

**HISTORICAL CONTEXTS
FOR
THE OLD FORT SITE,
FORT COLLINS, COLORADO, 1864-2002**



**Prepared for
The City of Fort Collins Advance Planning Department**

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I. INTRODUCTION

The Old Fort Site area, located directly northeast of Old Town Fort Collins and roughly bounded by North College Avenue on the west, Jefferson Street/Riverside Avenue on the southwest, and the Cache la Poudre River on the northeast, is the birthplace of modern Fort Collins (Figure 1). The cultural landscape within this area is the product of nearly a century and a half of community development.

The following narrative (Section II) presents the history of the Old Fort Site, within the broad theme of Community Development. A chronological list of key events in the history of the study area precedes the narrative. The narrative is divided into a series of chronologically arranged, thematic sub-contexts that relate specifically to the history of the Old Fort Site Area. Each sub-context is based upon a significant event, pattern of events, or trend that affected land use within the study area. Following each sub-context's historical summary is a discussion of associated property types, typical design and construction attributes associated with these property types as well as identification of all extant historical resources associated with the sub-context. Additionally, recommended registration requirements based on qualities of integrity and rarity are presented, to help evaluate which resources associated with each sub-context are likely to qualify for listing on the national and state registers of historic places as well as for Local Landmark designation. Eligibility criteria for the National Register of Historic Places, the State Register of Historic Properties and the City of Fort Collins Local Landmarks are provided in Section III. Data gaps are identified in Section IV. The final section of the report (Section V) details threats to, and opportunities for, the preservation of historical resources located within the Old Fort Site. Information sources used to develop the historic contexts are presented in footnotes throughout the document as well as in a bibliography (Section VI).

The attached Appendix includes a series of historical development maps created with the aid of Geographic Information System (GIS) technology, that graphically depict changes that occurred over time to the cultural and natural landscape of the Old Fort Site area.

Archival research involved a review of a variety of information sources, including previously completed survey reports, historic context documents, and site files at the City of Fort Collins Advance Planning Department and the Colorado Historical Society/Office of Archaeology and Historic Preservation in Denver. Sanborn fire insurance maps, other historical maps, building permit records, newspaper articles, historical photographs, and published histories of Fort Collins were studied from the collections of the Fort Collins Public Library and its Local History Archives as well as at Colorado State University and its Special Collections Department. Additional research involving plat maps, old county commissioners' minutes, and assessor's property records was completed at the Larimer County Courthouse in Fort Collins. The City of Fort Collins Engineering Department was consulted for maps of the old city dump, formerly located

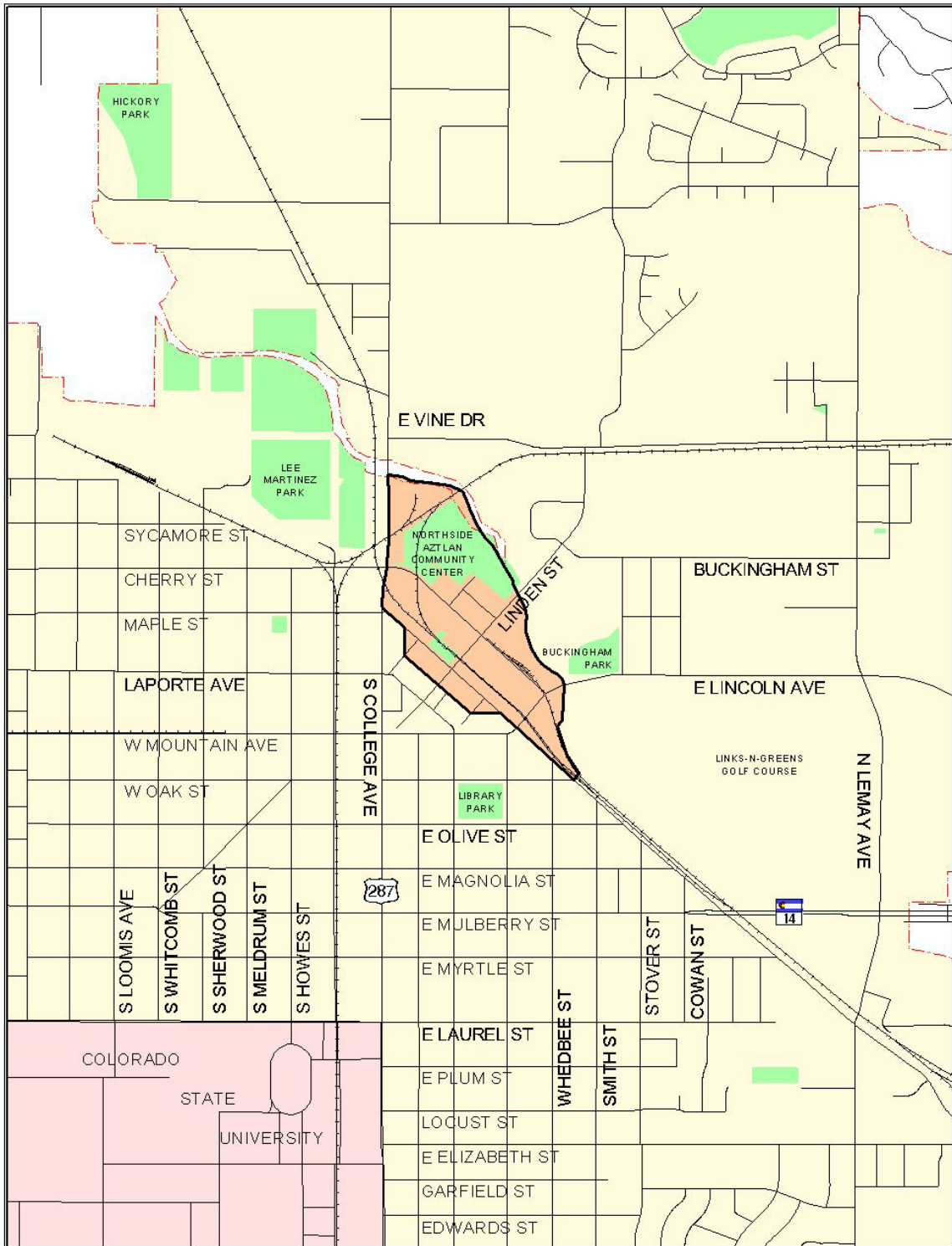
within the study area. Relevant federal land entry and survey records were also reviewed at the Bureau of Land Management (BLM) State Office in Lakewood, Colorado.

This report is a product of the Old Fort Site Cultural Survey Project, which also included the intensive-level inventory of approximately 35 historical properties in and close to the Old Fort Site. The inventory forms are not included in this historic context document, although property-specific information derived from the survey is incorporated into the historic context narrative.

This documentation was prepared for the City of Fort Collins Advance Planning Department by Entranco (formerly Balloffet-Entranco). Jason Marmor, Cultural Resources Specialist for Entranco, served as Principal Investigator and author of this report. Robert LeClair, GIS Coordinator for Entranco, was responsible for creating the historical development maps that accompany the historic contexts. The project was managed and coordinated by City Planner Timothy Wilder of the City of Fort Collins Advance Planning Department.

The project is associated with the *Downtown River Corridor Implementation Program*, adopted by the Fort Collins City Council in July, 2000. Its purpose is to provide detailed information regarding the types, distribution, and importance of historical resources within the Old Fort Site, including extant buildings and structures as well as the potential existence of historic archaeological resources such as building foundations and trash deposits associated with the original military post.

Figure 1. The Old Fort Site Study Area



CHRONOLOGY OF THE OLD FORT SITE

- July 22, 1862 Camp Collins established along Cache la Poudre River at Laporte by 9th Kansas Volunteer Cavalry to provide protection to stage and emigrant traffic along the Overland Trail.
- June 11, 1864 Flood at Camp Collins (Laporte location); new location for post sought soon thereafter.
- August 20, 1864 Col. W.O. Collins issues Special Order No. 1 to relocate Camp Collins four miles downstream near Joseph Mason's claim on the south bank of the Cache la Poudre River.
- October 22, 1864 New post of *Fort Collins* fully occupied and Laporte location abandoned.
- September 1866 Fort Collins military post permanently abandoned.
- 1867-1869 Henry C. Peterson and Elizabeth "Auntie" Stone build first flour mill in Fort Collins on the south bank of the Cache la Poudre River, as well as a 1½ mile long millrace to supply water power.
- Oct. 31, 1867 First white child in Fort Collins (Agnes Mason) born in former Headquarters Building of Fort Collins.
- 1870 "Auntie" Stone and Henry C. Peterson establish brick kiln in the Old Fort Site.
- 1870 First brick house in Fort Collins built for Henry C. Peterson on Lincoln Avenue.
- May 15, 1872 Fort Collins Military Reservation relinquished by federal government and opened to settlement by presidential order.
- January 1873 Townsite of Fort Collins officially platted; "tilted" orientation of Old Town retained in layout of community.
- 1873 "Auntie Stone's Cabin" (former officers' mess) moved to the site of the newly built Agricultural Hotel at corner of Mountain Avenue and Mason Street.
- 1873-1874 First brick commercial building erected on east corner of Linden and Jefferson Street, housing Wm. Stover's mercantile business.

Old Fort Site Historical Contexts

1880	Tedmon House hotel built on corner of Linden and Jefferson Street.
1881-82	First Lincoln Avenue bridge constructed by L.S. Springer.
1882	“Old Grout” (original sutler’s store of military post) razed.
1882-83	Greeley, Salt Lake and Pacific railroad constructed through Old Fort Site, following Willow Street. Course of millrace moved in July 1882 to make way for tracks.
July 1886	Hottel’s (Lindell) flour mill nearly destroyed by fire.
Late December 1886	Last military post building (Headquarters Building) in Old Fort Site demolished by James Brown.
1886-87	Harmony Mill built on Lincoln Avenue by Farmers Protective Association.
October 1895	Hottel (Lindell) flour mill again seriously damaged by fire.
1902-03	Fort Collins Sugar Manufacturing Company factory built on the south side of Vine Street, northeast side of the Cache la Poudre River; initiates period of economic prosperity and population growth.
May 21, 1904	Disastrous flood of the Cache la Poudre River inundates portions of Fort Collins, including the beet worker enclave of Buckingham near the Old Fort Site.
June 1904	Great Western Sugar Company acquires Fort Collins sugar factory.
1905	Poudre Valley Gas Company plant established on the south side of Willow Street.
1908	Denver & Interurban Railroad streetcar line installed on Linden Street, extending from Old Town to the sugar factory on Vine and beyond to Lindenmeier Lake.
Jan. 20, 1910	Public auction held to sell off all buildings in newly acquired Union Pacific rail corridor through the Old Fort Site parallel to Jefferson Street.
Feb. 1911	Union Pacific Railroad line through Old Fort Site completed. By end of 1911, passenger and freight depots are completed and operational.

Old Fort Site Historical Contexts

- 1911 Poudre Valley Elevator Company constructs grain elevator complex at 359 Linden Street.
- c. 1915 Rocky Mountain Grain & Coal Company elevator and feed mill constructed at 119 Lincoln Avenue.
- 1923 Linden Street streetcar line through the Old Fort Site abandoned.
- 1935-36 New municipal power plant constructed on North College Avenue near the Cache la Poudre River.
- c. 1940s? Fire Department training tower placed on Jefferson Street, in vacated portion of Chestnut Street.
- 1948-1950 Three war surplus Quonset huts erected along Jefferson Street and adapted for commercial use.
- 1955 Great Western Sugar Company factory operation on Vine Street permanently closed.
- c. 1950s Cache la Poudre River straightened adjacent to Old Fort Site.
- 1959 “Auntie” Stone’s cabin moved to its final resting place in Library Park.
- 1959 Jefferson Street passenger depot vacated by Union Pacific Railroad; passenger and freight functions consolidated in Linden Street freight depot.
- 1960 El Burrito Café started at 400 Linden Street by the Godinez family, in building formerly serving as a tavern called “Sam’s Place”.
- Sept., 1963 Larimer County Landfill opens on Taft Hill Road southwest of Fort Collins; old City Dump abandoned.
- c. 1970s Most sugar factory facilities demolished including water tower and smokestack.
- c. 1975-76 Union Pacific railroad vacates freight depot on Linden Street, eliminating freight and passenger service in Fort Collins.

II. HISTORIC CONTEXTS

The history of the Old Fort Site was divided into seven distinct sub-contexts:

- Camp Collins and the Fort Collins Military Reservation, 1864-1867
- Initial Post-Abandonment Activity in the Old Fort Site Area, 1867-1871
- The Fort Collins Town Site and Early Community Development in the Old Fort Site Area, 1872-1902
- The Sugar Beet Industry Stimulates Development and Urban Growth, 1902-1910
- The Union Pacific Railroad Transforms the Old Fort Site Area, 1910-20
- Mixed Uses, 1920-1945
- Post-World War II Land Use in the Old Fort Site Area

The time span and thematic orientation of these sub-contexts was based upon major events or patterns of events that helped shape the physical and social history of the study area. These historic periods are discussed in detail in the following sections.

Camp Collins and the Fort Collins Military Reservation, 1864-1867

Located along a major tributary of the South Platte River, the site of Fort Collins was strategically placed along one of the major pathways of America's westward expansion in the mid-nineteenth century. Beginning in the 1840s, increasing numbers of hopeful migrants streamed across the Great Plains in search of mineral wealth, farmland, or, in the case of the Mormons, religious freedom. Alarmed by the onslaught of migrants, nomadic Indian tribes such as the Sioux, Cheyenne, and Arapaho responded with violence. The federal government countered the threat by implementing a policy of establishing frontier military posts along the major emigrant trails.

In 1849-50 parties of gold-seekers from Georgia blazed a new trail (the "Cherokee Trail") to the California goldfields, traversing the Colorado Front Range to the future location of Laporte, where the Cache la Poudre River was crossed. The main migration route west, however, had been established earlier in the 1840s, beginning in Independence, Missouri and extending across southern Wyoming via the North Platte and Sweetwater River valleys. Native American resistance intensified in the early 1860s, forcing the relocation of the wagon trail southward. In the summer of 1862, an alternate route – commonly referred to as the "Overland Trail" – was established by Ben Holladay, whose Overland Stage Line was charged with carrying the U.S. Mail as well as passengers.¹

The newly established Overland Trail route followed the South Platte River from Julesburg to Latham (near the present site of Greeley), then continued westward following the Cache la Poudre River from its mouth at Latham upstream to Laporte before entering the "Black Hills" and continuing on toward the Laramie Plains. The nascent city of Denver was connected to the Overland Trail via a branch extending along the South Platte to Latham. Although variants of the Overland Trail followed both the north and south banks of the Cache la Poudre, the main route followed the north or east bank prior to the establishment of Camp Collins. The south/west bank trail passed through the future city of Fort Collins in an alignment approximated by Riverside Drive and Jefferson Avenue, and on at least one historical map was referred to as the "Denver Road."²

Although the relocated Overland Trail was believed to be relatively safe from Indian depredations, military protection was immediately provided. Troops previously deployed along the North Platte mail route were detailed to escort the stage line in its move southward and to guard traffic along the road. On July 22, 1862, one detachment of troops, consisting of a company of 9th Kansas Cavalry commanded by Captain Asaph

¹ See J.V. Frederick, *Ben Holladay, the Stagecoach King* (Glendale, California: The Arthur H. Clarke Company, 1940), pp. 94-95; and LeRoy R. Hafen, *The Overland Mail, 1849-1869* (Cleveland: The Arthur H. Clarke Company, 1926), p. 231.

² See, for example, the "Map of Camp Collins, Colorado Territory", scale 50' to the inch, probably drawn by Caspar Collins in November 1864 (Reprinted in John S. Gray, *Cavalry and Coaches: The Story of Camp and Fort Collins*, Publication No. 1, Fort Collins Corral of Westerners (Fort Collins: Old Army Press, 1978).

Allen, bivouacked at Laporte; the new post was called Camp Collins in honor of Lt. Col. William O. Collins.³

In the fall of 1862, the 9th Kansas Cavalry was relieved by a detachment of the 1st Colorado Cavalry, under the command of Captain David L. Hardy. In July of 1863, Hardy and Company M left Camp Collins to pursue marauding Ute Indians, leaving Company B of the 1st Colorado under Lt. George W. Hawkins in control of the post. In late April, 1864, Company B was ordered to move to Fremont's Orchard to bolster the garrison at Camp Sanborn. The void left by the departure of the 1st Colorado Cavalry was filled in mid-May of 1864, when Company F of the 11th Ohio Cavalry, led by Captain William H. Evans, arrived to man Camp Collins.⁴

Less than a month after taking up quarters near Laporte, the 11th Ohio soldiers were caught by surprise when the Cache la Poudre River flooded on June 11, 1864. The flood, spawned by rapid snowmelt and heavy rains, laid waste to the military encampment but all the soldiers managed to escape with their lives.⁵ Following the flood, Lt. James H. Hanna was dispatched in early July to examine the area downstream of Laporte in search of a more suitable location for a military post. On this expedition Hanna encountered settler Joseph Mason, who suggested a broad level area on the south side of the river abutting his claim. The new location offered reduced risk of flooding, greater panoramic visibility, the absence of squatters, and was removed from saloons and other temptations in Laporte. Favorably impressed, Hanna reported to Captain Evans, and after a personal examination by Colonel Collins, on August 20, 1864 orders were issued for the appropriation of the new site for Camp Collins. Attached to Col. Collins' order was a crude plat of the proposed military post, laid out according to military custom with the buildings arranged on the perimeter of a central, square parade ground. The post was to contain facilities for two companies, including company quarters (barracks), officers' quarters, a hospital, guard house, and quartermaster storehouse as well as corrals and stables.⁶

Although the general arrangement of buildings was replicated at frontier military posts throughout the relatively unsettled American West in the mid-19th century, the architectural design of fort buildings was determined by local climatic conditions and the availability of building materials.⁷ In the Cache la Poudre Valley, log construction was the natural choice for buildings in the territorial period, as evidenced by the cabins of fur trappers and other early settlers.

³ John S. Gray, *Cavalry and Coaches: The Story of Camp and Fort Collins*, Publication No. 1, Fort Collins Corral of Westerners (Fort Collins: Old Army Press, 1978), p.16. Gray's definitive book provides a detailed account of the military role of Fort Collins during the Indian Wars as well as the troop movements, personnel, and activities at the post during its brief history. After its move to the present site of Fort Collins, the post was interchangeably referred to as either "Camp" or "Fort" Collins.

⁴ Gray, pp. 16, 21-22, 43.

⁵ Gray, pp. 55-56.

⁶ Gray p. 63. According to Gray (p. 71), the proposed arrangement of buildings was revised by Col. Collins, as specified in Special Order No. 8, issued on October 1, 1864.

⁷ Willard Robinson, *American Forts – Architectural Form and Function* (Urbana: University of Illinois Press, 1977), p. 133.

The new military reservation was delineated as beginning in the center of the Cache la Poudre River channel adjacent to Mason's claim, extending south four miles, then east four miles, then north approximately 2/3 mile to the river. The northern boundary followed the river course northwesterly from this point to the point of beginning.⁸ The reservation boundary, containing 6,168.92 acres, was surveyed by William Ashley and Hiram Witter, and was officially designated by President Abraham Lincoln on November 14, 1864.⁹ The fort buildings were concentrated in the northwest corner of the military reservation.

Construction of the new military post was accomplished by soldiers between late August and late October of 1864. Work details cut timber from the nearby mountains, and by September 23, building construction was underway. The work was largely completed by October 22, 1864, although a plat of the post drawn in November of the same year indicated that several buildings had not been constructed, including additional quarters and kitchens for two more companies, as well as several long stable buildings (Figure 2).¹⁰

The fort buildings occupied a 900 foot-wide strip of land lying between the Cache la Poudre River and the parallel "Denver Road" (the Overland Trail). The parade ground – an open space 300 feet square with a flagpole – was aligned with the general southeast course of the Cache la Poudre River. All post buildings were placed parallel or perpendicular to it (Figure 3). Due to the trajectory of the river, the fort complex was rotated 41 degrees clockwise from the cardinal directions.¹¹

When completed in 1864, the military post of Fort Collins included identical 90' x 20' log company barracks – each with a separate, parallel mess hall in back – flanking the sides of the parade ground. Identical log officers' quarters, each measuring 36' x 33' and containing a kitchen, lined the southwest end of the parade ground. Each officers' quarters building was equipped with a 60 foot long, fenced back yard containing a "sink" or privy in the back corner. Oriented perpendicular to the northwest side of the parade ground, near the company barracks, was a log-walled quartermaster and commissary storehouse, measuring 60' x 20'. On the opposite side of the parade ground was a small, 20' x 20' guardhouse. No buildings were initially erected on the northeast, or river side, of the parade ground.

Other original fort buildings included two 150' x 24' stables located southeast of the parade ground, their long sides perpendicular to the river; a 40' x 40' hospital located northwest of the parade ground, and a laundress' quarters (60' x 18') located at the north end of the fort, near the river bank. Other buildings associated with the fort were with

⁸ Gray, pp. 62-63.

⁹ Sundberg, Wayne, *Report on the Fort Collins Military Post*, 1971, p. 2.

¹⁰ Gray, 65, 67-68; see also "Map of Fort Collins, Colorado Territory," drawn in November 1864, evidently by Caspar Collins. According to Col. Collins' original order, the new post was intended to be expandable to accommodate additional troops if deemed necessary.

¹¹ Gray, p. 72.

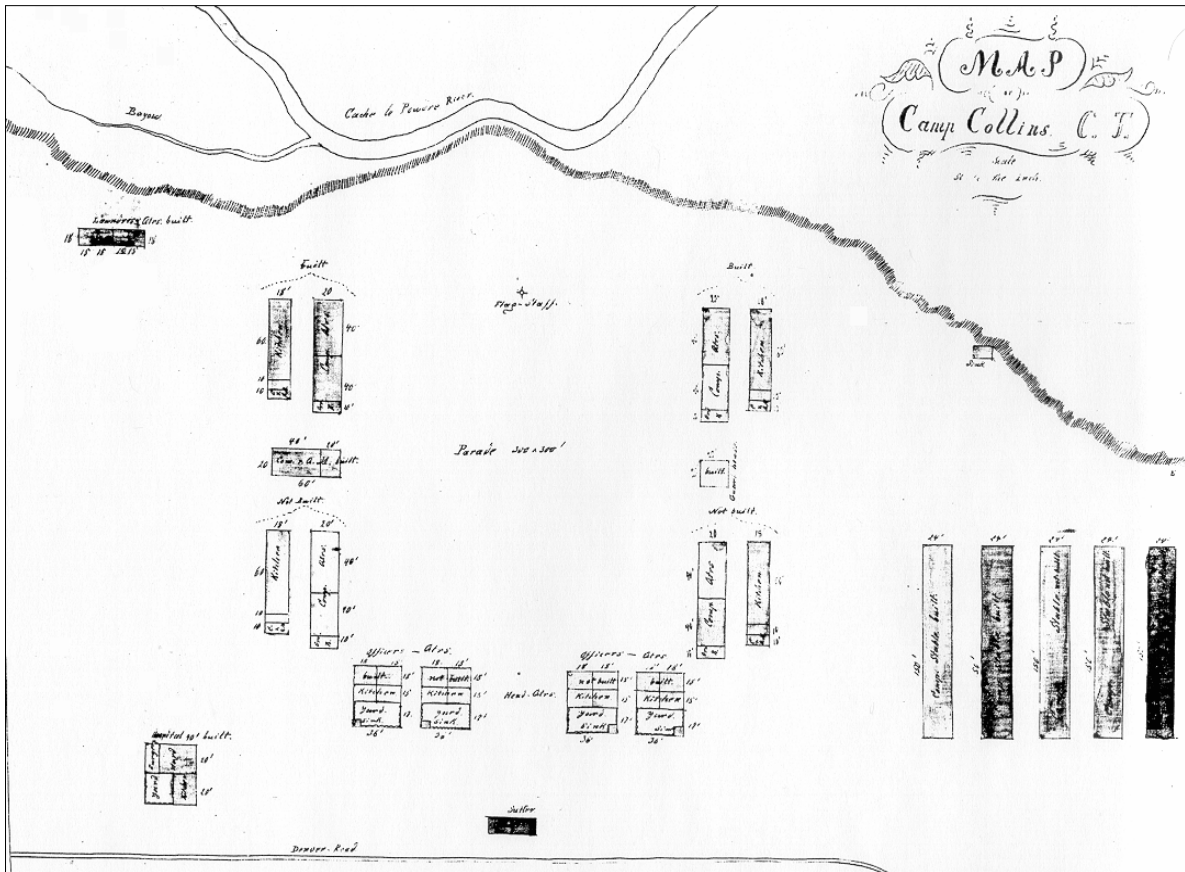


Figure 2. Plan map of Camp Collins, probably drawn by Caspar Collins in November, 1864 (reproduced in Gray 1978).



Figure 3. View of Fort Collins, c. 1865, looking southwest across parade ground. (Source: Fort Collins Public Library, Local History Archives)



Figure 4. “Old Grout” (sutler’s store), c. 1870. (Source: Fort Collins Public Library, Local History Archives)

located in a “citizens’ row” located on the southwest side of the “Denver Road” (later renamed Jefferson Street). These included a 45’ x 15’ log sutler store building operated initially by Joseph Mason and Henry Chamberlin and located at the southwest corner of Jefferson and Linden Streets; in 1865 this building was replaced by a larger and more substantial edifice later known as “Old Grout” (Figure 4) The latter building, constructed by Harris Stratton for Mason and his new business partner, Captain Asaph Allen (who was mustered out of military service in 1865)¹² was a two story, gable-roofed structure walls formed of a crude mixture of lime, gravel, and water (grout), and was similar to another early grout ranch house constructed downstream along the Cache la Poudre River in the 1870 by Jesse Sherwood.¹³ A 1½ story log officer’s mess, measuring 30’ x 16’ was also erected in 1864 on the southwest side of Jefferson Street, a short distance southeast of the sutler’s store. This cabin, occupied initially by Lewis and Elizabeth “Auntie” Stone, was moved in 1873 to the rear of the Agricultural Hotel at the corner of Mountain Avenue and Mason Street.¹⁴

In 1865-66, additional buildings were added to the Fort Collins military post. These included one stable, measuring 60’ x 16’; one additional 16’ x 20’ officers’ quarters (referred to by Gray as the “Headquarters Building”); a small brick bakery building; three storehouses, each measuring 100’ x 20’; a small guardhouse, and a magazine to store ammunition. According to historian John Gray, another duplex officers’ quarters may also have been built at the post in the summer of 1865.¹⁵ According to a newspaper article of 1878, additional horse stables may have been established northeast of the parade ground in dugouts in the bluffs bordering the river channel. Using this

¹² Watrous, pp. 226-228.

¹³ This early dwelling was later acquired by John Rigden and was commonly called the “Grout House” before its recent destruction by fire. For more information, see Darla Davidson, *Architecture and History of the Poudre River Valley Cabins*. Unpublished paper on file at Fort Collins Public Library, Local History Archives.

¹⁴ Gray, p. 73; see also Nolie Mumey, *The Saga of Auntie Stone and Her Cabin* (Boulder, Colorado: Johnson Publishing Company, 1964), pp. 33-34; 99-100.

