of sixteen rooms, an auditorium, and a library. The junior high school building was constructed in Classical Revival and Renaissance styles (figures 8.8, 8.9, 8.10, and 8.11). Classical features include Ionic columns supporting colossal porticos. The junior high school building also boasts triangular pediments at both side elevations. Renaissance features include the side-gabled roof, intended to be covered in tile, exposed rafter ends, and quoins.

Students, educators, and parents all clamored to name the school Keating Junior High in honor of longtime District 20 Superintendent John F. Keating. He was born on September 23, 1862, in Miami County, Ohio, and graduated from Wesleyan College in 1892. He moved to Colorado upon graduation, first settling in Aspen. He left that town to serve as the superintendent of the Central City School District, and he moved to assume the same position at Pueblo School District 20 in 1896. John Keating served as superintendent of District 20 until 1936. He died on July 29, 1937. The district officially adopted the name Keating Junior High School at its October 10, 1937, board meeting.[6]

Keating was beloved because he was able to expand the school district's capacity and improve schools despite financial woes and increasing enrollment. Desperate to keep classroom space adequate for the student population, Superintendent Keating convinced the District 20 board of directors to support a perennially unpopular plan: asking voters to increase the mill levy instead of relying on bond issues. The increased mill levy, Keating argued, would ultimately cost the taxpayers less money in the long-term. Voters adopted the mill levy during the 1926 election despite opposition from the Pueblo Chamber of Commerce. The policy of pay-as-you-go expansion continued until the Great Depression.[7]

The ceaseless problem of overcrowding at Mesa Junction and Corona Park schools within District 20 continued even after the completion of Keating Junior High School. The district's board of directors authorized in 1928 the purchase of lots 6 through 32 in block 143 (the entire block consisted of 32 lots, and this is currently the site of Central High School's football field), vacant land intended to provide room for any future expansion. Superintendent Keating recommended, also in 1928, that a house adjacent to the junior high school that the district acquired when it purchased the land be vacated and converted into junior high school classrooms, thus relieving the pressures the soaring student population put on the new building. The district's board of directors permitted the superintendent to solicit plans to construct ten additional classrooms in a new wing of the junior high school and two new classrooms at Carlile Elementary at its December 10, 1928, School Board meeting. Architect Walter DeMordaunt drew plans for an eighteen-classroom expansion of the junior high school, which was approved at the February 1929 board meeting. The contract for the new wings of the building was awarded to the original contractor of Peterman and Cooper.[8]

Carlile School

Unlike at Keating Junior High School, construction of additional classrooms at Carlile Elementary did not immediately occur. As of 1930, Carlile Elementary had experienced no new construction since it originally opened over forty years earlier (figure 8.12). A committee consisting of the Carlile community residents attended the March 11, 1930 board meeting and spoke of the need for additional classrooms at the school. The

Figure 8.12. The large Carlile School building near the corner of Harrison and West Evans Avenue was demolished around 1930. *(Robert Hoag Rawlings Public Library)*

Figure 8.13. The original Carlile Schoolhouse was located one-quarter mile west of the present school. *(Robert Hoag Rawlings Public Library)*

committee argued for construction of the two classrooms pledged in 1928, a combination auditorium and gymnasium, and a kindergarten room. They also argued that they willingly allowed the district to expand the junior high at the expense of Carlile Elementary, while the younger students doubled up in classrooms, used hallway and the basement spaces that were ill-suited for instruction, or were transferred to other, more distant schools. The board of directors refrained from taking action at the meeting. The citizens committee appeared before the board again two months later on May 27, this time with Carlile Elementary principal Inez Chase. Miss Chase had been principal at Carlile Elementary since the school's inception in 1890. The board once again did not take a formal action, but it asked the committee to provide sketches for the proposed expansion at the next meeting. On June 10, architect Walter DeMordaunt presented the rendering on behalf of the committee; the board voted to adopt a watered-down version of the construction plan, consisting of only the kinder-

Figure 8.14. Walter DeMordaunt's 1931-1933 Carlile School follows the Spanish Colonial Revival style with its clay tile roof and highly decorative, wide-arched, recessed front entrance. *(Jeffrey DeHerrera)*

garten and grade school classes, so students would not have to attend classes in the basement. The new classrooms would occupy an entirely separate building at the rear of the existing school. Contractor F.C. Triebes constructed them at a cost of $25,402.[9]

During the construction of the Carlile Elementary annex, winds from a storm November 18, 1930 toppled a brick chimney on the main building that crashed through its roof and into two classrooms on both the first and second floors. Fortunately school was not in session at the time. School District 20 hired a structural engineer from Denver to assess the damage, ultimately concluding that the building was in woefully poor condition, technologically and pedagogically obsolete, and should be razed as soon as possible. Members of the board of directors unanimously consented to the recommendation and abandoned Carlile Elementary while removing students to Central Grade School and the Keating Junior High School.

The engineer's recommendation set off a chain reaction concerning the safety of school buildings throughout District 20. A city building inspector noted in a report that Bessemer School (within the boundaries of District 20) was a fire hazard;

the report was made the same month as the Carlile Elementary chimney collapse. Rumors of unsafe school buildings forced the District 20 board to employ a committee of Colorado Fuel & Iron Company engineers to inspect Bessemer, Columbian, Danforth, Wildeboor, Central Grade, and Central High Schools for any hazards. The committee of engineers found structural weaknesses at all of the subject schools, but it stated that the weaknesses could be remedied.

The school district capitalized upon public concern and called for a special election to consider a bond issue on February 10, 1931. The economy was collapsing, and before the election could take place representatives from a local taxpayers league appeared at the January 7, 1931, board meeting. The league reported that it had several local contractors inspect both Carlile and Bessemer Schools and the findings were such that problems at both buildings could be safely fixed. The *Pueblo Chieftain* became concerned with conditions at the schools of District 20 and hired a second structural engineer from Denver to make yet another round of inspections. This engineer concurred with the first engineer that a new Carlile Elementary school building could be constructed at a lesser cost than remodeling the existing building. With all of these reports and recommendations in mind, the district held the February 10 election as planned; 1,279 votes were cast, 813 for the bonds and 466 opposed. The bonds totaled $250,000, $200,000 to construct new buildings, $25,000 for land acquisition, and $25,000 for school furnishings.

Construction of the Carlile Elementary annex was complete at the beginning of 1931. The district employed Walter DeMordaunt again to draw plans for the new Carlile Elementary school main building while employing contractor P.C. Croll to raze the old building at a cost of $600. DeMordaunt was instructed to conform to the existing architectural style of the annex, and the result was the Spanish Colonial Revival-styled building that still stands today (figure 8.14). Defining features of the Carlile School include arcaded windows, a stucco exterior finish, wrought iron window grilles and balustrade, and a low-pitched, tile-covered roof. Other prominent features include a highly decorative, wide-arched, recessed front entrance, bracketed eaves, and a quatrefoil above the front entrance.

Expansion

As this construction occurred during the Great Depression, Superintendent Keating sought any way he could to cut costs and save money. At Carlile Elementary, he decided to construct a building that could not only handle the student population of Carlile, but also of Corona School as well. In doing so, Keating argued that consolidation of the schools could save the district money on maintenance at the aging Corona School. The board of directors agreed to the consolidation, and awarded the construction contract to F.C. Triebes on June 2, 1931. Problems acquiring construction materials delayed the school's opening until January 1933. Once completed, the cost of construction and furniture was $104,838.[10]

School District 20 appears to have weathered the Great Depression relatively well. The district constructed a new building for Carlile Elementary School and had finally reached a balance between enrollment and capacity district wide. During the early 1930s, a work relief center was set up in Central Grade School where the unemployed could sign up to complete maintenance tasks for the district. In the Mesa Junction and Corona Park neighborhoods, work relief projects included the pouring of concrete curbs and gutters around school

Figure 8.15. The 1950 Pueblo Public School Stadium (now Dutch Clark Stadium) takes advantage of its bluff-top topography and hosts the annual football rivalry between Centennial and Central high schools. *(Robert Hoag Rawlings Public Library)*

buildings and the demolition of the now vacant Corona School building in 1935. Some of the stone blocks from the Corona School building were used to construct buildings at the Pueblo Junior College campus and other materials went to build a garage and shop area at Central High School, with Works Progress Administration labor, beginning in 1938. The cost of the garage and shop area at Central High totaled $18,838, of which the district was only billed $4,000. The Works Progress Administration also constructed an addition to the Central High School stadium and built new tennis courts.[11]

Construction within School District 20 screeched to a halt during World War II, with the only changes involving the curriculum; Central High School offered more industrial classes meant to support the war effort. The postwar period, however,

brought back familiar problems from the past. As early as 1944, the district's superintendent envisioned a building program that included a new gymnasium at Central High, remodeling and an addition at Central Grade School, an addition to Carlile Elementary, and bleachers at Central High School's stadium. The estimated cost of these proposed building projects was $400,000. At the November 1944 school board meeting, architect Edward Bunts submitted sketches for the proposed expansion at Carlile Elementary School. The expansion did not begin until 1948, however, and cost $106,982. Remodeling at Central Grade School wrapped up in 1948 at a cost of $62,411, and included an auditorium and gymnasium in the basement. At that same time, the district commissioned a new, central boiler plant to heat Central High School as well as Keating Junior High School. Capacity of the boiler plant was large enough to accommodate its future expansion to Central Grade School and cost $165,319.[12]

School buildings in the Mesa Junction and Blocks neighborhoods have changed little since the postwar period. While postwar home construction forced school expansion and new construction elsewhere in the city, South Pueblo witnessed very little new residential construction. As Pueblo grew outward since that period, new school buildings have been constructed in the newer residential areas. In 1982, consolidated School District 60 closed Keating Junior High School in order to save on maintenance and utility costs, but reopened the school later that year as an alternative education facility, named the Keating Education Center, focused on keeping high-risk students in school. District 60 put the Keating Education Center on the chopping block again in 1992, but received a $1.2 million grant that same year that actually expanded programs at the former junior high school. Considerations to close the Keating building rose again in 1993 and 1994, but the district retained programs at the school. Finally, in 2009, the district executed what they called a temporary closure of the school expected to save the district $646,000. The Keating building was vacant at this writing.[13]

After the consolidation of School Districts 1 and 20 in 1946 into District 60, residents of the two former districts clamored for an adequate athletic stadium to house the athletic contests between the longtime high school rivals of each district: former District 1's Centennial High and former District 20's Central High School. The football rivalry dated back to 1892, and it became so popular that neither school's stadium was large enough for the crowds. The District 60 school board considered the public outcry in 1947, but the pressures of bursting classrooms remained more pressing. At that time, however, the board did secure an option to purchase land for the proposed stadium. The parcel was located in the 1000 block of West Abriendo Avenue, a place at the edge of the bluffs where city and county road crews had previously excavated gravel for streets. Citizens in support of a stadium took the funding shortfall into their own hands by selling $72,000 worth of bonds for the district and procuring in-kind donations. Students in all of the schools, not only the high schools, also raised money for the stadium. When the football season opened in the fall of 1950, the schools played in a stadium large enough to handle their respective fan bases (figure 8.15). Spectators sat in either the Centennial stands or the Central stands at Pueblo Public School Stadium, as no other high schools existed within the district until almost a decade later.[14]

Built exclusively as a football stadium (though it also held the graduation ceremonies of all Pueblo high schools and a speech by President John F. Kennedy), Pueblo Public School

Stadium underwent an extensive makeover beginning in 1977. The renovation called for removing the unstable concrete foundation beneath the seating, replacing the wood bench seats, and constructing a track surface that circled the football field. The over twenty-five-year-old wood seats had decayed to the point they were nicknamed 'splinter gulch' in the *Pueblo Chieftain* newspaper. To construct the track, crews permanently removed some of the seats on both sides of the stadium; seating previously extended all the way to the field. The time line of construction stated that the stadium would be ready for football games and track meets in the fall of 1978, but the contractor ran into shale beneath the former seating foundation that tacked on more than an extra year of construction. The renovation cost $1.1 million when complete in December of 1979, and stadium was renamed in honor of Earl Harry "Dutch" Clark, an alumnus of Central High School and a charter inductee into the Professional Football Hall of Fame.[15]

Further Education

Pueblo Community College

The story of education in South Pueblo, unlike in the city's other neighborhoods, continues beyond high schools to post-secondary education. Pueblo Community College began as a civic mission fostered through corporate benevolence from the Colorado Fuel & Iron Company. First conceived of in September 1933 as a way for Depression-stricken recent high school graduates to continue their education and stay off of the unemployment rolls, the San Isabel Junior College first held classes in unoccupied rooms on the third floor of the Pueblo County Courthouse. The first class numbered thirty-one full-time students and thirty-two part-time students, who paid a flat rate of $4 per credit hour, which combined to meet all the expenses of the junior college.

The name changed to Southern Colorado Junior College in 1934 and to Pueblo Junior College in 1937. Also in 1937, the Colorado General Assembly passed a bill allowing for the creation of junior college districts, much like a public school organization, that could fund its programs through tax levies. Thus was created the Pueblo County Junior College District. Colorado Fuel & Iron Company donated ten acres to the institution in the mid 1930s, an area that continues to serve as its campus. The Public Works Administration provided much of the labor for its first building.[16]

Growing enrollment led to a special election held on September 30, 1938, in which county voters approved a $120,000 bond issue supplemented by a $90,000 Public Works Administration grant. The institution completed construction of new buildings in 1940: a library, laboratory, classrooms, and a 1,104-seat gymnasium. These buildings included the present-day San Juan Building on the Pueblo Community College campus. So rapidly increasing was the enrollment after World War II that the institution purchased barracks from the Pueblo Army Air Base (the precursor to the Pueblo Airport located on Prairie Avenue just west of the state fairgrounds) to use as classrooms. The college shifted its focus in 1946 to a vocational-technical program that took advantage of government-supplied technical equipment during the war years. The institution was then renamed simply Pueblo College.

