

United States Department of the Interior
National Park Service

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National Register of Historic Places
Inventory—Nomination Formreceived MAR 19 1986
date enteredSee instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections**1. Name**

historic Historic Resources of Flagstaff, Arizona

and/or common Flagstaff Multiple Resource Area

2. LocationPortions of the incorporation limits of Flagstaff, including
street & number parts of Sections 9, 10, 15, 16, 21, 22, T21N, R7E N/A not for publication

city, town Flagstaff N/A vicinity of

state Arizona code 04 county Coconino code 005

3. Classification

| Category | Ownership | Status | Present Use |
|--|---|---|---|
| <input type="checkbox"/> district | <input type="checkbox"/> public | <input checked="" type="checkbox"/> occupied | <input type="checkbox"/> agriculture |
| <input type="checkbox"/> building(s) | <input type="checkbox"/> private | <input checked="" type="checkbox"/> unoccupied | <input checked="" type="checkbox"/> commercial |
| <input type="checkbox"/> structure | <input checked="" type="checkbox"/> both | <input type="checkbox"/> work in progress | <input type="checkbox"/> educational |
| <input type="checkbox"/> site | Public Acquisition | Accessible | <input type="checkbox"/> entertainment |
| <input type="checkbox"/> object | N/A in process | <input type="checkbox"/> yes: restricted | <input type="checkbox"/> government |
| <input checked="" type="checkbox"/> multiple resources | <input type="checkbox"/> being considered | <input checked="" type="checkbox"/> yes: unrestricted | <input checked="" type="checkbox"/> industrial |
| | | <input type="checkbox"/> no | <input type="checkbox"/> military |
| | | | <input checked="" type="checkbox"/> museum |
| | | | <input checked="" type="checkbox"/> park |
| | | | <input checked="" type="checkbox"/> private residence |
| | | | <input checked="" type="checkbox"/> religious |
| | | | <input checked="" type="checkbox"/> scientific |
| | | | <input type="checkbox"/> transportation |
| | | | <input type="checkbox"/> other: |

4. Owner of Property

name multiple ownership

street & number see forms

city, town _____ vicinity of _____ state _____

5. Location of Legal Description

courthouse, registry of deeds, etc. Coconino County Recorder's Office

street & number Coconino County Courthouse, E. Aspen

city, town Flagstaff state Arizona

6. Representation in Existing Surveystitle Flagstaff Historic Properties Survey has this property been determined eligible? ☐ yes ☒ nodate June 1985 ☐ federal ☐ state ☐ county ☒ local

depository for survey records Arizona State Parks Board, Arizona Historic Preservation Office

city, town Phoenix state Arizona

7. Description

Condition

☐ excellent

☒ good

☒ fair

☐ deteriorated

☐ ruins

☐ unexposed

Check one

☒ unaltered

☒ altered

Check one

☒ original site

☒ moved date

See Inventory Forms

Describe the present and original (if known) physical appearance

LOCATION

The Flagstaff Multiple Resource Area is located on the Coconino Plateau of north-central Arizona. At an altitude of 6,900 feet, the city of Flagstaff is located along a basin situated between Mars Hill, a low mesa to the west, and Mount Elden, a 9,280 foot promontory to the northeast. Fort Valley extends to the north of the townsite location and is transected by the Rio de Flag, an intermittent stream which extends south through the townsite. Surrounded by the Coconino National Forest, the natural setting of the Flagstaff Multiple Resource Area is characterized by Ponderosa Pine forests and occasional open parks or meadows along the valley floor. The most visually dominant feature of the Multiple Resource Area setting is the San Francisco Peaks, which are located directly north and rise to an elevation of 12,611 feet, the highest point in Arizona.

Physical Characteristics: Settlement/Development Pattern

The urban settlement pattern of Flagstaff developed historically from a series of separate but related efforts to establish a townsite beginning as early as 1876. Between that date and the spring of 1884, the settlement which became known as Flagstaff had shifted its center three times. The result was a town focused principally on the railroad line and laid out in a pattern of square blocks typical, to a certain extent, of other late 19th century railroad towns in the west.

Two groups of pioneers from Boston, Massachusetts, organized as the Arizona Colonization Company, attempted to settle the area of the Flagstaff Townsite in 1876. With an engineer and surveyor as part of the first group, a townsite was surveyed near Leroux Spring about seven miles north of Flagstaff's present location. Lots and blocks were laid out and a few log dwelling structures were erected. Discouragement by the poor prospects for farming and mining in the vicinity, forced the abandonment of the townsite within a few months. Although short-lived, this was the first attempt by immigrants to formally settle the area.

In the summer of 1880, Atlantic and Pacific Railroad surveyors, followed by the grading subcontractor for the line, established a camp at Antelope Spring near the base of Mars Hill. The survey crews had established the railroad line west along the southern boundary of Section 16, just south of Antelope Spring. Although the A & P Railroad survey crews had located the construction terminus at Antelope Spring, which was

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convenient to water and near the crossroads of the Overland Route and the Fort Valley Road, the intention was not to develop a railroad townsite at that location. A division town had been laid out at Winslow to the east and another was to be located at Seligman to the west.

A construction terminus boom town began in 1881 when P.J. Brannen, a merchant from Prescott, located a site for a branch store near the spring just north of the railroad's 100 right of way line. Other merchants, and businessmen, many operating saloons, followed suit and located structures abutting the railroad right of way line west of Brannen's lots toward the spring. Some residences were built behind the row of commercial structures beginning in 1882, none of which exist today. Townsite blocks and lots may have been surveyed for this area although none were recorded at that time. This location was the first commercial focal point for Flagstaff.

By August, 1882, the rail line was completed to Flagstaff but the depot was located one half mile to the east. Steep grades at the year old settlement at Antelope Spring were cited as the reason for the depot's isolated location in the flatter area at the base of what was to become known as Mars Hill. A second settlement was subsequently started at this site and Brannen was the first to move to what came to be known as New Town, to distinguish it from the Antelope Spring settlement. This location had the first sense of permanence when Brannen built a stone and frame building to house his general merchandising outfit in 1883. His construction efforts opposite the depot, together with a fire which devastated the Old Town commercial row of buildings in 1884, solidified New Town as the commercial center for Flagstaff.

Frame false front commercial buildings lined Railroad Street (Santa Fe Avenue) near Brannen's 1883 store structure. Streets 60 feet in width set 300 feet apart in a grid pattern were surveyed in this area and extended three blocks north of and parallel to the railroad right of way. A fire in February, 1886, destroyed nearly all of New Town, but by February, 1887, approximately 60 new structures at the "New Town" site replaced those lost in the fire and development of residential structures extended north to Cherry Street along Leroux Street.

In January, 1889, a townsite patent was granted and the following year was spent surveying and mapping the Flagstaff Townsite. The Townsite map, surveyed and drawn by F.B. Jacobs and C.D. June was recorded January 24, 1890.

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A second subdivision of lots and blocks, the Railroad Addition to the Flagstaff Townsite, extended the development pattern of the Flagstaff Townsite east from Leroux Street to the base of Cherry Hill (this was the platt of New Town). Recorded on April 7, 1894, the Railroad Addition was followed later that month by the recording of the Brannen Addition in the northeast corner of Section 21 south of the railroad right of way. The Brannen Addition had been surveyed, lots put on the market and residences built beginning in 1887, but it was not recorded until 1894 when Brannen sold his interests in the property to T.B. Sage.

Between 1894 and 1935, many of the residential and commercial lots were built up in these areas. Old Town within the original Flagstaff Townsite survey had transformed from its original commercial focal point associated with the construction of the railroad line, to an area of residential character, with residential lots continuously being developed throughout all of the historic period. "New Town", the Railroad Addition, begun with the impetus of P.J. Brannen to locate a new store building across from the depot site east of Old Town, created Flagstaff's commercial center at Leroux and Railroad Avenues, and subsequent development of residential lots in the north side of the Addition. The Brannen Addition offered additional lots for residential development, primarily following Flagstaff's first major construction boom in 1893.

In addition to the Railroad Avenue Commercial District, other commercial enterprises were also built along Phoenix Avenue, paralleling Santa Fe on the south side of the right of way in the vicinity of Beaver Street, primarily in response to travelers' needs. As the presence of the railroad began to affect the local shipping economy, warehouses were also constructed along the right of way south of the depot between Leroux and San Francisco Streets. These included the Central Commercial Company Warehouse (18-18)-102, built in 1924, and the brick warehouse of the Flagstaff Lumber Company (18-18)-105, constructed ca. 1926.

In 1882, the Ayer Lumber Company began operation of their mill at a site south of the railroad right of way and the Antelope Spring townsite. By 1885, a company town supporting 200 employees of the mill was in existence wedged between the Arizona Central Railroad Line and the Overland Road to the west.

The area south of Cottage Street and west of Brannen's Addition, which became known as the University Tract or the Driving Park, was developed as the Normal School Addition beginning in 1916. The following year the

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Northeast Addition was recorded extending north from the city limits at Fine Street and east of Humphreys Street. The Mt. Elden Heights Subdivision followed in 1919 offering residential lots north of Sullivan Street between Humphreys and San Francisco Streets. The development of these subdivisions were in response to the general economic prosperity in Flagstaff during the second decade of the 20th century.

The Park Addition, recorded in 1924, included blocks on the west side of Humphreys Street and north of the Flagstaff Townsite at approximately Cherry Street. Its development related to the continued growth of Flagstaff during the third decade of the 20th century.

The extent of Flagstaff's physical development by 1939 included these areas as well as isolated locations such as Mill Town (Milton) and East Flagstaff.

Physical Characteristics: Architectural Style

Good representatives of the architectural styles remaining from Flagstaff's earliest period of development (1880-1895) are located within both historic districts and in locations south of the Santa Fe Railroad in the Brannen Addition. They can be categorized into two classes: Queen Anne Cottages and Vernacular Cottages.