¹⁵ Gray, pp. 117-118. This building is referred to by Gray as the “South Officers’ Quarters” due to its location slightly south of the parade ground.

information, Wyoming artist Merritt D. Houghton depicted two stables dug into the river bank in his bird's-eye sketch of the post created in 1899 (Figure 5). However, the use of dugout stables at Fort Collins is not indicated by contemporary sources, and is questionable.¹⁶

The military post of Fort Collins served an important function in the federal government's efforts to protect emigrants and mail service and to maintain order on the frontier. This outpost of American civilization served as a regional base of operations in the suppression of Indian resistance to westward emigration and settlement.



Figure 5. Sketch of Fort Collins as it appeared in 1865, drawn in 1899 by Merritt D. Houghton (Source: Fort Collins Public Library, Local History Archives).

The troops stationed at Fort Collins responded to a number of real and rumored Indian raids in northeastern Colorado against settlers, emigrants, and stagecoaches. Not all encounters with the native people were hostile; for example, relations were established with friendly Indians such as Chief Friday's band of Arapahoes. The depredations by Indians in the region were part of a wider "war" which intensified after the infamous Sand Creek Massacre led by the ruthless commander of the military District of Colorado, Colonel John M. Chivington on November 29, 1864.¹⁷

¹⁶ Fort Collins *Courier*, July 27, 1878; Gray, p. 140.

¹⁷ Jason Marmor, *An Historical and Archaeological Survey of the Overland/Cherokee Trails Through the Fort Collins Urban Growth Area, Larimer County, Colorado*. Report prepared for the City of Fort Collins Planning Department, June 1995, pp. 53, 63.

Additionally, Fort Collins served as a locus of expedient justice on the frontier. One example appears in the diary of Henrietta Catherine Ellis, who was traveling with an emigrant wagon train destined for Salt Lake City in the summer of 1865. On June 23, as the party neared Camp Collins, soldiers ordered the travelers to stop at the post, where a summary judgement was made requiring them to pay a substantial fine for firewood stolen from a settler's house east of the Platte River.¹⁸

In late February of 1866, plans were being made to pare the forces protecting the western trails and to consolidate the dispersed troops along the overland mail route into fewer but strategically located posts. General John Pope, commander of the Military Department of the Missouri, proposed to eliminate Forts Halleck and Collins, and to construct a new post at an intermediate location on the Big Laramie River.¹⁹ By the summer of 1866, preparations were underway for construction of the new post, Fort John Buford (later renamed Fort Sanders) near present day Laramie, Wyoming, and for the closure of Fort Collins. In light of these developments, on June 18, 1866 the Overland Stage Line changed its route to bypass the fort, resulting in a reduction in traffic over the "Denver Road" that bordered Fort Collins.²⁰ The relocation of military posts also was carried out in anticipation of the impending construction of the nations' first transcontinental railroad and the corresponding anticipated decline of overland stage and emigrant traffic.

Less than three months later, in early September of 1866, General William T. Sherman, prominent Civil War veteran and commander of the newly formed Military Division of the Missouri, made an inspection tour of the vast region under his command, and after visiting the future site of Fort Sanders, followed the stage road to Denver. Observing the advanced degree of settlement of the Cache la Poudre Valley, he concluded that Fort Collins no longer served a useful purpose and ordered its abandonment. Before the end of September, approximately one year and 11 months after it was established near Joseph Mason's claim, Fort Collins was officially defunct as a military post.²¹

Following the official abandonment of Fort Collins in 1866, the log buildings were ordered sold by the War Department in February of 1867. Although no official record of such a sale exists, in December 1867 Acting Governor Frank Hall wrote in a resolution seeking the opening of the military reservation that the "government buildings" had in fact been sold.²²

¹⁸ Beryl Leebrick, editor, *Diary of Henrietta Catherine Ellis, May 8 through September 4, 1865* (Honolulu: Hawaii State Newspapers, Ltd., 1961), pp. 6-46.

¹⁹ Gray, p. 123. Fort Halleck was another small cavalry post near Elk Mountain in southeastern Wyoming that, like Fort Collins, was established along the Overland Trail to protect against Indian attacks.

²⁰ Gray, p. 123.

²¹ Robert G. Athearn, *William Tecumseh Sherman and the Settlement of the West*. (Norman: University of Oklahoma Press, 1956), pp. 73-75; Gray, p. 128. A presidential order issued by Andrew Johnson on March 15 or 16 of 1867 declaring the post abandoned has produced the misconception that Fort Collins was manned by troops until the spring of 1867 rather than the fall of 1866.

²² Agnes Wright Spring, "The Founding of Fort Collins, United States Military Post," *The Colorado Magazine* (10:2), March 1933, p. 55.

Several post buildings remained on the site for years (Figure 6), while others evidently were torn down, moved, or cannibalized.²³ At least four fort buildings were still standing *in situ* thirteen years after the post closed: the headquarters building and east officers' quarters on the southwest side of the parade ground (the former was occupied temporarily as a dwelling by Joseph Mason's brother, Augustine; the latter was re-used temporarily by Frank Stover as a residence); one of the three quartermaster's storehouses close to the river at the north side of the parade ground; and "Old Grout" (the sutler's store), located on the corner of Linden and Jefferson streets. A fifth fort building, the



Figure 6. East Officers' Quarters shown in 1878 view looking southwest on Linden Street from Willow towards Old Town (Source: Fort Collins Public Library, Local History Archives).

officer's mess ("Auntie Stone's Cabin") had been relocated in 1873 to serve as the attached kitchen and laundry of the new Agricultural Hotel on the corner of Mason Street and Mountain Avenue.²⁴ After Frank Stover built a new house near the corner of Linden and Willow streets, the east officers' quarters which his family had occupied earlier was moved to another location; it was destroyed by fire on February 26, 1887.²⁵ Old Grout was torn down in 1882, and the last fort building remaining on the site was the log officers' quarters which stood until late December of 1886 along the alley behind the Tedmon House (on the north corner of Linden and Jefferson streets).²⁶

²³ Gray, p. 128.

²⁴ Fort Collins *Courier*, July 27, 1878; Mumey, p. 100; Watrous, p. 226. Curiously, this building should appear on the June 1886 Sanborn map, but its footprint does not appear to be depicted.

²⁵ Gray, pp. 138-139.

²⁶ Fort Collins *Courier*, December 30, 1886, as quoted by Ansel Watrous in *History of Larimer County, Colorado* (Fort Collins: The Courier Printing & Publishing Co., 1911), p. 103. The officer's quarters

Associated Property Types

Only one building associated with the original Fort Collins military post remains standing today: the log mess hall built by Henry Clay Peterson for Lewis and Elizabeth Stone (“Auntie Stone’s Cabin”), which was placed in Library Park next to the Fort Collins Pioneer Museum in 1959.²⁷ All of the other buildings were removed from the site. Potential property types that are associated with the military post are archaeological, and would possibly include sandstone or river cobble foundations of fort buildings, privies, trash deposits, and the parade ground. Additionally, it is possible that the general fort site area may contain randomly distributed buried artifacts associated with military use, such as uniform buttons, cartridge cases, bullets, and horse tack hardware.

Designated Properties and Registration Requirements

The only remaining military post-era building, “Auntie Stone’s Cabin,” has been relocated outside of the Old Fort Site. Although it has lost its integrity of setting, it is well preserved. This significant building is included as an integral element of the “Fort Collins Museum, Janis Cabin, Auntie Stone Cabin, and Upper Boxelder Schoolhouse [Local] Landmark District,” which was officially designated by the Fort Collins City Council in 1985.²⁸

The Fort Collins Military Post has already been recorded as an historic archaeological site (designated as Site 5LR1362) based on test excavations conducted in 1989, and has been officially determined eligible for the National Register of Historic Places (NRHP). The site was found to qualify under NRHP Criterion D for possessing the potential to yield significant information through further archaeological investigation.²⁹ The site therefore qualifies as automatically eligible for designation on the State Register of Historic Properties (SRHP) and for Local Landmark designation. To qualify as a contributing element of the site, archaeological remains of post buildings should be identifiable and capable of yielding meaningful information. For example, building foundations should reveal enough of the shape and orientation of the building to be identifiable based on correlation with archival information and/or associated artifacts linked to the fort’s occupation. Trash deposits from the fort era must be determined to be sufficiently intact to yield materials that can be identified and dated to the 1860s.

which stood until 1886 was acquired soon after the fort’s abandonment by W.D. Hayes, who sold it in 1868 to James A. Brown. Mr. Brown was responsible for demolishing the building.

²⁷ Mumey 1964, p. 104.

²⁸ Ordinance No. 2, 1985 of the City of Fort Collins.

²⁹ Bob Burgess, *Archaeological Investigations at the Fort Collins Military Post, 5LR1362*, c. 1990; and Colorado Cultural Resource Survey Form for Site 5LR1362, December 7, 1989. This investigation revealed that subsurface artifacts datable to the fort era were indeed present.

Initial Post-Abandonment Activity in the Old Fort Site Area, 1867-1871

Although the military post of Fort Collins had been deserted since late 1866, the surrounding Fort Collins Military Reservation was not officially opened for settlement by the federal government until May 15, 1872, when Congress and the President approved a bill releasing the property.³⁰ Nevertheless, limited civilian activity occurred within the Old Fort Site in the nearly six year long period following abandonment of the army post.

A number of civilians settled or continued to reside on the Old Fort Site after 1866, with permission from the federal government. These settlers included Joseph Mason and Captain Asaph Allen, former post sutlers who continued to operate a general mercantile business from Old Grout, and supplied the government with beef for distribution to remote military posts in Wyoming.³¹ Auntie Stone continued to occupy the log mess hall building on the southwestern edge of the abandoned fort, and immediately converted it to a hotel.³² Other civilians who remained in the Old Fort Site in the late 1860s included Henry C. Peterson, Harris Stratton and his wife Elizabeth Keays Stratton, John R. Brown and his brother James, W.D. Hayes and others.³³ Joseph Mason's brother Augustine and his wife Charlotte arrived in Fort Collins in March of 1866, and after the closure of the military post they moved into the abandoned officers' quarters known as the "headquarters building." This former post building was the site of two notable events in the social history of this nuclear community, including the marriage of Harris Stratton and Mrs. Elizabeth Keays on December 30, 1866, and the birth of Agnes Mason – the first white child born in Fort Collins – on October 31, 1867.³⁴

Beginning in June of 1866, Auntie Stone's cabin was also used briefly as the area's first schoolhouse. This private school was taught by Stone's widowed niece, Elizabeth Park Keays, soon after her arrival overland from Illinois. The following September (1866), Mrs. Keays was employed by the newly formed school board to serve as the sole teacher in the first public school in Fort Collins, utilizing one of the abandoned officers' quarters as a schoolhouse.³⁵ This school was replaced in 1871 by a small wood frame building erected specifically for the purpose on the southwest side of Riverside Avenue a short distance southeast of Mountain Avenue.³⁶

In 1867, Jack Dow, Captain N.H. Meldrum, and others surveyed and platted the Old Town area of Fort Collins. The orientation of the street pattern in Old Town followed the precedent set by the Army post, with streets running parallel and perpendicular to the

³⁰ Gray, p. 130.

³¹ Watrous, p. 228.

³² Mumey, p. 36. Auntie Stone's husband, Lewis Stone, passed away in January 1866.

³³ Watrous, p. 103, 226, 451.

³⁴ Fort Collins *Courier*, December 30, 1886; Watrous, p. 451. See also Charles N. Mason's "errata" text on page 74 of the bound *Index* to Watrous' *History of Larimer County, Colorado*, prepared by Charlene Tresner in 1980.

³⁵ Watrous, p. 227; Mumey, p. 44. On December 30, 1866, Mrs. Keays wed Harris Stratton, in the first such ceremony in Fort Collins (see Watrous, pp. 415-416).

³⁶ Watrous, p. 230. The schoolhouse built in 1871 still stands at 115 Riverside.

Denver Road/Jefferson Street.³⁷ The decision to lay out the business district of the fledgeling community on the southwest side of the Denver Road rather than atop the location of the abandoned military post was undoubtedly guided by the government's retention of title to the military reservation.

In 1868, Fort Collins was chosen as the new seat of Larimer County, replacing Laporte. The designation had profound implications for the future growth and regional importance of Fort Collins, but had little impact on the use of the Old Fort Site until the early 1870s. The new county offices were established temporarily in Old Grout, which had served since its construction in 1865 as an important locus of community activity.³⁸ In December of 1869, less than a year after the mysterious disappearance of his business partner, Capt. Allen, Joseph Mason sold the general mercantile business housed in Old Grout to William C. Stover and John C. Matthews.³⁹

In the aftermath of the fort's closure, pioneer settlers Henry C. Peterson and Auntie Stone cooperated in several business ventures that contributed to the future development of the civilian community. In 1867, the pair commenced building a water-powered grist mill which was completed two years later. A ditch, or millrace, was dug to convey water from the Cache la Poudre River to drive the milling machinery, which Peterson obtained in Buffalo, New York. The millrace constructed by Peterson was 1½ miles long, 13½ feet wide, and 18" deep. The millrace was designed with a drop of four feet to the mile to insure a swifter flow of water.⁴⁰ At the mill, water flowed through a wooden flume and was discharged into the river near the present Lincoln Avenue bridge (Figure 7). According to Ansel Watrous, when Peterson journeyed to Buffalo, New York in the fall of 1867, he was robbed in Chicago of the sum he brought to pay for the milling machinery, and was forced to return to Fort Collins to raise more money before making a second, successful trip east. The milling equipment was transported by rail as far west as Cheyenne on the nearly completed transcontinental railroad, and then hauled overland to Fort Collins by wagon.⁴¹

The three story, wood frame flour mill built by Peterson and Stone was located adjacent to the river, on the site presently occupied by the Ranch-Way Feeds grain elevator near the corner of Lincoln Avenue and Willow Street. The new mill constituted a significant improvement that was a boon to farmers and settlers in the Cache la Poudre Valley. In addition to its industrial function, the spacious mill building was utilized as a Masonic meeting place in 1870-71.⁴² In 1870, Peterson and Auntie Stone also established a kiln for firing bricks, possibly in the Old Fort Site area. Bricks produced by their kiln were used that year (1870) to build a dwelling for Mr. Peterson's family on the northwest side of Lincoln Avenue, near the present site of the Harmony Mill building (Figure 8). This

³⁷ Watrous, p. 226.

³⁸ Watrous, p. 228. In addition to the general store, Old Grout served in the late 1860s as a post office and stage station for the Fort Collins community.

³⁹ Watrous, pp. 230, 320.

⁴⁰ Evadene Burris Swanson, *Fort Collins Yesterdays* (Fort Collins: George and Hildegard Morgan, 1993), p. 106.

⁴¹ Watrous, p. 226.

⁴² Watrous, p. 226. The local Masonic Lodge was chartered in the mill building in September 1870.



Figure 7. Water from the millrace being discharged back into the Poudre River via a wooden flume at the Peterson and Stone grist mill (Source: Watrous 1911).



Figure 8. The Peterson house on Lincoln Avenue, reportedly the first brick house erected in Fort Collins (Source: Fort Collins Public Library, Local History Archives).

was reportedly the first brick house erected in Fort Collins.⁴³ Peterson also built a flat-roofed brick workshop on the opposite side of the street, at 130 Lincoln Avenue.⁴⁴

Another notable development during the post-abandonment period was the construction in 1870 of the Blake House hotel on the northwest corner of Linden and Jefferson Streets. The hotel, built by W.H. (Harry) Conley on lots 2 and 4 in Block 7, was a two story, wood frame building with a porch that resembled a large cottage. In 1872 it was acquired by Melissa L. Blake, the wife of hotel owner George Blake. The Blake House was Fort Collins' first hotel building, although Auntie Stone's Cabin had earlier provided accommodations for travelers.⁴⁵

Associated Property Types

Relatively little construction activity occurred within the Old Fort Site between 1867 and 1871. Property types associated with this time period include the flour mill, millrace, and brick kiln constructed by Henry Peterson and Auntie Stone, and Henry Peterson's brick house erected on Lincoln Avenue, close to the flour mill. The locations of the mill and Peterson's house are known with certainty, and the general course of the millrace is determinable from historic maps such as the 1873 plat of the Fort Collins town site surveyed by Franklin Avery. The location of the brick kiln is unknown. None of these properties are extant, although archaeological features or artifacts associated with them may occur in a subsurface context.

Designated Properties and Registration Requirements

The only sites that may possibly remain from this period are archaeological. Of these, the only site likely to qualify for designation is the millrace; the location and appearance of the Peterson house are already known from historical photographs and Sanborn maps, and the site of the original flour mill appears to have been re-used continuously as the location for a series of grist mills culminating with Ranch-Way Feeds. Discovery of the location of the Stone and Peterson brick kiln would provide useful but limited information, and its remains may be very difficult to identify if they exist at all in a subsurface context. It is possible that intact sections of the millrace exist, although this filled-in channel may be difficult to discern even if a cross-section is exposed by trenching. However, if the existence of the millrace channel can be verified through archaeological investigation (based on cartographic evidence and its known dimensions), this feature would undoubtedly qualify (only) for designation as a City of Fort Collins

⁴³ According to Watrous (p. 230), the Peterson family occupied this house until 1882, and it was torn down in the summer of 1910 to make way for the Union Pacific Railroad.

⁴⁴ According to notes accompanying historic photographs maintained by the Fort Collins Public Library, Local History Archives, Peterson's workshop was occupied as a dwelling in the 1920s by Mrs. Grace E. Doyle (later Taylor) and her daughter Winnifred. The building was demolished in 1982.

⁴⁵ Mumey, p. 36.

Local Landmark under the *historical significance* criterion. The buried channel would probably lack sufficient integrity to qualify for either the NRHP or SRHP.

The Fort Collins Town Site and Early Community Development in the Old Fort Site Area, 1872-1902

The establishment and early growth of the civilian community of Fort Collins followed the implementation of federal policies intended to encourage settlement and exploitation of the vast Western lands acquired from France and Mexico. The Great Plains, which had been viewed initially as an inhospitable waste by the early emigrants bound for Oregon and California, was the focus of settlement in the latter decades of the nineteenth century. Several congressional acts in the 1860s and 1870s encouraged the settlement, agricultural development and formation of towns in the western territories, including the Homestead Act of 1862, which entitled settlers to obtain and establish farms on 160 acre tracts of public land. The Pacific Railway Acts of 1862 and 1864, which provided significant land grants and financial assistance to the builders of the nation's first transcontinental railroad. The establishment of agriculture in the Cache la Poudre Valley as well as rail connections to distant markets set the stage for the development of regional shipping and supply centers. The emergence of Fort Collins as a regionally important community was also spurred by passage of the Morrill Land Grant Act of 1862, which transferred federal land to states for the establishment of institutions of higher learning.

Community development rapidly commenced after the federal government relinquished the Fort Collins Military Reservation in May of 1872. In fall of the same year, an enterprise called the Fort Collins Agricultural Colony was established, patterned after other successful agricultural settlements in Greeley and Colorado Springs. The multi-talented Franklin C. Avery, who in 1870 had assisted in surveying and platting the town of Greeley, was chosen as surveyor of the Fort Collins Agricultural Colony in 1872 and completed surveys of the 932 acre Fort Collins townsite in 1872-73 (Figure 9). Avery's plat was officially filed on January 16, 1873 by the Larimer County Land and Improvement Company. The 1873 plat established a grid street pattern oriented to the cardinal directions while preserving the earlier "tilted" configuration of Old Town as platted by Jack Dow in 1867. Street names in the Old Fort Site area included two named for U.S. presidents – Jefferson Street and Lincoln Avenue – and five named for tree varieties: Willow, Chestnut, Linden, Pine, and Spruce. The plat also clearly showed the path of the millrace constructed by Henry Peterson in 1867.⁴⁶

The 1873 plat of Fort Collins included a vast tract reserved for an agricultural college and established a series of square blocks over the site of the former military post.⁴⁷ These blocks were 400 feet square, each containing 16 lots (50' x 190' each), bisected by a 20 foot wide alley. The Avery plat also depicts bridges to be placed over the Cache la Poudre River at College and Lincoln Avenues.⁴⁸ The original Lincoln Avenue bridge

⁴⁶ Tresner, pp. 7, 18.

⁴⁷ Watrous, p. 345; Charlene Tresner, *Streets of Fort Collins* (McMillen Publishing Co., 1977), p. 7.

⁴⁸ Tresner, p.8; Swanson, p.162.

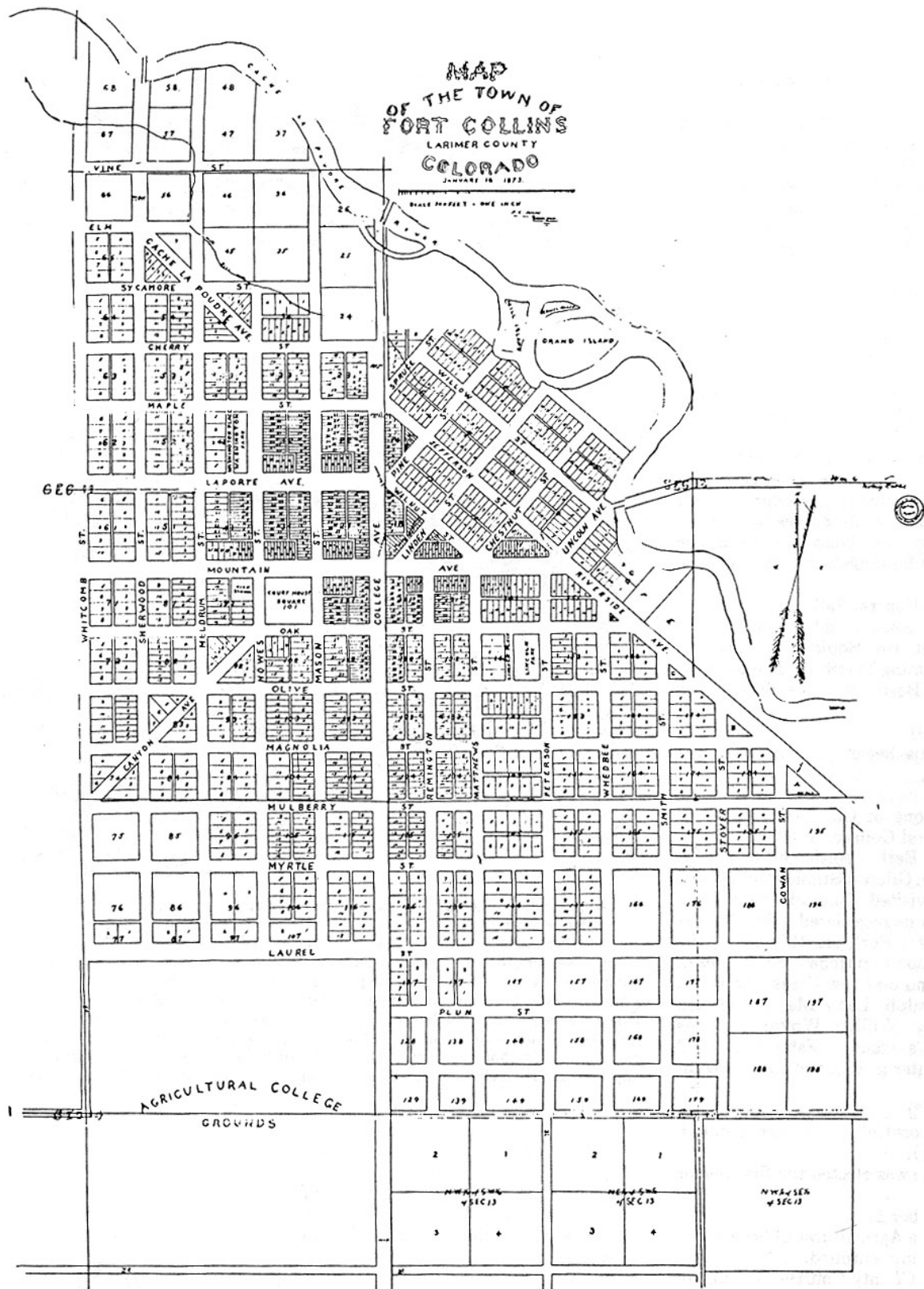


Figure 9. Plat of the Fort Collins town site, prepared by Franklin Avery in 1873.

was apparently built in 1881-82 by L.S. Springer. The span is clearly shown on the bird's eye view map of Fort Collins drawn by Pierre Dastarac in 1884.⁴⁹

Mirroring the overall growth of the community, the Old Fort Site witnessed considerable industrial, commercial, and residential development between 1872 and 1902. Commercial development was concentrated along Jefferson and Linden Streets, the area's principal thoroughfares. Among the numerous business establishments erected on Jefferson Street were several blacksmith and wagon shops, reflecting the community's strong reliance on equestrian transportation. In 1873-74, William C. Stover and John C. Matthews constructed a large, two story brick commercial building on the east corner of Jefferson and Linden streets to house their general mercantile business, formerly located in Old Grout. The building's upper story was sold to the Free Masons, for use as a meeting hall.⁵⁰ On the opposite (north) corner of Linden Street was the Blake House hotel, which was acquired by Auntie Stone in 1878 and renamed the Metropolitan Hotel. In 1879 the hotel was purchased from Mrs. Stone by Bolivar S. Tedmon, who evidently moved the wood frame hotel a short distance northwest to make way for his new three story, stone and brick hotel building erected the following year (1880). In its new location on Lot 6 in Block 7, the former Blake House was renamed the Cottage House and continued to serve as a hotel. The substantial Tedmon House, which opened on May 20, 1880, was an elegant building containing 65 handsomely furnished rooms (Figure 10). Considered one of the finest hotels in Colorado, the Tedmon House was a major community landmark for 30 years.⁵¹



Figure 10. The elegant Tedmon House hotel, built in 1880 on the corner of Linden and Jefferson Streets (Source: Fort Collins Public Library, Local History Archives).

⁴⁹Larimer County Commissioners Record Book No. 2, p.342. On September 15, 1881, the county commissioners accepted Springer's bid of \$1075 to build the Lincoln Avenue bridge; the only other bid (\$1199) was submitted by Houghton & McElroy.

⁵⁰ Watrous, p. 230.

⁵¹ Watrous, p. 242; Swanson, p. 155; Sanborn Map Company fire insurance map of Fort Collins, June 1886 edition.