The shift to a vocational-technical school brought about a master plan for the entire campus designed by architect Walter DeMordaunt, who envisioned a sprawling campus that included nineteen buildings. Voters approved a $750,000 bond issue at a special election held February 24, 1947, to address the expanding student population. The largest portion of the

Figures 8.16 and 8.17. Only a portion of Walter DeMordaunt's 1947 master plan for Pueblo College was realized. In 1961, the Colorado General Assembly changed the status of the college to a degree-granting, four-year institution and split the campus in two: the original campus in Mesa Junction eventually came to be called Pueblo Community College. The other campus, adjacent to the Belmont neighborhood, became Colorado State University - Pueblo. *(Jeffrey DeHerrera)*

money went to construct the present-day Medical Arts & Technology Building. However, only a portion of DeMordaunt's master plan was ever realized (figure 8.16 and 8.17). Today the campus consists of eight buildings: the Health Science Building, the Health Science Annex, the Medical Arts & Technology Building, the College Center, the Mike Davis Academic Building, the Central Administration Building, the San Juan Building, and the Gorsich Advanced Technology Building. DeMordaunt designed the Medical Arts & Technology Building, the San Juan Building, and the Central Administration Building.[17]

The Colorado General Assembly changed the status of Pueblo College to a degree-granting, four-year institution governed by the Board of Trustees for State Colleges in 1961 and the Pueblo Junior College District was dissolved. The name

changed once again, this time to Southern Colorado State College. The institution now consisted of two campuses, the original location at the extreme southwest corner of the Mesa Junction neighborhood, called the Orman Avenue Campus, and a new site adjacent to the Belmont neighborhood, the present campus of Colorado State University-Pueblo. The chief focus of the Orman Campus remained vocational training, while other programs were transferred to the Belmont Campus. In 1974, Southern Colorado State College renamed the Orman Campus the College for Community Services and Career Education (CCSCE), and a year later the Colorado General Assembly passed a bill allowing the campus to be operated as a technical community college eligible for state and federal funding administered by the Community College and Vocational System of Colorado. By 1978, the Colorado General Assembly passed legislation for College for Community Services and Career Education to operate as a freestanding educational institution. The name was changed to Pueblo Vocational Community College on July 1, 1979, and to Pueblo Community College on July 1, 1982. (Southern Colorado State College, meanwhile, became the University of Southern Colorado and is now Colorado State University-Pueblo.)[18]

Gulliford Academy

South Pueblo also hosted one of the city's most unusual educational institutions: a private academy operated exclusively by members of a single family. The Pueblo Private Boarding and Finishing School opened at 306 East Orman Avenue in 1900. The following year, the newly renamed Gulliford Academy moved to its long-time home at 530 Lake Avenue, only one block east of its original location. The Gulliford (sometimes spelled Guiliford) family not only taught the basics in reading, writing, and mathematics, but also French, Spanish, and Italian languages; art; music; etiquette; ballroom dancing; and elocution. The academy also boarded many of its students, and the building served as the Gulliford family residence.[19]

The Gulliford family immigrated to the United States around 1894 from England where William H. Gulliford and second wife, Elise, developed extensive teaching experience. William was born on February 13, 1830, in London. He strictly attended private schools and graduated with honors from King's College, in London. William had three daughters and two sons with his first wife. Daughters Clare Hays (born around 1870), E. Madame (born about 1873), and Amy (born around 1876) all taught lessons at the Academy. William Gulliford appears to have remarried in England before bringing his family to the United States and settling at Santa Fe, New Mexico. The family of educators moved to Pueblo in 1900. Upon the death of William on December 6, 1909 at the academy, Clare was appointed the principal. Clare and Amy Gulliford appear to have always taught at the Academy, while Madame split her time between teaching in Pueblo and New York. Elise Gulliford passed away in December 1919, Madame on June 2, 1925, Amy on February 26, 1934, and Clare on September 6, 1937. The Academy closed after Clare's death, and for a time the building was divided into six apartments. It fell into disuse and became known locally as "the haunted house," which the City of Pueblo demolished in 1998.[20]

Chapter 9

The Cultural Landscape

Perhaps more than any other Pueblo neighborhood, South Pueblo exudes a sense of place through landscape features. While the North Side boasts Mineral Palace Park and the Bessemer Neighborhood the Mountain View Cemetery and Minnequa Park, South Pueblo hosts a series of small parks and large recreation facilities. Abriendo Avenue connects these with its boulevard proportions and mature trees. These cultural landscape features tie the neighborhood together.

The National Park Service defines a cultural landscape as "a geographic area, including both cultural and natural resources and the wildlife or domestic animals therein, associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values." Included in cultural landscapes are buildings, structures such as trails and roads, plants, drainage features, fences, and views. These combine to give a distinctive feel to the Mesa Junction and Blocks areas.

The beautification of Mesa Junction and Corona Park progressed slowly. After the grand and optimistic plat of South Pueblo had been recorded in December 1872, plans called for planting over 10,000 trees throughout all three portions of the new town. It is unknown how many of these trees actually made it into the ground as the economic downturn forced more austere beautification. In the spirit of the City Beautiful Movement, residents from all Pueblo neighborhoods in 1909 called for better aesthetics above the railroad tracks. Many residents heard the complaints of railroad passengers that the bluffs looked downright ugly. The South Pueblo Improvement Association, a citizens committee, recommended terracing the bluffs along Union Avenue with a stone wall to allow the planting of greenery. The Association also recommended the removal and prohibition of billboards along the bluffs.[1]

Figures 9.1. Trees are a character-defining feature of the Mesa Junction and Blocks, but they are not just for show. The shade is needed in both summer and winter to help temper the constant Colorado sun. *(Jeffrey DeHerrera)*

Figure 9.2. The original pocket parks in Corona Park (colored green) numbered about twenty. Blair and Nettleton reserved no parks for the Mesa Junction area. *(City of Pueblo)*

Parks

John Blair, a landscape designer (sometimes referred to as a landscape architect), developed Corona Park's meandering streets and small parks located along Corona Avenue. Blair included no less than twenty of these pocket parks in the original plat of South Pueblo. These public spaces were not only located within the small, oddly sized and shaped blocks near Abriendo Avenue, as seen today, but he also planned many to occupy space among the houses of Corona Park. Blair's intention was clear: to provide recreational and scenic opportunities for the community. The park space was never intended to be sold as lots. On the original plat map of South Pueblo, these spaces remained unnumbered, unlike the lots on either side that were numbered consecutively. None of the parks planned between houses exist today, but many of the larger ones do. Henkll Park is located on Abriendo Avenue bordered by Penn Avenue and Ramona Avenue; Grome Park is situated on Abriendo Avenue surrounded by Jewel, King, and Lamar avenues; Delavan Park is located on West Corona Avenue delimited by two extensions of Harvard Avenue; Jackson Park is found in the 400 block of West Abriendo Avenue; Wormley Park is located in the 300 block of East Abriendo Avenue; and Little Chief Park is surrounded by extensions of St. Louis Avenue and East Corona Avenue.[2]

When created, these pocket parks reflected Romantic landscape design (figure 9.2). They consisted of large greenswards edged by trees. Within these oases, the middle class could escape the industrial world that lay beneath them. They recreated passively, and the parks served this strolling and socializing. By the early twentieth century, the parks began to transform into more active spaces, which served an evolving working class population in Corona Park. The City installed playground equipment and eventually ballball fields. The green spaces and now mature trees remain in most cases. In some parks, lights allow for play late into the evening.

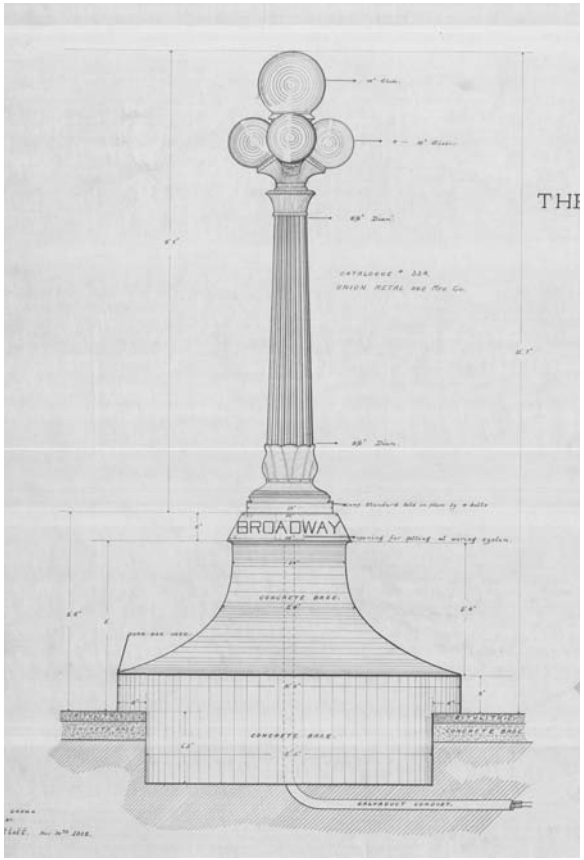
The site of the library, Royal Park, is a far cry from what John Blair probably had in mind. The area was originally a small hill lacking any landscaping. The park later transformed into a grassy and shady respite through the hands of its namesake, Andrew Royal.

Born in 1836 in Kingsdale, Ireland, Royal immigrated to the United States at age eleven with his mother. They temporarily settled in a New York hotel, from which Andrew wandered away. He could not recall the name of the hotel or how to get back there before being approached by a policeman. Andrew Royal's given name 'Reihill' was misinterpreted at the police station, preventing his mother from finding him and he was eventually adopted by a Quaker family in New Jersey.

At the age of sixteen, Andrew Royal traveled through Ohio and Illinois, and onto Maryville, Missouri. He studied law at a firm in Maryville and was admitted to the Missouri bar before working his way up to partner in the firm. Royal enlisted in the Union Army upon the outbreak of the Civil War, serving in all five years of the war before his discharge as a captain. Royal returned to Maryville and was elected probate judge of Nodaway County, Missouri, in 1866, and as county judge in 1868; he was elected town trustee of Maryville in 1876. Royal moved to Pueblo with his second wife, Belle O. May, in 1881, after having first visited the city in 1878. He almost immediately made a splash in Colorado politics. Pueblo County residents voted Royal as their representative in the Colorado State House and he served there in 1882 and 1883. City of Pueblo residents voted Royal as their mayor in 1888, the first immigrant to hold the position.[4]

Clockwise from top left, Figure 9.3. Henkll Park serves the neighborhood with a small playground and large green space, holding the sandy soil in place.
Figure 9.4. Henkll Park serves as a front yard to the adjacent houses and a gathering place for families.
Figure 9.5. Delavan Park has the same program of large shade trees, grass, and a playground.
Figure 9.6. Grome Park's playground is large as are its trees. *(Jeffrey DeHerrera)*

Figures 9.7 and 9.8. The 1918 design for Mesa Junction's lamp posts, below, were inspired by the classical designs of the City Beautiful movement. Shown above is one of the lamp posts installed at the intersection of Mesa Junction and Broadway. *(City of Pueblo)*



Andrew Royal managed several businesses in Pueblo upon moving to the city. He operated the Southern Hotel, on Victoria Avenue in South Pueblo, which he later renamed the Royal Hotel. Royal purchased the *Weekly Democrat* newspaper and changed it into the first evening newspaper in Pueblo. While concurrently operating the Southern Hotel, he also operated a liquor store on Victoria Avenue. While mayor, Royal made the beautification of the pocket parks in Corona Park one of his highest priorities. He planted many of the trees in Royal Park himself, while appropriating funds for other South Pueblo park beautification projects. Andrew Royal died on February 4, 1904, merely two weeks after the dedication of the library built upon his namesake park. Today the park is largely parking, having been heavily modified with the construction of the new library, its parking lot, and nearby intersection realignments.[5]

While Corona Park was graced with small parks, Blair did not reserve any blocks or spaces for parks in the land south of Abriendo Avenue. Saleable lots occupied every inch of land on the original plat in that area. Nonetheless, a large park still developed there. Stauter Field, as the park is named, occupies over four acres of land and the entire block surrounded by Abriendo Avenue, Washington Street, East Evans Avenue, and Jefferson Street. Today, Stauter Field is home to basketball courts and baseball fields. In addition, the Pueblo Parks and Recreation Department planned to develop St. Mary Park on the former hospital grounds in 1979, but the park never reached fruition.[3]

Abriendo Avenue

Nettleton and Blair designed Abriendo Avenue, Spanish for "opening," to connect Mesa Junction and Corona Park. This linear park served both communities, providing recreational opportunities and separating modes of transportation (at the time horses from pedestrians and later street cars and automobiles), two tenents common in romantic landscape design as instituted in places such as Central Park in New York City. Traffic could move efficiently and safely along its length.

Abriendo Avenue is a spatial anomaly that must have seemed quaint to one traveling by horse-and-buggy and later mindboggling to those in automobiles. On its southwest side streets intersect at ninety-degree angles in regular, predicatable intervals. Yet the northwest side of the street is in marked juxtaposition, with streets intersecting Abriendo Avenues at contorted angles and irregular intervals. Rarely streets from Corona Park and Mesa Junction actually meet each other at Abriendo Avenue—though later alterations (such as Fourth Street) now cross the boulevard directly, connecting both neighborhoods. The original plan was intended to control the flow of traffic from and through the neighborhoods.

In the early twentieth century, Pueblo embraced the City Beautiful movement, focusing great attention on landscape design in public spaces and monumental architecture. Of great importance to the execution of the City Beautiful vision was vegetation. Abriendo Avenue's center median was planted with trees; this green island served to provide shade and relief from intense summer sun and give human scale to the boulevard. In 1918, plans for the "Mesa Junction Paving District No. 1" included a design of an elaborate concrete lamp standard. Classically inspired, the lamp had an ornate base, shaft, and capital of glass globes (figures 9.7 and 9.8).[6]

Along Abriendo Avenue lie important landmarks to the people of Pueblo—small commercial buildings and the library. However, with the exception of the private McClelland School,

the schools in the community are not along Abriendo but sit back within the community.