The Queen Anne style is exemplified by residences of typical asymmetrical form with a predictable gabled ell and articulated wood detailing including decorative shingles, jig cut brackets, spindle work, and turned wood posts and balustrades. Bay or oriel windows are combined in the design of more sophisticated examples. Larger representatives have multiple roof forms, various dormer types and balconies or two-story verandas. Windows are tall in proportion, 2 over 2 light, or contain typical Queen Anne patterned square lights in the top sash. Original doors are panelled with applied moulding and contain round arched or square lights. Wall surfaces are almost always constructed of locally popular wide shiplap siding or clapboard.

Representative examples of this style in the Flagstaff Townsite Historic District include (3-26) at 621 W. Aspen, the Frank L. Kimball House (3-72), 506 W. Birch (4-11), C.J. Babbitt House (4-14), E.E. Ellinwood House (7-13), and the Hogan House (3-67A).

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In the North End Historic District the larger, more elaborate examples of Queen Anne Cottage are seen in the house at 303 N. Leroux (5-12), the C.A. Greenlaw House (5-15), the David Babbitt Sr. House (5-23), the A.T. Elliott/William Babbitt House (5-32), the E.M. Doe House (5-40), and the H.D. Ross House (5-44).

Outside of both districts, three houses illustrate the height of the Queen Anne stylistic influence in Flagstaff. They are the Presbyterian Church Parsonage (6-40), the H.E. Campbell House (5-11), and the Brannen/Devine House (12-43).

The vernacular cottage derives some of its basic design components from the Queen Anne mode but is distinguished by its simplicity and functional necessity. These residences are, in most cases, of a single story with one ell covered by an intersecting gable roof. Eaves are boxed with a simple plain board below the soffits. Wall surfaces are again mostly constructed of shiplap siding and corners are detailed with simple cantons. Examples in the Flagstaff Townsite Residential District include the Edgar Whipple House (3-1), 19 N. Mogollon (3-25), 618 W. Cherry (3-77), and the W.V. Cartmell House (4-45).

A local variation of the vernacular and Queen Anne Cottage house form is found in both districts. The double ell plan is regionally rare, but in Flagstaff it was a frequently used choice in houses predating 1900. They are characterized by opposing symmetrical wings separated by a shed roof veranda, and containing usually two separate entrances. Detailing varies from simple to elaborate as represented by the Manning House (7-21), the Hogan House (3-67A) in the Flagstaff Townsite District, and the H.E. Campbell House (5-11) at 215 N. Leroux.

Derivatives of the Neo-Colonial style, popular at the turn of the century in towns throughout the western United States, are found in both historic districts and illustrate the character of these residential areas at a period between Flagstaff's two historic major building booms. These houses are modest in size and contain the basic design characteristics of the academic revival of Georgian and Colonial architecture.

Adapted for the modest homeowner as well as for the long, narrow lot sizes of the western towns during this period, the variation of Neo-Colonial style, often called "Western Colonial" or "Builders Colonial", includes an overall impression of symmetry in massing and fenestrations,

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a dominant single roof form, usually hipped, and verandas, either independently constructed along the principal facade or recessed below the main roof. Attention to detail varies, but includes at a minimum boxed eaves, classically shaped cornice molding, and a plain board frieze below the eave. Columns supporting the porch roofs are classically derived, and entrances are often centrally located, with original doors containing at least one light, sometimes oval, and multiple panels. More sophisticated examples contain side and toplights around doorways and some articulation of the entrance such as pedimented forms or architraves. Windows are discrete, with double hung sash usually containing multiple lights. Residences which exemplify this modest variation of the style in the Flagstaff Townsite Historic Residential District include the F.O. Allen House (3-15), 602 W. Aspen (3-28), the Switzer House (4-24), the E.M. Brown House (7-22), and the Carl Walters House (7-23). The house at 607 Grand Canyon (10-17) is the best preserved of only two houses representing the "Neo-Classical Box", or "Classic Box" of the Georgian Revival style. The North End Historic Residential District includes more sophisticated examples of the style such as 23 E. Fine (2-13), 415 N. Leroux (5-35) and 505 N. Beaver (5-48). The County Hospital Building (4-50) is an excellent example of the Neo-Colonial Revival style. It is a large two-story stone structure designed in a residential Greek Revival format.

In addition, several properties in both districts are representative of the design transition between the Neo-Colonial and the late phases of the Queen Anne style. Within these buildings, architectural elements can be seen from both styles. Roof forms, while not of singular shape are simplified, with one primary hip roof covering the majority of the slightly assymetrical plans.

The ell, a Queen Anne design component, is usually gabled at the roof. Other Queen Anne characteristics, such as brackets, spindle work, tracery, hammer beams, and decorative shingle patterns, however, are absent from this transitional design. Porches tend to become more of an integral part of the house's massing and contain simplified Classical detailing.

In the Flagstaff Townsite Historic Residential District, large scale examples of this transitional period include the William England House (3-2) and the J.C. Milligan House (7-24). The Renoe/Ashurst House (7-19) is also an excellent example of the combination of both styles. Outside of the district the Prochnow House (19-19)-3 is an excellent example of this transition. It is distinctive locally by its Queen Anne turret rising from a Neo-Colonial house form.

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In the North End Historic District, the Coffin/Crable House (5-31) and the John Marshall House (2-15), illustrate this transition.

By 1909, the national popularity of the Bungalow style in domestic architecture began to overwhelm the previous stylistic preferences. In Flagstaff, the profusion of the Bungalow, both modest and elaborate, began during the town's second major building boom, which lasted through 1917. The popularity of the Bungalow continued through the growth period of the mid-1920s, although the number constructed were fewer than the previous decade.

Popular local variations of this class are well-illustrated in both historic districts. In the Flagstaff Townsite Historic Residential District, a number of modest Bungalows can be found which contain similarities of form, design, and detailing. They are of simple rectangular plan with no projections or sense of asymmetry and are almost always covered with a single gabled roof with ridgeline perpendicular to the street. Bungalow detailing such as exposed rafters, knee braces at the eave rakes, and clapboard or stuccoed wall surfaces, are typical. Discrete or paired double hung windows, usually one over one light, are common, but variations may include Mission style windows, with multiple vertical lights over a single light. Doors are also usually Mission style as well. Porches are gabled and focused on the entryway. In some cases, entrance porches are recessed at a corner of the facade.

Examples of this Bungalow style variation include: 716 W. Railroad (3-6), 814 W. Railroad (3-11), 819 W. Aspen (3-16), 703 W. Birch (3-46), 619 W. Birch (3-48), 611 W. Birch (3-49), 708 W. Birch (3-55), 724 W. Birch (3-59), 715 W. Cherry (3-65), 613 W. Cherry (3-70), 612 W. Cherry (3-75), 614 W. Cherry (3-76), 310 W. Birch (4-2), 324 W. Birch (4-6), 406 W. Birch (4-8), R.E. Taylor House (4-9), and 920 W. Birch (5-2).

In the North End Historic District, representatives of this variation of the Bungalow style exist, although fewer in number. They include: 422 N. Leroux (6-6), 15 E. Elm (6-8), 402 N. Verde (6-14), 6 N. Verde (6-16), 120 E. Elm (6-25), 202 E. Dale (6-47), 614 N. Leroux (2-18), and 314 N. Beaver (5-24).

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Sophisticated examples of the Bungalow style also exist in Flagstaff primarily in the North End Historic Residential District. They illustrate the height of the style in form and detailing. Large plans often containing a half story above, are usually asymmetrical, either in massing or roof configuration. Low pitched cross gabled roofs are typical for single story houses while larger examples have more steeply pitched gable roofs with gabled or shed roof dormers. Detailing in wood is a foremost feature of this local adaptation of the style and often includes double or triple exposed purlins, bevelled knee braces, jig cut detailing at the gable fascia of exposed rafters, and articulated post and beam construction at the porches. Boxed columns are almost always truncated, and supported on battened piers of brick or stone. Fenestrations range from simple to elaborate Mission style design. Examples of this class include: 503 N. Humphreys (5-52), 212 W. Elm (5-53), 410 N. Leroux (6-4), 201 E. Elm (6-12), the Zaluha House (6-13), 203-209 E. Dale (6-50), J.G. Verkamp House (2-10), G.W. Jackel Sr. House (2-12), John W. Francis House (2-17), W.G. Dickinson House (2-57), and 319 N. Humphreys (5-29). The house at 310 S. Beaver (3-13) is an excellent representative of this class, and is distinguished by its sweeping roof form, articulated wood detailing, and massive stone walls and porch piers.

The Wester/Wall House (3-68), the G.N. Baty House (4-10), and the J.E. Jones House (7-18) best illustrate this large Bungalow style in the Flagstaff Townsite Historic Residential District.

In addition, the "Craftsman Bungalow" variation, identified by its use of shingled walls supported on articulated rubble stone bases, is best represented by 419 W. Birch (7-5) and the exemplary Daniel Hogan House (3-80).

The Francis House (16-18)-3 is the finest local academic example of the Craftsman Bungalow style combining wood detailing with the massive walls and porch piers of locally available malpais rubble.

The Period Revival styles, in particular the Tudor variation, emerged as a local stylistic preference as early as the 1920s, and contribute significantly to the architectural complexion of Flagstaff. In addition to the national popularity of the styles throughout the third and fourth decades of the 20th century, the construction of the Santa Fe Depot in Flagstaff in 1926 also influenced local builders to turn to

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this style in residential construction. Built in response to an architectural competition, the Depot is an extremely sophisticated example of the Tudor Revival style and dominates the central business district. The local popularity of this variation not only replaced the Bungalow as the preferred house form and style for new construction efforts toward the end of the historic period, but it also influenced many owners of existing dwellings to modify their houses to include some of the design traits of the Tudor Period Revival house. Typical adaptations include the addition of half timbering at gables or on walls, and plastering previously wood sheathed surfaces.

More formal examples of the Period Revival styles, including Tudor, Picturesque, and in one case Spanish Colonial Revival (6-11), are found in the North End Historic District. These include: 409 N. Leroux (5-36), 403 N. Leroux (5-37), 222 E. Elm (6-20), 208 E. Elm (6-21), 321 N. Verde (6-51).