The development of Fort Collins was stimulated by the completion of railroads in the 1870s and 1880s linking the community to other regional population centers as well as the transcontinental rail system. The first railroad to serve Fort Collins was the Colorado Central Railroad (later acquired by the Colorado and Southern Railroad), connecting a series of Front Range settlements in 1877 to the Union Pacific mainline at Cheyenne, Wyoming. The Colorado Central right-of-way passed through Fort Collins on a north-south alignment in the middle of Mason Street. The second railroad to be completed, in 1882-83, was the Greeley, Salt Lake and Pacific Railroad (GSL&P). The GSL&P, a subsidiary of the Union Pacific Railroad, constructed a 24½ mile branch line between Fort Collins and Greeley that connected with the UP's main line in Greeley. The new line was extended beyond Fort Collins to Bellvue to access the prolific sandstone quarries at Stout. The GSL&P mainline was intended to be built west through the Cache la Poudre Canyon and on toward Salt Lake City, but this objective was soon after deemed unfeasible and the project was abandoned in the fall of 1882.⁵²

In the summer of 1881 the GSL&P railroad acquired a right-of-way paralleling Willow Street through the Old Fort Site. Grading and bridge building commenced by the fall of 1881, but the track was not laid and the line completed until the fall of 1883. The first passenger train to travel over the GSL&P railroad arrived in Fort Collins on October 8, 1883. In December of that year, regular train service was established between Denver and Fort Collins. The railroad also carried regular shipments of dimension stone from the quarries near Fort Collins destined for markets in Nebraska and Kansas.⁵³ In 1890, the GSL&P was absorbed by the Union Pacific, Denver & Gulf railroad, but by the spring of 1893 the financially overextended Union Pacific rail empire was forced into receivership. Subsequently, the Union Pacific was reorganized, and as a result lost the majority of its lines in Colorado. In 1898, the Union Pacific, Denver & Gulf railroad, which included the GSL&P line through the Old Fort Site, became part of the newly formed Colorado & Southern Railroad.⁵⁴

Grain milling, begun almost as soon as the military post was abandoned, remained a significant industrial activity in the Old Fort Site area during the last three decades of the 19th Century. The flour mill started by Henry Peterson and Auntie Stone in the late 1860s was owned and operated by them until late 1873, when former post sutler Joseph Mason and T.M. Roberts acquired the property. By mid-March 1874, Mason had become sole owner.⁵⁵ In 1878 the mill was remodeled and modernized. In early February of 1880, B.F. Hottel purchased a half interest in the mill from Joseph Mason, and they operated the business together briefly as "Mason & Hottel" before Mason's death in the spring of

⁵² Jason Marmor, *An Inventory of Historic Properties in and Around the Central Business District of Fort Collins, Larimer County, Colorado*. Report prepared by Retrospect for the City of Fort Collins Advance Planning Department, 1996, p. 11; Kenneth Jessen, *Railroads of Northern Colorado* (Boulder, Colorado: Pruett Publishing Company, 1982), p. 56.

⁵³ Watrous, pp. 244-246; Jessen, pp. 42, 46, 212.

⁵⁴ Jessen, p. 212.

⁵⁵ Watrous, p. 226. Henry Peterson sold his half interest to Mason on December 10, 1873; Auntie Stone sold her interest in December 31 to Roberts.

1881. The structure was also identified as the “Lindell Mills” as early as 1881; this name persisted at least until 1901 (Figure 11).⁵⁶



Figure 11. Early view of the Lindell Mills, located on the bank of the Poudre River (Source: Fort Collins Public Library, Local History Archives).

In July 1882, the millrace was relocated closer to the river to make room for the GSL&P railroad, which also followed Willow Street through the Old Fort Site. Sheet iron pipes were installed in September to carry the flow beneath Chestnut Street and into the mill. The re-aligned and improved millrace is clearly depicted on Pierre Dastarac’s 1884 bird’s eye view drawing of Fort Collins⁵⁷ (Figure 12). According to local historian Evadene Burris Swanson, the millrace was also utilized by area residents as an expedient source of water for doing laundry, and in the winter children skated upon its frozen surface.⁵⁸

After Joseph Mason’s death, B.F. Hottel was sole owner of the mill, and in 1885 he transferred ownership to the Colorado Milling and Elevator Company, for whom he continued to work as mill manager. In July of the following year (1886), this mill was nearly destroyed by fire, but was immediately rebuilt with brick and was grinding flour before the end of the year. Another fire struck the mill in October 1895, and once again it was quickly rebuilt and put back into service.⁵⁹

Several other grain mills were established during the 1880s and 1890s in Fort Collins, including one erected in the Old Fort Site area around 1886-87 as a cooperative venture by farmers dissatisfied with the price paid by the Colorado Milling and Elevator Company for locally grown wheat.

⁵⁶ Swanson, p. 107, Sanborn fire insurance map of Fort Collins, 1901 edition.

⁵⁷ Swanson, p. 108.

⁵⁸ Swanson, p. 108.

⁵⁹ Watrous, p. 227; Swanson, p. 108.

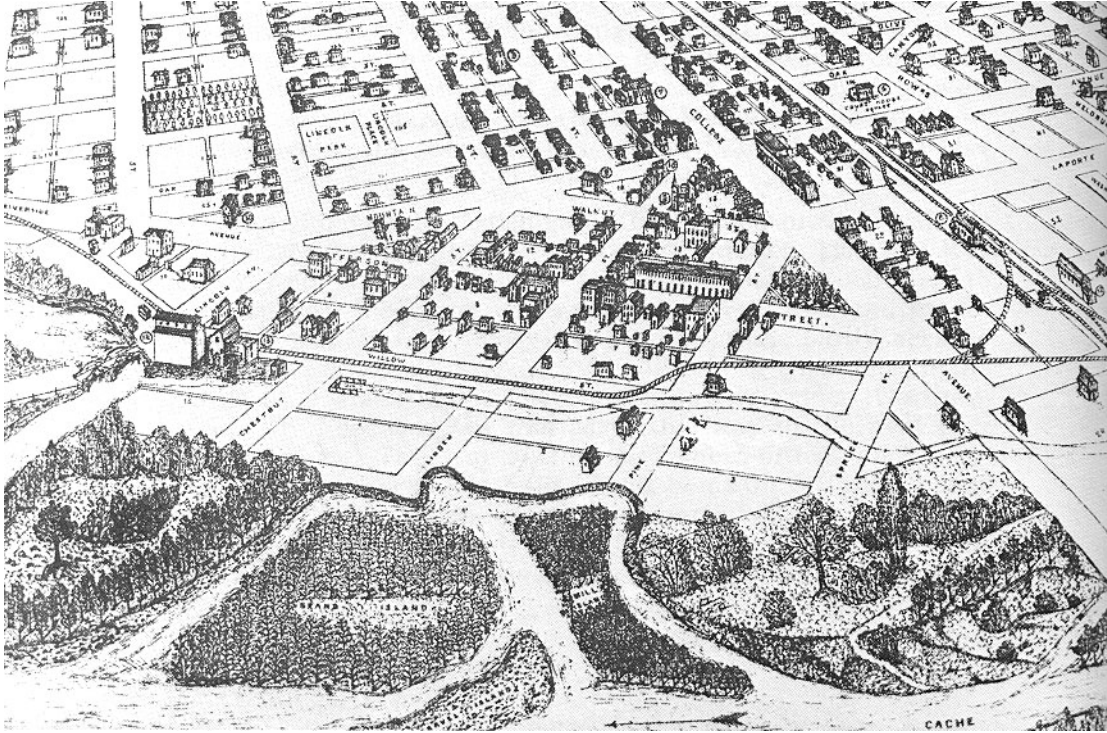


Figure 12. Portion of bird's eye view of Fort Collins, drawn by Pierre Dastarac in 1884 (view looking south), showing course of millrace through the Old Fort Site (Source: Swanson 1993).

Together they raised nearly \$100,000 to build a fine, four story brick mill building directly opposite the Lindell Mills, on the opposite side of Willow Street and the GSL&P tracks (Figure 13). An existing brick dwelling was removed to make way for the large mill building. Built largely with borrowed capital, the “Farmers Protective Association Harmony Mills,” or “Farmers’ Mill” boasted a daily production capacity of 300 bushels, similar to the output of the nearby Lindell Mills. The mill operated into the 1890s, but ultimately proved a financial failure. By 1901 it was closed and in litigation.⁶⁰

The Old Fort Site experienced moderate residential development between 1872 and 1902. Although the newly platted residential blocks located west and south of the Old Town commercial district offered attractive neighborhoods in a conventional grid pattern, the Old Fort Site area was situated directly adjacent to Old Town and close to two large grain mills. Population growth of Fort Collins was steady during this period, rising from approximately 500 residents in 1875 to 1,356 in 1880, increasing to 2,011 in 1890, and climbing to 3,053 in 1900.⁶¹

⁶⁰ Watrous, p. 227; Sanborn fire insurance maps of 1886, 1891, 1895, and 1901. This prominent landmark in the Old Fort Site area is now known as the “Harmony Mill.”

⁶¹ Swanson, p. 253.



Figure 13. 1986 view of the brick mill built by the Farmer's Protective Association in 1886-87, commonly referred to as the "Harmony Mill" (Source: Fort Collins Public Library, Local History Archives).

Modest wood frame and brick dwellings were erected throughout the Old Fort Site (Figure 14). By the late 1870s, several homes had been erected by settlers within the four-block area containing the abandoned military post. These early settlers include Wilbur F. Scribner, a "stockman, horse-fancier and dairyman," who built a house near the river in Block 2, north of the old parade ground, between 1875 and 1879. Scribner reportedly used one of the old military storehouses left standing in that area as a stable.⁶²

Another early resident in this area was Frank P. Stover, who, after residing briefly in one of the old officers' quarters, built a brick house in 1878 near the south corner of Linden and Willow streets (Figure 15). In the same year, James A. Brown built a brick house on the west corner of Linden and Willow, opposite Stover's house.⁶³

Other houses were added to the area in the 1880s. Dastarac's bird's-eye view sketch of the area depicts a scattering of small dwellings in 1884, most of which were located on the southwest side of Willow Street. More houses sprang up in the 1890s, including a small, stone-walled hipped cottage at 411 Linden Street, built c. 1890-91, and a 1½ story brick house at 312 Poudre Place built in 1897 and occupied by the family of bricklayer Milton Botsford (Figure 16). Towards the end of the century a row of small working class dwellings arose along Willow Street, including simple wood frame cottages at 224 Willow (a hipped box built in 1898) and 226 Willow (a vernacular form built c. 1900). Another small vernacular brick house was erected at 414 Pine Street in 1901.

⁶² Gray, p. 141

⁶³ Gray, pp. 137-138, 141.



Figure 14. View of the Old Fort Site from the Hottel's (Lindell) Mill, c. 1881, showing the William Stover house at 525 Willow Street (Source: Fort Collins Public Library, Local History Archives)



Figure 15. Brick home built by Frank Stover in 1878 on the southeast corner of Linden and Willow Streets (Source: Fort Collins Public Library, Local History Archives).



Figure 16. The Botsford House, 312 Poudre Street, built in 1897 (razed in 1999).

Associated Property Types

Property types associated with the early community development period in the Old Fort Site include railroad grades, the Lincoln Avenue bridge, commercial buildings, grain mills/elevators, the millrace, dwellings, and possibly the old municipal dump. Although the old GSL&P alignment survives and is discernable, the tracks have been removed. The original Lincoln Street bridge has been replaced at least once; the existing bridge is a modern, “two span reinforced concrete deck girder bridge.”⁶⁴ It is not known if abutments from earlier bridges still exist. Two grain mills remain from this period, including the greatly altered Lindell Mills building (now Ranch-Way Feeds) and the nearby, restored and adaptively reused Harmony Mill building. None of the old commercial buildings survive. Four dwellings from the latter part of this period remain on Linden, Pine, and Willow Streets, but none built before 1890-91 still exist. These include 411 Linden, 414 Pine, 224 Willow, and 226 Willow.

The grain mills from this period are monumental brick buildings whose design reflects their utilitarian function. Shared design attributes include sandstone foundations, multi-story height, brick walls, and either rectangular or arched openings. The Harmony Mill appears to exhibit a rather atypical design for a grain mill; its symmetry, corbelled

⁶⁴ Inventory form for the Lincoln Avenue Bridge (Site 5LR1814), prepared by Carl McWilliams, Cultural Resource Historians, for the City of Fort Collins Planning Department, May 1994. A photo depicting an iron truss bridge with a wooden deck and railings crossing the river at Lincoln Avenue is reproduced by Swanson (1993), p.58. The latter bridge may have been a replacement for the original 1881-82 bridge built by L.S. Springer.

cornice, and numerous window openings make the structure resemble a late 19th century commercial or office building. Both mills are located adjacent to railroad sidings.

The dwellings remaining from this period are relatively diverse in terms of style and materials. They include two “hipped boxes” (411 Linden Street, 224 Willow Street), one vernacular wood frame house (226 Willow Street), and one vernacular masonry house (414 Pine Street). Hipped boxes typically feature a nearly square plan main section covered by a hip roof; a façade with a small gable, sometimes decorated with imbricated shingles; a small front porch; and frequently a narrower hipped rear wing. This group of houses includes two wood frame examples (224 and 226 Willow Street), one constructed of buff-colored dressed sandstone (411 Linden Street), and one constructed of red brick clad with wide lapped vinyl siding (414 Pine Street). No residential outbuildings dating from this period are represented in the study area.

Designated Properties and Registration Requirements

The two mills dating from this period are already officially designated as significant sites. Ranch-Way Feeds, which incorporates a brick-walled portion of the old Lindell Mills building constructed in 1895, has already been officially designated as a City of Fort Local Landmark. This mill was also previously evaluated as eligible for the NRHP under Criteria A and C, although no official determination has been made by the State Historic Preservation Office (SHPO).⁶⁵ The Harmony Mill was officially listed on the NRHP on November 22, 1995.

With the exception of the locally rare stone-walled house at 411 Linden, the extant dwellings from this time period are similar in style and materials to houses found commonly in the older portions of the “Eastside” and “Westside” residential neighborhoods of Fort Collins. The original design of the brick-walled dwelling at 414 Pine is hidden behind modern siding as well as wood frame additions, and exhibits poor integrity in its present condition. Unfortunately, none of these dwellings appears to be in better than fair condition. None of these properties embody sufficient architectural or historical significance to qualify individually for the NRHP or SRHP.⁶⁶ In order to qualify for Local Landmark designation, residential buildings from this time period must retain a substantial degree of their original design and materials, or exhibit other unique qualities. Using these criteria, the only dwellings likely to qualify are the wood frame and stone “hipped boxes” at 411 Linden Street and 224 Willow Street.

Additionally, abutments from an earlier Lincoln Avenue bridge(s), if in fact they exist, may qualify for Local Landmark designation based on the *geographic importance* criterion.

⁶⁵ Carl McWilliams, *Agriculture in the Fort Collins Urban Growth Area, 1862-1994, Historic Contexts and Survey Report*. Prepared for the City of Fort Collins Planning Department by Cultural Resource Historians, March 1995.

⁶⁶ The Burlingame House (411 Linden Street), was evaluated by Marmor (1996) as individually eligible for the NRHP, pending SHPO concurrence.

The Sugar Beet Industry Stimulates Development and Urban Growth, 1902-1910

Fort Collins experienced unprecedented growth during the first decade of the 20th Century, in large measure due to the advent of the sugar beet industry in the Cache la Poudre Valley. Fort Collins' agricultural economy evolved from an emphasis on the production of grains (mainly wheat and corn), alfalfa, and cattle to include large scale lamb feeding beginning in 1889. However, the expansion of sugar beet farming and processing as a major economic enterprise in Colorado just after the turn of the century had profound implications for the continued growth of Fort Collins into a regional population center and commercial hub.⁶⁷

Tariffs on imported sugar, including the McKinley (1890) and Dingley (1897) tariffs provided the impetus to development of the domestic sugar beet industry.⁶⁸ Experimentation with sugar beet cultivation on the plains of Colorado met with success, and the industry was launched by the turn of the century. Encouraged by the success of the Loveland beet sugar refinery, completed in 1901, the community of Fort Collins immediately began planning for the establishment of another sugar factory near the Larimer County seat. A partnership of influential local businessmen including Peter Anderson, James Arthur, Jesse Harris, Benjamin F. Hottel, Joseph McClelland, Corwin R. Welch, and Jacob Welch organized the Fort Collins Sugar Manufacturing Company and built a sugar factory north of the Cache la Poudre River in 1902-03. Sited on the former Alexander Barry farm, the substantial, brick industrial facility was designed and erected by the Kilby Manufacturing Company of Cleveland, Ohio. The Fort Collins sugar beet processing plant was the seventh such facility erected in the state. In the summer of 1904 the plant was acquired by the Great Western Sugar Company, whereafter it joined the company's far-flung beet sugar refining empire in the western United States.⁶⁹

The impact of Fort Collins' sugar factory was immediate and profound. The heightened demand for labor during and after construction of the plant was answered by an influx of new residents that augmented community growth associated with the town's thriving commercial economy and Colorado Agricultural College (predecessor of Colorado State University). The number of residents increased dramatically during the first decade of the 20th Century, nearly tripling from 3,053 in 1900 to 8,210 in 1910. By 1910, Fort Collins was ranked the sixth largest community in the state, and its economy was flourishing.⁷⁰

Residential use of the Old Fort Site area increased during this period, as more small working class dwellings were erected, particularly northeast of Willow Street and northwest of Linden Street. Among the new homes built during the sugar beet factory "boom" were two nearly identical, wood frame hipped box houses at 405 and 409 Linden Street, both erected in 1904; identical brick duplexes at 406-408 and 410-412 Pine Street,

⁶⁷ Marmor (1996), pp. 11-12.

⁶⁸ Thomas Noel et al., *Historical Atlas of Colorado* (Norman: University of Oklahoma Press, 1994).

⁶⁹ Watrous, pp. 252-253.

⁷⁰ Marmor 1996, p. 12; Watrous, p. 251.

built between 1907 and 1910; and a series of modest wood frame dwellings along Willow Street, including 308 Willow, built in 1905. A number of tiny makeshift dwellings, or shanties, were haphazardly placed along the southwest side of the millrace near Willow Street, between Pine Street and College Avenue. Many of these new and existing houses were inhabited by renters employed by the Great Western Sugar Factory, including some German-Russian and Mexican immigrants who constituted the mainstay of the beet sugar industry labor force in the Fort Collins area.⁷¹ A notable exception was George Wilcox, a prominent dairyman who had a handsome two story brick house (408-410 Linden Street) erected close to the river in 1907. The sugar factory workers and farm laborers living in the Old Fort Site were able to get to work by using the Linden Street bridge, a new span erected at about the same time that the sugar factory was completed.⁷²

In 1908, the Denver & Interurban Railroad extended its Linden Street trolley line from Old Town across the river to the sugar factory, and on to Lindenmeier Lake, a popular recreation and picnicking spot. The new streetcar line was undoubtedly a boon to sugar factory laborers in the Old Fort Site.⁷³

Industrial development within the Old Fort Site area in the first decade of the 20th Century was relatively limited. The Fort Collins Milling and Elevator Company's Lindell Mills continued to produce flour, while the nearby Harmony Mill sat vacant until c. 1908, when it was acquired by the Fort Collins Wholesale Grocery Co. for use as a warehouse. By 1906, H.C. Carsrud had established a livestock breeding barn on the northwest side of Lincoln Avenue, between Jefferson and Willow. On the southwest side of Willow Street between Pine Street and College Avenue, were located the Anderson Mercantile Company implement warehouse - a trapezoidal, sheet metal-clad building - and the Poudre Valley Gas Company plant. The Poudre Valley Gas Company was incorporated in 1904, and the plant was completed the following year. The new facility produced and distributed illuminating and heating gas to customers within Fort Collins, via a system of gas mains initially six miles long. The gas company plant included a brick structure containing gas-manufacturing apparatus, a cylindrical "gasometer" storage tank of 35,000 cubic foot capacity, and a 6,000 gallon iron crude oil tank. Fine coal was burned to produce the gas.⁷⁴ This system supplied the first gas street lights in Fort Collins.

Commercial development was concentrated along Jefferson Street, between Chestnut Street and College Avenue. Businesses operating along this thoroughfare between 1902 and 1910 included the Tedmon House and Cottage House hotels. The two story brick commercial building erected by William C. Stover and John C. Matthews on the northeast corner of Jefferson and Linden streets was still standing in this decade, but

⁷¹ Swanson, p. 61.

⁷² The Linden Street bridge is shown for the first time on the Sanborn fire insurance maps of 1906, and is absent from the 1901 edition. The bridge evidently crossed Grand and Gravel Islands, within the river channel.

⁷³ Watrous, p. 255.

⁷⁴ Watrous, pp. 254-255; Sanborn fire insurance map, March 1906 edition; Charlene Tresner, "Gas was Once Manufactured," in *History of Larimer County, Colorado, Volume II*, Arlene Briggs Ahlbrandt and Kathryn "Kate" Stieben, eds. (Dallas: Curtis Media Corporation), p. 68.

housed a variety of businesses including a livery stable, feed store, and restaurant. A variety of other small commercial buildings on the northeast side of Jefferson Street contained such businesses as a restaurant, grocery, cobbler's shop, jewelry store and blacksmith shop. Between 1906 and 1909 a tiny building at 316 Jefferson Street housed a cement block factory, reflecting the widespread rise in popularity of this innovative building material.⁷⁵ One other curious mixed-use building appeared in the Old Fort Site during this period: the combination shop and dwelling of sign painter Joseph Stewart. Stewart's building, located at 326 Willow and built in 1907, is a symmetrically arranged red brick structure, the façade of which culminates in a flat parapet that would have allowed Stewart to display his handiwork (Figure 17).



Figure 17. Joseph Stewart's sign painting shop at 326 Willow Street, built in 1907 (photograph taken in 2001).

A significant event of this period of Fort Collins' history was the 1904 flood of the Cache la Poudre River, which occurred almost exactly 40 years after the flood that caused the relocation of Camp Collins to its final site. On May 21, 1904, the Cache la Poudre River overflowed its banks, damaging bridges as well as houses in low-lying areas such as the

⁷⁵ Pamela H. Simpson, "Cheap, Quick, and Easy: The Early History of Rockfaced Concrete Block Building," *Perspectives in Vernacular Architecture, III*, Thomas Carter and Bernard L. Herman, eds. (Columbia: University of Missouri Press, 1989), pp. 108-118.

beet worker residential enclave of Buckingham, on the east side of the river (Figure 18).⁷⁶ Although it was undoubtedly affected due to its proximity to the river channel, the relatively higher elevation of the Old Fort Site spared it from the worst devastation.



Figure 18. The swollen Cache la Poudre River during the 1904 flood, looking upstream from Linden Street (Source: Fort Collins Public Library, Local History Archives).

Associated Property Types

Properties associated with community development in the Old Fort Site between 1902 and 1910 include commercial buildings, dwellings, the Lindell Mills, the Poudre Valley Gas Company plant, and the Linden Street bridge. The only commercial buildings surviving from this period include the Stewart sign painting shop at 326 Willow and the Harmony Mill, which was utilized during the latter part of this decade as a grocery warehouse. The Lindell Mills is the only industrial facility still standing that operated during this time period; the Poudre Valley Gas Company plant is no longer extant. Four dwellings from this time period still exist within the Old Fort Site area, including small working class dwellings at 405 Linden Street, 409 Linden Street, and 308 Willow Street, as well as the substantial brick house built for George Wilcox in 1908 at 408-410 Linden Street. The original Linden Street bridge no longer exists, and in its place is a modern concrete and steel span.

The Stewart sign painting shop is a typical example of small-scale, early 20th century brick commercial architecture. Design attributes associated with this style include brick walls with a flat parapet on the façade, with the cornice often accented by corbelling; side

⁷⁶ Swanson, pp. 58-59; Edna J. Schaefer, "Flood – 1904," in *History of Larimer County, Colorado, Volume II*, Arlene Briggs Ahlbrandt and Kathryn "Kate" Stieben, eds. (Dallas: Curtis Media Corporation), pp. 66-67.

walls with stepped parapets, flat roof, and either symmetrical or asymmetrical arrangement of window and door openings.

The dwellings remaining from this period are similar in terms of stylistic diversity and materials to late 19th and early 20th century dwellings found throughout Fort Collins. They include two similar “hipped boxes” (405 and 409 Linden Street), one highly modified vernacular wood frame house (308 Willow Street), and one highly modified early 20th century vernacular masonry house with dressed sandstone sills and lintels (408-410 Linden Street). During this decade the transition from stone to concrete foundations was underway, and both materials are represented by dwellings in the Old Fort Site. The “hipped boxes” at 405 and 409 Linden Street rest on sandstone foundations, while the brick house at 408-410 Linden rests on a concrete foundation. Outbuildings associated with these dwellings appear to post-date this time period. A flagstone sidewalk extending in front of 405-409-411 Linden Street may also have been installed during this time period.

Designated Properties and Registration Requirements

The only remaining industrial facility associated with this time period – the Lindell Mills (now Ranch-Way Feeds) - is already designated as a Local Landmark. One of the two commercial structures - the Harmony Mill – is already listed on the NRHP. The remaining commercial building (the Stewart sign painting shop) was evaluated in 1992 as ineligible for the NRHP, without concurrence from SHPO. The latter building, located at 326 Willow Street, exhibits excellent physical integrity, is a unique example of small scale brick commercial architecture in the Old Fort Site. The building’s architectural significance is not sufficient for inclusion on the state or national registers of historic places, but the property meets the City’s *architectural importance* criterion qualifying it for designation as a Local Landmark.

The extant dwellings from this time period are similar in style and materials to houses found commonly in the older portions of the “Eastside” and “Westside” residential neighborhoods of Fort Collins. All of these dwellings appear to be in only fair condition. Two of these – the Wilcox House at 408-410 Linden Street, and the vernacular dwelling at 308 Willow Street, have been extensively modified. None of these properties embody sufficient architectural or historical significance to qualify individually for the NRHP or SRHP. In order to qualify for Local Landmark designation, residential buildings from this time period must retain a substantial degree of their original design and materials, or exhibit other unique qualities. Using these criteria, the only dwellings likely to presently qualify for Local Landmark designation are the wood frame “hipped boxes” at 405 and 409 Linden Street, which are good examples of the style as well as small-scale working class architecture in the Old Fort Site. If restored to its original appearance, the brick house at 408-410 Linden Street would qualify for Local Landmark designation under the *historical importance* criterion for its association with prominent Larimer County dairyman George Wilcox.

The Union Pacific Railroad Transforms the Old Fort Site Area, 1910-20

The expansion of railroad networks in the West had a profound impact on the growth and economic prospects of agricultural towns such as Fort Collins. Following the completion of the nation's first transcontinental railroad in 1869, branch lines were extended to numerous small settlements and stimulated commerce and population growth. The Colorado Central Railway laid tracks to Fort Collins in 1877, followed in 1882-83 by the Greeley, Salt Lake and Pacific Railroad. The symbiotic relationship between railroads and communities, and the expansion of the regional rail network, has continued well into the twentieth century.

The Old Fort Site area was completely transformed in 1910-11 by construction of the Union Pacific Railroad parallel to Riverside Avenue and Jefferson Street. While the railroad was a significant development that promised to enhance the community's economic prospects, the new rail line resulted in the clearing of a wide swath of all standing structures in its path, and the tracks established a physical boundary which further separated the Old Fort Site from the Old Town commercial district.

As early as 1906 the Union Pacific Railroad (UP) explored the possibility of re-establishing a rail link to Fort Collins, a market made more attractive after completion of the sugar refinery earlier in the decade (the UP had formerly controlled both the Colorado Central and GSL&P lines into the city prior to receivership in 1893). By 1908, work commenced on a new UPRR line extending from Denver to Fort Collins. The Fort Collins line was a 25 mile long leg of the UPRR's "Dent Branch," which was intended to access coal mines in the Dacona, Firestone and Frederick area, as well as the rich agricultural area lying between the Colorado Southern Railroad and UPRR mainline.⁷⁷

The UP determined that its new line would have to approach the city from the southeast, squeezing its right-of way between the existing C&S (former GSL&P) tracks and Riverside Avenue/Jefferson Street. The City Council approved the UP's request for a 30 foot wide right-of-way on the north side of Riverside Avenue and a 35 foot wide right-of-way on the north side of Jefferson Street.⁷⁸ In July of 1909, the UP began the process of purchasing all the property in five city blocks situated in a corridor between Jefferson and Willow Streets, for the right-of-way and depot facilities. Jesse Harris, a successful horse importer who established the Iverness Farm north of the city (232 Vine Drive), was employed by the UP to acquire the land, which was accomplished at a cost of approximately \$400,000.⁷⁹

On January 20, 1910, a public auction was held to facilitate the removal of approximately 75 buildings – including some of the community's oldest structures – standing on the newly acquired UP property in the Old Fort Site north of Jefferson Street. Jesse Harris acted as agent for the railroad during these proceedings. In the winter and spring of 1910 nearly all the buildings in the five-block area behind Jefferson Street were removed.

