NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Telluride National Historic Landmark District
other names/site number

2. Location

street & number On Colorado Highway 145 ☐ not for publication
city, town Telluride ☐ vicinity
state Colorado code CO county San Miguel code 113 zip code 81435

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
☒ private	☐ building(s)	305	268 buildings
☒ public-local	☒ district	1	sites
☐ public-State	☐ site		structures
☐ public-Federal	☐ structure		2 objects
	☐ object	306	270 Total

Name of related multiple property listing:

Number of contributing resources previously listed in the National Register

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of certifying official — Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official — Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

☐ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National Register. ☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ removed from the National Register.
☑ other, (explain:) Boundary decreased

Signature of the Keeper — Date of Action 9/30/88

6. Function or Use

Historic Functions (enter categories from instructions)	Current Functions (enter categories from instructions)
domestic/single dwelling	domestic/single dwelling
government/courthouse	government/courthouse
domestic/hotel	domestic/hotel
commerce/business	domestic/hotel
commerce/department store	commerce/specialty store

7. Description

Architectural Classification (enter categories from instructions)	Materials (enter categories from instructions)
	foundation stone
Late Victorian	walls weatherboard
Other: Vernacular Woodframe	
Other: 19th Century Commercial	roof wood
Gothic Revival	other wood, cast iron
Queen Anne	

Describe present and historic physical appearance.

NOTE: THE SITE NUMBERS IN THIS REPORT CORRESPOND TO THE NUMBERS ON THE ACCOMPANYING MAPS AND INVENTORY FORMS.

The Telluride National Historic Landmark (NHL) District is located in the San Juan mountains of southwestern Colorado. Encompassing most of the Town of Telluride (pop. 1000), the district is significant for its founding as a new settlement on America's western frontier, for its importance as a precious metal mining district. In addition, the Telluride NHL district is significant for its architecture which, as a whole, represents a 19th century western mining "boom town."

Included in the Telluride NHL district are several residential neighborhoods, a commercial main street, a warehouse area, a bordello "red-light" district, and Lone Tree Cemetery, which is the district's only non-contiguous component. Included within the district are 576 buildings, objects, and sites. Of this number, 305 buildings and one site (representing 53% of the total) contribute to the Telluride NHL district. The 305 contributing buildings consist of 160 single family homes, 16 business/retail establishments, six saloons, four warehouses, three hotels, three social/fraternal halls, two multiple dwellings, two banks, two schools, two hospitals, two churches, one church rectory, one county courthouse, one jail, one train depot, one theater, and 98 secondary structures such as sheds, barns, carriage houses, and outbuildings. The Telluride NHL district is an intact representation of a frontier mining town. The integrity of that built environment has been only recently threatened by development pressures from the town's new ski resort-based economy.

Located in Colorado's San Miguel County, Telluride is surrounded by the Uncompaghre National Forest. Situated at the end of a box canyon, the town sits at 8,750 ft. and is flanked on three sides by mountains. Only one paved road leads into Telluride, Highway 145 from the west. Laid out in a simple grid pattern, the town's streets are limited, on the north, by canyon

[X] See continuation sheet

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:
[x] nationally [ ] statewide [ ] locally

Applicable National Register Criteria [x] A [ ] B [x] C [ ] D (NHL Criteria 1 and 4)

Criteria Considerations (Exceptions) [ ] A [ ] B [ ] C [ ] D [ ] E [ ] F [ ] G

Areas of Significance (enter categories from instructions)	Period of Significance	Significant Dates
Architecture	1878-1913	1878
Mining		
Exploration/Settlement		1913

Cultural Affiliation

Significant Person

Architect/Builder

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Telluride National Historic Landmark (NHL) District is nationally significant for its founding as a new settlement on America's western frontier; for its importance as a precious metal mining district; and for its architecture which, as a whole, represents a 19th century mining frontier "boom town."

The Telluride NHL district's period of national significance is 1878-1913. Telluride's inception in 1878 was a direct result of silver discoveries made in the area in 1875. With the arrival of the railroad in 1890, the town gained prominence as the center of a major mining district. The district's 305 contributing buildings include the New Sheridan Hotel, where William Jennings Bryan gave one of his "Cross of Gold" speeches; the Miners' Union Hospital Building constructed in 1902 by the Western Federation of Miners; and the Telluride Institute, where engineers studied the first practical applications of alternating electrical current. The district also includes one non-contiguous site, Lone Tree Cemetery. Telluride's 20th century mining production never matched its 19th century mining boom, and the Sheridan Opera House built in 1913 marked the last major construction in the downtown area. In 1961 Telluride was declared a National Historic Landmark (NHL) District. At the time of designation Telluride was the only Colorado mining town which had operated as such since 1876, the year of Colorado's statehood.