In the Flagstaff Townsite Historic Residential District the Period Revival style exists but examples are few in number because many of the available lots had already been developed by the time the style's popularity emerged in the 1920s and 1930s. Good representatives include: 214-216 N. Sitgreaves (4-19), 519 W. Birch (7-1), 517 W. Birch (7-2), 515 W. Birch (7-3), and the large post-1916 addition to the Federated Community Church (7-10).

Stylistic modifications to the Period Revival mode or design adjustments in other styles illustrate the popularity of the revival of historic or picturesque designs in domestic architecture. Examples from the Flagstaff Townsite Historic District include: 803½ W. Aspen (3-20), 603 W. Aspen (3-28), W.G. Dickinson House (5-4), the J.E. Jones House (7-17), and Jones Rental House (7-18).

The best example of the locally popular Tudor Period Revival style in residential construction is the Wilson House (18-17)-18.

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METHODOLOGY

The Flagstaff Historic Property Survey was conducted over a five month period beginning in February 1985 and involved three primary activities: Research, Field Investigation, and Evaluation/Report Preparation.

The context and depth of the survey was guided by procedures established by the Arizona State Historic Preservation Office of the Arizona State Parks Board as set forth in the publications "Guidelines for Historic and Architectural Surveys" and "Training Guide for Completing Arizona Historic Property Forms".

Evaluation of potentially eligible historic properties was based on the "National Register of Historic Places Criteria for Evaluation" and the draft publication "How to Apply the National Register Criteria for Evaluation", dated June 1, 1982, both published by the Department of the Interior, National Park Service.

Research was undertaken by two research associates, Deborah House and Pat Stein, under the guidance of the project coordinator, Jim Woodward. Research tasks were designed specifically toward the identification of significant historical themes associated within the origins and development of the Multiple Resource Area. An extensive list of possible important themes was identified based on existing information about the history of the area. Research of these themes was divided between both research associates. Research was intended to accumulate as much information about each theme to (1) assess its significance in the history of the Multiple Resource Area and (2) to identify possible resources within the survey area associated with each significant theme. Many themes were researched but only those which could be assessed as significant to the development of the Multiple Resource Area were subsequently discussed.

After assessment of the significant themes was undertaken, based on research data, individual properties or groups of properties (districts) were identified in relationship to their important association with one or more of those themes. Additional research tasks were assigned as necessary to discover more information on a particular resource or to help clarify its association with a particular theme. This included biographical research, oral interviews, or specific newspaper research.

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Sources investigated during the course of the research are included in the bibliography. Location of research materials included Northern Arizona University Library, Special Collections Branch; Museum of Northern Arizona Library; Arizona Historical Society Museum; Northern Arizona University; State Library, Archives, and Public Records; Coconino County Recorder's Office, Assessor's Office, and Treasurer's Office; Arizona State University Library, Arizona Collection, and Arizona Historical Foundation; and previous research material on file with the City of Flagstaff.

Field Survey was conducted in the spring and involved gathering appropriate maps of the survey area from the City of Flagstaff Planning Department (1/4 section aerials and engineering maps); Coconino County Recorder's Office (city plat maps 1894-1935); County Assessor's maps; Sanborn Fire Insurance maps (1890, 1892, 1895, 1901, 1910, 1916); and 1939 Historic Aerial Photographs of the Multiple Resource Area from the Fairchild Aerial Photography Collection at Wittier College, Wittier, California.

Field documentation of all resources within the survey area was undertaken using the 1916 Sanborn Fire Insurance maps (for the survey target area) and 1/4 section city engineering maps for outlying areas. All buildings or groups of buildings were identified on these maps and given a site number. Two types of site numbers were used. For the target area included within the 1916 Sanborn maps a prefix number identifying the map sheet number was used followed by a number identifying the specific building or group of buildings on the maps. These properties were numbered consecutively in the field. For outlying areas the property was identified again by a prefix number related to the city's map designation (e.g., 18-19) followed by a specific number for each property identified on that map (e.g., 18-19-2). Photographs of each property were taken, and information descriptive of the property was recorded on the appropriate form. Additional field notes concerning additions, etc were recorded on the maps as well. Dates of construction were generally identified for each resource within the target area by comparison of earlier Sanborn maps. Eventually, where information was available through research, a specific date of construction for the resource was identified. Identification of additions to an original structure were also similarly identified. Comparison of the 1939 aerial photograph against the existence of a property on the 1916 Sanborn map was used to assist in predicting the date of construction of some buildings. When this was not possible, date of construction was estimated based on architectural style or method of construction.

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Recommendations of properties potentially eligible for inclusion in the National Register of Historic Places was made by assessing their significance under Criterion A, B, or C of the "Criteria for Evaluation for Inclusion in the National Register of Historic Places." Arizona State Historic Property Inventory Forms were used to document over 1,000 buildings within the Multiple Resource Area Survey Boundaries. Most historic properties are located in the original townsite and historic subdivisions of Flagstaff where a concentrated effort to identify and document historic properties was undertaken.

The survey results show that within the study area (see Map 2) there were 540 buildings. Sixty-eight percent (68%) of these buildings are historic. That is to say they are at least 50 years old. Of those total buildings, about eighty percent (80%), which represents approximately 300 buildings, maintain their architectural integrity with minor or no alterations. During the survey, these buildings were designated as The Historic Properties Research Inventory.

The remaining buildings located throughout the survey area together with other properties built after 1935, or located within the Railroad Addition Historic Commercial District (previously listed on the National Register of Historic Places), total about 235.

Within this area are located two additional proposed historic districts, both residential in character, and both representing distinct architectural and historical patterns associated with the development of Flagstaff.

INDIVIDUALLY ELIGIBLE PROPERTIES

Within the Flagstaff Multiple Resource Area exist 16 properties not located within historic districts which appear to qualify for listing on the National Register of Historic Places.

They each possess significant association with at least one of Flagstaff's important historic themes, and should be recognized for their contributions to Flagstaff's heritage.

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| | <u>PROPERTY</u> | <u>PRIMARY AREA OF SIGNIFICANCE</u> | <u>NO. OF CONTRIBUTORS</u> |
|-------------|---|-------------------------------------|--------------------------------|
| (19-18)-4 | Flagstaff Armory | Architecture | 1 |
| 12-43 | Brannen/Devine House | Settlement/Architecture | 1 |
| 12-5 | La Cuidad De Mexico Market | Architecture | 1 |
| 11-47 | C & M Garage | Architecture/Transportation | 1 |
| 11-26 | Our Lady of Guadalupe Church | Architecture | 1 |
| (19-19)-3 | Prochnow House | Architecture | 1 |
| 16-1 | I.B. Koch House | Industry/Architecture | 1 |
| 15-1 | Arizona Lumber and Timber Co. Office | Industry/Architecture | 1 |
| (18-17)-18 | Wilson House | Architecture | 1 |
| (16-18)-3 | Francis House | Agriculture/Architecture | 2 |
| 5-11 | Hugh E. Campbell House | Agriculture/Architecture | 1 |
| 10-17 | 607 Grand Canyon Ave. (house) | Architecture | 1 |
| 10-22 | John Yost House | Architecture | 1 |
| 4-50 - 4-55 | Coconino County Hospital | Architecture/Community Development | 5 |
| 6-40 | 15 E. Cherry (house) | Architecture | 1 |
| 13-13 | 310 S. Beaver (house) | Architecture | 2 |

Boundaries of all properties (except 4-50-4-54) are defined by Flagstaff tax parcel numbers provided on each form. Acreage is less than one acre, as noted.

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CURRENT NATIONAL REGISTER LISTINGS WITHIN FLAGSTAFF MRA BOUNDARIES

Individual:

Lowell Observatory NHL
La Iglesia Metodista El Devino Redentor

Date
12/16/65
01/30/85

Districts:

Railroad Addition Historic District
includes: Bank Hotel
Weatherford Hotel

01/18/83
12/07/77
03/30/78

Properties within Proposed Districts:

North End - J.M. Clark House (site 5-52)
Flagstaff Townsite - Senator Henry M. Ashurst House (site 7-19)
Milligan House (site 7-24)

8. Significance

| Period | Areas of Significance—Check and justify below | | | |
|---|--|--|---|--|
| ___ prehistoric | ___ archeology-prehistoric | ___ community planning | ___ landscape architecture | ___ religion |
| ___ 1400-1499 | ___ archeology-historic | <input checked="" type="checkbox"/> conservation | ___ law | <input checked="" type="checkbox"/> science |
| ___ 1500-1599 | <input checked="" type="checkbox"/> agriculture | ___ economics | ___ literature | ___ sculpture |
| ___ 1600-1699 | <input checked="" type="checkbox"/> architecture | ___ education | ___ military | ___ social/ |
| ___ 1700-1799 | ___ art | ___ engineering | ___ music | humanitarian |
| <input checked="" type="checkbox"/> 1800-1899 | ___ commerce | <input checked="" type="checkbox"/> exploration/settlement | ___ philosophy | ___ theater |
| <input checked="" type="checkbox"/> 1900-1935 | ___ communications | <input checked="" type="checkbox"/> industry | <input checked="" type="checkbox"/> politics/government | <input checked="" type="checkbox"/> transportation |
| | | ___ invention | | ___ other (specify) |

Specific dates 1882-1935 Builder/Architect Various

Statement of Significance (in one paragraph)

The development of Flagstaff holds local, state and national importance for its significant association with the broad patterns of history in the areas of architecture, agriculture, conservation, exploration/settlement, industry, politics, science, and transportation.

The Flagstaff Multiple Resource Area encompasses within its boundaries a collection of historic resources which exemplify this important heritage. They include three historic districts and sixteen individual properties constructed throughout Flagstaff's historic period (1880-1935).

These resources convey a sense of place and time when Flagstaff became the focus of regional economic, agricultural, and industrial development; played major roles in the history of environmental conservation, science, architecture, and politics; and emerged as an important location along one of the nation's most historically significant transcontinental transportation corridors.