Pueblo Christopher Columbus Monument

Pueblo residents embraced the City Beautiful movement to combat the perceived ugliness of the bluffs of the South Side. In Mesa Junction and Corona Park, this meant lining Abriendo Avenue with trees and constructing the median in the center of the street. One of the area's immigrant groups, the Italians, extended this movement with their fledgling heritage movement and commissioned a monument to be placed in the median in the 100 Block of East Abriendo Avenue. It effectively unified a diverse community, before becoming a source of conflict by the end of the century.

With the arrival of the Denver & Rio Grande's tracks to Pueblo in 1872 and the construction of the steel works within a decade, Pueblo became a regional industrial hub. Southern Italians, with a majority of Sicilians, who had been working near New Orleans harvesting sugar cane and New York and Philadelphia constructing railroads, received word of the new industrial work opportunities in Pueblo. Italian workers also moved into the coal field regions surrounding Cañon City and Trinidad to the extent that the populations of small towns such as Rockvale, Brookside, Ludlow, and Berwind became almost entirely Italian. In Pueblo, the first largely Italian neighborhood developed on Goat Hill near the present-day intersection of East First Street and Interstate 25. These early Italians took advantage of the neighborhoods' proximity to the smelter just to the southeast of the hill. The Italian population later migrated within the city limits southward to Bessemer to be closer to the steel mill.[7]

In order to ready themselves for the World's Columbian Exposition of 1893, Puebloans Hector Chiariglione and Columbo F. Delliquadri attended the Columbian Federation of Italian-American Societies national convention in Chicago in 1892. The Columbian Federation represented a collective of Italian-American societies in the United States, and Chiariglione served as president of the national group. At the convention Delliquadri, with the exposition a year away, urged the group to raise funds to erect monuments to Columbus across the country. Some communities already had such monuments, most notably Chicago due to the Exposition's location, but they were scattered. Monuments were erected throughout North and South America in 1892 in recognition of the 400th anniversary of Columbus' landing on October 12, 1492. Chiariglione brought funds to Pueblo for such a monument from all across the United States.[8] The pro-Columbus sentiment in the United States at the time was rooted in much of the Catholic community that included eastern Europeans, Italians, French Canadians, Mexicans, Irish, and Germans.[9]

In contrast, the anti-immigrant, and therefore anti-Italian, sentiment of the late nineteenth century shone through in the workforce, where employers across the country exploited immigrant groups for their willingness to take less pay than other, native-born workers. Steelmakers in Pennsylvania imported blue-collar workers from Italy and other countries in 1883 as strike busters, as had been done previously in the New York construction industry in 1874. Also in 1874, Pennsylvania coal mining companies relied upon the willingness of Italian immigrants to force the native-born workforce to accept a cut in wages.[10]

To overcome the anti-Catholic and anti-immigrant antagonisms, Delliquadri envisioned monuments of American solidarity meant to unify all citizens of the United States,

Figure 9.9 and 9.10. Above, the Columbus Monument sits in the median of Abriendo Avenue, at the prominent location in front of the library. Below, Columbus faces the library. *(Jeffrey DeHerrera)*

though the main focus of the monuments was an individual of Italian descent sailing for Spain. The unification Delliquadri sought is evidenced greatly in Pueblo. Not only did throngs of Italians immigrate to the town, the flag of Spain once flew over the portion of town where the Christopher Columbus Monument rests and the industrial blue-collar jobs in the smelters and steel mill brought other ethnic groups to Pueblo as well. Some early neighborhoods of Pueblo included the aforementioned Goat Hill, along with Bojon Town, and Mexican Town. The location chosen for the Pueblo monument coincided with the town's major streetcar junction, where residents of any heritage or descent would have easily seen it.

In 1905, a Pueblo contingent unveiled its long-awaited monument (figures 9.9 and 9.10). The Pueblo Christopher Columbus Monument was the result of three separate individuals and a contractor who assembled all of the pieces: sculptor of the bronze bust, Pietro Piai; engraver of the pillar, J.A. Byrne; mason of the foundation, Michele Albo; and contractor Markert & Genest. Both Piai and Albo practiced their crafts in Italy before working on the Pueblo Monument.[11] The cost of the bronze bust was $10,000 and paid for with donations from Italian-American citizens across the country after more than ten years of fund raising; it is unknown if J.A. Byrne was paid for his services. The official unveiling took place on October 12, 1905, the first of Governor McDonald's proclaimed Columbus Days, in spectacular fashion. The event followed the recent opening of a new library building across the street from the monument and only four months after the creation of the Order Sons of Italy in America (OSIA). The OSIA became the largest fraternal Italian-American organization in the United States, though the first lodge in Pueblo did not open until 1998.[12]

The location of the monument is quite impressive. At the time of the monument's celebratory dedication, the median surrounding it was the busiest streetcar junction in Pueblo, known locally as Mesa Junction. Employees of the steel mill who lived in all areas of Pueblo except Bessemer passed the Monument daily on their streetcar ride to and from work until the streetcars ceased operations in 1947.[13] Even by that date, high volumes of automobile traffic passed in view of the monument.

The Pueblo Christopher Columbus Monument has been a gathering point for the people of Pueblo since its unveiling. To this day, it has been the backdrop of every Columbus Day celebration in Pueblo. Though the audience was quite diverse in the first years following 1905, the crowd in recent years has become chiefly Italian-American and secondarily supported by the local Hispanic community. Beginning about the turn of the twenty-first century, protestors have used the Columbus Day celebration around the monument to denounce the celebration of the man, Christopher Columbus. Though the financial backers of the Pueblo Christopher Columbus Monument were mainly Italian-Americans from throughout the country, the celebration on the day of the monument's unveiling was meant to convey that recent Catholic immigrants were also part of American heritage. Conversely, the statue and other Columbus-related icons have become focal points in recent decades for Native American protests against colonialism and the marginalization of their heritage.

Chapter 10

Transportation and Commercial Development

Much like East Pueblo, which grew up east of both Fountain Creek and the tracks of the Denver & Rio Grande, the larger portions of South Pueblo were platted across the railroad and the historic channel of the Arkansas River from Pueblo proper. Only the Union Avenue commercial district and those streets in the immediate vicinity of Union Avenue lay north of the tracks but still south of the historic river channel. This commercial district acted as a buffer zone for South Pueblo, as the area's merchants could lure in customers from both Pueblo and South Pueblo. The name Union Avenue also suggests the developers of South Pueblo intended for the thoroughfare to become the most important link between the rival towns.

South Pueblo was perfectly platted in order to take advantage of early streetcar systems and, later, automobiles. The lots laid out for single-family homes atop the bluffs were located far from the businesses and commercial district along Union Avenue below; the Mesa Junction and Corona Park areas of South Pueblo literally sprawled for miles. Early adopters of the neighborhood such as William Moore, James Carlile, and James Orman undoubtedly had a public transportation network in mind when choosing to reside south of the Arkansas River as they all became instrumental in the development of a streetcar system throughout Pueblo and South Pueblo. Curiously, the earliest streetcar lines did not traverse the hills leading to the top of the bluffs, but found their way there soon enough.

Streetcars

Moore, Carlile, and Orman, among others, incorporated the Pueblo Street Railroad in 1878. The first horse-drawn line began at the intersection of West 'B' Street, in front of the present-day Union Depot. The line traveled southeast one block to Union Avenue, turned northeast on Union to West First Street, east on First to Santa Fe Avenue, and north on Santa Fe to the terminus at the intersection of Santa Fe and West Fifth Street. By constructing the first tracks in this fashion, the railroad men

Figure 10.1. Abriendo Avenue through Mesa Junction was a major hub of the city's streetcar system. *(City of Pueblo)*

Figure 10.2. Carlile Park (top) and Abriendo Avenue (bottom) served multi modal transportation. *(Robert Hoag Rawlings Public Library)*

were able to bring passengers to the Denver & Rio Grande station and the Union Avenue commercial district from other parts of town. The lines also distributed incoming Denver & Rio Grande passengers to Pueblo's chief commercial district on Main Street.

Demand for a streetcar line that traversed Mesa Junction and Corona Park increased exponentially with the construction of the Minnequa Works steel mill just southeast of the South Pueblo town limits. To keep up with demand while streetcar lines could be constructed, the Pueblo Street Railroad developed a subsidiary company, the Pueblo City Railway Company, that operated horse-drawn omnibuses from the intersection of Union Avenue and 'B' Street to the plant. Anticipating high demand for service to the steel mill from throughout Pueblo and South Pueblo, the Pueblo Street Railroad constructed two lines catering to employees of Colorado Coal & Iron. A line traveled southwest along Union Avenue from its intersection with 'B' Street, across the original viaduct to the intersection with Abriendo Avenue. From the intersection of Union and Abriendo, the line traveled southeast along Abriendo to Tampico Street (present-day Jefferson Street) where it turned southwest for one block to Rio Grande Street (present-day Evans Avenue), thence following Rio Grande around the bend to the steel mill. The second line constructed at this time traveled from the intersection of Union and Abriendo avenues, southeast along Abriendo to Zotula Street (present-day Washington Street).

The Pueblo Street Railroad Company reorganized in 1889 as the Pueblo City Railway Company, with James Orman as its president and capitalized at $500,000. At the time the streetcar line began to invest heavily in the rebuilding and electrification of its routes and was granted city franchises to do so. The company also constructed its own generators as the capacity of the local power company was inadequate for operating a streetcar system. The Pueblo City Railway Company constructed over twenty miles of new electrified lines in 1890 to supplement the existing thirteen miles of horse-drawn lines. The construction of the new lines coincided with the boom in residential construction in the Mesa Junction neighborhood; this was also the time when Orman was planning the construction of his new home.[5]

Like many enterprises at the time, the Pueblo City Railway Company failed after the demonetization of silver and the ensuing financial crisis of the early 1890s, leading to a roller coaster of prosperity followed by hardship, lasting about three decades. The company was sold after foreclosure proceedings on August 31, 1895 to the company's bondholders and reorganized as the Pueblo Electric Street Railway.

Prosperity returned to the streetcar system, and prominent Pueblo financial moguls John and Mahlon Thatcher purchased the company in 1898. The Thatcher brothers merged the streetcar company with their Pueblo Light & Power Company to form the Pueblo Traction & Electric Company, with Andrew McClelland as vice-president and treasurer. The streetcar and electric company was further consolidated to become the Pueblo & Suburban Traction & Lighting Company and after making many improvements not only to the lines and cars of the company but also to the paving of many streets its cars traversed, the Thatchers sold the company to H.M. Byllesby & Company in 1911. More merging of the streetcar and electric company ensued, leading to the creation of the Arkansas Valley Railway Light & Power Company. The financial burden resulting from the 1921 flood led to the company's reorganization again in 1923 as the Southern Colorado Power

Company.[6]

By this time four major lines traversed the aptly named Mesa Junction neighborhood. Both of the streetcar system's busiest lines, the Bessemer-East Pueblo and Lake Minnequa-Grand Avenue/Fairmount Park routes, carried passengers through the neighborhood. As the name implies, the Bessemer-East Pueblo route carried workers between Colorado Fuel & Iron Company's Minnequa Works and their homes in East Pueblo. One end of the line began at the steel mill's Indiana Avenue gate and turned onto East Evans Avenue. Streetcars then entered the Mesa Junction neighborhood at the intersection of Evans and Washington Street. They then traveled one block northwest on Evans to Jefferson Street, northeast on Jefferson one block to East Abriendo Avenue, and northwest on Abriendo to the Mesa Junction at the intersection of Abriendo Avenue and South Union Avenue, where they traveled north on Union Avenue out of the neighborhood. The median in the center of Abriendo Avenue proved troublesome to streetcar motormen as all streetcar lines were constructed on the south side (in the east-bound lanes) of the parkway. Streetcar drivers heading northwest on East Abriendo thus had to contend with automobile traffic heading southeast on the thoroughfare.[7]

The second of the busiest lines to transverse the Mesa Junction neighborhood was the Lake Minnequa-Grand Avenue/Fairmount Park line. The line's purpose and popularity was notably different than the Bessemer-East Pueblo line, as the Lake Minnequa-Grand Avenue/Fairmount Park line carried recreating families to the amusement park and boating, swimming, and picnic facilities of Lake Minnequa. From the southern terminus of the line near the lake, streetcars traveled north on Berkley Avenue to Adams Avenue. The tracks turned northwest on Adams for one block before turning northeast onto South Union Avenue (this portion of South Union has since been renamed Colorado Avenue). Streetcars then traveled north on Union before leaving the Mesa Junction neighborhood and on into downtown and eventually the North Side neighborhood.[8]

A third line to dissect the Mesa Junction and Corona Park area was the Irving Place-Orman Avenue line. This route carried a steady flow of passengers between residential neighborhoods, Central High School, the Colorado State Hospital, Corwin Hospital (present-day St. Mary-Corwin Hospital), and Colorado Fuel & Iron Company. This line shared the same loop terminus at the Minnequa Works's Indiana Avenue gate as the Bessemer-East Pueblo line, except this line traveled west on Indiana Avenue before turning north on East Orman Avenue. The tracks entered the Mesa Junction neighborhood while continuing northwest on Orman Avenue for less than one block then turning northeast on Jefferson Street. One block later, the line turned northwest on East Grant Avenue and continued on that heading before turning northeast onto South Union Avenue (the present-day portion that is Colorado Avenue) and joining the Lake Minnequa-Grand Avenue/Fairmount Park line north out of the Mesa Junction neighborhood. Due to declining ridership in the mid-1920s, the Irving Place-Orman Avenue line was shortened to the intersection of East Orman Avenue and Indiana Avenue where it wyed and returned north; the line ceased to continue to the gate of Colorado Fuel & Iron Company, although the Bessemer-East Pueblo line continued to do so.[9]