⁷⁷ Jessen, pp. 212-213.

⁷⁸ Jessen, p. 214.

⁷⁹ Watrous, p. 256. Jesse Harris was later elected as Mayor of Fort Collins.

Most were razed, including the large brick commercial building erected by W.C. Stover in 1874 on the northeast corner of Jefferson and Linden. A total of seven dwellings were moved to new sites, including two wood frame structures and five brick houses (Figure 19).⁸⁰ These buildings were placed on log rollers and pulled by steam tractor to their new

locations. In May of 1910 the corridor was cleared of trees and debris. The only building left temporarily standing was the elegant Tedmon House on the north corner of Jefferson and Linden, which was utilized by the UP as a temporary depot until completion of a new passenger station a short distance northwest.⁸¹ Once the passenger depot was completed, the Tedmon House was demolished. By the time the process was completed in 1911, the built environment of the Old Fort Site, representing more than 40 years of development, had been obliterated.



Figure 19. Modern views of two houses relocated from the Old Fort Site in 1910 to make way for the UP Railroad, including 721 Smith Street (left) and 1018 Akin Street (right).

The railroad grade was constructed from Dent to Fort Collins in the summer of 1910. Horse teams pulling scrapers were used to form the embankment, which was completed in February of 1911. A crew of approximately 60 laborers, consisting mostly of Japanese immigrants, installed the ties and rails. The work was aided by the use of a tracklaying machine, and proceeded at a rate of approximately one mile per day. The job was completed in the summer of 1911, and regular passenger service between Fort Collins and Denver over the Dent Branch commenced in July 1911.⁸²

⁸⁰ The specific locations of five of the houses moved out of the Old Fort Site in 1910 were identified by local historian Charlene Tresner. According to Ms. Tresner's notes at the Fort Collins Public Library, Local History Archives, the moved houses included those at 1018 Akin, 1014 Mountain Avenue, 208 S. Sherwood, 721 Smith, 716 and 720 Whedbee along with two others moved to the "700 block of Smith" and to the "backside of Horsetooth."

⁸¹ Jessen, p. 214.

⁸² Jessen, p. 215.

Passenger and freight depots were constructed by the UP in 1911. The passenger depot, a handsome brick building designed by the UP's Office of the Chief Engineer,⁸³ was erected along Jefferson Street across Pine Street; Pine and Chestnut streets between Jefferson and Willow streets were thereafter permanently vacated. A Beaux Arts style, red brick freight depot was also built by the UP on the southeast side of Linden Street, adjacent to a siding. The UP also built an eight stall roundhouse southeast of the Old Fort Site, near the present intersection of Riverside and Lemay avenues.⁸⁴

Completion of the new UP rail line dramatically transformed the land use pattern within the Old Fort Site. The commercial strip along Jefferson Street between Chestnut and College Avenue was removed, and residential properties were cleared from the area lying between Jefferson and Willow as well as along Lincoln Avenue and a stretch of Jefferson Street, between Chestnut and Lincoln. After 1911, the only residential areas remaining within the Old Fort Site were situated along Willow, Pine and Poudre Streets, as well as a stretch of Linden extending from Willow Street to the river. By 1913, dairyman George Wilcox and his wife Rose moved from their stately brick house at 408-410 Linden Street to another house outside the Old Fort Site, and their move may have been prompted by the drastic change of character in this part of Fort Collins resulting from the completion of the new rail line.⁸⁵

The UP tracks created a new artificial boundary that severed the Old Fort Site from the rest of Old Town. The eradication of the area's tree-shaded residential neighborhood and its replacement by railroad tracks and industrial facilities permanently altered the complexion of the Old Fort Site. As in numerous other communities bisected by railroads, the relatively barren mixed-use area was less attractive and desirable for residential use and thus took on a stereotypical public perception as the "other side of the tracks."

New industrial developments occurred in the Old Fort Site following completion of the UP rail line. Two new grain elevators/mills were erected near the UP right-of-way, including the Poudre Valley Elevator Company's brick elevator located at 359 Linden Street, and the Rocky Mountain Grain and Coal Company elevator and feed mill, located at 119 E. Lincoln Avenue. Both elevators were served by sidings.

The Poudre Valley Elevator Company was an enterprise jointly owned by Walter A. Hackett and Albert L. Breniman. In 1911 Hackett and Breniman constructed a new brick elevator complex on Linden Street that stored coal, flour, and feed for livestock (Figure 20). The new electrically-operated elevator boasted an 8,000 bushel capacity. It was operated as a co-operative facility by the Poudre Valley Elevator Company until 1918 or 1919, when it was taken over by the Feeder Loan & Investment Company (William E.

⁸³ Thomas J. Noel, *Buildings of Colorado* (Society for Architectural Historians, Buildings of the United States series)(New York, Oxford: Oxford University Press, 1977), p. 225.

⁸⁴ Jessen, p. 215.

⁸⁵ Fort Collins City Directories, 1907-1913.

Bryson, president).⁸⁶ Around 1915 Hackett also started the Rocky Mountain Grain and Coal Company, and built another grain elevator and feed mill on the northwest side of Lincoln Avenue close to the old Harmony Mill. The Rocky Mountain Grain and Coal Company was a wholesale and retail supplier of heating coal, livestock grains, hay, and ice. By 1922, Hackett had entered a partnership with J.H. Irwin, and the grain elevator at 119 E. Lincoln Avenue was operated thereafter under the name Hackett & Irwin. The company remained in business at this location until sometime in the 1940s, when it was taken over by the Anderson Implement and Coal Company, owned by Arthur A. Anderson.



Figure 20. The Poudre Valley Elevator Company complex located at 359 Linden Street (photo taken in 2001).

The Lindell Mills, by now a familiar visual landmark in the Old Fort Site area, continued to grind locally-grown wheat into flour for distribution in the Fort Collins area as well as by rail to more distant markets. A notable change in the milling operation occurred in 1919, when the mill was converted to electrical power. Consequently, the water wheel was abandoned, as was the millrace, a familiar feature of the area since 1867.⁸⁷

Another industrial facility erected in the Old Fort Site area soon after completion of the UP rail line was a new brick foundry and machine shop built by Frank Denis Giddings at

⁸⁶ Marmor 1996, pp. 30-31.

⁸⁷ Swanson, p. 108.

the corner of Pine and Willow Streets in 1912-13 (Figure 21). The Giddings family business can be traced to around 1883, when Frank Giddings and his brother Ralph started a makeshift blacksmith shop on their Timnath farm.⁸⁸ A decade later, in 1893, Frank Giddings opened a shop in Fort Collins, but moved to Livermore the next year where he remained until c. 1901. Returning to Fort Collins, Giddings opened a machine shop at 200 Jefferson Street where he remained until 1910, when construction of the UP through the Old Fort Site necessitated removal of buildings in its path. The new Giddings machine shop building on Pine Street was the home of the Western Steel Headgate Company factory, which produced metal irrigation water gates for agricultural applications during the heyday of the sugar beet industry in Colorado. Frank Giddings served as President of the company, and Fort Collins physician W.A. Kickland served as Secretary. The Giddings foundry and machine shop also manufactured wagons as well as the Giddings Hay Shredder, patented in 1914 by Frank Giddings. The company also produced a labor-saving device called the Giddings Beet Puller, which proved a welcome improvement to beet farming.



Figure 21. The Western Steel Headgate Company, also known as the Giddings machine shop and foundry, 401 Pine Street (Source: Fort Collins Public Library, Local History Archives).

Associated Property Types

Properties associated with the decade in which the UP constructed the Dent Branch rail line into Fort Collins include railroad-related and industrial structures. Railroad-related features include the original UP grade and sidings, the UP passenger depot at 200 Jefferson Street, and the UP freight depot at 350 Linden Street. Industrial features from this time period include the Giddings Machine Company machine shop and foundry, at 401 Pine Street; the former Poudre Valley Elevator Company grain elevator at 359 Linden Street (now occupied by Northern Colorado Feeders Supply); and the former

⁸⁸ Robert James Swan, "Giddings Machine Company," in Ahlbrandt and Steiben, eds., *History of Larimer County, Colorado, Vol. II* (Dallas: Curtis Media Corporation, 1987), p. 535.

Rocky Mountain Grain and Coal Company elevator complex located at 119 E. Lincoln Avenue.

The railroad grade and sidings constructed in 1910-1911 consisted of standard-gauge rails (4' 8½" wide) secured with large iron spikes to creosote-soaked timber cross-ties, set upon a gravel or crushed rock ballasted embankment with sloped sides. In the many decades since the rail line was constructed, the rails and ties, and possibly the ballast, have been repeatedly replaced due to wear from train traffic.

The UP passenger and freight depots are unique buildings within the Old Fort Site, although they may represent designs replicated elsewhere along the UP system. Typical features include brick masonry walls and concrete foundations. The long axes of both buildings are aligned with the railroad tracks they serve. The freight depot is a specialized warehouse featuring a series of large freight doors on both sides, an elevated timber freight loading platform along the track side, and an elevated loading dock on the opposite side for access by freight wagons. The passenger depot is more ornate in design, and the Jefferson Street façade features a peaked parapet and the company name.

Industrial buildings from this time period all feature brick construction and are utilitarian designs devoid of stylistic ornamentation. The Giddings Machine Company factory is a unique property type in the Old Fort Site, and its original design features flat and stepped parapets, arched window openings with dressed sandstone lugsills, and large freight doorways. The two grain elevator complexes from this time period, although somewhat different in appearance, share similar design characteristics. Each is composed of multiple attached sections, including a front office/salesroom section, backed by a taller grain storage/milling section with an elevator hoist house perched on the roof, and finally, by attached warehouse rooms in back. Both buildings are situated adjacent to rail sidings.

Designated Properties and Registration Requirements

Both UP depots as well as the Poudre Valley Elevator Company complex (359 Linden Street) have been previously evaluated as contributing elements of the NRHP-listed Old Town Fort Collins Historic District (5LR462). The Poudre Valley Elevator Company property was also evaluated in 1996 as individually eligible for the NRHP under Criterion A due to its historical significance, pending SHPO concurrence.⁸⁹ The two other extant properties identified from this time period in the Old Fort Site area lie outside the Old Town historic district boundary but have been previously recorded. One of these, the Rocky Mountain Grain & Coal Company elevator and feed mill (119 E. Lincoln Ave.), was assigned site number 5LR1900 in 1994, but insufficient data was provided to the SHPO to make an eligibility evaluation. The Giddings Machine Company facility at 401 Pine Street was designated as site 5LR2050, and was evaluated

⁸⁹ Marmor 1996, p. 31.

in 1996 as individually eligible for the NRHP under Criterion A due to the historical significance of the Giddings Machine Company.⁹⁰

Both railroad depots retain very good to excellent physical integrity, although the passenger depot's exterior walls have been sandblasted. The integrity of the three industrial buildings varies, from excellent (the Poudre Valley Elevator Company complex) to good (the Giddings factory and the Rocky Mountain Grain & Coal Company building).

All but the Rocky Mountain Grain & Coal Company building would qualify individually for the NRHP and SRHP. Both railroad depots embody considerable architectural significance as well-preserved examples of early 20th century railroad architecture, and both are associated with a significant pattern of events in Fort Collins and Larimer County history. The Poudre Valley Elevator Company complex on Linden Street embodies architectural significance as a well-preserved and distinctive example of early 20th century grain elevator architecture in the region, and is historically significant for its association with agricultural development in the Fort Collins area. As noted above, the Giddings Machine Company embodies considerable historical significance.

All five buildings are prominent visual landmarks, and qualify for designation as Local Landmarks under the *geographic importance* criterion. For the same reasons specified above, they would also qualify under the local *historical importance* and/or the *architectural importance* criteria.

⁹⁰ Marmor 1996, p. 67.

Mixed Uses, 1920-1945

The quarter century beginning in 1920 and ending with the close of World War II was a relatively uneventful period in the Old Fort Site, despite the city's population increase from 8,755 to approximately 12,000.⁹¹ The growth of Fort Collins during this period reflects a wider trend of increasing urbanization in the West. In the 1920s, urban America grew by 15 million people. In spite of this growth, limited development within the Old Fort Site area in the 1930s and 1940s may be attributed to the general economic stagnation in Fort Collins during the Great Depression as well as the nationwide diversion of manpower and resources during World War II.

While sugar factory workers and other laborers continued to occupy the clustered working class dwellings between Willow Street and the Cache la Poudre, very little new residential construction occurred. Exceptions included an "adobe house" constructed at 210 Willow Street in 1925 by Josefita Salazar, and a small wood frame house at 220 Willow erected in 1937 by J.T. Martinez.⁹² Salazar's adobe house was an oddity in the Old Fort Site, although numerous other adobe dwellings were erected by Mexican sugar factory and beet farm workers in the nearby Alta Vista and Andersonville enclaves.⁹³

In 1919, the Linden Street trolley line to Lindenmeier Lake was abandoned after approximately twelve years of continuous service. The removal of this convenience forced many sugar factory workers in the Old Fort Site to commute to work on foot or by other means.⁹⁴

Although its origins are unclear, the old city dump was located in the area northeast of Willow Street, west of the river, and southwest of the rail line extending to the sugar factory. Archaeological, cartographic and anecdotal evidence suggests that it was in use as early as the late 1920s. In addition to serving as a place for the retention of household refuse, the site also was apparently used as a tree dumping area. Trash was commonly burned in the dump, a practice which resulted in continual smoldering and made the site a nuisance for downtown merchants and the fire department.⁹⁵

⁹¹ Fort Collins' population in 1940 was 12,251, and its 1950 population was 14,937. Presumably the 1945 population was lessened by military enlistments and draftees during the global conflict.

⁹² See entries in bound Record of Building Permits (1920-1949) at Fort Collins Public Library Local History Archive for Permit No. 867, issued on February 16, 1925 to Josefita Salazar for an adobe house to be built on Block 3, Lot 12; and for Permit No. 4582, issued on February 4, 1937 to J.T. Martinez for a frame house to be built on Block 3, Lot 10. Neither structure exists today.

⁹³ John Feinberg and Ellen T. Itelson, *Architecture and History of Buckingham, Alta Vista, and Andersonville* (Fort Collins, Colorado Neighborhood History Project). Report prepared for the City of Fort Collins Planning and Development Department by Community Services Collaborative, Boulder, December 1983.

⁹⁴ Whether or not the rails remained in place on Linden Street north of Jefferson Street after 1920 was not determined. The streetcar rails south of Jefferson Street on Linden Street were left in place until 1994.

⁹⁵ Elizabeth Ann Morris, David McComb, and James Marcotte, *Archaeological Test Excavations in a Portion of the Fort Collins Old City Dump*. Report prepared for the City of Fort Collins, by Colorado State University, 1977, p. 19; Letter from Jack Forney to Loren Maxey, February 7, 2002.

A number of commercial and industrial improvements were made during this period. These changes include the construction, in 1920, of the distinctive elevator towers adjoining the Fort Collins Flour Mills complex at 546 Willow Street. The tall, whitewashed concrete elevator featured four rounded cylindrical bins of 65,000 bushel capacity. Another significant addition made within the Old Fort Site, sometime between 1917 and 1925, were pickle salting vats constructed directly behind the former Poudre Valley Elevator Company complex at 359 Linden Street. These vats were owned by the Libby, McNeil & Libby pickle manufacturing company, whose address was 355 Linden Street.⁹⁶ By the late 1940s, the facility had been greatly expanded, and contained 36 large cylindrical wooden tanks. Libby, McNeil & Libby's pickle plant was dwarfed in 1946 by the Dreher Pickle Company's new plant, which was built on a four acre site on Riverside Avenue near Magnolia Street; Dreher's \$100,000 plant ultimately contained 225 wooden pickling vats, each capable of holding a minimum of 50,000 pounds of locally grown pickling cucumbers in brine.⁹⁷

Another new enterprise that appeared in the old Fort Site in the 1920s was the Linden Wet Wash Laundry, located in a new single story masonry building erected c. 1921-22 on the north corner of Linden and Willow Streets. The Giddings Machine Company, located at Willow and Pine, northwest of the new laundry, expanded its facility in the mid-1920s to accommodate an increase in business. The impetus for Giddings' expansion was the development of promising new oil fields north of Fort Collins in 1923-25, for which the company was called upon to provide machining services for oil drilling equipment.⁹⁸

The Carl Trostel lumber yard was established on Linden Street, opposite the UP freight depot, in 1928-29. The lumber yard was located adjacent to a UP siding, enabling it to receive milled lumber products by rail. The business survived in spite of the onset of the Great Depression, and was a major supplier of building materials in Fort Collins until the end of World War II and beyond.⁹⁹

A rare and noteworthy example of new commercial development during the early years of the Great Depression was the new brick warehouse building erected at 300 North College Avenue between 1932 and 1934 by A.D. McMillan, owner of the McMillan Transfer, Coal and Storage Company (Figure 22). McMillan's thriving business had previously occupied a portion of the Myron Akin Block at 132 LaPorte Avenue for over 20 years. Reportedly built with materials acquired through barter, McMillan's handsome

⁹⁶ Fort Collins City Directories, 1929-1938 editions. Although the company likely existed before and after these dates, these are the only directory editions to include listings of the pickle manufacturer on Linden Street.

⁹⁷ "Dreher Soon to Construct Building Here," *Fort Collins Courier*, July 13, 1946; The Dreher plant was acquired by Western Food Products, Inc. of Hutchinson, Kansas in 1975, and was closed in 1991.

⁹⁸ Marmor 1996, p. 65-66. Building permits were issued to Giddings in 1924 for a "frame and iron addition" to their foundry and machine shop, and in 1925 for construction of an office. For more information about the Fort Collins-Wellington oil boom in the twenties, see Ahlbrandt and Steiben, eds., *History of Larimer County, Colorado, Vol. II* (Dallas: Curtis Media Corporation, 1987), pp. 91-93; 307.

⁹⁹ See Historic Building Inventory form for 351 Linden Street, prepared in 1995 for the City of Fort Collins Planning Department, by Jason Marmor/Retrospect. By 1950, Robert W. Sears had become a partner in the lumber business, which has since been named Sears Trostel Lumber.

new two story building provided access to the Union Pacific Railroad tracks as well as storage space and loading docks. The McMillan family continued to operate the freight storage and transfer business until 1943, when the building was sold to John Seder for use as a plastic products factory. The Seder Plastic Company originated in 1934, when John Gano Seder commenced manufacturing of plastic items from his home at 324 S. Meldrum Street.



Figure 22. The McMillan Transfer and Storage Company warehouse, 300 N. College Avenue (photo taken in 2001).

Another new business which sprang up in the Old Fort Site prior to World War II was a filling station constructed at 400 Linden Street. The station was initially built in 1931 by L.R. Broderick, and was enlarged in 1937. In that same year, W.A. Hackett and J.H. Irwin constructed a warehouse addition at their Rocky Mountain Grain and Coal Company complex at 119 E. Lincoln Avenue.

A major addition to the Old Fort Site during this 25 year period was the new municipal power plant, constructed on North College Avenue in the vicinity of the old city dump in 1935-36. The handsome brick Moderne style building was designed by the Burns and McDonnell Engineering Company of Kansas City, and was constructed by the F.J. Kirchof Construction Company of Denver. Featuring efficient coal-fired steam turbines,

the new power plant was built with the aid of municipal bonds, and for the next 35 years supplied the growing city with electrical power.¹⁰⁰

Another municipal facility placed in the Old Fort Site during this period was a 100-foot tall training tower for the Fort Collins Fire Department. The tower occupied a location along Jefferson Street, within the vacated portion of Chestnut Street. Sanborn map evidence indicates that the tower was erected sometime between 1925 and 1948, and for an undetermined period of time was used to train firefighters to battle fires in multi-story structures.

Associated Property Types

Property types associated with the 1920-1945 time period are relatively few, reflecting the limited development activity in the Old Fort Site area. Very few homes were built in the area, and the two mentioned above – the Salazar and Martinez residences in the 200 block of Willow Street – no longer exist. Commercial enterprises associated with this period include the Giddings Machine Company (401 Pine Street), the Linden Wet Wash Laundry (401 Linden Street), and the Trostel lumber yard (351 Linden Street). Industrial facilities associated with this period include the Libby, McNeil & Libby pickle plant (no longer extant) and of course, the Fort Collins Flour Mills (formerly Lindell Mills).

The old city dump is also associated with this time period, although little is presently known about its physical attributes. It is not clear whether or not any structures are associated with this use, or whether or not earth moving equipment was used to re-arrange and cover the trash deposited here.

Designated Properties and Registration Requirements

Two properties associated with this period – the Giddings Machine Company and the Fort Collins (Lindell) Flour Mills – were built earlier, and their significance and potential for designation has been discussed in previous sections.

The only other extant properties associated with this sub-context are the Trostel lumber yard, the Linden Wet Wash Laundry, and the old city dump. The Trostel lumber yard was previously recorded in 1996 as site 5LR2012, and was recently re-evaluated by the Landmark Preservation Commission as ineligible for designation as a Local Landmark or inclusion on the NRHP.¹⁰¹ Despite facade alterations, the property was judged to possess localized *historical importance* based on its longevity as a business and the role it played in the physical development of Fort Collins. The Trostel lumber yard is located within the NRHP listed Old Town Fort Collins Historic District but is evaluated as a noncontributing element because it was built after the district's period of significance.

¹⁰⁰ Carl McWilliams, Historic Property Inventory Form for the Fort Collins Power Plant, prepared for the City of Fort Collins by Cultural Resource Historians, May 1994. On file at the City of Fort Collins Advance Planning Department.

¹⁰¹ Marmor 1996, p. 20; Landmark Preservation Commission Meeting Minutes, November 15, 2000.

The Linden Wet Wash Laundry has been recorded as site 5LR10307, and has been evaluated as ineligible for either the NRHP, SRHP or Local landmark designation due to its extensive alterations and loss of integrity.

The old Fort Collins city dump has been previously recorded as site 5LR1688, but was not evaluated. Although a small archaeological testing program was conducted in 1977, the date range, areal extent, and integrity of the refuse deposit remain undetermined. Additional archival and archaeological research will be required to establish whether or not the site retains the potential to address meaningful research questions related to Fort Collins history. Affirmative results would render the site potentially eligible for the NRHP under Criterion D or the SRHP under Criterion E. The site may also potentially qualify as a Local Landmark under the City's *geographic importance* criterion.

Post-World War II Land Use in the Old Fort Site Area

World War II left a profound imprint on communities throughout the West; Fort Collins was no exception. Industrial development for the war effort created new jobs and led to infrastructure improvements. After the war, military materiel factories shifted production to a wide array of civilian goods. The flood of returning GIs spawned a housing construction boom, and numerous subdivisions filled with modern homes were developed. The war effort also yielded new building materials and technologies that altered the fabric of American communities.

The urban geography of Fort Collins also changed significantly after World War II. Increased automobile ownership and mobility, inexpensive housing, and a more regional employment base were manifested in a southward expansion from the Old Town and the Old Fort Site. Concurrently, the land use pattern in the Old Fort Site – initiated by the arrival of the Union Pacific in 1911 – continued with the ongoing replacement of residential uses by industrial and commercial uses.

Optimism and prosperity returned to Fort Collins after the cessation of hostilities in Europe and the Pacific. Returning servicemen bolstered the community's population, and significant numbers of veterans flocked to Colorado State University to obtain education and training for civilian life. To accommodate the large number of returning servicemen, the college resorted to erecting a "Veterans' Village" composed of 90 war surplus Quonset huts along the south side of West Laurel Street, near Shields Street in the spring of 1946. These prefabricated, corrugated sheet metal buildings were procured from New York state, and were transformed into expedient living quarters.¹⁰² The postwar boom, which also resulted in considerable expansion of the city's residential areas as well as increased commerce, produced fewer and less dramatic changes in the Old Fort Site.

During the post-World War II period, the agricultural economy of the Fort Collins area experienced significant change. In 1948, the Lindell Mills was acquired by the Ranch Way Feed Mills Company, and the flour production era finally came to an end after more than 80 years. Since that date the mill has been used continuously to manufacture, store, and sell livestock feeds.¹⁰³ Another major event was the closing of the Great Western sugar factory on Vine Street in 1955, following more than five decades of operation.¹⁰⁴ While the closure caused no direct physical changes within the Old Fort Site area, predominantly Mexican sugar factory workers residing within the area, as well as in Buckingham, Alta Vista, and Andersonville, were forced to seek other employment. In spite of these changes, agriculture remained a major contributor to Fort Collins' economy in the postwar period, as evidenced by the establishment of a several farm supply stores along Jefferson Street in the late 1940s and early 1950s.

¹⁰² James E. Hansen II, *Democracy's College in the Centennial State; A History of Colorado State University* (Fort Collins: Colorado State University, 1977), pp 354-355.

¹⁰³ Roxxe Wooton and Fred Fredericks, "Ranch Way Feeds," in Ahlbrandt and Steiben, eds., *History of Larimer County, Colorado, Vol. II* (Dallas: Curtis Media Corporation, 1987), p. 528.

¹⁰⁴ Marmor 1996, p. 15.

A significant postwar development in the old Fort Site was the erection of a series of commercial and industrial buildings in the 300 and 400 blocks of Jefferson Street; these signaled a partial re-establishment of commercial activity on the north side of Jefferson Street, which had been absent since the UP cleared the area of buildings in 1910. Around 1946, George L. King and Claire O. Coy opened the King Coy Lumber Company yard at 324 Jefferson Street, not far from Carl Trostel's lumber yard on Linden Street. In 1948-49, Richard Rudolph established the Rudolph Pump & Equipment Company, a farm equipment supply business housed in a new building erected at 316 Jefferson, on the site of W.C. Stover's 1874 mercantile building.

Several other new businesses started on Jefferson Street in the late 1940s and 1950s were housed in prefabricated Quonset huts (Figure 23). The first to appear was a Quonset occupied by the C.G. Richardson Manufacturing Company in 1948-49. This business, which manufactured a variety of plastic products, was located at 400 Jefferson Street. In 1949, the Johnson Equipment Company, founded by Harvey Johnson, opened up its agricultural implement and farm machinery store in a Quonset hut at 360 Jefferson. A year later (1950), Randolph McMurtry opened the McMurtry Seed & Fertilizer Company in another Quonset hut at 410 Jefferson. McMurtry's business persisted in this location for nearly 40 years. The last business placed in a prefabricated sheet metal building was the Fort Collins Equipment Company, another farm machinery business established by Roy B. Case in 1955. The latter building, located at 416 Jefferson Street, represents a civilian copy of the Quonset hut, possibly produced by the Behlen Manufacturing Company of Columbus, Nebraska.¹⁰⁵

Developed in 1941 by engineers at the George A. Fuller Construction Company in New York and based upon the design of the "Nissan hut" developed by the British during World War I, the Quonset hut took its name from the location of the facility established for their manufacture near Quonset, Rhode Island. Two main models of the semicircular arched steel frame buildings were produced, including a 20 x 48 foot structure, with 720 square feet of useable floor space, and a larger 40 x 100 foot structure. Approximately 170,000 Quonset huts were produced during the war, and many were sold to civilians as surplus property after the conflict ended in late 1945.¹⁰⁶

¹⁰⁵ Loren Maxey, personal communication, January 2002. Unlike the typical, semi-cylindrical, World War II era Quonset huts, the example at 416 Jefferson Street appears to be constructed of heavier gauge metal with fewer but more pronounced ribs.