These primary areas of significance provide the overall context for specific historical events or historical patterns for which Flagstaff is important.

Architectural significance is centered not only around the popular use of local red sandstone and malpais stone as a building material but also in the prolific use of wood as the most widely used method of construction in Flagstaff.

The agricultural importance of the area focuses on Flagstaff's role in the statewide history of stockraising, particularly sheep and cattle. Contributions to the history of industrial development are illustrated primarily by Flagstaff's lengthy role in the lumber manufacturing industry in Arizona. In addition, stone quarrying and brick manufacturing were local industries which also flourished at different periods in Flagstaff's history.

Flagstaff is also particularly associated with the history of conservation of some of the state and nation's most important natural resources, including the creation of National Forests and National Parks. Contributions to the history of science and technology relate primarily to the Lowell Observatory and events associated with that facility. Flagstaff's important political contributions include its role as the governmental seat of Coconino County as well as its association with nationally important political figures.

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Flagstaff's association with the exploration and settlement of Northern Arizona during the territory's earliest years is particularly illustrative of the history of western expansion of the United States. Flagstaff is also significant for its continuous role as a key location along a major transportation corridor through Northern Arizona, from the earliest migration routes and wagon roads, to the national transcontinental railway system, to a major national highway system.

SETTLEMENT ROADS

Seeking a quick, safe means of communication and travel to link the East and West Coasts, Congress authorized five surveys in seven years across the land between Texas and California: Sitgreaves' Expedition in 1851, Aubury's and Whipple's in 1853, Beale's in 1857, and Ives' in 1858. Of particular significance to the local history of settlement routes is Beale's expedition, for Flagstaff has grown over and around the Beale Trail.

On behalf of the Army, Edward F. Beale conducted the 1857 survey to establish a wagon road between Fort Defiance, New Mexico Territory, and the Colorado River. The following year additional funds were appropriated to extend the road east to Fort Smith, Arkansas. While earlier surveyors (Sitgreaves 1851 and Whipple 1853) had explored the region, Beale was the first to mark and construct a practical highway along the 35th parallel. The Beale expedition was particularly notable for its use of camels and pack animals.

As it avoided rough terrain to the north and south and offered instead cool pines and reliable springs, the Beale Trail became favored by stockmen, mule packers, and emigrants in the last half of the nineteenth century. The route, moreover, was selected by General Palmer in 1867-68 when he surveyed the railroad line across the northern Arizona Territory: the railroad and trail are less than a mile apart throughout most of the state. In Flagstaff today, the Beale Trail can be traced through an East Flagstaff residential district, through the playground of Weitzel Elementary School, over McMillan Mesa, and across Museum of Northern Arizona grounds to Fort Valley. The road borders roughly the east and north boundaries of the Multiple Resource Area.

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Flagstaff leaders focused renewed attention on the Beale Trail as travel by automobile became popular. In the early 1910s Congress proposed to appropriate funds for construction of a coast to coast highway. Led by Flagstaff priest Cyprian Vabre, the Santa Fe-Grand Canyon-Needles National Highway Association affiliated with the National Old Trails Association and urged Congress to route the highway along the Beale Trail. Partially as a result of such lobbying effort, the route through such northern Arizona towns as Flagstaff, Winslow, and Williams was officially designated as the coast to coast "National Old Trails Road" in 1913.

By 1920, travel along the National Old Trails Highway had increased to 12,000 vehicles annually. Flagstaff businessmen kept pace with the needs of travelers by developing new lodging and automobile repair facilities. Chief among these were the Monte Vista (12-24) and Ideal Hotels, the DuBeau Motel (11-1) and Coconino Apartments (12-23), and tourist camps such as Harman's (later Barker Village), F.E. Brooks', Pine Grove, Mt. Elden, Kit Carson, and the B&M Camp. The C&M Garage (11-47) illustrates the development of the local auto repair industry resulting from automobile travel on the Old Trails Highway.

In 1926 the Old Trails Highway was designated Route 66 (NR). By 1932 the route was paved from coast to coast. It has remained a major east-west travel route to present; incorporated into the Interstate system in 1956. In 1985, state highway transportation officials voted to decertify Route 66 and remove all designation highway signs. Significant to the history of American transportation, Route 66 connected Chicago to Santa Monica, California, and crossed three time zones and eight states. In addition to its association with transportation, the highway has important cultural and social associations. It provided the setting for John Steinbeck's 1939 novel, "The Grapes of Wrath", and John Kerouac's "On the Road", and also provided the Phillips Petroleum Company with the name for its Phillips 66 gasoline.

RAILROADS

Flagstaff was once envisioned as the hub of a railway network running in five directions: east and west to New Mexico and California territories; south 150 miles to Globe, and eventually Guaymas, Mexico; north to Utah; and northwest to the Grand Canyon.

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The east-west line was that of the Atlantic and Pacific Railroad, acquired by the Atchison, Topeka, and Santa Fe Railroad in 1881. An act of the 39th Congress granted the A&P Arizona Territory land to be used to aid the railroad in constructing a line. Alternate sections of land were assigned to the railroad, by odd section numbers, for 40 miles on either side of the line. The railroad could then sell its allotment to recapture its investment and repay loans.

The railroad survey by General Palmer in 1868-69 closely followed the Beale Road, passing south of the San Francisco Peaks near present-day Flagstaff. Grading work around Flagstaff was conducted by John R. Price and Company, with headquarters approximately five miles east of the present townsite. The expansive Ponderosa pine forests in the vicinity provided the source for much of the material for the construction of the railroad. Most ties were hand-cut, provided under contract with John Young (son of Mormon Church leader Brigham Young) and his camps of workmen at Leroux Springs and present university grounds. In July, 1882, the Edward Ayer sawmill was erected in Flagstaff and also began producing ties.

The line reached Flagstaff in August, 1882. Alexander T. Cornish served as first agent. The depot consisted of two boxcars, soon replaced by a frame building, on level ground one-half mile east of Old Town, as the first settlement was called. Merchants such as P.J. Brannen (of the firm of P.B. Brannen) were quick to see the advantages of operating in proximity to the depot, and relocated from Old to New Town. Other merchants followed suit, particularly after an 1884 fire destroyed much of the Old Town. The depot itself was destroyed by fire and rebuilt in 1889 of local sandstone.

A southern line to Globe was the brainchild of Colonel James W. Eddy. Eddy proposed to transport minerals from Globe and lumber from the Mogollon Rim to Flagstaff, where his Arizona Mineral Belt Railroad would connect with the Santa Fe line. In 1883 Eddy convinced the Atlantic and Pacific to purchase \$30,000 of bonds for his enterprise and began constructing a tunnel through the Mogollon Rim. Short of funds, Eddy abandoned the tunnel, reorganized, and secured a new agreement with Atlantic and Pacific whereby A&P would reimburse him \$25,000 for every five miles of line completed. Eddy expanded his goals, proposing extensions south to Guaymas and north to Utah Central, with a spur line to the Grand Canyon. Anxious to see their town become the railroad capital of the West, Flagstaff residents such as Dennis Riordan of the Arizona Lumber and Timber Company (15-1) and Dr. P.J. Brannen invested heavily in the project.

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The railroad built 35 miles of line. Undercapitalized, it halted in 1887. The Arizona Lumber and Timber Company took control the following year, and reincorporated the line in 1889 as the Central Arizona Railway Company.

Expansion of the line north, northwest and south never materialized; lacking adequate financial backing, the company was dealt a final blow by the 1893 panic. The 35 miles of completed track were used for many years, however, as a logging railroad for the AL&T.

SETTLEMENT/COMMUNITY DEVELOPMENT

Although the impetus for permanent settlement and eventual development of Flagstaff is related to the A&P Railroad, the first efforts to collectively settle the area were not directly associated with the construction of the line.

In February of 1876, emigrants under the direction of the Arizona Colonization Company left Boston, Massachusetts, to settle an area near the San Francisco Mountains. The company, organized by Samuel W. Cozzens, had promoted the westward migration principally based on Cozzens's book, "The Marvelous Country", and subsequent highly publicized promotional meetings.

Approximately 45 men comprised the first group of the "Boston Party", under the leadership of Colonel Briggs. In May, 1876, the group reached the base of the San Francisco peaks and camped at a location near Leroux Springs six to seven miles north of the present townsite. An engineer with the group, Major Maynadier, surveyed a townsite at that location. By vote of the group, the townsite was named Agassiz. Disillusioned by the poor prospects for farming and mining in the region, the group and a second "Boston Party", which arrived at the site in July, 1876, moved on to Prescott. Many eventually returned to Boston by way of California.

Although their stay in the vicinity was brief, the activities of the second Boston Party played an important role in the naming of Flagstaff. Local tradition holds that the group celebrated the Centennial Anniversary of the signing of the Declaration of Independence on July 4, 1876, by stripping a lone pine tree near the intersection of the Fort Valley Road and the Overland Road and raised an American flag. The site was referenced on the U.S. Government Land Office Survey Maps of 1878 as "Flagstaff", in apparent reference to the event two years prior.

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When the A&P Railroad survey crews established a construction terminus at Antelope Spring in 1880, the development of a future townsite was soon to follow. The influx of a large population (400-500) of construction workers provided the economic impetus for merchants to establish businesses at the camp. The first was Dr. P.J. Brannen who arrived in 1881 and was soon followed by a number of other entrepreneurs.

Once a depot was established by the railroad in 1882, the permanence of the camp was assured. Aside from the obvious expansion of commercial enterprises as the regional economy began to solidify, the residents of Flagstaff undertook social, cultural, and political activities necessary for well-rounded community development. By 1885 a schoolhouse had been erected, as well as a dance hall. A jail and town hall were also constructed and the first religious building, the Catholic church was built.

Despite fires in both Old and New Towns prior to 1890, the railroad boom town continued to rebuild and develop. Fraternal organizations including the Grand Army of the Republic and the Masonic Order each built halls, the Methodist Church was constructed and a brick kiln was established by J.C. Milligan (7-24) one mile east of the townsite. Two banks were also established by 1890, the Arizona Central Bank and the Bank of Flagstaff.