A few secondary "stub" lines crossed the Mesa Junction neighborhood. The first was the West Abriendo-Mineral Palace line. The outermost end of this line consisted of a loop at West

Abriendo Avenue and Arthur Street, near the northwest corner of the neighborhood. From the loop the line traveled southeast along Abriendo Avenue to the mainline on Union Avenue and out of the neighborhood. Streetcar motormen assigned to this line incurred the same problem as their coworkers assigned to the Bessemer-East Pueblo line: the parkway in the middle of Abriendo Avenue forced outbound streetcars into the way of the oncoming automobile traffic.[164]

Two secondary "stub" lines were added to the streetcar system soon after the construction of Pueblo City Park in 1913. The City Park line terminated in the park and from there ran east on Goodnight Avenue to Argyle Avenue. (This portion of Argyle Avenue no longer exists, as the Shrine of St. Therese Catholic Church occupies the land). From Argyle, the line traveled southeast on Veta Avenue one block south where it crossed the Bessemer ditch. The placement of the line is peculiar though, as it bypasses the busier Adams Avenue; Veta Avenue runs parallel to Adams Avenue. As is the case with the Veta Avenue selection, another trestle was needed when the line turned northeast onto Polk Street. Not one ditch crossing would have been necessary if the line traveled along Adams Avenue, but Veta Avenue became the route nonetheless. After travelling southeast on Veta, the line turned northeast onto Polk Street before turning southeast onto Abriendo Avenue to the junction.[10]

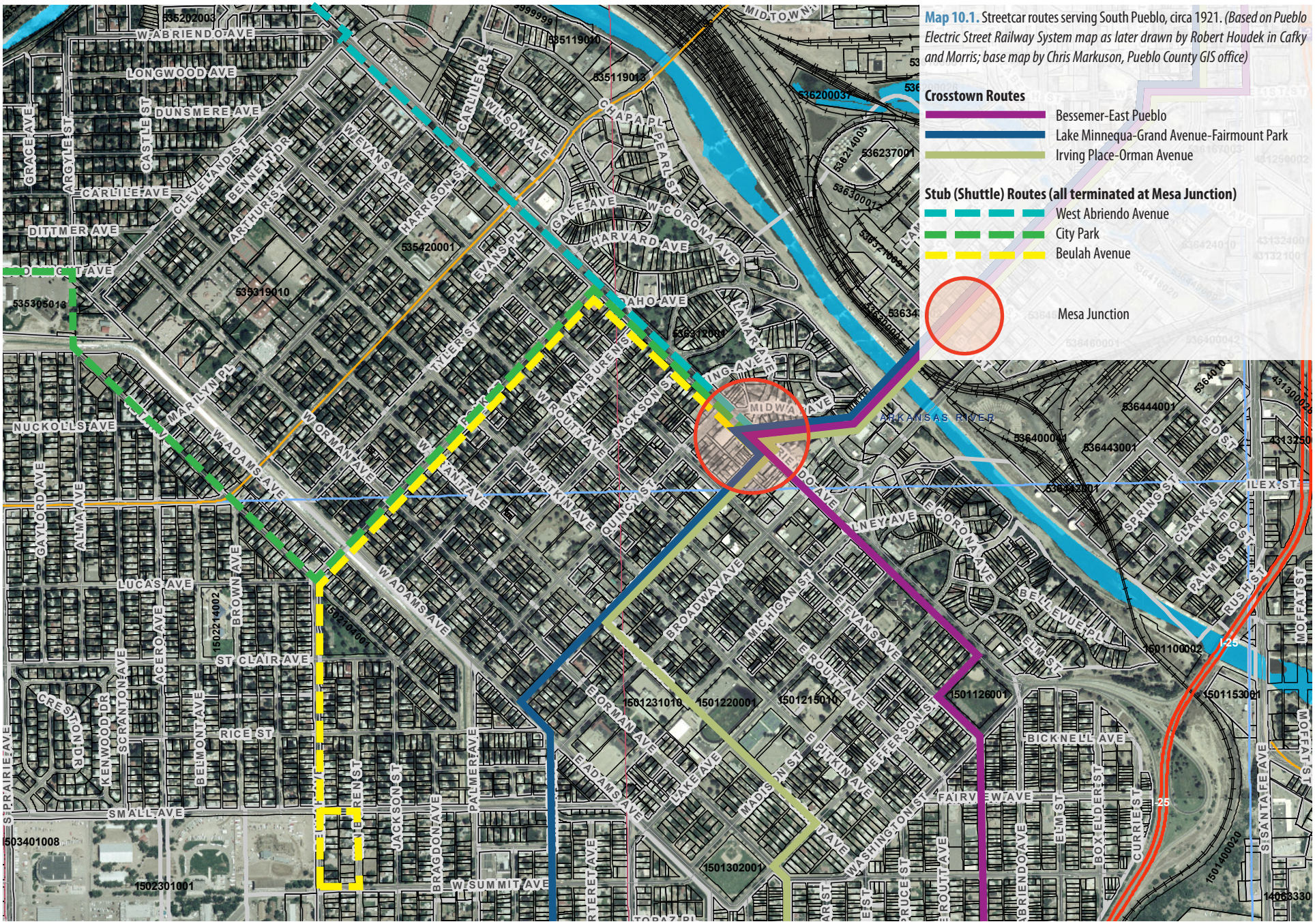
Another secondary route added to the streetcar system at the same time as the City Park line was the Beulah Avenue route. Like the Lake Minnequa-Grand Avenue/Fairmount Park line, this route catered to pleasure-seekers as it shuttled riders to the Colorado State Fairgrounds. From its terminus at the intersection of Beulah and Summit Avenues in front of the main gate at the Fairgrounds, the route extended northward on Beulah to the three-way intersection of Beulah, Veta Avenue, and Polk Street. At this intersection, the line followed the same tracks to Mesa Junction as the City Park route.[11]

The streetcar lines never penetrated through to the Corona Park neighborhood, although the neighborhood was densely settled by 1900. Some streetcar motormen accommodated their Corona Park passengers by stopping in the middle of blocks, thus giving the riders a slightly shorter walk home.

Streetcars created Mesa Junction. Yet today, while the moniker retains no operational meaning, it remains an important ceremonial center of Pueblo, with most of the city's parades beginning at the intersection of Abriendo Avenue with either South Union Avenue or Main Street. The local Columbus Day celebration also occurs at the former junction, where the Pueblo Christopher Columbus Monument stands.

Commercial Development

The streetcar lines spurred commercial growth at major intersections throughout the city, and a subsequent commercial district sprang up, albeit slowly, around the intersection of Union and Abriendo Avenues that would come to include the McClelland (and subsequent Robert Hoag Rawlings) Public Library and the Broadway Arcade Building. The Pueblo Street Railroad installed switches at the busy intersection, leading riders to christen it "Mesa Junction," sometimes shortened to simply "The Junction." The name stuck and was officially used by the streetcar transit system until it ceased operation in 1947. The name proved so popular that as the residential area filled in around the intersection, the designation expanded to include the entire neighborhood between Abriendo and Adams Avenues and Washington and Cleveland Streets.[1]



Map 10.1. Streetcar routes serving South Pueblo, circa 1921. *(Based on Pueblo Electric Street Railway System map as later drawn by Robert Houdek in Cafky and Morris; base map by Chris Markuson, Pueblo County GIS office)*

Clockwise from top left, Figure 10.5. At first, Corona Park was a barren landscape high above the bluffs and the Arkansas River. The bridge in the background is the Fourth Street bridge.
Figure 10.6. The intersection of Union and Newton Avenue was broad and multi modal.
Figure 10.7. The Arcade Building (seen in the distance) anchored Abriendo Avenue and Main Street. The building in the foreground has since been demolished.
Figure 10.8. Mesa Junction and Corona Park were connected to downtown by three bridges and the Spring Street viaduct; the Main Street bridge is in the foreground. *(City of Pueblo)*

By the early 1890s, entrepreneurs began to establish a small and incongruous commercial district along the 600 block of South Union Avenue to take advantage of the passing streetcar passengers. This developing district did not include all of the businesses residents would need, with only a livery, a feed store, a bakery, a paint store, and a few offices. A grocer had also opened on Union Avenue near the intersection with Abriendo Avenue. In the 100 blocks of East and West Abriendo Avenue, where the present-day commercial district is located, only a livery and a small produce stand had been constructed. Additionally, construction crews were nearing completion of the Mesa Hotel at the corner of Abriendo and Broadway Avenues; the hotel caught fire on October 9, 1893, and burned to the ground. For any services beyond those located at this intersection, residents patronized businesses on Union Avenue below the bluffs or those in Bessemer.[2]

Mesa Junction and the Blocks remained without a fully cohesive commercial district up to the turn of the twentieth century. There were no new buildings constructed near the edge of the bluffs since at least 1893, but seven new buildings had been constructed on the west side of Union Avenue at the intersection with Abriendo near the bakery. It appears those new buildings lay vacant in 1905, as the only new business listed in the area was a second bakery/restaurant. A bicycle shop opened next to the livery in the 100 block of West Abriendo Avenue also at that time, and a drugstore (present-day Broadway Pharmacy) opened at the corner of Abriendo and South Union Avenues (present-day Colorado Avenue). Portions of the Mesa Hotel (which the neighborhood never realized the market effects of) remained standing in 1905, and four other commercial buildings had been constructed in the same block; only one of these buildings was occupied: a paint supply.[3]

The Abriendo Avenue commercial district never experienced a building boom, only growing sluggishly throughout the 1910s and 1920s. The commercial district near the bluffs on South Union Avenue never materialized in what could have been an extension of the lower Union Avenue district. The streetcar line spurred commercial development in the 100 and 200 Blocks of East Abriendo Avenue and the 100 Block of West Abriendo Avenue, albeit slowly, and in a piecemeal pattern. Entrepreneurs constructed new buildings in these blocks one at a time and seemingly years apart. Vacant lots remained peppered throughout the fledgling commercial district as new construction spread into the 100 block of Broadway Avenue and the 700 block of South Union Avenue; the 700 block of South Union Avenue (which later became the 100 block of Colorado Avenue and all addresses on Colorado were renumbered accordingly). Another interesting address formulation occurs in the transition of Abriendo Avenue from east to west, as the north-facing buildings in the 100 block of East Abriendo are addressed as odd numbers and the corresponding buildings in the 100 block of West Abriendo are addressed as even numbers. This numbering system repeats itself throughout the Mesa Junction neighborhood.

Development of the Mesa Junction commercial district was largely complete by the mid-1920s, with the construction of the Arcade Building at the southwest corner of Abriendo Avenue and Broadway Avenue. As evidenced by the Arcade Building, the commercial district did not immediately grow to the successes its entrepreneurs would have liked; this appears to be the reason why the Mesa Hotel was never rebuilt and the lot remained vacant for over a quarter of a century.

This relatively late period of development appears odd,

since the streetcar line brought residents from all parts of the city directly in front of the district's businesses. One other large commercial building, a Safeway grocery store located at 226 East Abriendo, was not constructed on a triangular-shaped parcel until 1946; this building was vacant at the time of this writing. The size of the buildings in the commercial district reflects the slow development of the district, as the early buildings were generally narrow, one-story structures later complemented by the two-story Arcade Building whose footprint nearly reaches one-quarter of the block. The expansion of the commercial district southwest within the 100 block of Colorado Avenue also culminated in 1925, with many of the one-story buildings constructed about that time.

The Mesa Junction commercial district remains remarkably vibrant, with a collection of storefronts hosting a variety of small retail and service businesses. Most the buildings remain intact, but have had their facades remodeled, particularly between 1950 and 1980.

Bridges

The sheer size and population of Mesa Junction and Corona Park prompted the construction of three bridges to connect the neighborhoods to the rest of the city north of the Arkansas River. Originally, no bridges connected the high bluffs to the lower, downtown area, but there was one road that traversed the bluffs on Union Avenue. A bridge spanned the railroad tracks and river as an extension of West Fourth Street at the western edge of South Pueblo by 1900. A second bridge spanned the railroad tracks and connected to the top of the bluffs at Union Avenue. A viaduct connected the neighborhoods at the east end of Corona Park at Spring Street. The city of Pueblo constructed a third bridge at Main Street connecting the South Side neighborhoods to downtown in 1905. All three bridges remain today, with the majority of traffic travelling across the West Fourth Street Bridge. The Main Street Bridge was replaced in 1995, and construction of a new West Fourth Street bridge began in 2008 and is slated for completion in 2011. The West Fourth Street bridge is the busiest connection between downtown and South Pueblo.[4]

The lack of bridges at South Pueblo's founding probably dissuaded businesses from setting up shop in the Mesa Junction area. The road traversing the bluffs at Union Avenue was seemingly enough to get area residents downtown to shop. Since the aforementioned bridges were erected by 1905, they would have actually hindered commercial development atop the bluffs, as they only eased a pattern of downtown shopping and leisure.

Automobile-Oriented Development

With the advent of the automobile in America and its wild popularity, the streetcar system in Pueblo faced obsolescence. It officially ceased operations in 1947. Streetcar traffic competed with automobiles on several of Pueblo's busiest streets for over twenty years until the automobile traffic eventually won during the postwar boom. Automobiles provided their owners with the freedom to travel anywhere at any time, something streetcars could not match. Additionally, as cities continued to grow radially out from the streetcar lines, streetcar operating companies could not financially meet the challenge of rapid expansion.