¹⁰⁶ John H. Lienhard, *Engines of Our Ingenuity* No. 1278: Quonset Huts, produced by the University of Houston and displayed on the following website: (<http://www.uh.edu/engines/epi1278.htm>), 1997; John S. Garner, *World War II Temporary Military Buildings, A Brief History of the Architecture and Planning of Cantonments and Training Stations in the United States*. U.S. Army Corps of Engineers Construction Engineering Research Laboratories Technical Report CRC-93/01, March 1993.



Figure 23. Ex-military Quonset hut placed at 400 Jefferson Street in 1948-49 and occupied initially by the C.G. Richardson Manufacturing Company.

Commercial development elsewhere in the Old Fort Site was very limited in the postwar period. The Seder Plastic Company, based in the former McMillan Transfer and Storage Company building at 300 North College Avenue, continued plastics manufacturing from this location until Seder's death in 1961. The business was called Seder & Son until around 1951, when it became the Seder Plastics Corporation. Subsequently, Seder Plastics was acquired by company secretary Gertrude Collier, who moved the company in 1963 to 316 Link Lane, within a new industrial park. During the late 1940s and early 1950s the sheet metal-clad wing was rented by other businesses, including Superior Trailer Sales, and Markley Motors, who used the large parking area as a used car sales lot. The metal-clad wing was also used as a storage and loading facility for an undetermined period of time - probably in the late 1940s - by the Denver-Fort Collins Truck Line, which provided daily refrigerated truck service to Denver, Longmont, Berthoud, and Loveland. A painted sign from this use is still barely visible on the front of the metal-clad wing.

The old Poudre Valley Elevator Company grain elevator at 359 Linden Street changed hands several times but remained in use until 1957 as a grain elevator. In that year, Ivan Madsen acquired the old building and in it opened a livestock feed store called Feeder's

Supply Company.¹⁰⁷ In 1947, Solome (“Sam”) Vigil constructed a building at 404 Linden Street in which he opened a bar called Sam’s Place. The bar remained in business for 13 years, until the death of Sam Vigil in 1960. In that year, Army veteran Jesse Godinez, his wife Dorothy, and brother Willie Godinez purchased the building and established a new Mexican restaurant called El Burrito. Starting with the family matriarch, Augustina Godinez, working as head cook, and a crude sign fashioned from a military surplus footlocker, the Godinez family managed to achieve success despite a less than ideal location near the railroad tracks and grain elevators.

El Burrito has been in continuous operation for over four decades, since 1960. In the 1960s the Godinez family also began manufacturing tortillas for use in the restaurant as well as for sale. In the 1970s, they attempted to expand their restaurant business by opening the Casa Godinez restaurant in Greeley, and another Mexican restaurant in the Foothills Fashion Mall in Fort Collins. The building was remodeled extensively in the early 1980s, enabling it to seat 160 people. Even after the death of Augustina Godinez in 1991, the family business has continued to thrive, and it has become a visual and culinary landmark of the Old Town/Old Fort Site area of Fort Collins.

Throughout these years, a diminishing number of residents, mainly Mexican-Americans, have continued to live in the Old Fort Site Area. The houses they occupied were clustered in the 200 and 300 blocks of Willow, as well as along Pine, Poudre, and Linden Streets close to the river. In recent years, the number of dwellings has decreased markedly. Some of these houses were razed due to their deteriorating condition, while others, like the Bostford House at 312 Poudre Street, were cleared to make way for other uses.¹⁰⁸ As of 2001, only eight historic dwellings remain in the area, including four on Linden Street, three on Willow Street, and one on Pine Street.

During the postwar period, spiritual support and specialized commodities for the Mexican-American population were available in the Old Fort Site. A small church offering Hispanic services was established sometime in the 1940s in one half of a brick duplex, at 406 Pine Street. This house of worship was originally called the “Asamblea de Dios [Assembly of God] Church.” In 1964, another ministry called the “Santa Pentecostes ‘Esmirna’ Iglesia,” succeeded the earlier church in the same location, but was gone by 1966.¹⁰⁹ Sam’s Place, the predecessor to El Burrito restaurant on Linden Street, operated a small store selling Mexican commodities and foods to the local populace in the late 1940s and 1950s.

Another significant development within the Old Fort Site area in the postwar period was the establishment of cement batch plants in the late 1950s and early 1960s. Poudre Pre-Mix was started in 1959 by Glenn A. Chandler on Linden Street, close to the Cache la Poudre River, on land owned by Ranch Way Feeds. A competing concrete batch plant

¹⁰⁷ Marmor 1996, p. 31. In 1971 the business was acquired by Dale Wingate, who renamed it Northern Colorado Feeder’s Supply.

¹⁰⁸ The Bostford House was demolished in 1999 to facilitate expansion of the Kiefer Concrete Company equipment storage yard.

¹⁰⁹ Fort Collins city directories (1940–1966).

called C&M Ready Mix Concrete was started by Edward A. Fulcomer in 1960 on a wide strip of vacant land extending behind the old Harmony Mill. Fulcomer arrived in Fort Collins in 1947 and owned C&M Ready-Mix plants in Fort Collins, Boulder, and Laramie, Wyoming. In 1963, Blair A. Kiefer and two partners – Glenn Chandler and Oliver J. Warner - acquired the C&M plant, renaming it the Kiefer Concrete Company. Edward Fulcomer evidently also became a partner in the venture. Poudre Pre-Mix operated until recently, supplying concrete for countless basements, foundations, curbs and sidewalks throughout the Fort Collins area.

The old gas manufacturing plant located between Willow Street and the UP tracks was dismantled sometime in the mid- to late 1960s.¹¹⁰ The plant, originally built by the Poudre Valley Gas Company in 1904-05, was acquired by the Public Service Company in August of 1926. Illuminating gas was originally manufactured by burning fine coal at the plant site, but by the mid-1920s gas was supplied to the plant by pipeline.¹¹¹ The plant's distinctive cylindrical gas storage tank, or "gasometer," was rendered obsolete by new technology and this familiar visual landmark of the Old Fort Site for approximately six decades was replaced by a small, concrete block-walled meter station building.

Although the UP rail corridor through the Old Fort Site has remained in use up to the present, the company abandoned its passenger depot around 1959. Subsequently, the old passenger depot on Jefferson Street was utilized for a series of commercial ventures, including a wood products manufacturing facility, a wholesale electronics supply store, a paint and drywall supply store, and several short-lived restaurants. The UP consolidated its passenger and freight terminals in the old Linden Street freight depot. Abandoned by the UP in 1975, the freight depot was occupied until 1992 by a print shop. After 1992 it was used briefly as a brewery before being acquired in 1996 by its current occupant, Cottier Construction, Inc.¹¹²

The city dump, located in the northern portion of the study area adjoining the Cache la Poudre River, closed permanently in late 1963 or early 1964. The abandonment of the dump followed the opening, in September 1963, of the Larimer County landfill off of South Taft Hill Road. The old dump had been in use for at least 35 years, and possibly much longer.¹¹³

¹¹⁰ This date is based on aerial photographs of the area dated 1963 and 1970. Changes in the Old Fort Site based on aerial photographic evidence are summarized in a report by Walsh Environmental Scientists and Engineers, LLC, *Draft Phase I Environmental Site Assessment, Fort Collins Brownfields Program, Downtown River Corridor, Fort Collins, Colorado*, April 25, 2001.

¹¹¹ Charlene Tresner, "Gas was once manufactured," in Ahlbrandt and Steiben, eds., *History of Larimer County, Colorado, Vol. II* (Dallas: Curtis Media Corporation, 1987), p. 68.

¹¹² Fort Collins city directories; see also Kenneth Jessen, "Fort Collins Depots," *Triangle Review*, February 25, 1979.

¹¹³ Elizabeth Ann Morris, David McComb, and James R. Marcotte, *Archaeological Test Excavations in a Portion of the Fort Collins Old City Dump*. Report prepared for the City of Fort Collins by Colorado State University, 1977. The dump had been used at least as early as the late 1920s, based on its identification on a March 1929 map of "Fort Collins and Suburbs," by Civil Engineer A. L. Marhoff.

In the 1970s, as the local historic preservation movement gained momentum with the Centennial events celebrating the founding of Fort Collins, plans were formulated to reconstruct the old cavalry post of Fort Collins in its original location within the Old Fort Site. Although considerable effort was expended in exploring this bold plan, support was lacking and the project was shelved.¹¹⁴

Recent developments in the Old Fort Site area include the establishment of several social services facilities, including the Volunteers Clearing House, housed from 1975 to 1994 in the remodeled building originally occupied by the Linden Wet Wash Laundry. Since 1995 the building, at 401 Linden Street, has been occupied by another non-profit organization, the Education and Life Training Center. The Rudolph Mercantile Company building, located at 316 Jefferson, has been occupied by social service organizations since 1991, and has been the home of the Open Door Rescue Mission – a homeless shelter – since 1994. The United Way charitable organization settled into a new building erected in the 1990s on Pine Street. This building and the adjacent Northside Aztlan Center (built in the 1980s), a municipally-operated recreation facility, were built atop the old city dump, which was abandoned in the early 1960s.

Despite the shrinking number of historic buildings, several key landmarks remain within the Old Fort Site, including the UP passenger and freight depots, Ranch Way Feeds, the former Poudre Valley Elevator Company grain elevator at 359 Linden Street, the Rocky Mountain Grain and Coal Company complex at 119 E. Lincoln Avenue, and the old Harmony Mill (131 Lincoln Avenue). The latter building represents a historic preservation success story, as a result of its restoration and adaptive reuse as an office building in the 1990s.

Associated Property Types

Property types associated with postwar activity in the old Fort Site include the commercial and industrial buildings erected on the 300 and 400 blocks of Jefferson Street, including four Quonset huts. Other property types include the Kiefer Concrete Company and Poudre Pre-Mix batch plant on Linden Street; the El Burrito Restaurant, and commercial industrial buildings erected on Willow Street, including a concrete block building erected at 316 Willow Street in 1974, and the more recently constructed prefabricated sheet metal Interstate Battery building at 300 Willow Street. The Northside Aztlan Center on Willow Street and the United Way building on Pine Street are also associated with recent land use of the Old Fort Site.

¹¹⁴ Considerable material about this effort are maintained in the files of the Historic Preservation Department within the City of Fort Collins Advance Planning Department. See, for example, “Fort project slowed by lack of financing,” Fort Collins *Coloradoan*, May 28, 1975; and “Old Fort project shelved,” Fort Collins *Coloradoan*, October 29, 1975.

Designated Properties and Registration Requirements

No old Fort Site properties from this time period have been determined eligible for the NRHP or SRHP, nor designated as Local Landmarks. Properties considered for designation should be at least 50 years old. Additionally, properties should retain sufficient integrity of their original design. El Burrito Restaurant, for example, has been extensively remodeled over the years, such that its original appearance has been obliterated. The same holds true for certain Quonset huts modified for commercial and industrial use.

Historical and architectural significance of post-World War II properties is difficult to assess because of the short time span and the inherent limitations on discerning significant historical trends. One possible exception concerns the adaptation of war surplus Quonset huts for civilian use. These buildings represent a clearly defined example of adaptive reuse tied to a widespread program of demobilization after the cessation of hostilities in the mid- to late 1940s. Consequently, certain well-preserved examples of Quonset huts may qualify for designation as Local Landmarks. With respect to the potential for NRHP and SRHP eligibility of Quonset huts, the SHPO should be consulted for guidance.

III. ELIGIBILITY REQUIREMENTS

Eligibility Criteria for The National Register of Historic Places

The National Register of Historic Places (NRHP) was established in 1966 as part of the National Historic Preservation Act, and is administered by the National Park Service. The criteria properties must meet to be eligible for listing on the NRHP are specified in the Code of Federal Regulations, Title 36, Part 60, and are as follows:

“The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A) That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B) That are associated with the lives of persons significant in our past; or
- C) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D) That have yielded, or may be likely to yield, information important in prehistory or history.

The registration process involves submittal of a detailed nomination form that justifies the property’s significance. The completed nomination form is reviewed for adequacy by the State Historic Preservation Office (SHPO). Nominations approved and endorsed by the SHPO are forwarded to the Keeper of the Register in Washington, D.C. for final approval. Although property owner consent is required in order for a property to be officially placed on the NRHP, properties may be officially determined eligible for listing by the SHPO.

Eligibility Criteria for The State Register of Historic Properties

The State of Colorado has established a designation process and criteria that closely follows the NRHP model, except that there is no federal involvement and only SHPO (in this case the Colorado Historical Society/ Office of Archaeology and Historic Preservation) approval is required. A property considered for nomination to the State Register of Historic Properties must meet one or more of the following criteria. Each criterion chosen must be justified adequately in the Statement of Significance section of the nomination form. The specific criteria are as follows:

- A) The property is associated with events that have made a significant contribution to history; or
- B) The property is connected with persons significant in history; or
- C) The property has distinctive characteristics of a type, period, method of construction or artisan; or
- D) The property has geographic importance; or
- E) The property contains the possibility of important discoveries related to prehistory or history.

City of Fort Collins Local Landmark Criteria

Chapter 14 of the City of Fort Collins Municipal Code (“Landmark Preservation”) details the City’s commitment to historic preservation. A primary purpose of this mandate is to “designate, preserve, protect, enhance and perpetuate those sites, structures, objects and districts which reflect outstanding elements of the City’s cultural, artistic, social, economic, political, architectural, and historic heritage.” The Landmark Preservation code provides a process and specific criteria for the designation of properties as Local Landmarks. These eligibility criteria are as follows:

Architectural significance: The site, structure, object or district portrays the environment of a group of people in an era of history characterized by a distinctive architectural style; embodies those distinguishing characteristics of an architectural-type specimen; is the work of an architect or master builder whose individual work has influenced the development of the city or contains elements or architectural design, detail, materials or craftsmanship which represent a significant innovation.

Historical significance: The site, structure, object or district has character, interest or value as part of the development, heritage or cultural characteristics of the city, state or nation; is the site of a historic event with an effect upon society; is identified with a person or group of persons who had some influence on society; or exemplifies the cultural, political, economic, social or historic heritage of the community.

Geographical significance: The site, structure, object or district, because of being part of or related to a square, park, or other distinctive area, should be developed or preserved according to a plan based on a historic, cultural or architectural motif or due to its unique location or singular physical characteristics, represents an established and familiar visual feature of the neighborhood, community or city.

Unlike the national and state register criteria, the City’s Local Landmark criteria do not specify integrity requirements. Applications for designation are typically submitted by

owners of historic properties, although in certain instances the City may seek a “non-consensual” designation to prevent the demolition of a property deemed important to the City’s heritage. Applications are reviewed by the City’s Historic Preservation Staff prior to formal consideration by the Local Landmark Commission (LPC). Applications approved by the LPC are then submitted to the City Council for final approval, and an ordinance is issued to complete the process.

IV. DATA GAPS

Numerous voids in our understanding of the history of the Old Fort Site were identified as a result of the research conducted for this project. These voids, or “data gaps,” will require additional research, including more exhaustive review of archival records, oral history interviews, and archaeological investigation. In some cases, these gaps will remain impossible to fill due to the lack of records or conflicting evidence. Information is lacking or not readily available for a variety of topics, including dates, locations of specific buildings and structures, and certain aspects of the area’s social history. While this list of data gaps covers a wide array of topics, it should not be considered complete.

Data gaps for the Old Fort Site are listed below, along with recommendations for further research:

1. Exact locations of original military post buildings. While the locations of most fort buildings were estimated with relative accuracy by local historian John S. Gray, verification of their precise locations will require archaeological investigation (including ground penetrating radar and test excavation). However, post-1867 land uses may have effectively erased *in-situ* physical evidence such as foundations of some or all fort buildings.
2. Do any fort-era trash deposits exist within the Old Fort Site? Such trash deposits may be located within privies associated with fort buildings. Such deposits, if they exist, may be exposed by archaeological investigation and/or serendipitous discovery during ground disturbance (e.g., grading, utility or pipe line excavation). Archival sources are unlikely to discuss refuse disposal during the period of military occupation, although there may be standardized military regulations from the 1860s regarding camp sanitation procedures that may have been typically followed in frontier posts such as Camp/Fort Collins.
3. Were dug-out stables actually constructed along the river bank during the military post period? Conflicting accounts in the historical record have left this issue unresolved. Unless there are other archival resources untapped by John Gray that can be reviewed, this question may remain enigmatic.
4. The location of Stone and Peterson’s brick kiln. Additional archival sources as well as archaeological evidence may help pinpoint this early industrial facility.
5. Does physical evidence of the millrace(s) still exist? Archaeological investigation, such as trenching, would be required to determine if the filled-in course of the 1867 millrace and the millrace segment realigned in 1882 can be discerned below the present ground surface near Willow Street.
6. What was the extent of damage to the Old Fort Site from the 1904 flood? Old photographs and newspaper accounts may contain the information needed to address this data gap.

7. More information about the use of the Old Fort Site by sugar factory workers, in particular German-Russian and Mexican-American laborers and their families. Was this area considered an “overflow” area of the nearby Buckingham subdivision, and was there a discernable shift in the ethnicity of sugar factory workers in the Old Fort Site that is consistent with demographic trends in Buckingham, Andersonville, and Alta Vista? Census data and city directory data will be required to address these questions. The results of research about the other sugar factory worker enclaves conducted for other historic preservation survey projects will aid in addressing this topic.
8. Flagstone sidewalk on Linden Street. Information should be available in archival sources such as City Council minutes and newspapers to determine when and by whom the flagstone sidewalk was installed in front of the odd numbered dwellings in the 400 block of Linden Street. This information may also be useful for comparison with other flagstone sidewalks remaining in Fort Collins outside the Old Fort Site.
9. Identification/verification of the houses moved out of the Old Fort Site to new locations as a result of construction of the UP in 1910-11. The late local historian Charlene Tresner identified the exact present locations of five houses, and the approximate locations of two others that formerly stood within the UP rail corridor. Unfortunately, her information sources are unknown. Further archival research needs to be done to verify the exact number and present locations of these buildings.
10. Do either of the UP depots in the Old Fort Site represent standard plan structures replicated elsewhere along the UP rail empire? Additional archival research will be required to address this question. Potential data sources include the UP corporate archives in Omaha, Nebraska and various railroad museums as well as the Western History collections of the Denver Public Library.
11. Why was the Linden Street (Denver & Interurban Railroad) trolley line abandoned at a relatively early date, and what happened to the tracks? This data gap should be possible to fill through additional archival research, including the review of early newspapers.
12. When was the old city dump started, and was it an informal dumping ground before the city assumed management of the facility? Very little information is readily available on this topic. Additional data is probably available in old City Council minutes and other municipal records. Oral history and additional archaeological research may possibly shed further light on the history of the dump.
13. The Libby, McNeil and Libby pickle plant on Linden Street. Although abundant information exists about the large Dreher Pickle Company plant that formerly

- existed on Riverside Avenue, little is known about this smaller scale commercial pickling operation formerly located behind the Poudre Valley Elevator Company grain elevator (now Northern Colorado Feeders Supply) on Linden Street. Additional information may be available through archival research including newspapers, photographs, and deeds.
14. Bridges over the Cache la Poudre River. Relatively little is known about the history and design of various early bridges constructed over the Cache la Poudre River at Lincoln Avenue and Linden Street.¹¹⁵ More information is undoubtedly available in early newspapers, County Commissioners' minutes, and photographs. Additionally, the potential existence of old bridge abutments in the study area remains to be determined through field survey.
 15. Islands in the Cache la Poudre River. Cartographic evidence provides conflicting evidence regarding the shape of these islands, and virtually no archival evidence was found to discuss the naming and use of these natural features.
 16. Straightening of the Cache la Poudre River in the 1950s. More information is needed to clarify why, how, and exactly when the Cache la Poudre River was straightened adjacent to the Old Fort Site. This information is almost certainly available in agency records and contemporary newspaper accounts.
 17. Quonset huts on Jefferson Street. The origins of three prefabricated military surplus buildings as well as one civilian copy may be identified through additional archival research and interviews with knowledgeable informants. According to Fort Collins Historical Society president Loren Maxey, the Quonsets were not obtained from CSU's "Veterans' Village," and the civilian copy may have been produced by the Behlen Manufacturing Company of Columbus, Nebraska.
 18. Fire Department training tower. Little is known about the span of operation, cost, or other details concerning the Fire Department training tower placed along Jefferson Street sometime between 1925 and 1948. Additional information is undoubtedly available in City Council Minutes, old Fire Department records, and newspapers.

¹¹⁵ According to a historical study of North College Avenue prepared by Carol Tunner of the City of Fort Collins Advance Planning Department, Linden Street was once equipped with an iron truss bridge similar to three others spanning the Poudre River at North College Avenue, North Taft Hill Road, and Overland Trail.

V. PRESERVATION THREATS AND OPPORTUNITIES

Historic preservation is a growing concern in the Old Fort Site. This area may contain archaeological remnants of the military post that preceded the founding of the town of Fort Collins. Other potential archaeological resources include the millrace, the area's first brick kiln, and the old city dump. Although the area contains some of the most significant and visible buildings and structures associated with the City's heritage – such as grain elevators, mills, and railroad depots, the number of historical properties has been dwindling.

Historical and archaeological properties within the Old Fort Site are vulnerable to a variety of threats including:

- 1) demolition or impact to integrity due to public and private redevelopment;
- 2) deterioration due to neglect;
- 3) incompatible development adjacent to historic structures; and
- 4) ground disturbance associated with the repair, removal, and construction of streets, railroads, bridges, and buried utility lines.
- 5) Because of the area's close proximity to the Poudre River, there is the potential for flooding.

A variety of opportunities are available to counter the threat to historical and archaeological resources within the Old Fort Site, as well as to recognize, enhance, and commemorate these non-renewable resources as valuable and unique links to the City's heritage. Preservation opportunities include:

- 1) Economic incentives. Programs presently available at the federal, state, and local levels to assist property owners with the restoration and rehabilitation of designated or eligible historic properties include the Federal Rehabilitation Tax Credits, the Colorado Historic Preservation Income Tax Credits, State Historic Fund Grants, City of Fort Collins Zero Interest Loans for Historic Landmark Rehabilitation, and the City of Fort Collins Design Assistance Program. Each program has established qualifying criteria and requires a formal application.
- 2) Regulatory measures. Historical properties officially listed as Local Landmarks or determined eligible for listing by the City of Fort Collins Advance Planning Department is afforded special protection, as outlined in the Municipal Code. Permit applications for exterior alteration or demolition of properties exceeding 50 years of age are subject to special review by the Planning Department and Landmark Preservation Commission, and a 30 day

delay period may be enforced to enable the matter to be reviewed adequately. Additionally, Section 3.4.7 of the Fort Collins Land Use Code specifies requirements for new development projects to insure the preservation of significant historic properties as well as the historic character of existing development.

- 3) Public awareness and education. In addition to financial incentives and regulatory protection, historic preservation in the Old Fort Site may be fostered by implementation of a proactive program of public awareness and education to disseminate information about the area's importance to Fort Collins history. This opportunity is especially promising for the study area, since it contains the site of the original military post as well as some of the City's most unique and visually distinctive historical landmarks. Public awareness may be raised by the production of course materials for use in public schools; by the development of signage¹¹⁶ and self-guided tour brochures, lectures, newspaper articles, and by public participation in the planning process for this unique area.



¹¹⁶ In 1988, a series of six interpretive signs showing the layout of the military post of Fort Collins were installed by the City in the Old Town and Old Fort Site areas. See "Origins of fort get attention by new signs," *Fort Collins Coloradoan*, August 18, 1988.

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APPENDIX:

**HISTORICAL DEVELOPMENT MAPS
OF THE OLD FORT SITE,
FORT COLLINS, COLORADO
1866-2002**

HISTORICAL DEVELOPMENT MAPS OF THE OLD FORT SITE, 1866-2002

Introduction

Geographic Information System (GIS) technology was employed to create a series of color-coded, same-scale historical development overlay maps of the Old Fort Site. These maps depict physical changes that occurred in this area in the approximately 136 period extending from 1866 to 2002. The initial date was chosen to show the military post at its most complete stage of development, and the terminal date of 2002 was chosen in order to show the present conditions and land uses, using current GIS data provided by the City of Fort Collins.

Methodology

The layout of streets, blocks, and lots was created using a combination of current GIS coverage provided by the City of Fort Collins (for the Old Town area), and the detailed map of Fort Collins prepared in 1894 by civil engineer W.C. Willits. The Willits map clearly shows the delineation of lots and blocks of the original townsite, whereas the current City of Fort Collins GIS data reflects the numerous subdivisions and other changes to land ownership (e.g. vacation of streets and alleys) in the Old Fort Site that have resulted in alteration of the original layout. By utilizing the parcel coverage as shown on the Willits map, it was possible to match up building footprints from early maps in their proper places with reasonable accuracy.

The years chosen for the historical map sequence were based upon the availability and information value of early maps and aerial photographs of Fort Collins. Selection of other dates would have involved speculation and extensive property-specific research. The resulting sequence included the years 1866, 1886, 1891, 1895, 1901, 1906, 1909, 1917, 1925, 1948, 1963, 1981 and 2002. The time spans between these maps varies from 3 to 23 years, as shown below:

<u>Time span</u>	<u>Years between maps</u>
1866-1886	20
1886-1891	5
1891-1895	4
1895-1901	6
1901-1906	5
1906-1909	3
1909-1917	8
1917-1925	8
1925-1948	23
1948-1963	15
1963-1981	18
1981-2002	21

Three main objectives of the mapping effort were 1) to show changes over time to the built environment, including the appearance, alteration, and disappearance of man-made features such as buildings, structures (e.g. bridges and industrial facilities), railroads, and ditches; 2) to show changes in the pattern of land use; and 3) to show changes in natural features, in this case limited to the channel and islands of the Cache la Poudre River. Building footprints and other man-made features were added to the maps by a combination of methods, including using City-provided GIS footprint data for existing historic buildings, as well as manual digitization of footprints depicted on spliced Sanborn maps copied from microfilm.

Limited Sanborn map coverage of the study area prevented a complete depiction of changes to the built environment within the Old Fort Site. Areas generally excluded from historical map coverage include Blocks 1 and 8 as well as portions of Blocks 2 and 15. The only historical map to show the entire area, including man-made features, was the Willits map of 1894. The course of the original (1867) millrace built by Henry Peterson was obtained from the 1873 plat of the Fort Collins townsite. Numerous adjustments to the maps were made by supplemental archival research.