In 1888 the citizens of Flagstaff began to petition for a townsite patent from the federal government. Legal right to own land and improvements built by Flagstaff's boom town pioneers was important, and obtaining title from either the government or the railroad was critical to the continued prosperity and growth of the town. By 1890, a townsite patent was granted and the official survey was completed. Subdivision plats for both the Railroad Addition to the Flagstaff Townsite (new Town) and Brannen's Addition to the south of the railroad right of way were recorded in 1894. These events together with the designation of Flagstaff as the government seat of Coconino County and the incorporation of the town, provided the impetus for Flagstaff's first major building boom. Economic prosperity continued to 1900 despite the panic of 1893. During this period a substantial number of residences were built in both the Flagstaff townsite residential area and in the residential lots north of the business district along Humphreys, Beaver, and Leroux Streets.

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In addition to residential growth, other components of community development were also in place by 1900. These included the construction of an electric light plant (1890) and installation of telephone lines (1890). The County Courthouse was built in 1894 followed by a substantial municipal building in 1896-97. A fire department was organized and a new grade school as well as a high school building were constructed.

The Arizona Normal School was established in 1899 by act of the Territorial Legislature with Flagstaff resident and legislator W.H. Ashurst (7-19) as primary sponsor.

Between 1900 and 1910 the development of the community stabilized with a population of about 2,000.

Additional economic activities in Flagstaff just prior to 1910 signaled the beginning of Flagstaff's second major building boom. These included the establishment of another lumber company, the Flagstaff Lumber Manufacturing Company (18-18)-104 and relief from the pressures of overgrazing of stock ranges and settlement of the grazing rights controversy on federal lands between sheep and cattle growers. Expansion of businesses in Flagstaff also increased the employment demand for the middle class and also provided the impetus for others to start small business enterprises.

The building boom from late 1909 up to the U.S. involvement in World War I was significant and is well illustrated by the number of houses constructed during this period. Both residential historic districts were built up during this time and class separation between each area became more solidified. Prominent businessmen continued to prefer the north side residential district as the location for substantial home sites, while the Flagstaff townsite residential area to the west developed with a profliery of less substantial cottages, modest homes, and rooming houses which were created from the earlier larger dwellings in the area.

The establishment of churches within both historic residential districts illustrates the combination of domestic and cultural activities as integral components in the development of the community. The First Methodist Church (7-10), now the Federated Community Church; the Episcopal Church of the Epiphany (5-47); and the Catholic Church (5-14) were

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constructed during this period and all played significant roles as social focal points for community activities throughout the remainder of the historic period.

Steady growth of the community resumed in the mid-1920s, again in response to the general economic prosperity which preceded the stockmarket crash of 1929. Despite the economic effects of the Great Depression, residential development continued, but primarily in the north side residential areas where additional houses were built in the mid 1930s by businessmen and professionals in the community.

ARCHITECTURAL HISTORY

Within the Flagstaff Multiple Resource Area can be found a wide variety of buildings and structures which clearly illustrate not only the architectural evolution of the community, but also demonstrate the various developmental forces which shaped the town's history.

Stylistic preference throughout the historic periods in Flagstaff was largely the product of the broader context of American Architectural history. Local variations were influenced by many factors including the prevailing economic conditions, availability of construction materials, cultural backgrounds of owners, contractors and craftsmen, technological advances, and the design skills of architects and builders.

The architectural history of Flagstaff is not unlike most other towns created as the result of the western expansion of the United States in the mid-nineteenth to early twentieth century. National trends in architectural style during that period are well represented in Flagstaff, from the Vernacular Cottage to the Queen Anne Cottage and the transition to the Neo-Colonial/Georgian Revival styles of the late nineteenth century. The Bungalow style and its variations dominated the architectural character of the town in the early twentieth century, and the revival of the "Period" architecture, popular nationally during the 1920s, 30s, and 40s, is evident as well in Flagstaff.

Flagstaff's most significant contributions to architectural history, however, relate to its locally popular building practices which evolved to become recognized as traditional to the area. Two factors contribute primarily to this quality in the built environment: large quantities of locally available natural materials for construction such as timber and stone, and the number of skilled contractors and master craftsmen which settled in the community.

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A review of both historic districts illustrates this point. Of the contributing properties in the Flagstaff Townsite Historic Residential District, 64% are built of wood, the most readily available and economical material. Buildings constructed entirely of stone represent 9% of that total, although almost all structures used stone as a foundation material, and many had architectural elements built of stone. Locally manufactured brick comprises only 6% of the total residences in the district. Although at different periods in Flagstaff's history up to six local manufacturers of brick were in operation, most of the product was used on commercial buildings. Stuccoed buildings, which are probably constructed of wood frame, but could be brick or stone, make up the remaining 21%. Three buildings are built of concrete masonry units (3-9), (4-3), and (7-3).

In the North End Historic District wood frame construction dominates as well, comprising 72% of the total number of contributing properties. Stone construction, however, constitutes 15% of the total, while brick is only 9%. The historic aesthetic preference for local malpais rock in executing the large number of Period Revival designs in the residential area accounts for the increase in stone structures.

The use of wood as a preferred structural material and various types of wood sheathing used in those construction efforts illustrates both stylistic and technological historic patterns. The crudest type of sheathing, board and batten, is not to be found any longer in Flagstaff. It dated from the town's earliest boom period, although its use in later Picturesque structures was revived. The earliest illustration of wood clad buildings still extant are those built of wide shiplap boards, sometimes referred to as Neo-Victorian Shiplap. They are seen on both Vernacular and Queen Anne residences. Manufactured at local sawmills, the boards represent a period in lumber technology where shapes were dictated by the level of sophistication of the tools and machinery available. As equipment became more refined, clapboard, or tighter fitting shiplap, was used. During the explosion of the Bungalow style both narrow clapboard siding and locally manufactured shingles were popular choices for wood frame construction.

The use of brick as a preferred material fluctuated throughout the historic period based on availability and cost. Exemplary residences constructed of brick include the Brannen/Devine House (12-43), the J.C. Milligan House (7-24), the Hicks Boarding House (11-3), and the Coffin/Crabble House (5-31).

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Stone as a locally preferred building material is the most character-defining of all of Flagstaff's architecture. Its use throughout the historic period is perhaps the most cohesive ingredient that distinguishes Flagstaff's architectural heritage from those of other communities throughout the state.

Local use of Coconino Sandstone was popular but was generally reserved for commercial or public buildings. One of the first structures to be built of sandstone was the Bank Hotel (NR) completed in 1888 by O.P. Harding under contract to Thomas F. McMillan. The same year saw the first stage of construction of the Babbitt Brothers' Store (NR). Sandstone was to be used in many later Flagstaff buildings, including the Santa Fe depot (1889) (NR), the Coconino County Jail (1891), the Coconino County Courthouse (1894), the Reform School/Arizona Normal School (begun 1894, completed 1899), the Weatherford Hotel (NR) (1898-1899), and the Federated Community Church (1906), (7-10). The best example of Coconino Sandstone construction in residential design is the England House (3-2), designed and built by master stonemason, William England. Built in 1926, the Coconino Apartments (12-23) are a well-crafted late example of the use of sandstone. Quarrying of Coconino Sandstone continued throughout all of the historic period and through 1950, although its demand decreased as the technology of other more economically efficient building materials advanced.

A key figure in the development of the local tufa quarrying history was Edgar Whipple. A Flagstaff builder, Whipple (3-1) in 1895 located a diamond-tooth saw which was capable of cutting the sedimentary volcanic stone. Although it never achieved the economic importance of sandstone, tufa became a popular local building material. The Babbitt Block (c.1911) (NR) and the second Post Office (1907) (NR) are two examples. Tufa was also used in architectural detailing as well, primarily for foundation or fireplace and chimney construction. Facades for commercial buildings such as the La Cuidad De Mexico Market (12-5), were built of tufa, and residential design occasionally utilized the material for accent. Examples include the England House (3-2) and the duplex at 220-224 N. Sitgreaves (4-21). The best local example of a residence constructed of tufa stone is the Arizona Lumber and Timber Company Office (15-1).

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The most frequently utilized building stone locally was malpais rock. Its characteristics required less efforts in extraction and cutting and was used extensively in the earliest periods as a foundation material. The rustic qualities of this building material also contributed to its popular use in the early twentieth century in Bungalow and Period Revival domestic architecture. One of the earliest local uses of malpais rock as the primary structural material in residential construction occurred in 1908 with erection of the P.M. Gavin residence. Malpais soon became the principal material for such exemplary structures as the John M. Clark House (5-52), Epiphany Church (5-47), the Lowell Observatory (NHL), Our Lady of Guadalupe Church (11-26), the Nativity Church (5-14), and many additional properties in the survey area. The moss-covered variety of malpais is particularly valued for its beauty, and is still used for facaded and detailing.

Stone Workers

Although early Flagstaff newspapers lamented a lack of stone cutters in town, that situation changed as the stone industry gained in importance. Flagstaff became home to master stonemasons and contractors such as William England, Herman Dietzman, Lee Vishno, O.P. Harding, Dan Hogan, John Ferrari, Charles Boyle, C.P. and J.E. Hanna, V.P. Wyland, Stefan Eck, and a man named Hood. Hood often left his signature by chinking his malpais structures with obsidian.

INDUSTRY—LUMBER MANUFACTURING

The lumber industry in northern Arizona contributed significantly to the economic growth of the state and provided a major impetus for the development of Flagstaff. Initial regional interest in the industry grew from the proposed Atlantic and Pacific Railroad Line across northern Arizona in the 1880s.

The opportunity for obtaining contracts with the railroad for the timber and ties prompted some established lumber business in Prescott to locate sawmills in the northern part of the Territory. About 1880, Frank G. Parker moved his Clipper Sawmill from Prescott to Chanderler, about thirteen miles west of Flagstaff. W.E. Wilson and Alvin Haskell, also of Prescott, moved their sawmill to the Bill Williams Mountains west of Flagstaff. John W. Young, under contract with the Atlantic and Pacific Railroad to provide bridge timber and railroad ties, established the first sawmill in the Flagstaff area at Leroux Springs, northwest of the present townsite.