Despite the popularity of the family car and the transformative power of highways and interstates, the automobile actually altered South Pueblo very little. The width and alignment of streets remained untouched. Business remained

largely the same as they had in the streetcar era, with a few filling and gas stations opening along Abriendo Avenue and on Broadway and Colorado Avenue, near their intersections with Abriendo. One reason for this tepid automobile-era growth was that large-scale new construction and development in the neighborhood had ceased by 1950. Moreover, the area was largely residential, with commercial development restricted to the Union Avenue district and, to a lesser extent, Abriendo Avenue around the immediate Mesa Junction area.

Another reason the automobile failed to alter South Pueblo was Corona Park's curvilinear streets and, especially, Mesa Junction's canted street grid. Simply put, South Pueblo was not on the way to anything and failed to connect directly to the rest of the city's street grid. In this sense Palmer and Blair's plan to isolate their utopia was a success. For instance, as the city expanded north and east following World War II, the north-south streets in the North Side and the east-west streets in the East Side inevitably became busy arteries to and from the heart of the city. But motorists traveling from downtown to the neighborhoods extending to the south found that South Pueblo's streets took them in an indirect, convoluted path. It was easier to drive around South Pueblo than through it.

Even postwar highway development left South Pueblo remarkably unscathed, especially when compared to the North Side and East Side neighborhoods. Colorado 96 is the only state highway to transect the neighborhood, kinking its generally east-west route as it runs along Lincoln Street from West Fourth Avenue to Thatcher Avenue. Interstate 25 approaches only the far northeast corner of the neighborhood and its tight interchange with Abriendo Avenue provided no space for commercial, automobile-related development.

Changing Street Names

The street names in the Mesa Junction and Blocks neighborhoods are not original to the platting of South Pueblo. Local lore reasons that William Mellen named the streets of South Pueblo and that he chose Spanish names based on the towns that William Jackson Palmer visited in Mexico in 1872 while trying to secure land grants from the Mexican government to continue the tracks of the Denver & Rio Grande south out of Colorado and onto Mexico City. A second theory is that Mellen and Palmer both selected the names based on the towns they envisioned the railroad passing through in Mexico, though this is unlikely. Palmer's wife and Mellen's daughter, Queen, previously chose names for the streets of Colorado Springs from her and her husband's Rocky Mountain regional travels, and it appears the group continued this trend in South Pueblo.[12]

In fact, the co-opting of Spanish-sounding place names was a key part of a larger Anglo project to rewrite, romanticize, and commercialize the Spanish and Mexican heritage of the American southwest, often with incredulity towards Hispanic residents. Similar incidents occurred most notably in Santa Fe and Los Angeles, where it was called the "mission myth." As historian George Sánchez notes in his book about the development of Mexican-American culture in Los Angeles, "By depicting the city's Latino heritage as a quaint, but altogether disappearing element in Los Angeles culture, city officials inflicted a particular kind of obscurity onto the Mexican descendants of that era by appropriating and then commercializing their history."[13]

After the vote in favor of consolidation of the three Pueblos in 1886, but before the official act of consolidation and the

unified towns chose Pueblo as their name, some residents north of the Arkansas River complained that its was too difficult to provide directions to people traveling south of the river and atop the bluffs due to the street names, and even harder still to pronounce those names. During the last city council meeting of the original, unconsolidated town of Pueblo, held April 14, 1886, the town's aldermen passed City Ordinance 18 changing the streets names in the Mesa Junction neighborhood to those honoring United States presidents or Colorado territorial and state governors. The only street to keep its original name in Mesa Junction was the main thoroughfare, Abriendo Avenue (from the Spanish verb "to open"). The street names of South Pueblo below the bluffs were changed at that time as well, eliminating the redundancy of having duplicate numbered streets in one town; the streets of Corona Park escaped this round of name changes. Naturally, the renaming of streets angered some residents of South Pueblo, who argued to their credit that if the street names were overly Spanish or Mexican to some people, then the town name of Pueblo should be changed as well. Obviously the argument did not sway many residents as the street names changed but Pueblo remained Pueblo.[14]

A few street names changed in 1889 with the passing of City Ordinance 179, including the streets presently known as Boulder Avenue and Carlile Place. Some forty-five years after the street names were changed in Mesa Junction, Pueblo city council passed City Ordinance 1291, on May 12, 1931, renaming the streets of Corona Park. The Ordinance resolved that Chapa Place would remain unchanged along with Corona Avenue, except a small portion of Corona west of South Union Avenue, which was renamed as Midway Avenue. By this time, all of the streets with names of Spanish or Mexican influence had been changed. Yet there appears to have been no rhyme or reason as to how city council chose the new names, though the *Pueblo Chieftain* reported the local neighborhood association, the Corona Park Improvement Association, requested the name change. Much later, in 2007, the name of the street passing underneath the Robert Hoag Rawlings Library was changed from Newton Avenue to Bates Lane in honor of longtime library president Charles Bates. In late summer of 2001, street signage in both Mesa Junction and the Blocks was changed to include the Spanish names above the current official names, although the original names were not restored.[15]

Chapter 11

Architects

Many commercial buildings and large residences in South Pueblo were the vision of talented architects. Although the majority of the buildings in these neighborhoods lacked a formal architect, a few were identified with specific architects as listed below. Brief biographies of additional neighborhood architects follow.

Miles McGrath designed the 1891 Galligan House (5PE.611) at 501 Colorado Avenue and the 1891 Alexander T. King House and Carriage House (5PE.616) at 229 Quincy Street (figure 11.1).

William Halsey Ward designed the 1889 Charles H. Stickney House (5PE.4210) at 101 East Orman Avenue.

P.C. Pape designed the 1906 Martin Walter House, now the Abriendo Inn Bed & Breakfast, (5PE.4212) at 300 West Abriendo Avenue.

O. Bulow designed the 1891 Tooke-Nuckolls House (5PE.4213) at 38 Carlile Place and the Colorado Mineral Palace.

Frank Weston designed the 1873 James N. Carlile House and its later renovation (5PE.4214) at 44 Carlile Place.

C.R. Manning designed the 1881 Central Grade School (5PE.502) at 431 East Pitkin Avenue.

An architect with the surname Scott designed the 1890 house (5PE.6140) at 128 Jackson Street.

Frank John Bishop (or Bishopp) designed the 1890 George E. Bragdon House (5PE.6159) at 117 East Orman Avenue (figure 11.2).

Robert S. Roeschlaub, a Denver-based architect, was prolific throughout the state designing private homes, institutional buildings, and commercial buildings. In Pueblo he designed the Central High School in 1906 (5PE.531.67) and its addition in 1912.

Patrick Mills

Likely the first architect to open an office in Pueblo, Patrick P. Mills came to the city in 1880 from Wooster, Massachusetts. He specialized in large, public buildings, including the women's wing of the Colorado State Hospital, the Pueblo County Jail, and St. Mary's Hospital. Mills certainly did not limit himself to public commissions. He designed many notable buildings in the North Side, including the 1889 Barndollar-Gann House (5PE.525.4) at 1906 Court Street, the circa 1890 Owen Caffrey House (5PE.517.17) at 721 West Eleventh Street, and a circa 1900 residence at 2007 North Greenwood Street (5PE.526.83). Perhaps his most important residential commission was one of the first three model homes for the North Side's prominent Dundee Place subdivision. Developer Ferd Barndollar envisioned these houses as huge advertisements for his subdivision, and Mills did not let him down. Located at 2201 North Grand Avenue the 1888 J.L. Streit House (5PE.4208) was based on an unusual and eye-catching octagonal plan. In South Pueblo, Mills designed the Grome House located at 19 Carlile Place in Corona Park.[1]

Figure 11.1. Miles McGrath designed the King House on Quincy Street. *(Jeffrey DeHerrera)*

Figure 11.2. The Bradgon Home, designed by Frank John Bishop, is one of many stately residences of South Pueblo. *(Jeffrey DeHerrera)*

Figure 11.3. Prolific architect George Roe designed the First Methodist Episcopal Church. *(Jeffrey DeHerrera)*

Figure 11.4. Pueblo native William Stickney designed many grand buildings in Pueblo during the height of the City Beautiful movement. *(City of Pueblo)*

George Roe

A prolific architect statewide, George W. Roe was born on October 24, 1850, in Jefferson County, Ohio. His father, William Roe, was killed in the Civil War fighting for the Union. Despite this loss, George Roe excelled in his public education and attended Hopedale College, in Hopedale, Ohio.

He initially worked for the Pittsburgh firm of W.A. Burkett, one the nation's most prominent architectural firms, before moving to Cañon City in 1881. He then moved to Denver, but finding twenty-seven architects already practicing there, thought that he would give mining a try. Roe eventually returned to his profession and Cañon City, moving his practice to Pueblo in 1889. He married Clara Schaefer and had two children, George H. Roe and Anne Roe. The elder George Roe was also an active Democrat, and served as a Pueblo town trustee and county commissioner.

With an architecture career that spanned three decades, Roe designed some of the most prominent buildings in Colorado, including the library at the University of Colorado at Boulder; the dining hall, chapel, and other buildings for the State Industrial Schools for Boys (now the Colorado School of Mines) at Golden; and the Carnegie Library in Lamar. Roe assisted Albert R. Ross in the design of the monumental Pueblo County Courthouse. He planned 60 school buildings throughout the state, including Centennial High School in Pueblo. In all, Roe probably designed more than 600 buildings constructed across the state. In the Mesa Junction neighborhood, Roe designed the First Methodist Episcopal Church building at 400 Broadway Avenue (the present site of the George F. McCarthy Funeral Home, figure 11.3) and six of the seven properties in the Pitkin Place National Historic District: 302, 306, 310, 314, 318, and 326 West Pitkin Avenue. Roe is also known to have designed one house in the North Side, the Dr. Wilbur Lucas House (5PE.516.19), at 409 West Eighteenth Street.[2]

William W. Stickney

Perhaps the greatest of Pueblo's architects was William W. Stickney. He was born in Colorado on October 26, 1883, to prominent Pueblo banker Charles Stickney. He attended Pueblo public schools and graduated from the prestigious School of Architecture at Harvard. Stickney returned to Pueblo and resided in his father's house, at 101 East Orman Street (figure 11.5 and 11.6). With his wife, the former Katherine Duce, William Stickney had three children: Anne, Frances, and Charles.

Stickney was responsible for many of the grand public buildings in Pueblo, including Memorial Hall, for which he won a national award. Other major commissions were Keating Junior High School in Mesa Junction, the Nurses' Home at the Colorado State Hospital, and the First Methodist Church Building. He also designed one of the largest public buildings in Pueblo, Parkview Hospital, which was a large-scale example of the architect's stylistic preference for historical revivals, particularly those of Gothic, Classical, and Mediterranean descent. His many North Side residential commissions included the 1925-26 Daniel Zane Phillips House (5PE.5805) at 1821 Court Street; and the 1926 Asbury White residence (5PE.526.12) at 1819 North Elizabeth Street, which was one of his last commissions before selling his firm to his protégé Walter DeMordaunt. Stickney then moved his family to Los Angeles sometime in the mid 1920s, where he died on April 28, 1958.[3]

Walter DeMordaunt

A protégé of William Stickney, Walter DeMordaunt had a

remarkable career spanning nearly forty years and became one of the most prolific architects in Colorado. He was born on September 4, 1896, in Butte, Montana. DeMordaunt attended the University of Utah while simultaneously interning for architects in Salt Lake City and Butte. The United States entered World War I as he graduated from college, prompting the young architect to serve his country. He worked as a draftsman for the United States Shipping Board in Washington, D.C., before being appointed chief of the division of planning and statistics for the Emergency Fleet Corporation in Philadelphia. After the war, DeMordaunt returned to the West, working first in Wyoming before arriving in Pueblo to work as a draftsman for Stickney. DeMordaunt received his license in 1926 and took over Stickney's firm. He married Fredella Phillips on August 5, 1919, and had two children: Pauline Sells and Walter DeMordaunt, Jr.

DeMordaunt began his career by designing in the same historical revival styles as his mentor. However, Ray Bertholf, who worked with DeMordaunt, recalled that the architect was "not as interested in style as he was in structure. Other employees concerned themselves with the decorative end of the plans."[4] DeMordaunt preferred styles that were defined more by the sculptural impact of the entire building and less about surface ornamentation. Thus, he favored the Art Nouveau, Art Deco, and Art Moderne movements over the more ornamented revival styles. He pioneered a simplified local subtype of the Mediterranean Revival, best expressed in his 1935 Young Women's Christian Association building at 801 North Santa Fe Avenue and in the Carlile School. The Young Women's Christian Association building features the clay-tile roofing, arcaded walk, and bracketed eaves indicative of the style, but lacks other features and has an irregular plan. The minimalism of the International style was particularly appealing to the architect and defined many of his later buildings. His portfolio of public buildings was expansive, and included many designs for the Public Works Administration. His designs included the First Presbyterian Church in Las Animas; the Catholic church in La Veta; the Chaffee County Courthouse in Salida; the Lincoln School in La Junta; Ouray and Ridgeway high schools; the United State Post Office in Lamar; and a women's dormitory at the University of Colorado at Boulder. His Mesa Junction and Blocks neighborhood commissions include Carlile Elementary, several buildings for Pueblo Junior College (now Pueblo Community College), and McClelland Orphanage (1936) at 415 East Abriendo. The Seton High School Building may also be one of his commissions.

DeMordaunt was responsible for many notable public and residential buildings in the North Side as well. These buildings include the 1949-55 Scottish Rite Temple (5PE.5837) at 1518 North Elizabeth Street; Freed Middle School; several additions to Parkview Hospital; and, astoundingly, over 50 buildings for the Colorado State Hospital. Just as the architect took over Stickney's firm, in 1926, the *Pueblo Star-Journal* commissioned him to design a house that would represent for the newspaper's readers the ideal home of the late 1920s. The *Star-Journal* was one of the most widely read newspapers in Colorado and a successful design would guarantee the young architect future commissions. The completed house, notably situated in the North Side at 2920 Grand Avenue (5PE.4210), was an immediate success. Other North Side residences included the 1929 Dr. Fritz Lassen House (5PE.526.14) at 1830 North Elizabeth Street; the 1951 Frank John Meyer House (5PE.5862) at 1700 West Street; the 1926 Allen G. Chamberlain House (5PE.5749) at 1703 West Street; and the 1929 Joseph C.