Land uses in the Old Fort Site are classified and color-coded separately as Residential, Commercial, Industrial, Railroad-related, School, and Religious. Outbuildings (mainly residential) are distinguished separately on the maps, as are bridges. The Industrial classification included a variety of property types, including grain elevators and mills, the illuminating gas plant, the Giddings foundry and machine shop, as well as the municipal power plant.

Another limitation affecting the accuracy of the GIS maps concerns historical map depictions of the Cache la Poudre River channel and islands. There are conflicting depictions on the 1873 townsite plat, the Sanborn fire insurance maps, and the Willits map which had to be carefully compared and evaluated. For example, in some cases the shape, location, and number of islands shifted unrealistically between maps. Early bird's-eye views were also studied in order to choose depictions that were consistent and made sense, although they must still be considered approximations.

Sources

A wide variety of sources were utilized in the creation of the GIS map series. These sources, including maps, plats, aerial photographs, and bird's-eye views, are listed below:

Maps

“Fort Collins Post in Old Town Fort Collins,” prepared by John A. Popovich; in John S. Gray, *Cavalry and Coaches* (Fort Collins, Colorado: Old Army Press, 1978).

“Map of Camp Collins, Colorado Territory,” probably drawn by Caspar Collins in November, 1864, Scale one inch = 50 feet. Original kept at Special Collections

Department, Colorado State University; reproduced in John S. Gray, *Cavalry and Coaches*.

“Map of Fort Collins, Larimer County, Colorado,” by W. C. Willits, Civil Engineer, Denver, Colorado, 1894. Scale one inch = 5 chains. On file at the Local History Archives, Fort Collins Public Library, and the City of Fort Collins Advance Planning Department.

“Map Showing Proposed Change in Alignment of Pine Street Storm Sewer, Being that Portion of the Sewer Lying on Property of the U.P.R.R. Co.,” Office of the City Engineer, Fort Collins, Colorado, April 15, 1918. On file at the Local History Archives, Fort Collins Public Library.

Sanborn Fire Insurance Maps of Fort Collins (1886, 1891, 1895, 1901, 1906, 1909, 1917, 1925, 1948, 1963). Microfilm [black and white images] curated at the Fort Collins Public Library (except for 1963 edition, which is available on microfilm at Colorado State University).

“The Denver and Interurban Railroad Company Map of Fort Collins, Colorado, showing the Location and Length of All Street Car Lines,” drafted by the Chief Engineer’s Office, Denver, Colorado, March 26, 1908, and corrected to May 1, 1914. Scale one inch = 300 feet. On file at the Local History Archives, Fort Collins Public Library.

“Fort Collins and Suburbs,” compiled and published by A.L. Marhoff, Civil Engineer, Fort Collins, Colorado, Scale one inch = 1,000 feet, March 1929.

United States Geological Survey, 15’ *Fort Collins, Colorado* topographic quadrangle (Surveyed in 1905-06, Edition of June 1908, reprinted 1947). Reproduced in *History of Larimer County, Colorado, Volume II*, Arlene Briggs Ahlbrandt and Kathryn “Kate” Stieben, eds., 1987, p. 46.

United States Geological Survey, 7.5’ *Fort Collins, Colorado* topographic quadrangle (1960; Photorevised 1984).

Plats

“City Dump, Topographical and Boundaries,” map produced by the Office of the [Fort Collins] City Engineer, dated December, 1960. Scale one inch = 100 feet. On file at the City of Fort Collins Engineering Department (Technical Services Department), Fort Collins.

“Map of the Town of Fort Collins, Larimer County, Colorado, surveyed by Franklin Avery. Filed by the Larimer County Land Improvement Company, January 16, 1873. Scale one inch = 300 feet. On file at the Larimer County Recorder’s Office, Fort Collins.

“Old City Dump, Topographical and Boundaries,” map produced by the Office of the [Fort Collins] City Engineer, dated April 16, 1965. Scale one inch = 100 feet. On file at the City of Fort Collins Engineering Department (Technical Services Department), Fort Collins.

Aerial Photographs

Vertical aerial photographs of the study area provided by the City of Fort Collins were also examined, and proved to be invaluable. The images included views captured on film in 1941, 1949, 1951, 1953, 1958, 1963, 1970, 1972, 1973, 1975, 1977, 1979, 1981, 1983, 1985, 1987, 1990, 1994, 1997, 2000. Provided by the City of Fort Collins Advance Planning Department.

Other Sources

Bird’s-eye View Map of Fort Collins, produced in 1884 by Pierre Dastarac. Copy available at the Local History Archives, Fort Collins Public Library.

Bird’s-eye View Map of Fort Collins, produced in 1899 by Merritt Dana Houghton. Copy available at the Local History Archives, Fort Collins Public Library.

Map-by-Map Summaries

A summary of key features and land use patterns on each map is provided in the following sections. The relevant historic sub-context associated with each map is identified. The only sub-context for which mapping was not adequate to prepare a GIS historical development map was “Initial Post-Abandonment Activity in the Old Fort Site Area, 1867-1871.” Significant changes to the cultural and natural landscape visible in each successive map are also summarized. Following the individual map summaries is a list of noteworthy buildings and features in the Old Fort Site, designated by alphabetic symbols keyed to the historical development maps.

1866 Map (entire study area)

This map is associated with the historic sub-context titled “Camp Collins and the Fort Collins Military Reservation, 1864-1867.” The military post of Fort Collins is shown at its terminal stage of development, consisting of a maximum of 25 buildings and a square parade ground. The “Denver Road” or Overland Trail followed the approximate trajectory of present-day Riverside Avenue and Jefferson Street. As shown on the map, the fort buildings were placed perpendicular and parallel to the northwest-southeast trending Denver Road, establishing the “tilted” pattern followed later by the civilian settlement of “Old Town.” No other substantial man-made features are known to have existed within the Old Fort Site in 1866.

The configuration of the river course and islands is based mainly upon the January 1873 townsite plat created by Franklin Avery, as well as the November 1864 map of the military post drawn by Caspar Collins. The latter map only shows a small portion of the river.

1866 (military post features)

The layout of Fort Collins military post is based upon the building locations plotted by John S. Gray, author of the definitive work on the history of the post, *Cavalry and Coaches*. Gray's meticulous research included the critical evaluation of a variety of information sources, both graphic and textual (See Appendix A, "Locating the Fort Collins Post and Buildings" in *Cavalry and Coaches*). His reconstruction of the post layout with respect to the present street pattern appears to be the most accurate depiction possible, unless new discoveries of contemporary information sources are made that shed light on questionable details. The footprints of a number of buildings on the map are identified as approximate, based on Gray's study; documentation is lacking for the exact locations of the laundress' quarters, guard house, magazine, blacksmith shop, bakery, stables, original sutler's store (replaced by Old Grout in 1865), as well as the sutler's boarding house. Included on the map are two buildings built by civilians and used after the post's closure in 1866, including Old Grout and the Officers' Mess, also known as "Auntie Stone's cabin."

1886 Map

This map is associated with the historic sub-context titled "The Fort Collins Town Site and Early Community Development in the Old Fort Site Area, 1872-1902." The depiction of the study area twenty years after closure of the military post, and thirteen years after the founding of the town, reveals a substantial amount and diversity of development. The tracks of the Greeley, Salt Lake, and Pacific Railroad (GSL&P) traverse the Old Fort Site along Willow Street. The Lindell Mills buildings, located near the corner of Willow and Lincoln Avenue, are the only industrial structures within the area. The millrace serving the Lindell Mills runs along Willow Street, and represents the channel re-alignment made to accommodate the GSL&P railroad tracks. Spanning the river near the Lindell Mills is the first Lincoln Avenue bridge constructed in 1881-82 by L.S. Springer.

Commercial development is concentrated along Jefferson Street between Chestnut and Pine, and along Linden Street in Old Town. The large commercial buildings depicted include the two-story brick mercantile building erected by William Stover on the northeast corner of Jefferson and Linden and the brick Tedmon House and wood frame Cottage House hotels on the northwest side of Linden Street. Among the row of attached commercial buildings on the southeast side of the intersection is the stone masonry Collins House hotel. The map also reflects the temporary use of a two story commercial

building on the southeast corner of Jefferson and Pine as a school, containing classrooms for kindergarten through high school.

Approximately 30 dwellings are scattered throughout the area, including several houses located along the Jefferson Street commercial “strip”, and one on the Old Firehouse Alley. Numerous residential outbuildings appear as well, including barns, chicken coops, and sheds. The lack of buildings on the north/east side of Willow Street (in Blocks 1, 2, 3, and 15) reflects the limited early Sanborn Map coverage of this portion of the Old Fort Site. The former log-walled Headquarters Building reportedly was still standing when the 1886 Sanborn map was issued, and its location corresponds with a wood frame dwelling shown at the rear of Lot 1 in Block 7, adjacent to the alley. However, this identification appears to be erroneous, since the building was reportedly torn down in December of 1886, while the above-mentioned wood frame dwelling appears on subsequent Sanborn maps prior to construction of the Union Pacific Railroad through the area.

The Cache la Poudre river and its islands are shown unchanged from the 1866 map, since no reliable historical map of the waterway is available prior to 1894.

1891 Map

This map is associated with the historic sub-context titled “The Fort Collins Town Site and Early Community Development in the Old Fort Site Area, 1872-1902.” Depicting the area only five years after the 1886 view, relatively little change is apparent in the overall number of buildings or the pattern of land use. Notable changes include the addition of two new industrial buildings in Block 9 along Lincoln Avenue, including the Harmony Mill (built c. 1886-87), and an “ice house” located closer to Jefferson Street. Commercial development was relatively limited. A livery stable on the southwest corner of Jefferson and Chestnut shown on the 1886 map was remodeled into the stables of the Stericker Brother Horse Importers. By 1891 the school that formerly occupied the commercial building on the corner of Jefferson and Pine in 1886 had apparently relocated to new quarters outside the Old Fort Site, and the building was occupied by several businesses. The former Collins House hotel, on the west side of Jefferson Avenue, is now known as the “City Hotel.” No significant expansion or shrinkage of residential use is evident. The lack of buildings on the north/east side of Willow Street (in Blocks 1, 2, 3, and 15) reflects the limited early Sanborn Map coverage of this portion of the Old Fort Site.

The Cache la Poudre River and its islands are shown unchanged from the 1866 map, since no reliable historical map of the waterway is available prior to 1894.

1895 Map

This map is associated with the historic sub-context titled “The Fort Collins Town Site and Early Community Development in the Old Fort Site Area, 1872-1902.” The number

of buildings and land use pattern in the study area is similar to the 1891 depiction. Industrial uses include the Lindell Mills, the Harmony Mill, and the enlarged ice house on Lincoln Avenue. Commercial and residential development had experienced little change in the four year period since 1891. Brick commercial blocks established in the 1870s and 1880s remained in use on Jefferson and Linden, as did the Tedmon House and Cottage House hotels. One new feature that appeared on the 1895 Sanborn map was a coal shed located adjacent to the GSL&P tracks near the corner of Willow and Pine Street. The latter building is interpreted to be railroad-related.

The course of the Cache la Poudre and the configuration of its three major islands (Grand, Gravel, and Mill) are plotted from the Willits map of 1894. The general configuration of the river's main channel and the locations and sizes of the islands remain relatively consistent with the 1873 townsite plat. Changes include the creation of what appears to be another very large, unnamed ephemeral island northeast of Blocks 1 and 15 (between Linden Street and Lincoln Avenue), due to the establishment of a new, narrow subsidiary channel. Another narrow, apparently artificial channel (ditch or millrace?) is depicted by Willits extending from the Lindell Mills millrace to the river across Block 3. The function of this apparent manmade channel is unknown.

1901 Map

This map is associated with the historic sub-context titled "The Fort Collins Town Site and Early Community Development in the Old Fort Site Area, 1872-1902." The land use pattern and number of buildings is only slightly changed from 1895. No new industrial features appear, and this land use is limited to the Lindell Mills, Harmony Mill, and ice house building on Lincoln Avenue. No areal expansion of the commercial district within the Old Fort Site is evident, although two new small commercial buildings appear on the north side of Jefferson Street (one each in Blocks 7 and 8). The only other noteworthy commercial development is the addition of a long, narrow hay warehouse onto the back of a feed store on Jefferson Street in Lot 7 of Block 13. Major commercial enterprises on the north side of Jefferson Street include the Tedmon House and Cottage House hotels, as well as "John Gault's Livery", occupying the former Stover mercantile building on the corner of Linden and Jefferson (Block 8). On the opposite (south) side of Jefferson Street, the Strericker Brothers Livery is a major feature of Block 12.

Limited residential development evident since 1895 include one new dwelling in each of Blocks 7, 8, 9, and 12. A total of ten dwellings are located along the north side of Jefferson Street, in and near the commercial "strip", and five dwellings stand on the south side of Jefferson, between Linden Street and Lincoln Avenue. Although Sanborn map coverage is still lacking for Blocks 1, 2, 3, and 15, several houses are plotted based on assessor's construction dates. The coal shed near the GSL&P tracks at Pine and Willow is the only railroad-related building known to be standing within the Old Fort Site in 1901.

For lack of an accurate map from this date, the 1894 (Willits) depiction of the river course and islands is repeated here.

1906 Map

This map is associated with the historic sub-context titled “The Sugar Beet Industry Stimulates Development and Urban Growth, 1902-1910.” This map reveals significant new development resulting from the economic boom during this decade. The number of buildings shown also reflects expanded Sanborn Map coverage of the area, especially on the north side of the GSL&P tracks in Blocks 2, 4 and 6. New industrial development is evident in Block 6, including the new Poudre Valley Gas Company plant built in 1904 (with its distinctive cylindrical “gasometer”), the Anderson Mercantile warehouse adjacent to the railroad tracks, and a foundry and “pop factory” on Jefferson Street. The former ice house building on Lincoln Avenue was occupied in 1906 by the H.C. Casrud Exchange & Breeding Barns. The Fort Collins Milling & Elevator Company (Lindell Mills) remained in operation at this time, although the nearby Harmony Mill building sat vacant.

New commercial development extended the Jefferson Street commercial strip northwestward in Block 6, and additional new construction occurred in blocks 7, 8, 12, and 13. Significant additions include the new Brown’s Palace and Blaine hotels on Pine Street (Block 13), and enlargement of the hay warehouse in the same block into a larger wagon and implement warehouse. The former Stericker livery stables in Block 12 had been acquired by Stoud & Jackson and enlarged for use as their livery and sale barns. The Cottage House hotel, located adjacent to the Tedmon House, had also been substantially expanded by construction of a large rear addition.

A significant increase in residential use of the Old Fort Site area is evident. Numerous new dwellings were erected, while some older houses were apparently enlarged, and it appears that some former outbuildings were even adapted for residential use, probably to accommodate an influx of workers employed by the new sugar factory. Six new houses appear along Lincoln and Riverside avenues in Block 10. Four new dwellings sprang up in Block 9, and four more each in Blocks 7 and 8. Numerous other dwellings are depicted in Blocks 1, 2, 3, 4, and 6. These new dwellings include a number of tiny wood frame shanties erected on the north side of Willow Street, adjacent to the millrace.

By 1906, the rail-related coal shed located along the GSL&P tracks near the intersection of Pine and Willow Streets has been removed.

The 1906 map depicts the new Linden Street bridges built to provide access to the sugar factory located on the opposite side of the Cache la Poudre. These bridges spanned two major channels separated by Grand Island.

The river course and islands are taken from the 1894 Willits map, although the accuracy of this depiction is questionable due to major flooding of the river in 1904.

1909 Map

This map is associated with the historic sub-context titled “The Beet Sugar Industry Stimulates Development and Urban Growth, 1902-1910.” In the three years that have elapsed since 1906, limited industrial, commercial, and residential development has occurred. Additionally, the map depicts the construction, in 1908, of the Denver & Interurban Railroad streetcar line on Linden Street. This trolley line extended from Old Town through the Old Fort Site and across the river via the Linden Street bridges to the sugar factory and beyond.

New industrial development includes the Poudre Valley Supply Company feed mill, located near the GSL&P tracks at the junction of Willow and College Avenue, and the expansion of the large livestock sale barn on the west side of Lincoln Avenue. By 1909, the Harmony Mill was being used as a warehouse by the Fort Collins Wholesale Grocery Company.

Very little new commercial development is evident, and the number of dwellings interspersed with commercial buildings on both sides of Jefferson Street is diminishing. A notable addition is the Stewart sign painting shop, erected in 1907 at 326 Willow Street. Little residential construction occurred between 1906 and 1909. One exception was the construction of a handsome brick house for dairyman George H. Wilcox on Linden Street in Block 1.

For lack of an accurate map from this date, the 1894 (Willits) depiction of the river course and islands is repeated here.

1917 Map

This map is associated with the historic sub-context titled “The Union Pacific Railroad Transforms the Old Fort Site Area, 1910-20.” This map dramatically shows the effect that railroad construction in 1910-11 had on the built environment of the Old Fort Site. With the exception of the Harmony Mill and the Poudre Valley Gas Company plant, all commercial industrial, and residential buildings have been removed from Blocks 6, 7, 8, 9, and 10. A series of new railroad tracks and sidings appear in the Old Fort Site, running parallel to Jefferson Street, and the new Union Pacific passenger and freight depots are standing on Jefferson and Linden Streets, respectively. Portions of Pine and all of Spruce Street are permanently vacated as a result of the new rail line.

New industrial facilities located within the rail corridor include two new grain elevators: the Poudre Valley Elevator Company complex at 359 Linden Street, and the Rocky Mountain Grain & Coal Company elevator and feed mill at 119 E. Lincoln Avenue. The Poudre Valley Supply Company feed mill, formerly located near the intersection of College and Willow, was removed by the Union Pacific. The only other significant industrial developments were the construction of the Frank Giddings’ Western Steel Headgate Factory on the northwest corner of Pine and Willow Streets, and the

construction of a second, larger gasometer at the Poudre Valley Gas Company Plant on Willow Street.

Residential development is concentrated mainly in Block 2, on Linden, Willow, Pine, and Poudre Streets, although several other dwellings are known to have existed at this time in Blocks 1, 3, and 4. Most dwellings are wood frame, although two new identical brick duplexes appear side by side on Pine Street (Block 2, Lot 16). Commercial development within the Old Fort Site is limited to the south side of Jefferson Street, between Pine and Chestnut Streets.

For lack of an accurate map from this date, the 1894 (Willits) depiction of the river course and islands is repeated here.

1925 Map

This map is associated with the historic sub-context titled “Mixed Uses, 1920-1945.” Residential and commercial development is minimal during this period. A significant change evident by 1925 is the abandonment of the Linden Street trolley line. Another major change was the abandonment of the millrace in 1919, after the Lindell Mills was converted to electric power.

Other noteworthy changes in the Old Fort Site include the construction of a large wooden platform to the rear of the UP freight depot; the construction of a small sheet metal-clad warehouse on Chestnut Street near the depot; erection of a coal warehouse adjacent to the old GSL&P tracks on the east side of Lincoln Avenue (Block 10); and the construction of warehouses for the Mawson Lumber Company along Riverside Avenue, near Lincoln. Other major changes include the construction, in 1920, of the distinctive rounded elevator towers of the Lindell Mills, and the construction of the Libby, McNeil and Libby pickle manufacturing plant behind the grain elevator on Linden Street. A long rear warehouse addition was also placed on the Rocky Mountain Grain & Coal Company elevator (119 E. Lincoln Avenue).

The depiction of the river course and islands is based on a 1929 map of “Fort Collins and Suburbs,” prepared in March 1929 by Fort Collins-based civil engineer A.L. Marhoff. This depiction is presumably more accurate for 1925 than the river alignment drafted 31 years earlier by W.C. Willits.

1948 Map

This map is associated with the historic sub-context titled “Post-World War II Land Use in the Old Fort Site Area.” New commercial development evident in this 23 year span include construction in the 1930s of the Carl Trostel lumber yard on the north side of Linden Street, and the McMillen Transfer and Storage warehouse at 300 N. College

Avenue. Another new commercial facility was Sam's Place, a tavern and store located at 400 Linden Street (Block 1).

New industrial development includes the municipal power plant, erected in 1935-36 along North College Avenue, close to the Poudre river. The Libby, McNeil & Libby pickle plant at 355 Linden Street was also greatly expanded by 1948, and contained a total of 36 cylindrical pickling vats. Another new industrial facility erected during this period is the Forney Manufacturing Company plant, erected in the early 1940s at the corner of Pine and Jefferson streets in Block 14 for the production of welding equipment. This industrial facility was later occupied by the Poudre Valley Dairy and used as a bottling plant.¹¹⁷ Residential use remains relatively unchanged from 1925.

Another feature shown on the map is the old City Dump, which was in use at least from the 1930s until 1963. The boundaries of the dump are derived from maps curated in the City of Fort Collins Engineering Department.

The course of the Cache la Poudre River depicted on this map was derived from a 1949 aerial photograph, and reveals major changes including the disappearance of Grand, Gravel, and Mill Islands, and the replacement of the braided channel with a wide loop between Linden Street and Lincoln Avenue. The aerial photograph reveals the existence of several small water bodies that constitute remnants of an earlier channel.

1963 Map

This map is associated with the historic sub-context titled "Post-World War II Land Use in the Old Fort Site Area." Changes evident by 1963 include the enlargement of the former Lindell Mills, after its acquisition by Ranch-Way Feeds and conversion to a livestock feed mill and packaging plant. The pickling plant on Linden Street has been abandoned, and the adjacent grain elevator has been converted to commercial use as a livestock feed store. Another new commercial venture is the El Burrito café on Linden Street near Willow, started in 1960.

By 1963, industrial uses have expanded within the Old Fort Site. These include the conversion of the McMillan warehouse at 300 N. College Avenue to a plastics factory, and the conversion of the Union Pacific passenger depot – abandoned in the mid-1950s – to a woodworking shop. Another major industrial addition was the large Woodward Governer Company factory on Jefferson Street in Block 12. An associated warehouse was located directly across the Street in Block 8. Finally, a series of small new commercial and industrial buildings appears on the north side of Jefferson Street between Linden Street and Lincoln Avenue. These included three war surplus Quonset huts (360, 400, and 410 Jefferson Street).

¹¹⁷ Letter from Jack Forney to Loren Maxey, February 7, 2002.

The map reveals the total realignment and straightening of the Cache la Poudre River channel in the 1950s. This realignment required the replacement of at least the Linden Street Bridge.

1981 Map

This map is associated with the historic sub-context titled “Post-World War II Land Use in the Old Fort Site Area.” Significant changes to the cultural landscape during the 18-year period since 1963 include the removal of the Poudre Valley Gas Company plant on Willow Street. The large building on Lots 2-10 of Block 1, was originally built as a manufacturing facility for Columbine Floral Products, but by 1970 was being used as offices for the nearby Ranch-Way Feeds mill at 546 Willow Street. Expanded commercial uses are evident including new buildings as well as the commercial re-use of existing, non-commercial buildings. New commercial buildings include two in Block 2: a large building erected c. 1975-76 at 300 Willow Street (on the corner of Willow and Pine), and originally occupied by Briarwood Home Furnishings, and a smaller commercial building erected on Lot 8. Other new commercial buildings appear in Blocks 4 and 6. Buildings converted to commercial use include the former Seder Plastics Company building at 300 N. College Avenue, which became a lawnmower repair shop in the mid-1960s and by 1981 housed a motorcycle shop. The Union Pacific freight depot at 350 Linden Street was abandoned in the mid-1970s, and by 1981 was being used as a print shop. The Anderson Implement & Coal Company building, at 119 E. Lincoln Avenue, was occupied in 1981 by a furniture repair business. An exception to this trend of commercialization occurred at 401 Linden Street. This older commercial building, which originally housed the Linden Wet Wash Laundry, had been converted by 1981 to a new, social service function as the Volunteers Clearing House.

Other noteworthy changes in the Old Fort Site by 1981 include the abandonment of the municipal power plant at 430 N. College Avenue, abandonment of the old city dump, and the construction of a new municipal recreation facility – the Northside Aztlan Center – at the former dump site. A reduction in residential use also occurred between 1963 and 1981, particularly in Block 2, where the number of dwellings shrank from 14 to nine, mainly due to displacement by new commercial development. One other residential building on the south side of Lincoln Avenue was also razed during this time period.