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However, the key to the success of the lumber industry in northern Arizona was the control of the vast land grant timberlands owned by the Atlantic and Pacific Railroad. When the Atchison, Topeka, and Santa Fe Railroad acquired control of the Atlantic and Pacific Railroad together with its land grant charter and began building westward into Arizona in 1880, prominent Chicago lumberman Edward Everett Ayer immediately submitted a bid for supplying the railroad with ties and other construction timber. Ayer proposed to build a large sawmill in the San Francisco Mountains if he could secure an option to cut timber on railroad lands in addition to the contract to supply ties and lumber for the company. His proposal was accepted and the Santa Fe-Pacific offered Ayer an option on seventy-seven sections of timberland south and west of Flagstaff.

The Ayer Lumber Company established its mill on a section of land south of the railroad construction camp at Antelope Spring, and south of the railroad right of way in 1881.

The mill was in full production by the fall of 1882 and within the next four years, the Ayer Lumber Company produced nearly fifty-four million board feet of lumber under its railroad contracts.

Ayer hired fellow Chicagoan D.M. Riordan as general manager of his Flagstaff operation. In 1884 Riordan enticed his two brothers, T.A. and M.J. Riordan, to join him in Flagstaff with positions in the Ayer Lumber Company. By 1887, Ayer negotiated the sale of the company to the Riordans who reorganized it as the Arizona Lumber Company and eventually as the Arizona Lumber and Timber Company (15-1), (16-1).

Despite a fire which destroyed the mill in 1887 and another devastating fire in 1897, the Arizona Lumber and Timber Company became a dominant force in the lumber industry statewide. The Riordans expanded the company's interests throughout the Arizona, California, New Mexico, and Texas markets by the first decade of the twentieth century.

In addition to the Santa Fe-Pacific lumber contracts, the company also had contracted to supply timber material for the Arizona Mineral Belt Railroad which was to extend south from Flagstaff to the mining regions of central Arizona. Ironically, the failure of the company in 1888 provided the Arizona Lumber Company with a tremendous asset. The Riordans purchased the Company and its 35 miles of standard gauge track for the cost of the railroad's indebtedness to the Lumber Company. Rechartered as the Arizona Central Railway Company, the Riordans used the railroad as a main line for tapping the extensive timberland south of Flagstaff over the next forty years.

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Competing local lumber companies included the Greenlaw Lumber Company, established in 1886; the Saginaw Lumber Company in 1890; and the Flagstaff Lumber Manufacturing Company begun in 1909.

In 1886, Charles Greenlaw (5-15) and E.F. Greenlaw purchased the timber rights to part of the Lockett Ranch east of Flagstaff and built a sawmill at Cliff, Arizona, also known as East Flagstaff. Greenlaw's largest contracts, however, were with the Arizona Lumber Company. Because of that dependency, the Arizona Lumber Company gradually brought the competition into its own control and by 1889 had taken complete possession of the Greenlaw operation. Two additional efforts by the Greenlaws to compete with Arizona Lumber Company, in 1892, and 1896, also failed.

Formidable competition did exist regionally when in 1890 the Saginaw Lumber Company, financed by Michigan capital, gained control of extensive timberlands in the Williams vicinity. That enterprise, together with the creation of the Flagstaff Lumber Manufacturing Company in 1909, forced the Arizona Lumber and Timber Company to revise its business goals and accept a reduced role in the Arizona lumber industry.

The Flagstaff Lumber Manufacturing Company, established by former Arizona Lumber Company superintendent, Edward McGonigle, began operation of a sawmill one half mile south of Flagstaff in 1910. Local investors included John G. Verkamp (2-10) and Jessie L. Boyce. McGonigle was later replaced by local capitalists Joseph C. Dolan and Thomas E. Pollack (6-4).

The company had provided the Arizona Lumber Company with serious competition both in the size of its manufacturing plant and in its ability to access timberland south of Flagstaff through the construction of the Flagstaff and Southern Railroad.

The three companies, however, still accounted for 95% of the lumber manufacturing in the state by World War I.

Labor troubles, wartime controls, increased railroad rates, and restrictive Forest Service policies together with the overproduction of lumber during the second and third decades of the twentieth century, changed the complexion of the local industry.

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Technological advances during the mid-1920s allowed the Arizona Lumber and Timber Company to double its production without doubling its employees. Competition for local and regional markets intensified during this period until the stockmarket crash of 1929. Sales dropped sharply and the Arizona Lumber and Timber Company closed its mill in 1930. It opened the operation again in 1931 on a part-time basis but business had dropped almost 75% below that of 1928. In 1933, the Riordans liquidated their lumber interests to make other investments. The company was sold to J.C. Dolan, former manager of the Flagstaff Lumber Company (later owned by the Cady Lumber Company), to supply material for the Dolan Box Company of Phoenix and Los Angeles.

The Arizona lumber industry, centered in the Flagstaff area, emerged from its greatest threat by 1935. By then timbering practices changed sufficiently in response to more stringent controls by the Forest Service, the establishment of the Arizona-New Mexico Timber Products Association, and the repeal of the National Industry Recovery Act which had unconstitutionally placed quotas and allocations on the production of lumber.

BUILDING STONE INDUSTRY

The Flagstaff building stone industry developed in response to several factors. A series of devastating fires in the 1880s prompted residents and businessmen to build with materials more durable than wood. High-quality building stone, including Coconino sandstone, tufa, and malpais rock, could be found within a few miles of the townsite. This readily available material was also relatively inexpensive to obtain and use as a building material for local construction efforts. In addition, good rail service allowed entrepreneurs to ship the material, in particular Coconino sandstone, throughout the West and Midwest, as the demand for that durable and workable material became great in Victorian times.

Coconino sandstone was known to local builders from at least 1883, when Bob Finney quarried rock for the basement of P.J. Brannen's store on Railroad Avenue in New Town. Little advance was made in working the stone, however, until 1887, when Charles Begg developed a quarry two miles east of town and secured the contract to provide stone for the Los Angeles City Hall. Begg's enterprise attracted the attention of California businessmen, A.J. and L.H. Padgham and S.B. Hibben, who formed

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the Arizona Sandstone Company, with a quarry in Flagstaff and headquarters in Santa Ana, California. In early 1888, the company employed David Mitchell to manage its quarry. An experienced quarryman from Scotland, Mitchell was able to extract the stone systematically and in huge quantities. So efficient were Mitchell's techniques that, by 1890, the company was shipping six carloads per day and had become Flagstaff's second most important industry, after lumber. Under Mitchell's management, the quarry extracted the stone for scores of buildings throughout the West, including: the Los Angeles, Santa Ana and Orange County Court-houses; the Marshall Field Block in Chicago; H.C. Brown's Palace Hotel in Denver; the Oregonian Block in Portland; the Sacramento and Los Angeles post offices; the Grant Block in San Diego; depots in Phoenix, Winslow, Williams, and Holbrook; and the Santa Fe Hospital in Topeka.

AGRICULTURE

A. Sheep Raising Industry

Coconino County, with Flagstaff as its economic center, played an important role in the history of stockraising in Arizona, and to a certain extent, the southwestern United States.

Although stockraising in Arizona has a lengthy history, its impact on the economy of the state began in the early 1870s. During 1870 and 1871, a widespread and disastrous drought in southern California forced many of that state's stockraisers to drive thousands of head of sheep and cattle into Arizona. The grasslands and lush meadows and forests of northern Arizona were particularly inviting to sheep raisers first, and with the completion of the transcontinental railroad, cattle growers soon followed.

Sheep raising in northern Arizona began in 1875 when John Clark brought 3,000 sheep across the Colorado River to Mohave County. Clark moved eastward in 1877, finally establishing his herd in the long valley south of Flagstaff, now known as Clark's Valley.

Also between 1876 and 1877, William Ashurst and the Daggs Brothers, J.F. and W.A., brought flocks from Nevada and California. Ashurst located on ranges in the vicinity of Flagstaff, at Anderson Mesa and the Daggs Brothers in Apache County at Silver Creek and later at Chavez Pass.

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The Daggs Brothers, later joined by another brother, P.P. Daggs, formed Daggs Brothers and Company and by 1890 had become the largest sheepowners in the state. With headquarters at Flagstaff, Daggs Brothers owned some 50,000 sheep.

The Clark, Ashurst, and Daggs Brothers ranches were the largest in Coconino County through the last decade of the nineteenth century. Important contributions to the industry began during the 1880s when the Daggs Brothers imported purebred Moreno rams from other parts of the country and significantly improved the shearing and mutton qualities of the native Arizona sheep.

In addition, the Arizona Sheep Breeders and Wool Growers Association was formed in Flagstaff in 1886. With the purpose of promoting the common interests of the industry, including breeding, coordination of annual rodeos, and establishment of a uniform wage scale for herders and shearers, the Association grew in importance through the early twentieth century. Flagstaff residents Harry Fulton and P.P. Daggs, were the first officers elected to serve the organization along with C.H. Schultz of Coconino County.

In 1890, 60% of all the sheepmen who established ranches in Arizona were located in Coconino County, many with headquarters in Flagstaff. By the early 1890s, sheepraising had become a lucrative and important business in northern Arizona with huge profits and many of the largest sheep ranches contributing significantly to the economy of Flagstaff and the region. In 1894, the total value of sheep in the territory was \$479,000. Coconino County's sheep flocks represented 50% of that value.

Prominent sheep growers from Flagstaff included Lewis Bennedict (2-56), A.J. LeBarron (4-15), R.H. Cameron (2-29), T.E. Pollock (6-4), Hugh E. Campbell (5-11) and D.M. Francis (16-18)-3 of the Campbell-Francis Sheep Company, H.A. Yaeger (2-14) of the Yaeger & Bly Sheep Co., and George H. Coffin (5-31).