Figures 11.5 and 11.6. The Stickney family shown at their very unusual home, above, and the house as it looks today, below. *(City of Pueblo and Jeffrey DeHerrera)*

Welte House (5PE.5803) at 1801 Court Street. The architect continued to practice until his death on April 7, 1962.[5]

William A. Lang

Born in 1846 in Chillicothe, Ohio, to a family who moved often, William A. Lang served in the Union Army during the Civil War before returning to his family and settling for a time in Illinois. There, he took up farming and gained a fair amount of construction experience. By 1879, Lang had moved to Albion, Nebraska, where he married and operated a grocery business. He sold his portion of the grocery business to his partner in 1884 and began practicing as an architect, designing one commercial building in Nebraska and one in Denver without any formal training.

Lang and his wife moved to Denver in 1885 where he was listed as both an architect and construction superintendent in 1886. Lang timed the building market perfectly, designing over 250 buildings in roughly ten years. His notable buildings in Denver include the Molly Brown House and the Castle Marne, both constructed in 1890 and showcasing his preferred construction material of rusticated stone and features such as turrets and arches. Lang designed the Orman-Adams Mansion (5PE.495) at 102 West Orman in Mesa Junction, also in 1890. The Panic of 1893 greatly affected Lang, and for all intents and purposes ended his career. He sold his personal residence and all of his belongings and was admitted to a hospital 1896. The next year, Lang was diagnosed with dementia, but was released into his brother's care in Illinois. He disappeared from his brother's house on August 7, 1897, and was killed when he wandered onto railroad tracks two weeks later, on August 21.[6]

Jacob M. Gile

Serving the Pueblo building community from 1900 until 1932 was Jacob M. Gile. He worked briefly alongside fellow Pueblo architect John F. Bishop (1902-1903) and later with Denver architects Robert Willison and Montana Fallis (1910 and 1912). Gile moved to Pueblo from Denver to design and oversee the construction of the original Minnequa Hospital in 1900. The hospital still stands today, but its original design is unrecognizable due to alterations. Gile designed the remodeling of the original 1904 McClelland Orphanage building and also the 1904 McClelland Library building. His other Pueblo commissions include the 1900 Temple Emanuel building (5PE.4202), at 1325 North Grand Avenue; the 1909 Edison School building (5PE.539.7), at 900 East Mesa Avenue; the Vail Hotel (in collaboration with Willison and Fallis) (5PE.501), at 217 South Grand Avenue; Sacred Heart Cathedral (5PE.1125), at 1025 North Grand Avenue; and two houses, 2304 North Grand Avenue and 417 West Eighth Street. Gile died on December 28, 1937.[7]

Frederick A. Hale

Lifetime architect Frederick A. Hale was born on December 25, 1855, in Rochester, New York. He spent his summers working for local architects there before enrolling at Cornell University in 1875. Hale spent two years at the school before leaving and finding work with an architect back in Rochester for the next two years. Hale moved to Denver in 1880 where he became the head draftsman for Robert Roeschlaub, one of that city's most prominent architects. In addition to his work in Denver, Hale designed buildings in Boulder, Aspen, Longmont, Pueblo, and Laramie, Wyoming. In Pueblo, Hale designed the 1887 Graham-Wescott Block (5PE.612.17), at 226 South Union

Avenue; the 1889 Nathaniel W. Duke House (5PE.4204), at 1409 Craig Street; the 1890 First Presbyterian Church building (5PE.489), at 220 West Tenth Street; and the First Congregational Church building (5PE.4209,) at 228 West Evans in Mesa Junction. Hale moved to Salt Lake City, Utah, in 1890, where he died in 1934.[8]

Conclusion

Utopia Realized?

On July 26, 1869, General William Jackson Palmer arrived in Pueblo via stagecoach from the Smoky Hill Trail. He paused for a moment to write a letter to his beloved wife, Queen, describing his journey:

> …Just before sunset we came in sight of the mountains, Pike's [sic] Peak, Spanish Peaks, and Greenhorn Range. A thunder-storm came on and the clouds threw themselves into grand and fantastic shapes, blending with the mountain peaks so as scarcely to be distinguishable. Riding as usual on top of the coach I got wet, but what of that? One can't behold the Rocky Mountains in a storm every day.[1]

Yet in a matter of years no one would encounter Pueblo and the Rocky Mountains in quite the same way. Soon they rode in weather-proof cars on a smooth ribbon of steel. Travelers would never again have to get wet. If they even bothered to gaze out their windows they saw a city not in the shadow of the mountains, but in the dark, swirling clouds of the steel mill. The industrial sublime of the capitalist replaced the natural wonders of the transcendentalist. And no one was more responsible for this transformation than Palmer.

By almost all accounts, Palmer's utopian project in Colorado regionally and in South Pueblo locally was a dismal, even tragic, failure. It provided justification for heavy-handed corporate management, sowed the seeds of worker discontent, and sparked horrifying environmental degradation. As Thomas Andrews notes:

> The smoke-belching smelters, mills, and factories of the urban West, the extensive technological systems providing transportation, heat, and light, not to mention the glaringly unequal ways in which the costs and benefits of all these technologies mapped onto the urban space, together helped account for the radical transformation separating the "newer and grander and happier Columbia [the New World]" that William Jackson Palmer had glimpsed in 1870 from the burgeoning cityscape that [photographer] William Henry Jackson depicted two decades later. …Colorado cities might be more scenic and less fetid, but they hardly embodied the new utopia Palmer had endeavored to build.[2]

But the history and development of South Pueblo suggest that Palmer's vision may have had some lasting, positive results. Like any planner, he saw South Pueblo from a hyper-idealized, bird's-eye view, forcing on the landscape all the best design principles of his day. It was a project doomed to failure. Yet somehow drops of that idealism managed to trickle down to the streets, to manifest themselves in the grand promenade of Abriendo Avenue, in the disorienting yet alluring curves of Corona Park, or in the unyielding yet graceful grid of Mesa Junction. His benevolence imprinted itself in spectacular civic spaces extending from the library, or Central High School, or

the Broadway Arcade, or Pueblo Community College, or any number of churches and businesses.

And Palmer's vision challenged the people of South Pueblo to look beyond their own lives and consider their responsibilities to their community. At the core of his utopian plan was the hope of creating an enlightened populace from which new leaders would emerge, following his example of benevolence—and incurring some bumps and bruises along the way. After all, General Palmer was fond of quoting Goethe: "The spirit in which we act is the greater matter."[3]

Perhaps, then, it is no mere coincidence that South Pueblo has been the cradle of governors and senators, mayors and judges, entrepreneurs and philanthropists. And the spirit of benevolence flowed through all South Pueblo residents great and small who donated what they could to build a library, who fought for bigger schools, and everyday took the steps necessary to build and maintain a great and vibrant community.

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Section 2

Preservation Plan for South Pueblo

Pueblo is a city filled with people who stay in one place. The 2010 City Citizen Survey revealed that seventy-five percent of the respondents lived in Pueblo for twenty years or more; fourteen percent lived in Pueblo from fourteen to twenty years. People clearly love the city enough to remain for decades, if not their entire lives.[1]

The overall goal of historic preservation at the City is to create economically, physically, and environmentally sustainable neighborhoods. While officially designating properties as local landmarks or listing them in the National Register is a traditional means to that end, these actions are clearly not going to work in Pueblo. The benefits of listing (such as tax credits) for the average property owner do not outweigh the cost and restrictions of listing (such as the fee the City charges for landmark review and the Certificate of Appropriateness permit process for landmarked properties). In Pueblo, historic preservation is not just for the officially landmarked. As property owners evolve into stewards of their historic properties, whether officially designated or not, the neighborhood will thrive. Still, without official designations or other planning tools such as infill standards, out-of-scale and out-of-character houses could be inserted into what is now a great architectural fabric, which contributes to heritage tourism and authentic neighborhoods.

The Citizen Survey also revealed that sixty-one percent of respondents believed that "maintenance of city streets" was the area of city maintenance/public works services that should receive the most emphasis over the next two years; forty-two percent chose "maintenance of neighborhood streets" as the priority. Only eight percent chose "preservation of historic areas in Pueblo." But especially in South Pueblo, "maintenance of city or neighborood streets" and "preservation of historic areas" are not mutually exclusive. In fact, they are quite complementary. By maintaining the curbs, street trees, sidewalks, and signs, the city is performing preservation maintenance.

Most of the respondents, eighty-one percent in fact, said that "redeveloping older neighborhoods should be an 'essential' or 'important' part of the City's redevelopment plan." Historic preservation planning will be a critical piece of this redevelopment. Residents are not asking for a clean slate of buildings and landscapes; they want to keep the neighborhoods they already have.

This preservation plan is really a series of recommendations that allow the City to seize opportunities as they arise and take small steps to achieve the overall goal of sustainability. It is not meant to be overly prescriptive, and it therefore does not follow traditional planning models with goals and objectives and timelines. Indeed, preservation in Pueblo happens on its own timeframe. This document is meant as a rudder for opportunities related to South Pueblo (at least in the Mesa Junction and the Blocks/Corona Park areas).

Preservation is not just the City's responsibility. In the end, the caretakers of the neighborhoods include the City, property owners, renters, non-profit institutions, and neighborhood associations. Even History Colorado's Office of Archaeology and Historic Preservation (OAHP), in Denver, has a hand in it. Therefore, the tasks for preservation planning for the South Pueblo neighborhoods are shared; these tasks are to research, document, evaluate, monitor, promote, and steward.

▼ **It takes a village.** Preservation is the work of many. Small actions combine to achieve great things.

▲**Pocket Parks.** The smaller pocket parks in South Pueblo provide physical and mental respite from the industrial and developed city for the middle and, later, working classes. *(Jeffrey DeHerrera)*

▲ ▶ **Mature trees.** One of the most interesting aspects of South Pueblo is the use of coniferous trees, which provide year-round shade in the bright sun and are amply suited to Pueblo's dry climate. *(Jeffrey DeHerrera)*

Research

A Comprehensive History of Pueblo (R.1)

Pueblo has systematically contracted histories of its larger neighborhoods: the North Side, the East Side, and the South Side. The Bessemer neighborhood and a study of Pueblo's mid-twentieth century resources are scheduled to be completed in 2012. While these neighborhood histories certainly have informed preservation planning and communicated the series of events and people that constructed Pueblo's built environment, there is still a need for a thorough academic history of Pueblo that ties them altogether with other contributors to Pueblo's environment, such as Colorado Fuel & Iron and the Colorado State Hosptial. Pueblo has one of the longest, most intriguing and complex histories of any city in Colorado–and the West. Few places in the state can rival the city's cultural diversity and architectural heritage. It deserves a history of its own.

◀ **Landscape composition.** What makes the Pitkin Place National Register District so attractive is not just the lovely houses, but the symphony of trees, shrubs, porches, and yards that make the scene compelling to the senses. *(Jeffrey DeHerrera)*

Further Research on South Pueblo Area (R.2)

Like all studies, the historic context left additional questions about South Pueblo's history that require further research. First, not enough attention was given in the document to "ordinary" citizens, due largely to the time constraints and scope of the project. Questions regarding the neighborhood's general ethnographic composition remain. Futher, how the occupations of the neighbors changed over time is not certain. Most likely attended to the railroad and related industries and later the steel mill, but a systematic study of census records and city directories would say for sure. While it appears shifts occured in neighborhood socio-economics during the early and late 20th century, the context did not address this adequately.

Additionally, the following topics require more research:

- A more detailed reading and interpretation of Palmer's letters related to his goals for his Industrial Utopia;
- Andrew Royal's contributions as citizen and mayor; and
- A biography of John Blair, including his professional works in Illinois and Vancouver.

▲▼ **Specimen trees.** When certain mature trees die, as above, their locations are so critical that they should be replaced. When they are not, the spaces turn into concrete yards that are cold–or rather hot–wastelands, as below. Though there are maintenance advantages to having no trees or grass, the cumulative loss of green makes for a desolate urban fabric. A cultural landscape inventory could help identify these specimen trees. *(Jeffrey DeHerrera)*

Cultural Landscape History (R.3)

Little has been researched and written about Pueblo's rich cultural landscape history, both the designed landscapes of parks and the vernacular landscapes of private yards. This would provide information about the potential for state or national significance found in these local resources. Subjects deserving of further study include:

- the City Beautiful movement and specifically the design of boulevards across the nation and in Pueblo;
- the development and execution of Romantic suburbs across the country contrasted with Corona Park;
- a present-day analysis of the areas developed by "gentlemen" speculators contrasted with areas that had comprehensive landscape design and planning; and
- ethnographic landscapes in South Pueblo including the presence of yard art and devotional shrines.

By combining these areas of study with existing scholarship on the Columbus Monument, School District 60, and the library, a better understanding of the significance of the landscape could be developed. This project in particular is one to which college-level student-researchers could contribute, as a paper on each of these topics could be completed over a semester. Ideally then, a consultant or graduate student in landscape architecture would be able to compile a cultural landscape inventory including maps documenting the development of the area over time (see below).

Document

Cultural Landscape Inventory (D.1)

A more detailed narrative history of the cultural landscape would contribute to a cultural landscape inventory (CLI). A CLI is a document that provides a comprehensive and illustrated landscape narrative, identifies the character-defining features of the landscape, analyzes the integrity of historic features, and develops strategies to preserve, protect, and interpret those features. Typically newly drawn "snapshot" maps demonstrate how the landscape changed over time. (In South Pueblo, for instance, the maps might include 1872, 1886, 1920, 1965, and 2000.) These maps, drawn to the same scale, can be overlayed to show changes over time. The inventory would include large-scale features such as buildings, structures, and roads and minor features such as curbs, paving, gutters, and yards.