2002 Map

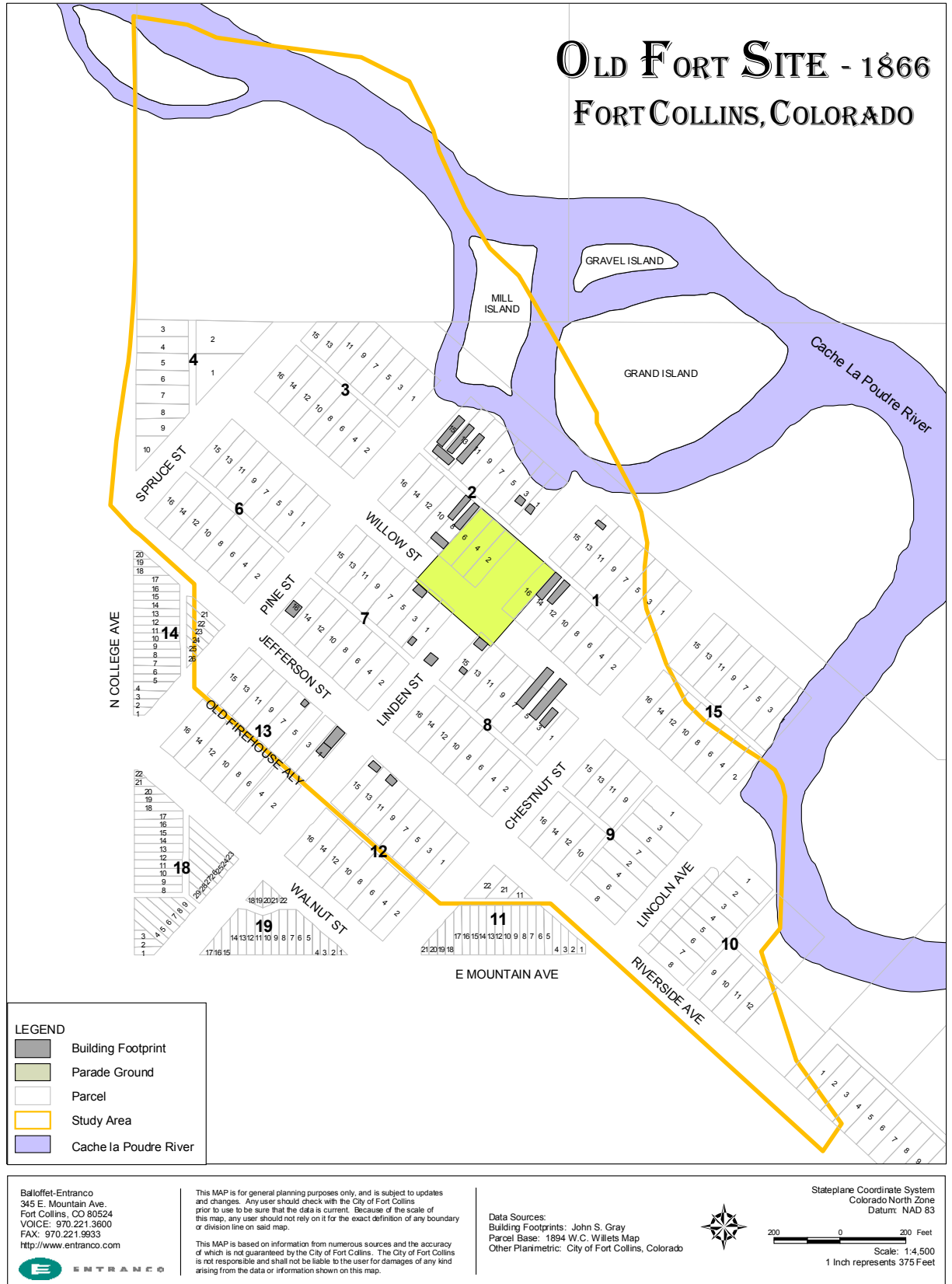
This map is associated with the historic sub-context titled “Post-World War II Land Use in the Old Fort Site Area.” Trends apparent during this 21-year span include the further shrinkage of residential use, and the expansion of commercial uses and social services. Several houses were razed on Block 2, including a brick house on Poudre Street, another wood frame house on Willow Street, and a brick duplex on Pine Street. A wood frame house at 220 Willow Street (in Block 8) was also razed during this time span. Commercial growth in the Old Fort Site includes the substantial enlargement of the Sears

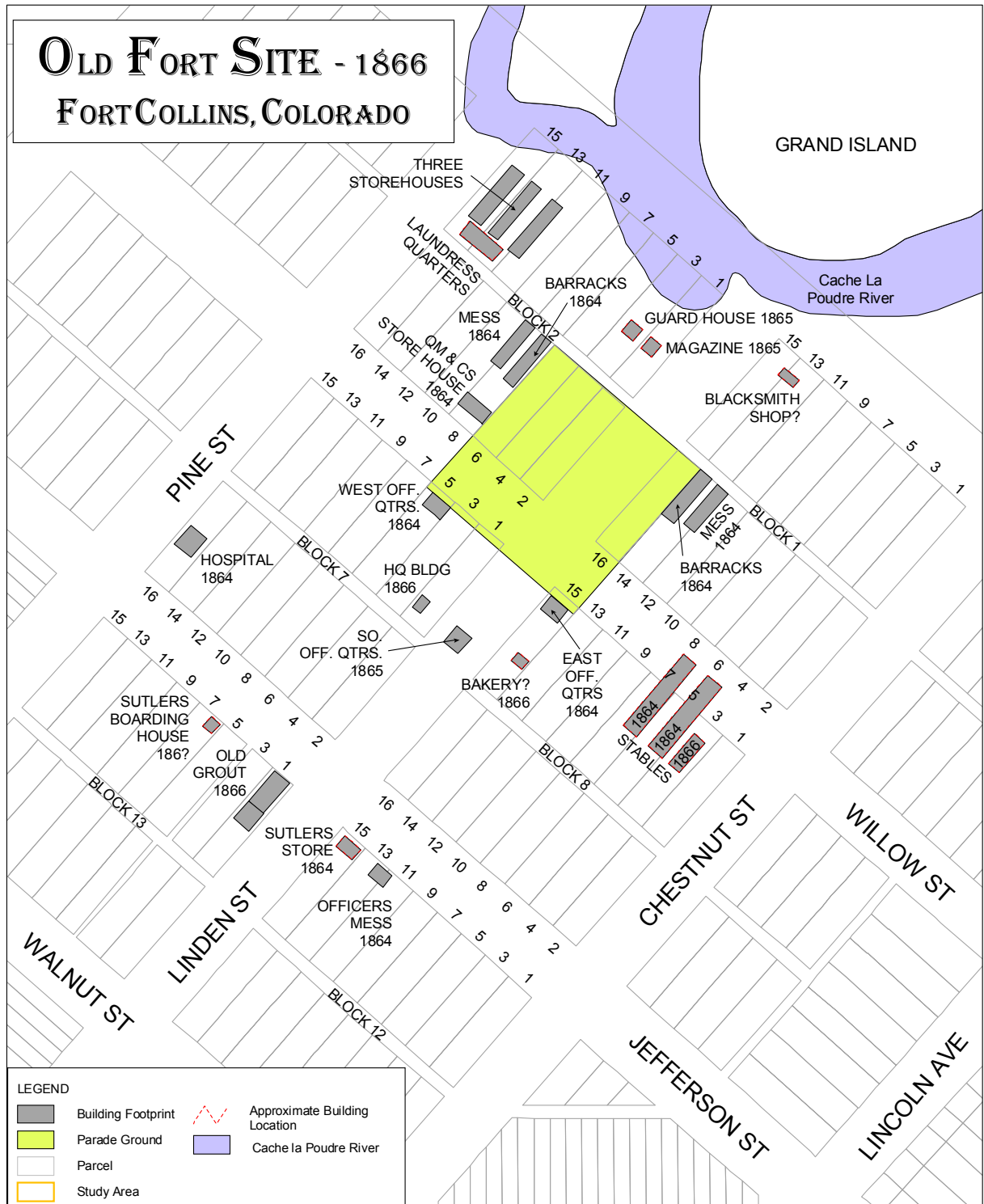
Trostel lumber yard on Linden Street, the erection of new lumber warehouses and Kiefer Concrete facilities between Lincoln Avenue and Linden Street, and construction of a large commercial building on Lot 10 in Block 2. A noteworthy addition is the large United Way building on Pine Street, which was one of three social service facilities operating in the Old Fort Site by 2002 (the others are the Open Door Mission/ homeless shelter at 316 Jefferson Street, and the Education and Life Training Center at 401 Linden Street). The former municipal power plant at 430 N. College Avenue is now being leased by Colorado State University as a mechanical engineering education facility. The former GSL&P railroad tracks along Willow Street were removed by 2002, leaving only the Union Pacific mainline and a spur serving Ranch-Way Feeds. Two municipally operated parks were established in the Old Fort Site by 2002, including the Old Fort Collins Heritage Park on the site of the old city dump, and the small Jefferson Street Park, located southeast of the former UP passenger depot.

KEY BUILDINGS AND FEATURES IN THE OLD FORT SITE

The following list of buildings and other manmade features is keyed to the Historical Development maps that follow. The list includes many of the important features discussed in the narrative historic contexts for the Old Fort Site.

- A Lindell Mills/Fort Collins Flour Mills/Ranch-Way Feeds
- B Henry Peterson house – first brick house in Fort Collins
- C Stover and Matthews mercantile building
- D Tedmon House hotel
- E Cottage House hotel (formerly the Blake House hotel)
- F Collins House hotel (formerly the City Hotel)
- G Frank Stover house
- H James Brown house
- I Harmony Mill
- J Stericker Brothers stables (later the Stoud & Jackson livery stable)
- K Poudre Valley Gas Company plant
- L Brown’s Palace Hotel
- M Blaine Hotel
- N Anderson Mercantile warehouse
- O Stewart sign painting shop
- P George Wilcox house
- Q Union Pacific passenger depot
- R Union Pacific freight depot
- S Poudre Valley Elevator Company mill/elevator
- T Rocky Mountain Grain & Coal Company elevator
- U Western Steel Headgate factory (Giddings foundry and machine shop)
- V Libby, McNeil & Libby pickle plant
- W Mawson Lumber Company warehouse
- X Carl Trostel lumber yard (later Sears Trostel Lumber & Hardwoods)
- Y McMillan Transfer & Storage warehouse
- Z Linden Wet Wash Laundry
- AA Municipal Power Plant
- BB Sam’s Place
- CC Woodward Governor Company (original location)
- DD El Burrito restaurant
- EE Kiefer Concrete
- FF Northside Aztlan Recreation Center
- GG United Way
- HH New Belgian Brewery





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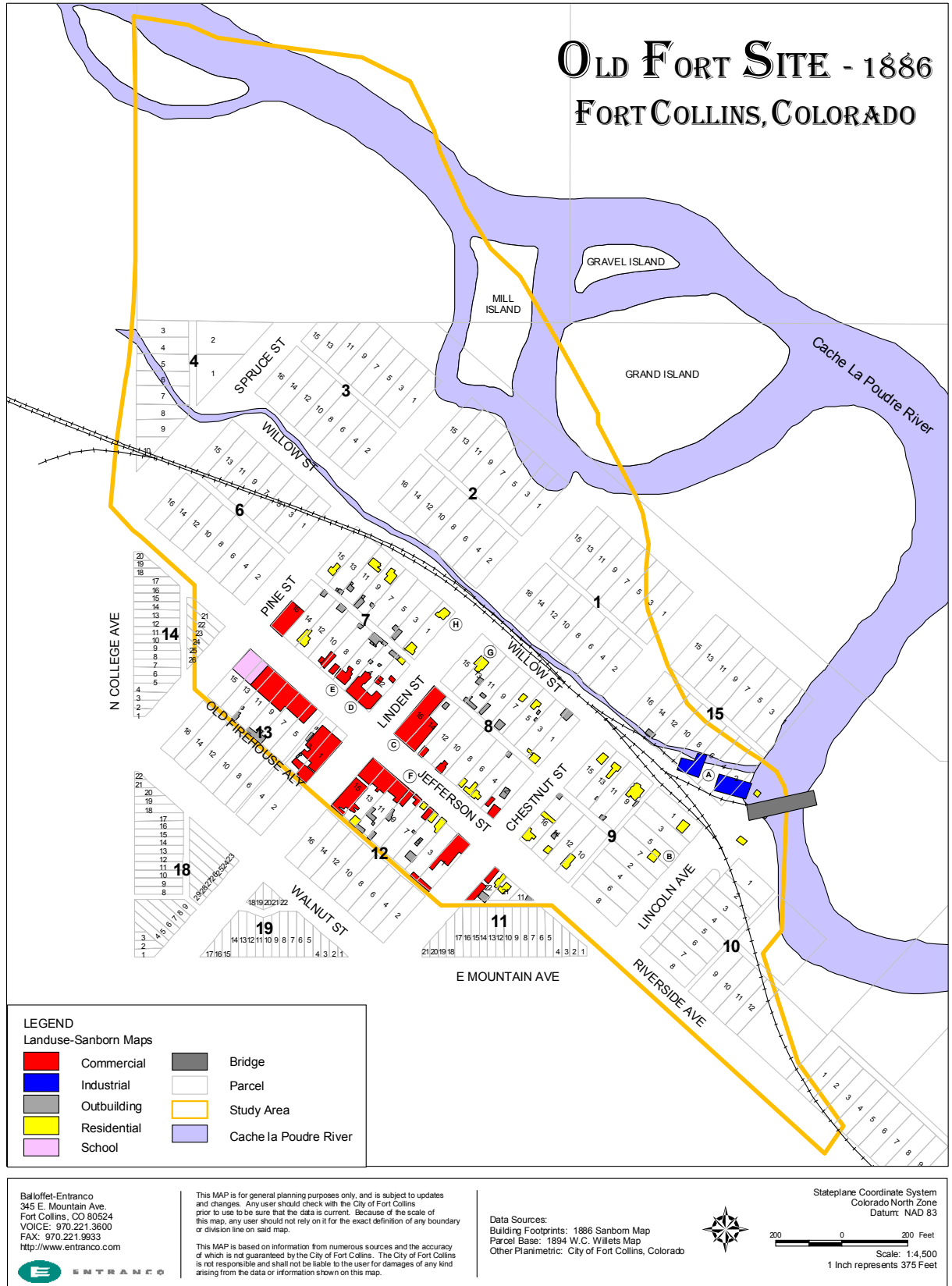
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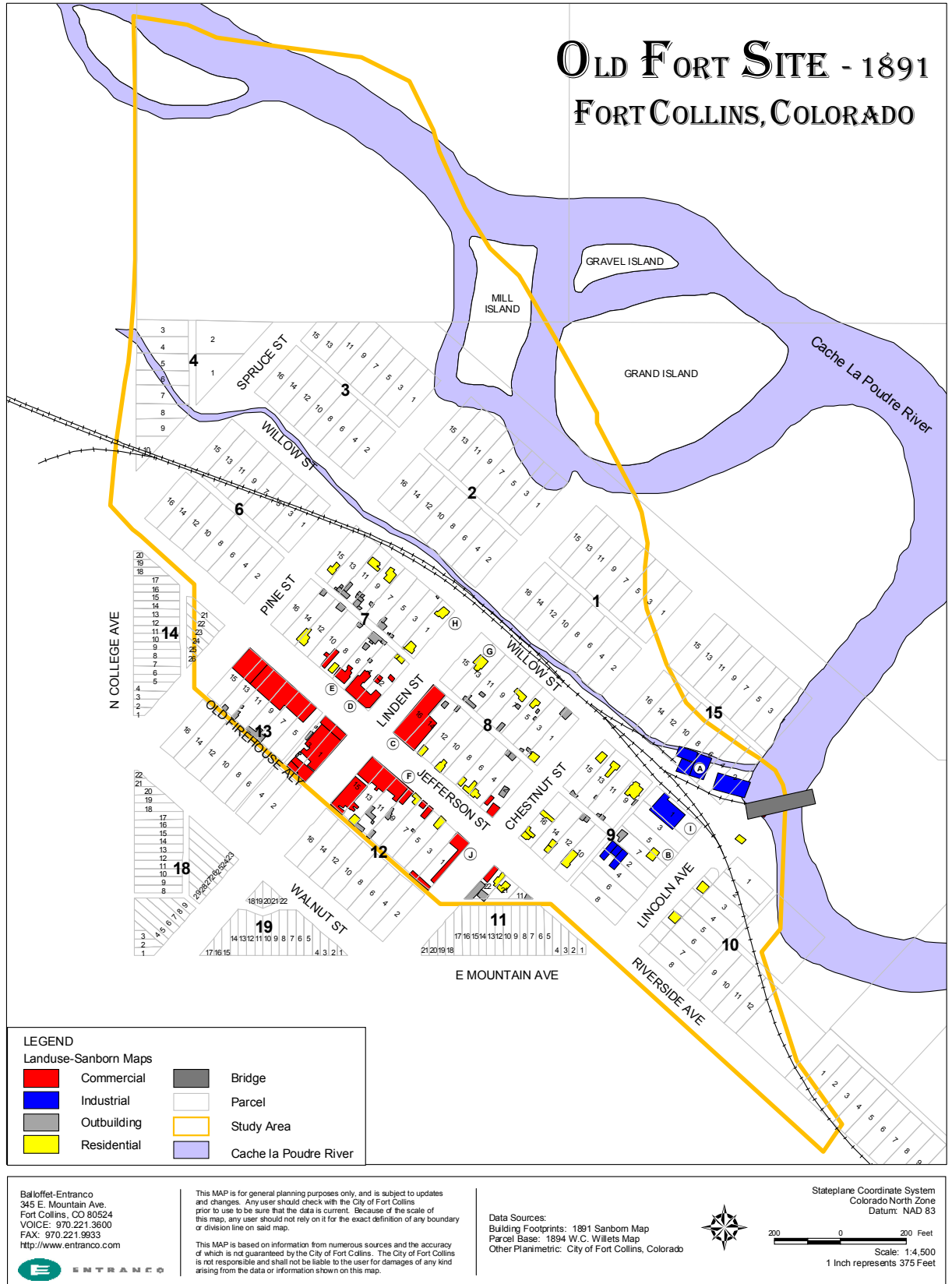
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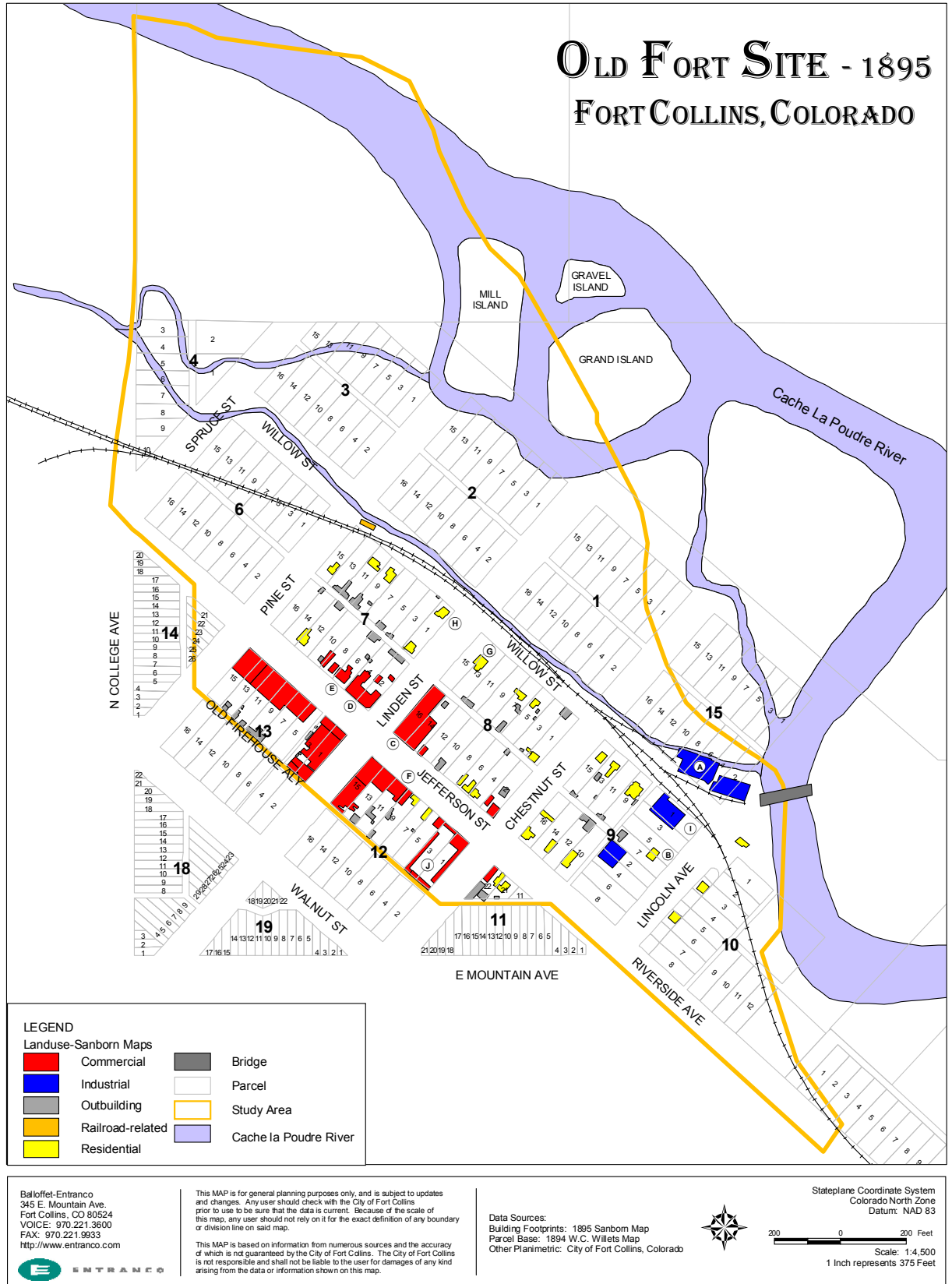
Data Sources:
Building Footprints: John S. Gray
Parcel Base: 1894 W.C. Willets Map
Other Planimetric: City of Fort Collins, Colorado

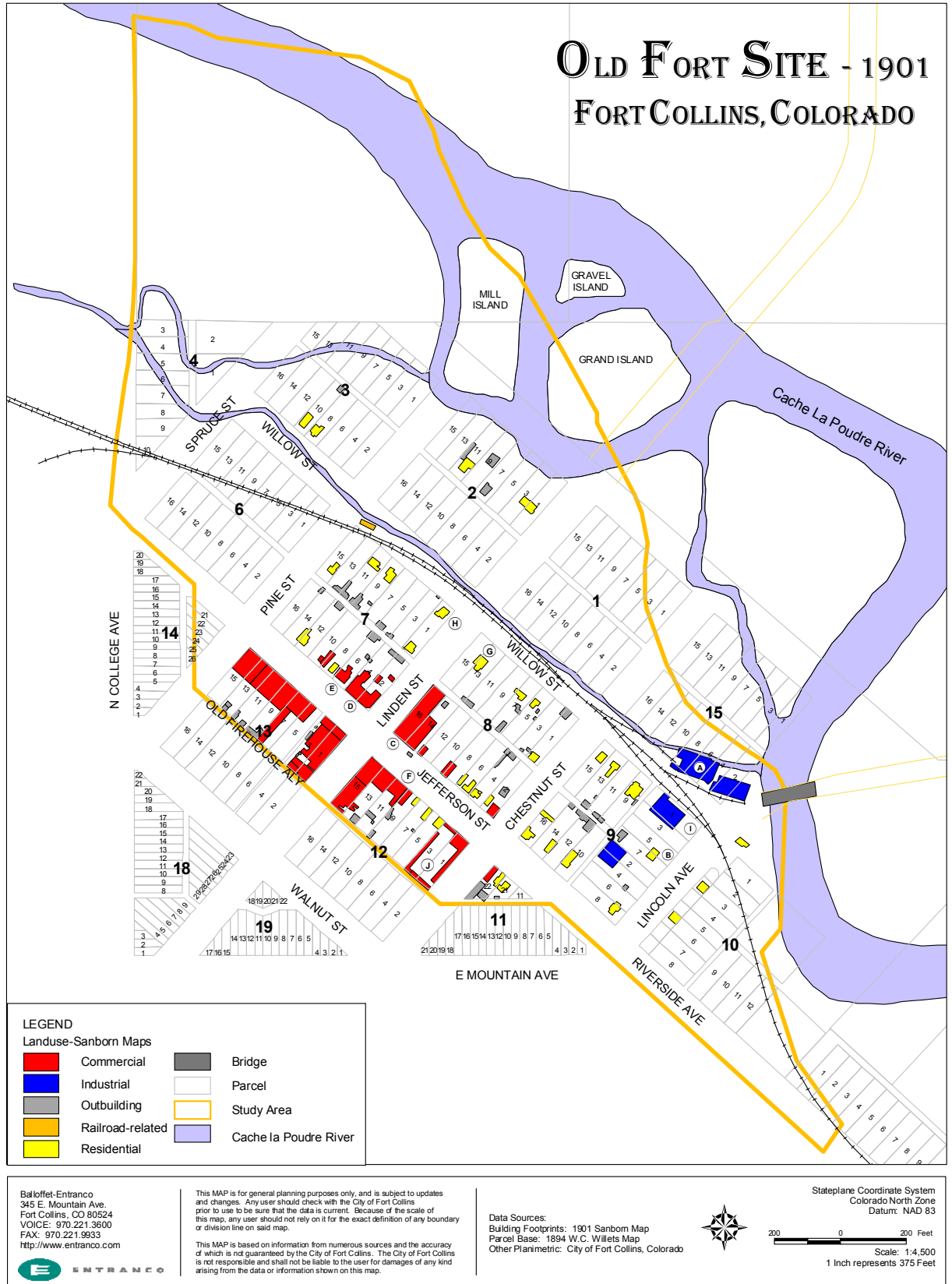
Stateplane Coordinate System
Colorado North Zone
Datum: NAD 83

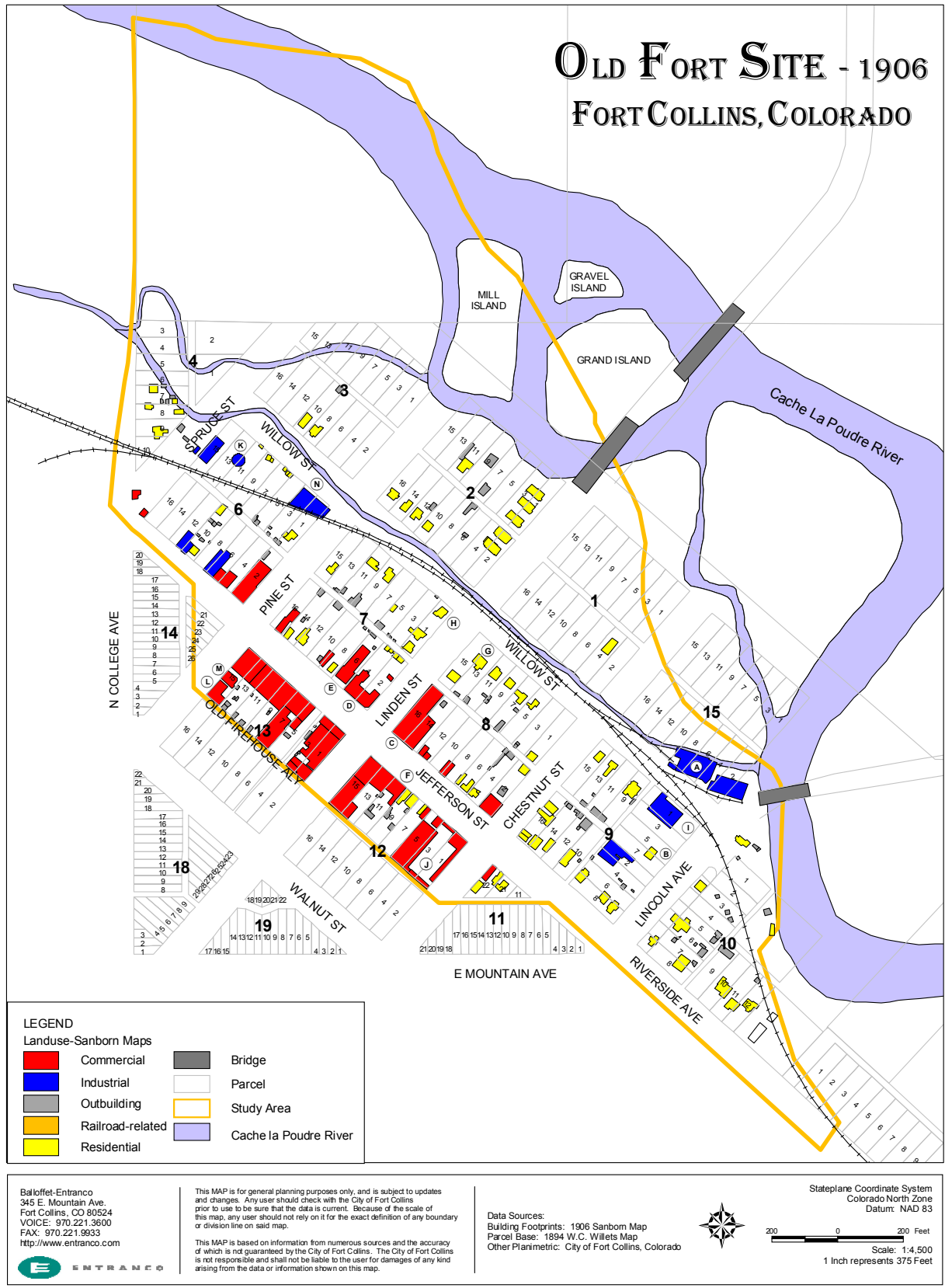
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1 Inch represents 200 Feet