By 1900, threats to exclude livestock, especially sheep, from the newly created Forest Reserves in Arizona caused significant concern among central and northern Arizona sheepmen. Stockmen took steps to defend

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their right to the use of those lands and Flagstaff became the political focal point of those efforts. In 1898, prominent sheepman E.S. Gosney was elected president of the Arizona Sheep Breeders and Wool Growers Association at their annual meeting held in Flagstaff. Under Gosney's leadership the Association was reorganized and new articles of incorporation were drawn up.

The reorganization significantly improved the sheepgrowers' ability to lobby their position both locally and in the national capitol. Gosney was able to delay federal regulations to exclude all livestock from grazing on forest reserves in Arizona beginning in 1900. Intense lobbying by Salt River Valley politicians to protect the watershed from the effects of overgrazing, in 1902, resulted in an order by the Secretary of the Interior to exclude sheep and other livestock from the forest reserves through the Arizona Territory.

Gosney, through Flagstaff attorneys, E.S. Clark (6-4) and J.E. Jones (7-18) successfully convinced President Roosevelt to recind the order and to instead develop a method for regulated use of Forest Service lands for grazing purposes. This was the first attempt by the federal government to regulate grazing on public land.

During the following two decades after the permit system was established, the sheep industry prospered. One third of the sheep in Arizona were located in Coconino County, and Flagstaff continued its important role as headquarters for the Arizona Sheep Growers Association through the remainder of the historic period.

B. Cattle Raising

Although cattle were brought onto the ranges of northern Arizona near the area of Flagstaff as early as 1877, the impact of the cattle industry was not significant until the Atlantic and Pacific Railroad was completed in 1882. Two major cattle companies were formed to take advantage of the range and shipping possibilities in the region.

The Moroni Cattle Company was formed in 1882 by pioneer Mormon settler John Young with headquarters in Fort Valley north of the Flagstaff townsite. In partnership with eastern capitalists the company was reorganized as the Arizona Cattle Company. At its peak in the late 1880s, the Arizona Cattle Company ran 16,000 head of cattle on the ranges around Fort Valley.

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The second company was the Aztec Land and Cattle Company which in 1882 was able to secure leases on vast tracts of land grant properties from the Atlantic and Pacific Railroad east of the Flagstaff area. Most notably known as the Hashknife Outfit, the Aztec Land and Cattle Company controlled nearly two million acres of grazing land in northeastern Arizona.

The most significant contributions to the long-term growth and development of the cattle raising industry in northern Arizona were made by the Babbitt Brothers of Flagstaff. In 1886, under management of William Babbitt (5-32), 864 head of cattle were purchased and grazed on ranges in the Flagstaff area. This modest beginning grew during the historic period to a stockraising empire which encompassed three million acres in three states. Additional cattle acquisitions by the Babbitts began in 1892 when they bought the Circle-S holdings known as the Mormon Dairy Company including the rangeland which extended from Tuba City east of Flagstaff to Mormon Lake on the southeast.

In 1899 they purchased the Arizona Cattle Company with its headquarters at Fort Valley, and in 1901, they acquired the substantial holdings of the Aztec Land and Cattle Company. By 1904, the Babbitts expanded their interests again by purchasing 3/4 interest in the Apache Maid Ranch located along the Mogollon Rim. The Babbitts also held controlling interests in a number of other ranches throughout northern Arizona. With headquarters at Flagstaff, the Babbitts at the peak of their business controlled nearly 100 registered brands.

The cattle industry had a significant impact on the economy of Flagstaff throughout most of the historic period despite occasional setbacks.

By 1890, importation of cattle from other states into northern Arizona diminished as most available range land had been occupied. Overgrazing during the previous 10 years coupled with a severe drought in 1891-92 seriously affected the industry during the last decade of the twentieth century. In addition, the financial panic of 1892 forced depressed cattle prices throughout the country. The cattle industry in northern Arizona did not fully recover from these conditions until almost 1907.

By 1905, disputes over grazing rights on public lands between cattlemen and sheepmen, which had begun in the early 1890s, had been resolved. Between 1907 and the First World War, cattle growing peaked, thriving on renewed range capabilities and a profitable market industrywide.

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Between World War I and the end of the historic period, cattle growing stabilized as a permanent regional agricultural activity, intimately connected with Federal Land Management Policy, and continues today as an important component in the economy of northern Arizona.

Other prominent cattlement who established residences in Flagstaff include J.G. Verkamp (2-10), A.J. Diamond (6-28), and T.E. Pollock (6-4).

POLITICS

Flagstaff's association with political events at the state and local levels began in 1885 when two of Flagstaff's citizens were elected to the Thirteenth Territorial Legislature. Representing Yavapai County, W.G. Stewart was elected to the council, and D.J. Brannen was elected to the House of Representatives. The Fourteenth, Fifteenth, and Sixteenth Territorial Assemblies also had among their members prominent citizens of Flagstaff.

In 1887 William H. Ashurst (7-19) served in the House of Representatives followed by J.V. Rhoades in 1889, and J.A. Vail in 1891.

The Sixteenth Legislative Assembly passed legislation which created Coconino County out of a portion of Yavapai County. A similar bill had failed during the previous two legislative assemblies. In 1887, Representative W.H. Ashurst proposed the formation of "Frisco" County, and in 1889 the creation of Coconino County passed the Assembly but was vetoed by Territorial Governor Lewis Wolfly. After the successful 1891 legislation, Flagstaff was designated as the county seat by special election.

In 1893, J.G. Morris of Flagstaff was elected at large to the Council of the Seventeenth Legislative Assembly and also served as president of the council. Coconino County was represented for the first time in the House by H.D. Ross (5-44) of Flagstaff.

During this session, the act providing for a Territorial Reform School to be located at Flagstaff was created, thus beginning a seven-year-long controversy concerning the facility. The Twentieth Territorial Legislature designated, for the third time since its creation, a new function of the facility. In the legislation, the facility, which had been redesignated as a territorial insane assylum in 1897, was changed to become the Northern Arizona Normal School. E.J. Babbitt, A.A. Dutton, T.S. Bunch, and M.J. Riordan represented Coconino County as members of the Council for the 18th through 21st Legislative Assemblies, respectively.

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The town of Flagstaff was incorporated on May 26, 1894, by an order of the Coconino County Board of Supervisors. The Supervisors appointed G.A. Bray as mayor, J.F. Daggs, J.A. Vail, P.J. Brannen, and David Babbitt (5-23) as members of the Common Council. The first town elections were held the following year in May.

During Julius Aubeneau's term as mayor in 1898, a bond election was passed which authorized \$95,000 to build city owned water line and reservoir.

Local politics in Flagstaff were dominated by the prominent local businessmen of the community. For the first 25 years of the history of town government, many of these men served on the Council and as mayor of Flagstaff. They included: Gorham A. Bray; David Babbitt (5-23); J.W. Francis (2-17); Julius Aubineau; William Carrol; Tom Bunch; E.E. Ellinwood (7-13); E.S. Gosney; Tom E. Pollock, Sr. (6-4); George Babbitt; J.C. Blake; Leo F. Verkamp; G.W. Black; Ben Doney; C.A. Keller; M.I. Powers (5-43); R.F. Bonberg; J.R. Treat (5-12); and W.H. Switzer (4-24).

SCIENCE

The most important historical event associated with the history of science and technology in Flagstaff is the founding and development of the Lowell Observatory (NHL).

The Observatory was founded in 1894 by Dr. Percival Lowell in order to study the close opposition of the planet Mars which occurred in October of that year. Lowell investigated many sites throughout the world before the Flagstaff site was chosen. Originally located at a site a mile west of Flagstaff at Schultz Peak, the Observatory was moved to its permanent location on Mar's Hill in 1896.

From 1896 through the remainder of the historic period, Dr. Lowell's work and the continuing astronomical investigations conducted at the Observatory have contributed significantly to the field of Planetary Astronomy.

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Lowell Observatory has one of the most complete records of the planet Mars as any observatory in the world. Considered one of the best locations for viewing the planet, Mars has been observed at the Lowell Observatory through thirty-three oppositions or near approaches.

In addition, the facilities at Lowell Observatory have made possible many major discoveries concerning solar systems. Between 1912 and 1920 a study was conducted at the Observatory which concluded that most galaxies are moving away from the Milky Way at extraordinary speeds. The discovery showed not only that the universe was thousands of times larger than had been thought, but also the universe may be expanding.

Astronomers at Lowell were also the first to study the atmosphere circulation of the planets Jupiter and Mars. The work revealed that the atmosphere of many of the major planets contains methane and ammonia. In addition, the 10 3/4-hour day of Uranus, the long rotation of Venus, and the effective temperatures of Venus, Mars, Jupiter and Saturn were first observed or discovered at Lowell Observatory.

After 1902, work at Lowell Observatory expanded beyond the study of Mars on other areas of research. Lowell was joined in 1901 by Dr. V.M. Slipher and in 1902 by Dr. C.O. Lampland. After Lowell's death in 1916, E.C. Slipher also joined the other scientists at the Observatory.

The site was developed during the historic period to include not only the two observatories which housed the original telescopes, but also several residences for the scientists and a library and administration building.

Efforts which led to the most significant discovery at Lowell Observatory began in 1902 when Dr. Lowell found indications that there may be a ninth planet in our solar system. He published his theory in 1916 after spending years at the Observatory tracking mathematically this "Planet X". Lowell never actually observed the Planet X during his life, but it was from his theory and predictions that the planet named Pluto was discovered in June, 1931.

The successful and significant work conducted at the Lowell Observatory contributed to the development of Flagstaff as well as the city's recognition nationally as a place for scientific or environmental research.

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ENVIRONMENTAL CONSERVATION

From the 1890s to the present, the federal government has taken an active role in keeping the natural resources of the Flagstaff area productive and its wonders unimpaired for future generations. The chief manifestations of such conservation efforts have been the creation of forest reserves (later national forests) and national parks and monuments.