A CLI is a logical way to inform preservation planning in the neighborhood. For instance, a current need is a schedule for "shadow" planting of the larger street trees along Abriendo Avenue and in the parks, so that when they fall or die the City knows what will be planted in place. A CLI can also be used as a National Register nomination (evaluated as a district).

The National Park Service provides guidance on cultural landscapes in its "Preservation Brief 36: Protecting Cultural Landscapes Planning, Treatment and Management of Historic Landscapes." The National Park Service's *Cultural Landscapes Inventory Professional Procedures Guide* (January 2009) is another resource. (Though it is actually a manual for entering landscapes found within the National Park System into a database,

the explanations of evaluating integrity and significance of landscapes are quite good).

Keep Information about Properties Organized (D.2)

The City needs to manage information about properties in the neighborhood to facilitate landmarking. By creating a simple database, the City can record property history and tidbits of information as they become available. This could be a physical system (e.g. property folders in filing cabinets), but ideally would be digital (e.g. a database or spreadsheet). Fields in the database should be related to historic preservation information such as location (address and UTM coordinants), construction date and source of that information, architectural form and style, narrative property history, photographs, etc. Tying the electronic database to existing City records such as the Assessor's information or the GIS database is appropriate. Students can assist by gathering photographs or researching individual properties (as opposed to having them do full nominations). Start with the properties already landmarked or listed. The database can be built slowly to assure quality control of the information and opportunistically as information becomes available. By its nature, this project should never be completed; it must evolve and continue to accumulate data. The goal is to keep the information organized and readily available, thus more easily providing technical assistance to property owners seeking official designation and ease the burden of research, which is a subtantial portion of the cost of landmarking a property.

▲**Demolition is unavoidable.** A city settling into its post-industrial boom, Pueblo has hundreds of abandoned and blighted properties. Demolition for some is unavoidable, so now is the time to document those properties and record their histories. *(Wade Broadhead)*

Documentation Before Demolition (D.3)

While South Pueblo has less vacant properties than other neighborhoods throughout the City, there are nevertheless numerous empty buildings. To prepare for inevitable demolitions that follow blighted and dangerous properties, the City should begin to document these properties now. This begins with a very simple step: documenting the properties through photographs. Having a printed and digital record of the buildings that exist in the neighborhood is a crucial step.

The photographs should be printed and stored in physical files and saved to a database to facilitate future research. The second step of demolition documentation would be to research each property's history through deeds, permits, city directories, and newspapers. Important dates in the life of the property (construction dates, additions, sales) should be out-

▼**Poorly designed infill is avoidable.** It is also time to provide guidance for infill, before streets get filled with houses that do not blend with the existing ones in setback, style, and size. *(Jim Lindberg/National Trust for Historic Preservation)*

▲**Landmark.** Jacob Gile designed this commercial property at 114 Colorado, which is not yet landmarked. Some property owners are ready to reap the benefits of landmarking, including tax breaks, access to grants, and increased property values. Still, landmarking is not the only means to preserve South Pueblo's architectural heritage. *(City of Pueblo)*

LOCAL LANDMARKS

116 Broadway Avenue, Hose Company House #3

126 Broadway Avenue, South Pueblo Lodge #31

330 Colorado Avenue, J.A. Wayland House

NATIONAL REGISTER PROPERTIES

300 West Abriendo Avenue, Martin Walter House (5/17/84, 5PE.4212)

415 East Abriendo Avenue, McClelland Orphanage (1/30/92, 5PE.4217)

400 Broadway, First Methodist Episcopal/Trinity Methodist Church (11/14/79, 5PE.503)

38 Carlile Place, Tooke-Nuckolls House (11/7/85, 5PE.4213)

44 Carlile Place, James Carlile Residence (2/8/85, 5PE.4214)

501 Colorado Avenue, Galligan House (6/3/82, 5PE.611)

228 West Evans, First Congregational Church (2/8/85, 5PE.4209)

101 East Orman Avenue, Charles H. Stickney House (2/8/85, 5PE.4210)

102 West Orman Avenue, Orman-Adams House (7/13/76, 5PE.495)

102 West Pitkin Avenue, John A. Black House Complex (11/7/85, 5PE.4211)

431 East Pitkin Avenue, Central High School (11/14/79, 5PE.502)

229 Quincy & 215 Routt Avenue, Alexander King House and Carriage House (4/21/83, 5PE.616)

Pitkin Place Historic District (1/31/78, 5PE.490)

lined in a timeline. Prominent owners or occupants of the buildings would be identified through this process.

Federal and local laws require Historic Preservation Commission or OAHP review of landmarked, listed, or eligible properites before demolition. Only a demolition permit is required for non-historic properites. So a small handful of these blighted properties will be recorded according to Historic American Building Survey standards. Others will fall into disrepair and be demolished by neglect. Either way, the time to record the City's architectural legacy is now.

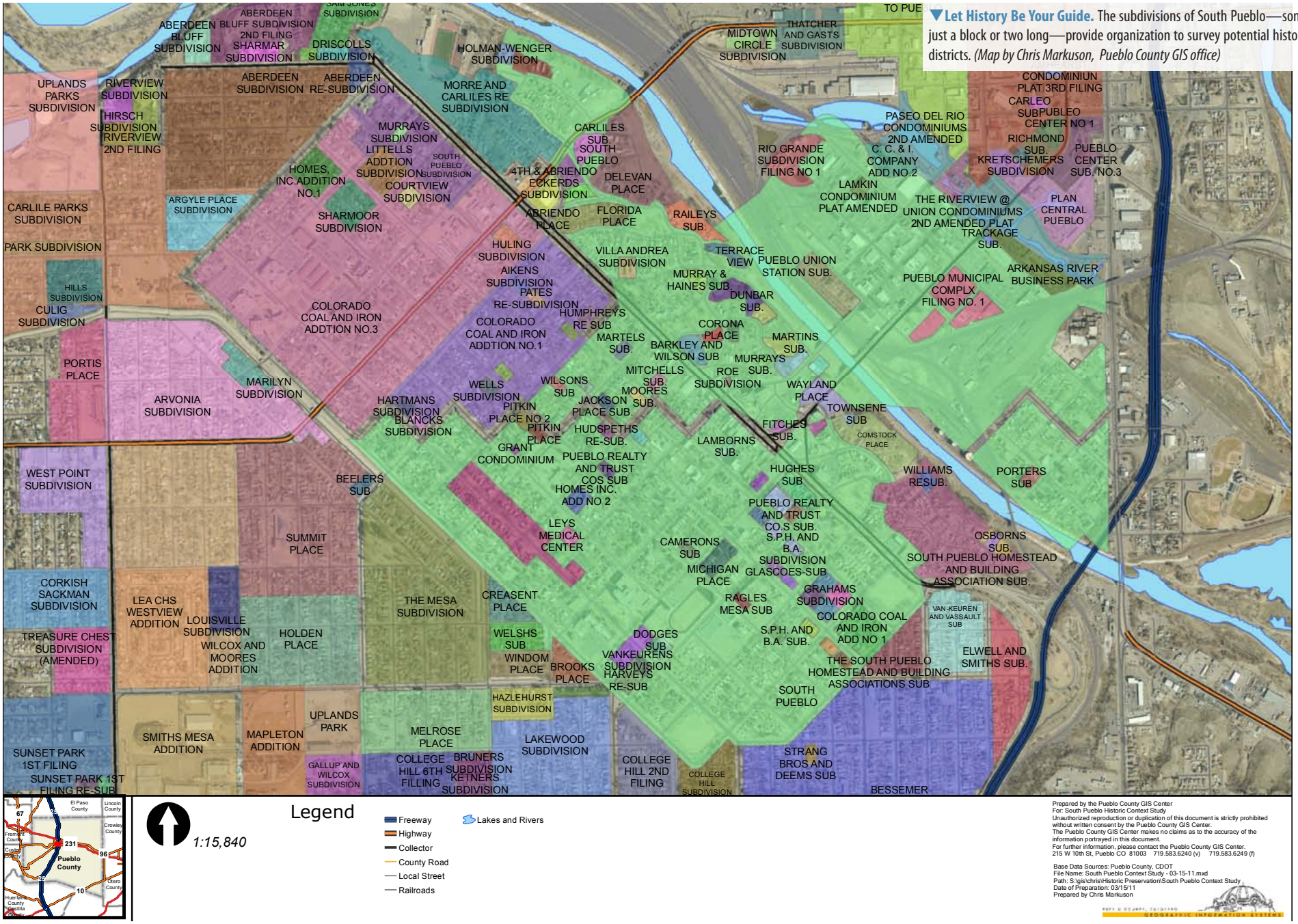
Evaluate

Landmark Designations for Corona Park (E.1)

Most of the properties officially designated in South Pueblo are in the Mesa Junction area. Those that are listed in Corona Park are on the far south end. Still Corona Park has many buildings that could either be individually landmarked or listed as a district, if owners are willing. A good candidate for a district would be along Carlile Place, which already has three National Register properties on the street, all within one block of each other (the Carlile residence is the oldest in Mesa Junction or Corona Park). The challenge here will be the high percentage of rental units in the neighborhood.

Large-Scale, Grant-funded Surveys (E.2)

Following traditional preservation practices, after completing the neighborhood context the City would next apply



▼**Let History Be Your Guide.** The subdivisions of South Pueblo—some just a block or two long—provide organization to survey potential historic districts. *(Map by Chris Markuson, Pueblo County GIS office)*

for a grant from the State Historical Fund and begin to systematically survey the South Pueblo area. For an area as large as Mesa Junction and Corona Park, this would take a long time and a lot of money. Still, the City should seek outside funding through Certified Local Government and State Historical Fund grants to tackle a large survey of dozens or hundreds of properites. With uncertain budgets, these types of projects are difficult to fund. Still, priorities in South Pueblo for large-scale surveys would include:

- Corona Park north (around Moore and Carlile's, Delevan, Abriendo Place, Florida Place, and Railey's resubdivisions);
- Corona Park south of the library; and
- Mesa Park central (around the small resubdivisions).

Community-Built Surveys (E.3)

Knowing that grant-funded surveys are difficult and costly, Pueblo seeks to reduce the cost of survey while involving owners and neighbors. South Pueblo provides an opportunity to test small scale, community-built surveys. These are modeled on the community-built park planning practice, which engages citizens and creates strong buy-in and sustainability. These surveys may be small enough to be completed by local gorups.

As demonstrated in the context, South Pueblo developed through many resubdivisions within the larger neighborhood (getting denser instead of larger). These approximately fifty resubdivisions provide a potential outline for district nominations or neighbor-facilitated surveys, which could be funded by the City or by other small grants rather than through Certified Local Government or State Historical Fund grants. For instance, the Moore and Carlile, Martin, Railey, Shull and Graham, and the Cameron subdivisions could help organize district boundaries in much the same way that the Pitkin Place and Pitkin Place No. 2 subdivisions became the basis for the Pitkin Place Historic District. Other areas to consider are the 500 block of Colorado, which hosts a community of preservation supporters, and "boulevard" districts along Orman Avenue and Broadway Avenue. Find a group of neighbors interested in a district, and put to work on their behalf the resources available to the City and advocacy groups.

Multiple Property Documentation Form for Nominations to the National Register (E.4)

The National Register Multiple Property Documentation Form (MPDF) is a document that streamlines listing of properties that are related geographically, thematically, and temporally. According to the National Register Bulletin 16b: "The form facilitates the evaluation of individual properties by comparing them with resources that share similar physical characteristics and historical associations."[2] The MPDF is not a nomination *per se*. Rather it is an umbrella document that includes two parts: the historic context and the registration requirements. Individual properties still require their own nomination, based on the information found in the MPDF, but it significantly reduces the cost and time required to complete a full National Register nomination.

The City of Pueblo has done an excellent job developing historic contexts for its neighborhoods. An MPDF is a possible next step to streamline National Register nominations and could be very easily adapted to the Pueblo landmark process.

This document would include a city-wide historic context, based on the completed contexts for the neighborhoods. It would establish the theme, geographic extent, and time period for potential listings (for instance "City of Pueblo's Residential Neighborhoods between 1860 and 1960"). In addition, it would list "associated property types," such as single-family residential, multi-family, or small-scale commercial buildings or districts that are found in the temporal period and geographic area of the theme. The MPDF establishes criterion for listing and justifies the physical properties that must be present to be listed (for instance, would a single-family residential building built in 1900 but stuccoed in 1975 have enough physical integrity to be listed?).

The MPDF is a guidance document that would make it easier for non-professionals to complete National Register and local landmark documentation, since it already deals with most of the technical and sometimes too subjective areas of significance and integrity. A cost-benefit analysis would be necessary before pursuing an MPDF to make sure the cost of the document is worth the number of properties that could be listed.

The MPDF would have the added benefit of describing to the Office of Archeology and Historic Preservation exactly what makes Pueblo's architecture different from that found in the rest of the state. Pueblo is an industrial city, much more akin to Pittsburgh and Johnstown, Pennsylvania, Youngstown, Ohio, or Gary, Indiana, than to Denver or Colorado Springs. The largely working-class, vernacular houses that define Pueblo's architectural heritage evolved as the ethnic families residing within them changed over time. Therefore, the modification of dwellings in working-class neighborhoods is a part of Pueblo's story; these modified buildings might have a different standard of physcial integrity than is conventionally applied to nominations.