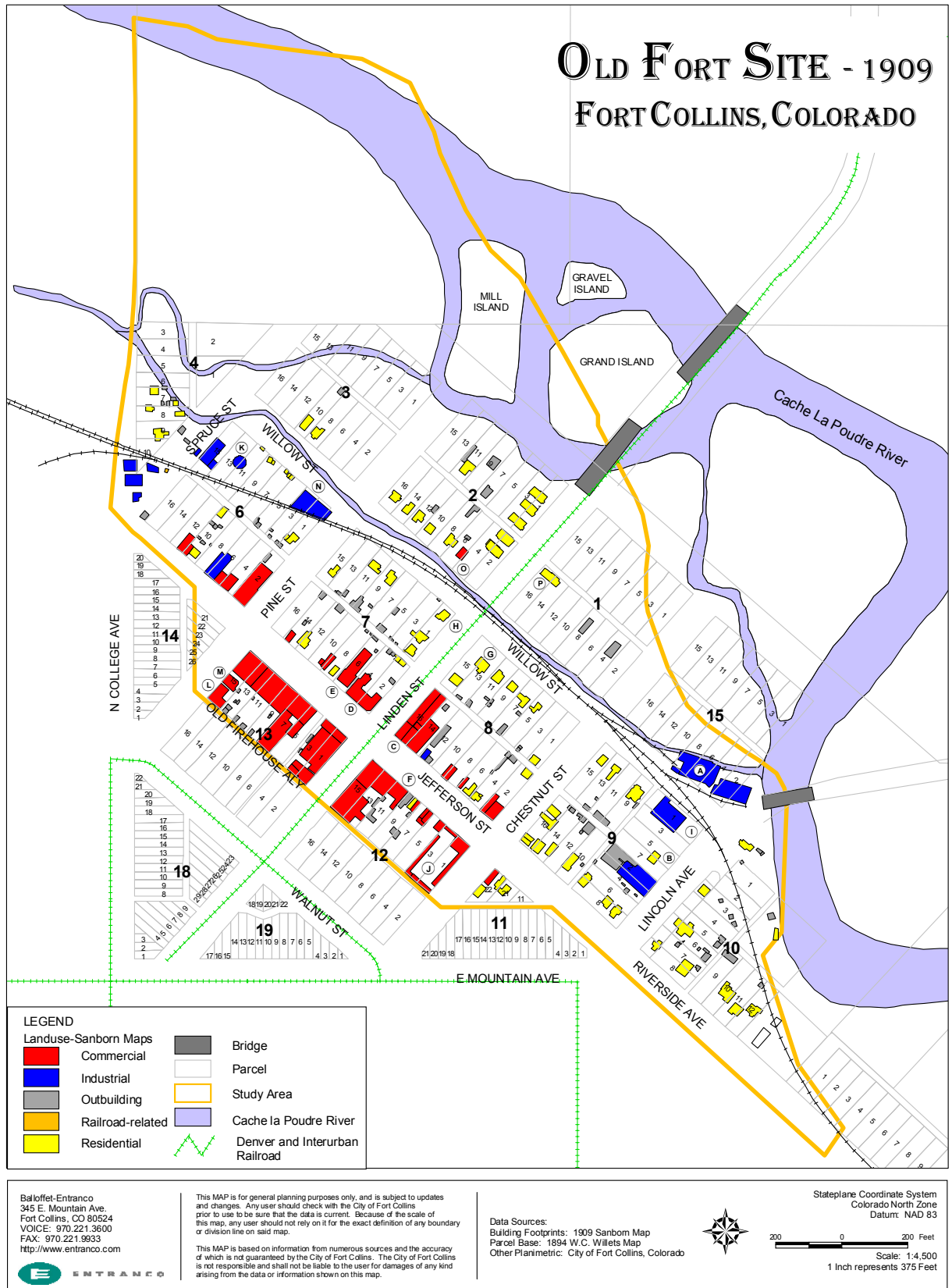


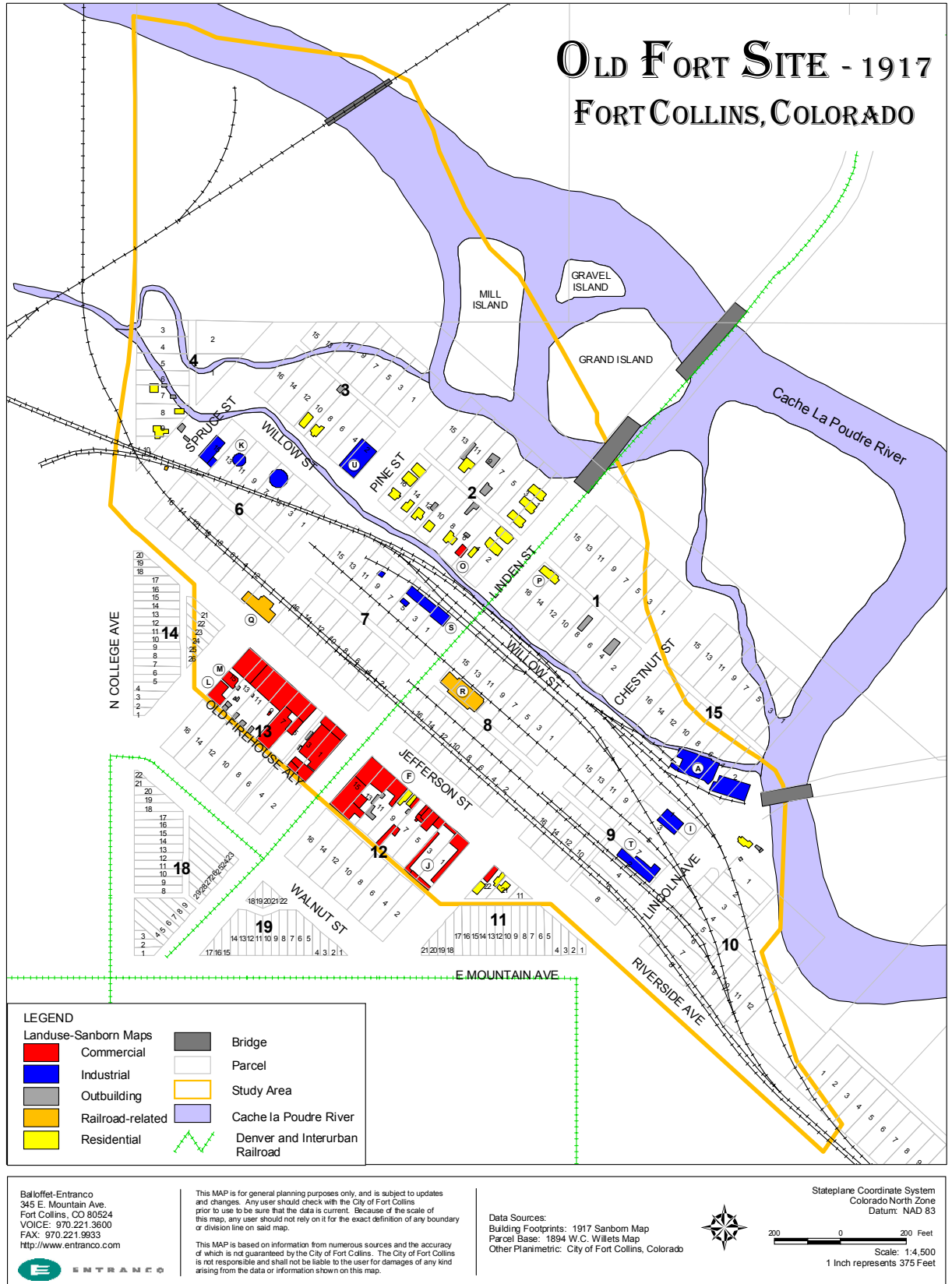


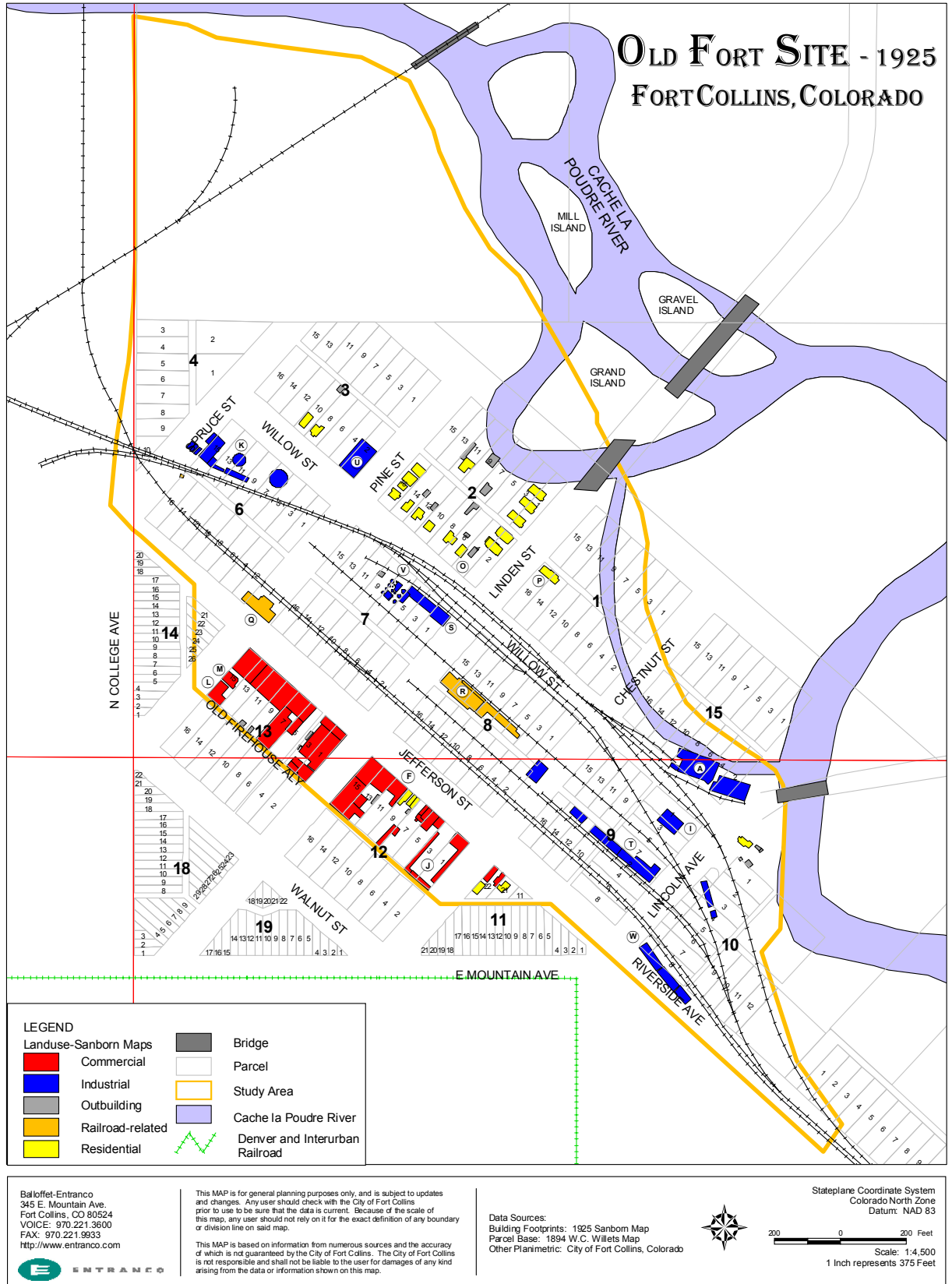




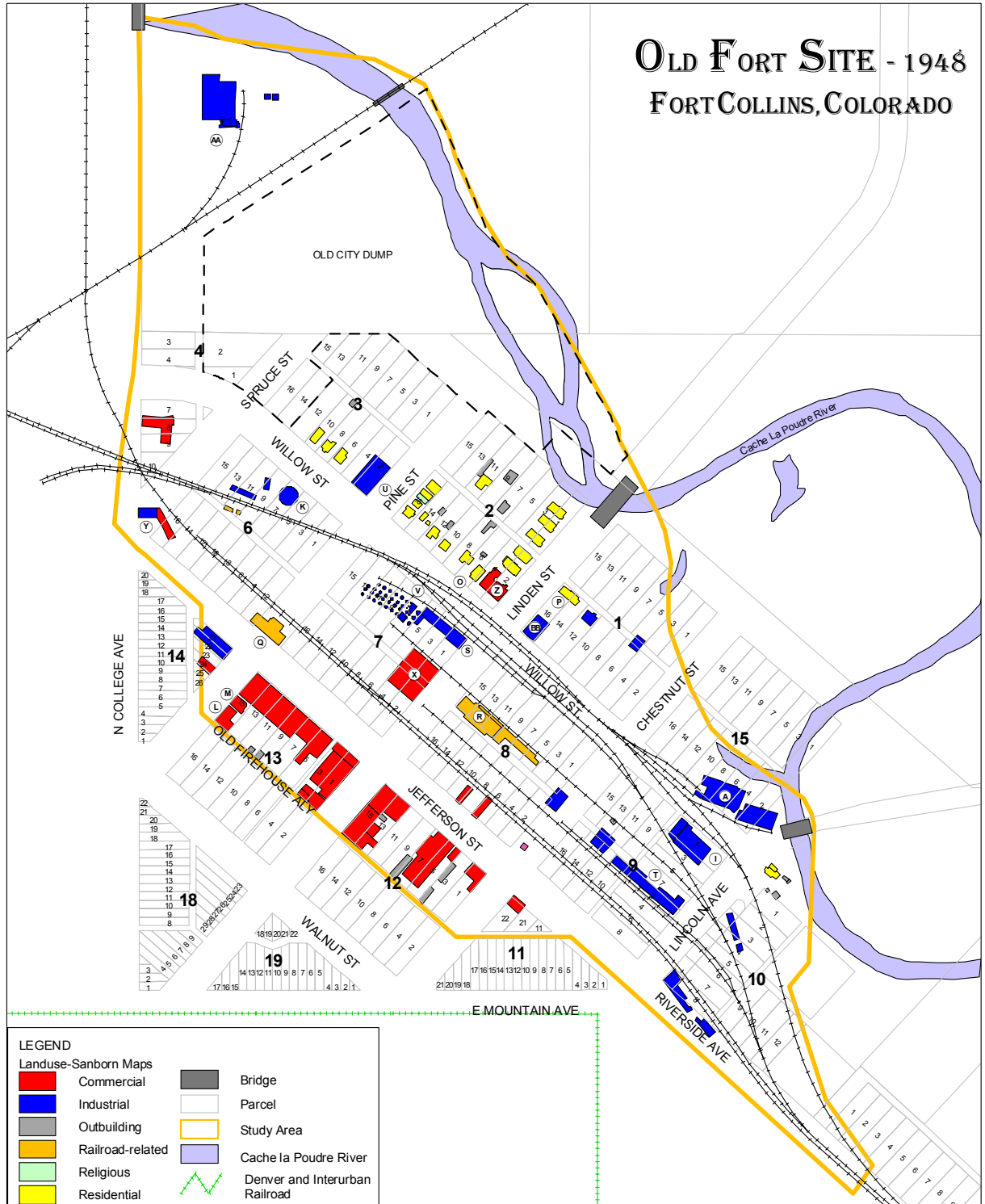








OLD FORT SITE - 1948 FORT COLLINS, COLORADO



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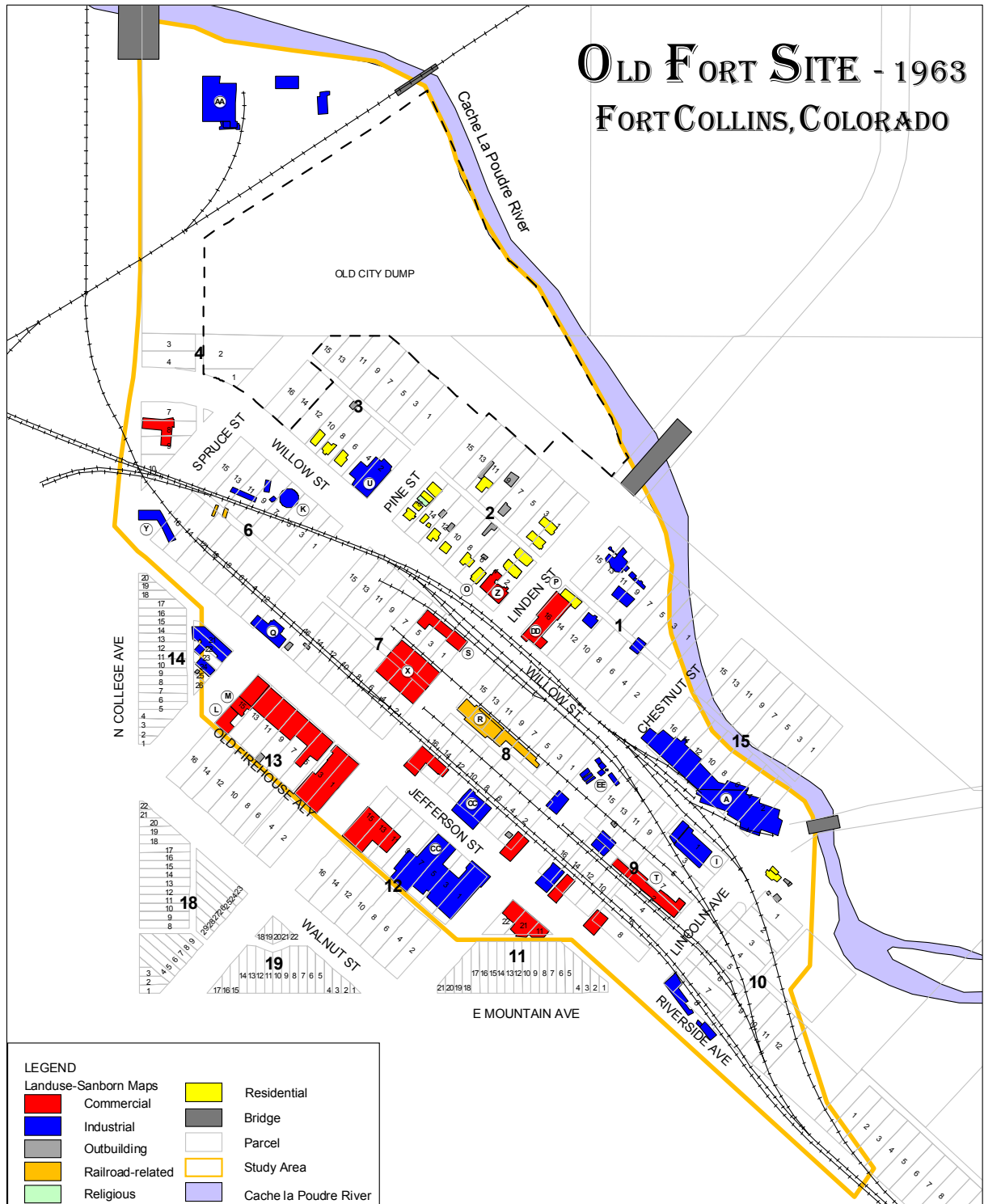
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Data Sources:
Building Footprints: 1948 Sanborn Map
Parcel Base: 1894 W.C. Willeys Map
Other Planimetric: City of Fort Collins, Colorado



Stateplane Coordinate System
Colorado North Zone
Datum: NAD 83
Scale: 1:4,500
1 Inch represents 375 Feet

OLD FORT SITE - 1963 FORT COLLINS, COLORADO



LEGEND	
Landuse-Sanborn Maps	
■ Commercial	■ Residential
■ Industrial	■ Bridge
■ Outbuilding	□ Parcel
■ Railroad-related	□ Study Area
■ Religious	■ Cache la Poudre River

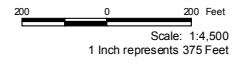
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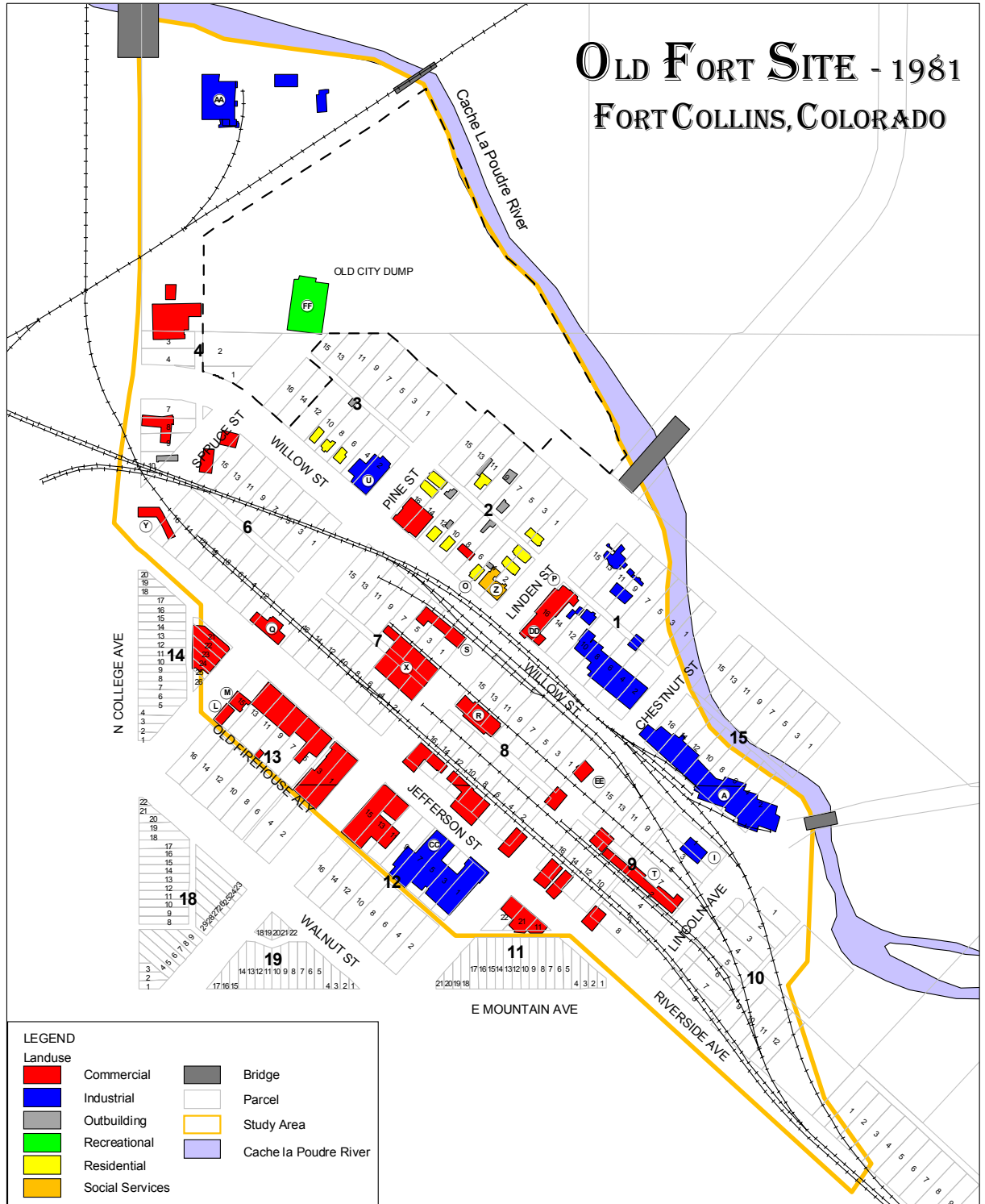
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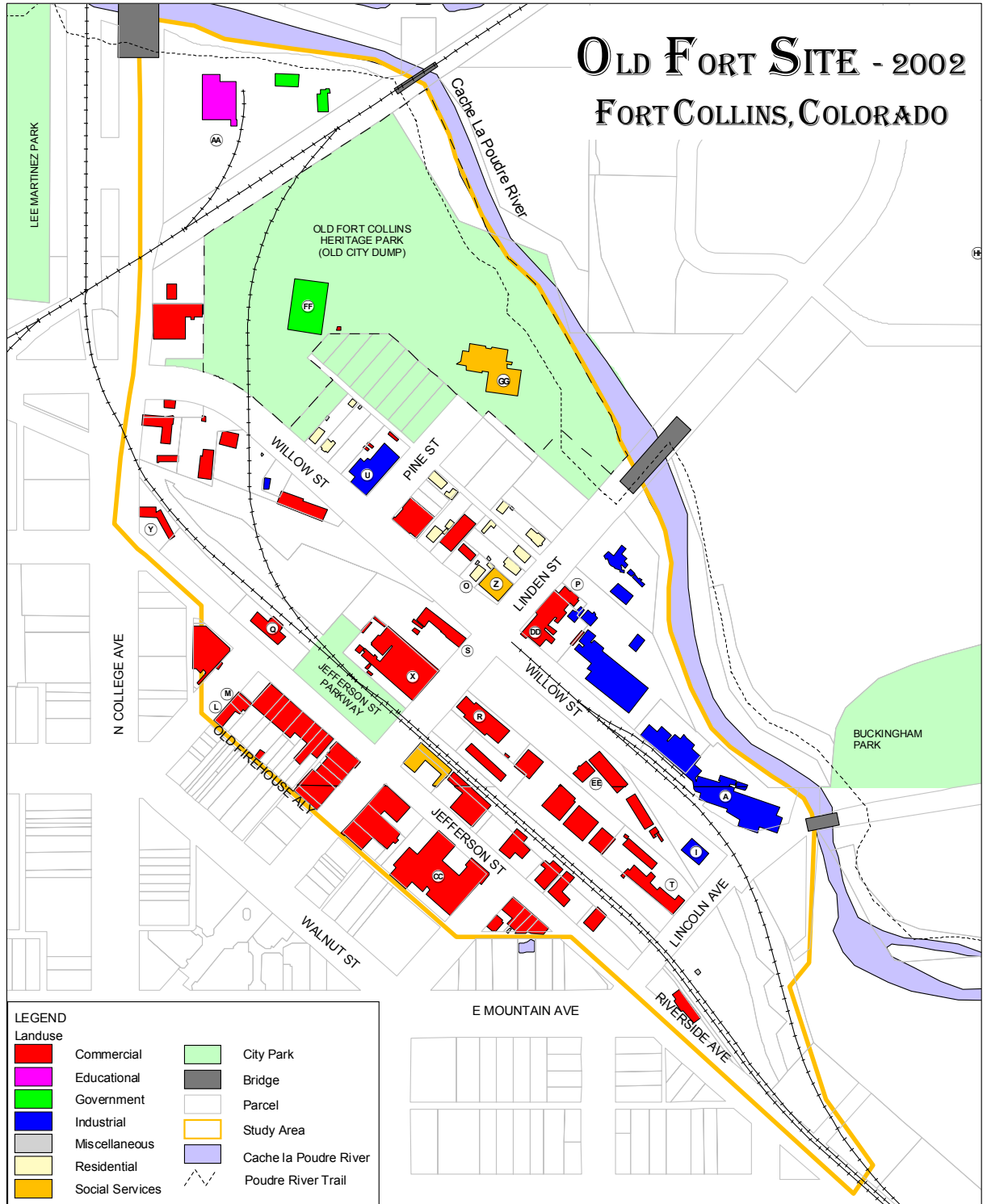
Data Sources:
Building Footprints: City of Fort Collins, Colorado
Parcel Base: 1894 W.C. Willets Map
Other Planimetric: City of Fort Collins, Colorado



Stateplane Coordinate System
Colorado North Zone
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Scale: 1:4,500
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OLD FORT SITE - 2002

FORT COLLINS, COLORADO



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Data Sources:
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 Parcel Base: 1894 W.C. Willets Map
 Other Planimetric: City of Fort Collins, Colorado



Stateplane Coordinate System
 Colorado North Zone
 Datum: NAD 83
 200 0 200 Feet
 Scale: 1:4,500
 1 Inch represents 375 Feet