Bills were introduced by Indiana Senator Benjamin Harrison in 1882, 1883, and 1886 to make Grand Canyon and National Park. Each failed because of opposition by those, such as Arizonan Ralph Cameran, who feared that private mining and tourism interests in Grand Canyon would be curtailed. Finally, as President, Harrison in 1893 established the Grand Canyon Forest Reserve by proclamation.

The Grand Canyon was the first forest reserve in the nation and covered an area of 320,000 acres. It was created without regard to previous land grants and included lands already deeded to the railroad. In 1908 much of the forest reserve became the Kaibab National Forest and a small part went to the Coconino National Forest.

Inspired by a 1903 visit to the canyon, President Theodore Roosevelt in 1906 established the Grand Canyon Game Reserve for the protection of its land and animals. Two years later he created the Grand Canyon National Monument. An act establishing the Grand Canyon National Park was signed by Woodrow Wilson in 1919. A new Grand Canyon National Monument adjoining the park on the west was established by President Herbert Hoover in 1932.

By the Presidential Proclamation of William McKinley, even-numbered sections of land around Flagstaff were withdrawn from further entry in 1898 and designated as the San Francisco Forest Reserve. Difficulties in administering this federal checkerboard resulted in a second proclamation, dated 1902 and signed by Theodore Roosevelt, which consolidated both even and odd sections (except those previously deeded) into one cohesive unit. The same act redesignated the forest reserve as the Coconino National Forest. William Taft's Presidential Proclamation of 1908 added sections and other units, such as the Black Mesa Forest Reserve, to the Coconino.

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The Forest Management Act of 1897 stipulated that federal forests were to be managed scientifically in order to sustain timber and grazing resources for the future. To study the growth of Ponderosa pine surrounding Flagstaff, the Forest Service in 1908 established the Fort Valley Experimental Station, the first forest experimental station in the country.

Walnut Canyon, once known simply as "Cliff Dwellings", was set aside as a park in 1892. Largely through the efforts of Rev. Cyprian Vabre of Flagstaff, Walnut Canyon was made a National Monument in 1915. The Coconino National Forest administered Walnut Canyon until 1934, when the monument was transferred to the jurisdiction of the National Park Service.

RECREATION

Flagstaff residents have enjoyed many types of recreation, organized and informal, outdoor and indoor, since the founding of the town in the 1880s.

Gambling was popular in the early decades of the town and took several forms. A turn of the century newspaper listed the following games in Flagstaff: faro, monte, roulette, lansquenet, rouge-et-noir, keno, rondo, billiards, and pool. Gambling provided not only entertainment for adults and business for bar owners, but also tax revenue for the early settlement. Gambling, moreover, kept many saloons such as Black's Bar in business during Prohibition. Betting also occurred at the early 1900s race track on what is now the grounds of Northern Arizona University.

One of the most popular forms of recreation for early Flagstaff residents was skating at the rink on Front Street. Flagstaff's first golf club was organized in 1902, with the following officers; Dr. C.H. Woodruff, L.F. Verkamp, and E.A. Sliker (2-16).

Sailboating made its Flagstaff and Arizona debut in 1905 when T.A. Riordan launched the "Illina" on Lake Mary. This reservoir, built in 1903-09 by Riordan's Arizona Lumber and Timber Company, became a popular local fishing spot. Handball had many devotees among the Spanish population of Flagstaff in the 1910 and 1920s, and facilities such as the Rodriguez Court could be found south of the tracks.

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The competitive spirit in Flagstaff peaked each year with Forty of July games and team events, each team composed of workers from different lumber mills. The Fourth of July celebration evolved into the Flagstaff All-Indian Pow-Wow, officially designated in 1929.

Perhaps no form of recreation has had as great an economic impact on Flagstaff as downhill skiing. The sport is believed to have made its local debut in the winter of 1914-15, when Norwegian immigrants Pete and Ole Solberg (7-15) made themselves skis and sailed down Mars Hill. With the Solbergs' instructions, novices tried the slopes and the sport became established. Sheep Hill and City Park were popular runs in the first decades of the century. In the late 1930s, ski enthusiasts turned their attention to the San Francisco Peaks. With Civilian Conservation Corps labor and the support of the Flagstaff Ski Club, the Coconino National Forest built the first ski facilities on the peaks in 1939-1941.

Current Preservation and Restoration Activities

Awareness and concern over the preservation of Flagstaff's historic resources has led to increased public involvement in preservation activities in the community. In 1980, the Flagstaff Historic Sites Commission sponsored a historic property survey which resulted in the nomination of the Railroad Addition Historic District. The Commission, while not having regulatory authority over historic properties, has been an effective advisory body to the Flagstaff City Council and has sponsored many preservation-related programs and projects in the community. The City of Flagstaff, through the Planning Division, sponsored the Historic Property Survey from which this nomination is the result. Keen interest in the preservation of significant historic resources, while planning redevelopment activities in the central city, is one of the reasons for the city-sponsored survey. In addition, the city owned J.C. Milligan House (7-24) is scheduled for restoration.

Private sector involvement in preservation efforts has increased within the last five years as well, with owners of historic properties undertaking exterior restoration and stabilization. Commercial property owners have also heightened their rehabilitation activities in Flagstaff. Recent projects include the rehabilitation of the Federal Building (NR), which received the Arizona Governor's Award for Historic Preservation in 1985.

9. Major Bibliographical References

See Continuation Sheet

10. Geographical Data

Acreage of nominated property 1,920 acres - See Accompanying Documentation

Quadrangle name Flagstaff West

Quadrangle scale 1:24,000

UTM References See accompanying documentation

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Verbal boundary description and justification

See Continuation Sheet

List all states and counties for properties overlapping state or county boundaries

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| N/A | | | |

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11. Form Prepared By

name/title Jim Woodward
Architectural Historian

Deborah House, Research Associate
Pat Stein, Research Associate

organization Janus Associates, Inc.

date July 1985

street & number 602 North 7th Street

telephone (602) 254-0826

city or town Phoenix

state Arizona Zip 85006

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☐ state ☒ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

Donna J. Schuber

title State Historic Preservation Officer

date Feb. 20, 1986

For NPS use only

I hereby certify that this property is included in the National Register

See Continuation sheet for listing
Keeper of the National Register

date

Attest:

date

Chief of Registration

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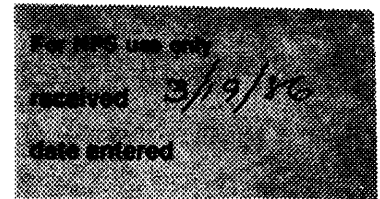
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Beginning at the NW corner Section 21, T21N, R7E, then north along the west line of Section 16 to the NW corner of said section, then E along the north line of Section 16 to the NE corner of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 16, then N to a point on the N line of Section 9, the E along the N line of said section to the NE corner Section 9, then south along the E line of Section 9 to the NE corner of the SE $\frac{1}{4}$ of Section 9 then E along the N R.O.W. line of Fir Avenue, to the NE corner of the SW $\frac{1}{4}$ of Section 10, to the SE corner Section 10, then south along the E R.O.W. line of Turquoise Drive to its intersection with Switzer Canyon Drive, then south along the E R.O.W. line of Switzer Canyon Drive to its intersection with U.S. Highway 89 and 66, then south to a point along the S R.O.W. line of Butler Avenue, then W along the S R.O.W. line of Butler Avenue to its intersection with South Elden Street, then S along the E R.O.W. line of south Elden Street to its intersection with Franklin Avenue, then W along the S R.O.W. line of Franklin Avenue to its intersection with Milton Road, except that portion of the campus of Northern Arizona University lying north of Franklin Avenue, then SW along the E R.O.W. line of Milton Road to its intersection with Riordan Road, then NW along the S R.O.W. line of Riordan Road to its intersection with U.S. Highway 89 and 66, then NE along the N R.O.W. line of said highway to its intersection with Blackbird Road, then N along the W R.O.W. line of Blackbird Road to its intersection with the N boundary line of Section 21, then W along said line to the Point of Beginning.

United States Department of the Interior
National Park Service

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Multiple Resource Area
Thematic Group

dnr-11

Name Flagstaff Multiple Resource Area
State ARIZONA

Nomination/Type of Review

1. Arizona Lumber and Timber Company Office

Substantive Review

2. Brannen--Devine House Substantive Review

3. C & M Garage

Substantive Review

4. Campbell, H. E., House

Substantive Review

5. Coconino County Hospital Complex

6. Flagstaff Armory

Substantive Review

7. Flagstaff Townsite Historic Residential Dist.

Substantive Review

8. Francis, D. M., House

Substantive Review

9. House at 607 Grand Canyon Ave.

Substantive Review

10. House at 310 S. Beaver

Substantive Review

COVER 4/30/86

Date/Signature

Keeper Linda McClelland 4/30/86

Attest

Keeper Linda McClelland 4/30/86

Attest

Keeper Linda McClelland 4/30/86

Attest

Keeper Linda McClelland 4/30/86

Attest

Keeper Linda McClelland 4/30/86

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Keeper Linda McClelland 4/30/86

Attest

Keeper Linda McClelland 4/30/86

Attest

Keeper Linda McClelland 4/30/86

Attest

Keeper Ret. S

Attest

Keeper Linda McClelland 4/30/86

Attest

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National Park Service

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Multiple Resource Area
Thematic Group

Name Flagstaff MRA

State ARIZONA

Nomination/Type of Review

Date/Signature

11. House at 720 Grand Canyon Ave.

Substantive Review

Keeper

Attest

12. Koch, I.B., House

Substantive Review

Keeper

Attest

13. La Ciudad de Mexico Grocery

Substantive Review

Keeper

Attest

14. North End Historic Residential Dist.

Substantive Review

Keeper

Attest

15. Our Lady of Guadalupe Church

Substantive Review

Keeper

Attest

16. Presbyterian Church Parsonage

Substantive Review

Keeper

Attest

17. Prochnow House

Substantive Review

Keeper

Attest

18. Railroad Addition Historic Dist. (Boundary Increase)

Substantive Review

Keeper

Attest

19. Wilson, Charles, Jr., House

Substantive Review

Keeper

Attest

20.

Keeper

Attest