Monitor

Create a Style Guide (M.1)

The Historic Preservation Commission is largely responsible for monitoring preservation of the designated historic properties through its Certificate of Appropriateness review. This means the commission has been largely focused on the Union Avenue Historic District. Since the percent of officially designated properties is quite small, the commission can provide very little guidance over the Mesa Junction and Corona Park area. Furthermore, the commision review is not required for the non-contributing buildings in a district. Still, the commission should prepare for a growing number of listings, district designations, and demolitions by modifying its citywide design guidelines, the *Standards of Appropriateness & Demolition Standards For Alteration, New Construction, Reconstruction, Restoration, Rehabilitation and Relocation of Pueblo's Historic Landmarks and Districts.* Specifically, "Section: 4.1 Themes In The Character Of Residential Architecture" is woefully lacking the vernacular architectural styles of South Pueblo (and the rest of the city for that matter). This preservation plan includes a brief glossary of the architectural forms and styles found in South Pueblo to demonstrate the need for a methodical style guide. Style guides are popular with citizens and can engage a wider audience.

▲**Maintenance?** Until a neighborhood is surveyed for its potential historic properties, the historic preservation ordinance has no teeth. Therefore, the City Council must pass and enforce ordinances encouraging good maintenance. This could help prevent inappropriate additions and improve neighborhood safety.

▼**Historic Integrity?** Applying stucco over original siding is a common maintenance practice in Pueblo, but it might make a house ineligible for landmarking according to typical preservation standards of integrity. *(Wade Broadhead)*

▲**Street Signs in South Pueblo.** The tiny, brown sign above the street name boasts of "Historic South Pueblo" and lists the original Spanish street name (in this case unchanged). Banners large and small throughout the neighborhood should celebrate South Pueblo's history. *(Jeffrey DeHerrera)*

Support Non-Preservation Maintenance Ordinances (M.2)

Until the neighborhoods are surveyed and properties landmarked, the historic preservation ordinance has no teeth to encourage good maintenance practices. Therefore, the City Council has to monitor and enforce existing building ordinances. The City Council can help remove road blocks to landmarking like reducing the financial burden and long timeline when applying for landmark status. Modifications to houses —stucco, window replacement, and over-sized additions— often make houses ineligible for landmark listing or district membership. The owners, then, can not benefit from tax credits and other preservation incentives. The neighborhood itself looses some of its character and property values suffer.

Promote

Innovative Interpretation Tailored to Appropriate Audiences (P.1)

Traditional forms of historic preservation education may not work for South Pueblo, a neighborhood filled with both longtime residents and new, young families. For instance, walking tours facilitate appreciation of neighborhoods for those in attendance, but require a time and physical commitment unavailable to young families or people with disabilities. In Pueblo, those people who are able to attend meetings are not necessarily representative of the more general interest in historic preservation. Student audiences may learn best through five-minute podcasts on specific aspects of the neighborhood (like the design of Corona Park's undulating streets).

The easiest way to interpret South Pueblo's history and promote its preservation is for the planning department to constantly update the historic preservation pages, especially on its newly launched redesigned section of the City's website. Move away from bureaucratic language that says "regulations for historic landmarks" and move toward human-centered language like "benefits for historic landmarks." Make finding information on tax credits easy. Make the neighborhood context available. Add photographs to the website showcasing South Pueblo history.

Similarly, Historic Pueblo and other neighborhood institutions need to keep their websites updated and use social media to reach new and existing audiences. No matter the audience, history needs to be alive and exciting, not regulatory and in the past.

Revive the Improvement or Neighborhood Association (P.2)

One way to connect neighbors with historic preservation is to revive the neighborhood associations once prominent in South Pueblo. Many interested parties could be cultivated as "virtual" groups via social networking sites rather than in person via meetings. It is the neighbors—and not the city—that decide to landmark or create districts. By working together, neighbors can begin to landmark blocks and reap the economic benefits of listing through tax credits and increasing property values and the City can benefit with more heritage tourism opportunities.

◀ **Elegant elms.** American elms were the street tree of choice during the City Beautiful movement, but Dutch elm disease wiped out many across the state. As the trees age, having a plan for replacement will be necessary to assure a uniformity that honors the original design. In South Pueblo especially, it is the City maintenance department that is responsible for historic preservation, not the planning department. *(Jeffrey DeHerrera)*

City Staff as Preservationists (P.3)

City staff in all departments need more training in historic preservation and cultural landscapes. Specifically, the Historic Preservation Commission, which has been largely focused on buildings, needs to expand into more holistic landscape preservation. This can be through formal classes or via access to technical preservation series publications. Furthermore, the city maintenance staff might learn additional aspects of the cultural landscape that further the character of the South Pueblo neighborhood. By keeping South Pueblo trees healthy, streets clean, and grass mowed, the city maintenance staff becomes a champion of historic preservation and helps preseve an important aspect of Palmer's industrial utopia.

Community Outreach (P.4)

The City, neighborhood organizations, and the residents of South Pueblo need to stump for historic preservation. There seems to be a bias in Pueblo preservation that is especially obvious in South Pueblo: only high-style, Victorian-era homes are worthy of preservation. This is just not true. There are many modest, vernacular homes worthy of designation and that together make the South Pueblo neighborhoods interesting, beautiful, and historic. A simple gesture, the dual street signs (with the old Spanish and new names) help to communicate the area's history. But the small font identifying "Historic South Pueblo" should be larger and more prominent on signs throughout the neighborhood. Even programs such as coffee chats to explain the benefits of designating historic districts can be effective.

Create Local Economic Incentives for Preservation (P.5)

Dwindling national and state funding for preservation is prompting talks about a Pueblo Historic Fund, a competitive grant fund that would mimic the State Historic Fund. By having this local economic incentive in place for preservation rehabilitation, the City can focus its participation and benefits as needed and quickly adjust to local conditions.

Foster Young Preservationists (P.6)

Recruiting young preservationists is a concern nationwide. In 2011, the City of Pueblo engaged youth in preservation through a program with East High School students to landmark properties on the East Side. Similar efforts could be made with Central High School students and properties in Mesa Junction and Corona Park. Planning is underway for a 2012 Youth Summit, which will provide a great opportunity to solicit feedback from students on preservation matters.

Steward

Support Existing Institutions (S.1)

South Pueblo's institutions (the school district, McClelland School, and Pueblo Community College, to name a few) need to record and sensitively maintain their properties with assistance from the City and Historic Pueblo. When these monumental buildings fall into disrepair—or sit vacant—citizens see it as a reflection of the City's disentigration as a whole. While economic reasons cause the institutions to shutter its buildings, as in the case Keating Junior High School, the impact is cultural and social. Moreover, a historic building that has been mothballed even to the highest standards often proves very difficult, if not impossible, to reopen. While saving a few dollars in this years' budget is an appropriate goal, it may have lasting negative impacts to the fabric of the neighborhood well into the future.

Citizen and Advocacy Group Involvement (S.2)

As good stewards, citizens and advocacy groups will need to get more active in politics and advocate for preservation

and neighborhood issues at various levels. Preservation advocates can attend future city-county-comprehensive plan meetings to help integrate preservation in those plans (Kalamazoo, Michigan, provides a good precedent for this type of integration).[3] Furthermore, the citizens will need to advocate for a citywide Preservation Plan that would accompany any future City of Pueblo Master Plan or Comprehensive Plan update. It is up to the citizens, not just the planning staff, to promote preservation.

Use Preservation as a Tool (S.3)

The City needs to incorporate historic preservation into its everyday activities and its master plans. Historic preservation is a tool to develop a sustainable, clean, safe, and livable community. Historic preservation aligns with city goals (and citizen priorities) to sustain affordable housing, remove blighted properties, maintain parks, and repair streets. It can also guide the shrinking (and rezoning) of the city, as the density decreases and parks emerge from former industries. Some cities see preservation as a hindrance to progress. But the most distinctive cities are those that take care of its older neighborhoods in a constant cycle of revitalization.

Endnotes

1. ETC Institute. 2010 DirectionFinder® Survey Findings Report for the City of Pueblo (published on line at http://www.pueblo. us/documents/Misc/2010CitizenSurvey.pdf), accessed March 25, 2011.
2. Antoinette J. Lee and Linda F. McClelland. Bulletin 16b: "How to Complete the National Register Multiple Property Documentation Form" (Washington, D.C.: National Park Service, 1991, revised 1999), introduction.
3. Kalamazoo Historic Preservation Commission, *Where Place Propsers: A Preservation, Adaptive Reuse, and Context Development Guide for Commercial Kalamazoo* (published on line at http://www.kalamazoocity.org/docs/cpd/Where_Place_Prospers.pdf), accessed March 31, 2011.

PRESERVATION ACTION ITEMS

Actor	Research	Document	Evaluate	Monitor	Promote	Steward
City planner (preservation)	• facilitate research projects	• facilitate cultural landscape inventory • organize property information • document before demolition	• facilitate landmarking, large and small surveys, and a multiple property documentation form	• facilitate style guide	• facilitate various kinds of outreach • keep the City's historic preservation website updated • facilitate training for City staff	• help property owners leverage historic preservation incentives • integrate preservation, City, and County planning initiatives
City Staff		• contribute to property database • document before demolition		• enforce non-preservation maintenance ordinances	• participate in historic preservation training	• maintain city streets and parks • demolish blighted properties • integrate preservation, City, and County planning initiatives
City Council			• provide funding and letters of support for large- and small-scale survey projects	• enforce non-preservation maintenance ordinances	• support preservation and healthy community-related activities in City government	• support tax incentives for preservation • integrate preservation, City, and County planning initiatives
Historic Preservation Commission	• provide technical assistance to researchers	• provide technical assistance on survey projects	• designate landmarks, historic districts, and National Register listings	• provide technical assistance for a city-wide style guide • revise preservation guidelines	• stump for historic preservation	• award good historic preservation practices
Pueblo History Groups	• promote research projects through small-scale funding and letters of support	• promote inventories and surveys through small-scale funding and letters of support	• provide funding and support for community-built surveys		• maintain a dynamic website • advocate for preservation through tours, social media, and coffee chats	• advocate for historic preservation within city government
Neighborhood Associations			• complete community-built surveys		• sponsor walking/biking tours, coffee chats, and social media	• advocate for historic preservation within city government
Students	• conduct cultural landscape research	• photograph existing buildings in the neighborhood • help populate the City's database of properties	• assist with community-built surveys		• create new media (podcasts, social networking sites)	
Owner Occupants	• research your property's history		• complete community-built surveys	• support non-preservation maintenance ordinances		• maintain properties • advocate for historic preservation within city government
Consultants	• contribute to the existing scholarship on Pueblo and its history	• complete cultural landscape inventory • create a database of historic properties • record buildings before demolition	• write a multiple property nomination • provide landmark assistance to property owners • complete large-scale surveys	• create a style guide	• participate in community activities	
History Colorado/ OAHP	• provide funding and technical support to research projects	• provide funding and technical support to large scale surveys	• provide technical assistance to historic district designations and National Register nominations	• provide funding and technical assistance for a style guide	• include Pueblo in statewide preservation tours and promotions	• include Pueblo resources in statewide preservation initiatives

Selected Styles and Forms Found in Mesa Junction and the Blocks

SECOND EMPIRE STYLE

In other areas of Pueblo, constructed between 1870 and 1890. Few examples remain in South Pueblo, generally in Corona Park.

Common features:

- Mansard roof
- Dormers with pedimented surrounds
- Bracketed eaves
- One-over-one windows

EDWARDIAN STYLE

In other areas of Pueblo, constructed between 1890 and 1910. Good examples throughout Mesa Junction.

Common features:

- Asymmetrical massing
- Plain exterior wall surfaces
- Multi-gabled roofs
- Pediments (triangle-shaped eaves over entries)
- Wrap around porches
- Round-arch windows

Selected Styles and Forms Found in Mesa Junction and the Blocks

BUNGALOW FORM

In other areas of Pueblo, constructed between 1905 and 1930. High concentrations appear in South Pueblo. Different architectural styles can be applied to this basic form, but they are most often Craftsman.

Common features:

- Exposed rafter and purlin ends
- Knee brackets
- Large hearths and chimneys
- Broad porches and battered porch piers
- Dormers
- Broadly overhanging eaves
- Divided-light upper sashes over single-light bottom sashes

REVIVAL STYLES

In South Pueblo, many of the institutions chose revival styles to excentuate their connection to civic culture. Individuals constructed homes in these styles as well. The South Pueblo examples of revivals include Classical, Renaissance, Colonial, and Spanish Colonial. The buildings typically date to the period 1895 to 1940.

Common features:

- Monumental proporations
- Classical columns
- Two or more stories
- Generous green space surrounding the building

SHOTGUN PLAN

In other areas of Pueblo, usually constructed before 1900. This is a form rather than a style. Though some are quite plain, others have distinctive ornamentation applied to the exterior. These are usually associated with the working class.

Common features:

- Front gable
- One-room wide
- Side elevation two or more rooms deep

ROWHOUSE PLAN

Within the City, this form may be unique to South Pueblo and appears to be limited to one block within Mesa Junction. It likely dates to the 1890 to 1910 period of development.

Common features:

- Two or more connected houses
- One-room or two-rooms wide
- Two or more stories tall
- Individual units host individual design features such as turrets, paint colors, and window fenestration

Selected Styles and Forms Found in Mesa Junction and the Blocks

TERRACE FORM

In other areas of Pueblo, the form is common between 1885 and 1920.

Common features:

- Flat roof
- Masonry construction
- Parapet (often with central sign board)
- Corbelled cornice
- Segmental-arch windows
- Quoins
- Porch (often two-story)

ART MODERNE STYLE

In other areas of Pueblo, this style appears between 1930 and 1945. It is uncommon in South Pueblo.

Common features:

- Flat roof
- Rounded corners
- Curvilinear features
- Corner windows
- Speed lines
- Glass block

CONTEMPORARY STYLE

In other areas of Pueblo, this style appears after 1930. It is uncommon in South Pueblo.

Common features:

- Flat roof
- Smooth, untextured, unornamented surfaces
- Glass blocks
- Bands of windows

POSTMODERN STYLE

South Pueblo hosts the best example of Post Modern style in Pueblo in the Robert Hoag Rawlings Public Library.

Common features:

- Monumental scale
- Sculptural form
- Angles and unusual surfaces
- Natural colors and materials

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