Mining Exploration and Settlement in the San Juan Moutains of Southwestern Colorado, 1870-1890.

Telluride's inception as a mining town on the western frontier represents a broad national pattern of 19th century westward exploration and expansion. As such, The Telluride NHL district satisfies National Historic Landmark Criterion 1.

Telluride is located in the San Miguel River Valley, surrounded by the rugged terrain of the San Juan mountains. As

[x] See continuation sheet

9. Major Bibliographical References

Fetter, Richard L.; and Fetter, Suzanne C. Telluride: From Pick to Powder. Caldwell, Idaho: Caxton Printers, 1979.

Lavender, David Sievert. A Vanishing America. New York: Holt, Rinehart and Winston, 1964.

O'Rourke, Paul M. A Frontier in Transition, A History of Southwestern Colorado (unpublished draft). Montrose, Colorado: Bureau of Land Management, 1979.

Stoehr, C. Eric. Bonanza Victorian. Albuquerque: University of New Mexico Press, 1975.

Wenger, Martin G. Recollections of Telluride, 1895-1920. Durango, Colorado: Basin Reproduction and Print Co., 1978.

☐ See continuation sheet

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☒ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Primary location of additional data:

- ☒ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Specify repository: _____

10. Geographical Data

Acreage of property The Town of Telluride: Approximately 80 acres
Lone Tree Cemetery: approximately 7 acres

UTM References

	Zone	Easting	Northing
A			
B			
C			
D			

☒ See continuation sheet

Verbal Boundary Description

☒ See continuation sheet

Boundary Justification

☒ See continuation sheet

11. Form Prepared By

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walls and, on the south, by the San Miguel River. The eastern edge of town is bounded by the cemetery, the town park, and the tailings pond of Idarado Mine. Two and a half miles further east are the Idarado mine and mill operations, backed by yet another canyon wall. The western end of Telluride opens up into the widening San Miguel River valley, where most future development is slated.

Telluride is laid out in typical mining camp/town fashion, similar to other mining frontier "boom towns," such as Silverton, Central City and Cripple Creek. Like these other NHL districts, Telluride's commercial center was its main street. Located on either side of main street are the residential neighborhoods. As in other mining communities platted on irregular, sloping hillsides, Telluride's main street divides the town into higher and lower elevations. The town's schools, churches, hospitals and more expensive residences were historically located on the higher elevations. Saloons, gambling halls, bordellos, warehouses, railroad tracks, foundries, and cheaper housing were found on the town's lower end, close to the river. 1

Colorado Avenue is Telluride's main street; it is also the town's only paved street. Exceptionally wide to accommodate the turn-around of mule trains, Colorado Avenue still features cast-iron street lights, and has retained a high degree of its historic appearance and architectural integrity. Housed here, in buildings which range in height from one to three stories, were Telluride's banks (#1537 and #1540), hotels (#1534 and #1828), liveries (#1555), saloons (#1552, #1551 and #1544), theaters (#1827), dry good stores (#1541, #1536 and #1535), newspaper offices (#1558 and #1559), fraternal lodges (#1549), mining company offices (#1561), and county courthouse (#1605). 2

The Telluride NHL district contains 30 commercial buildings which were built between 1878 and 1913 (excluding buildings in the warehouse and red-light districts). Of these buildings (#1534-45, #1549-59, #1561, #1603, #1605, #1746-47, and #1827-28), one was built in the 1910s, four in the 1900s, 17 in the 1890s, five in the 1880s, and three--although not dated precisely--may have been built in the 1870s.

Early photographs of Telluride show that Colorado Avenue was once lined with wood frame, false front buildings. The main street still includes nine buildings with false front facades, most with simple, bracketed cornices (#1535-36, #1541, #1543-45, #1558-59 and #1603). At least three of these buildings (#1541, #1543 and #1545) may date from the 1870s. Each of these

buildings appears on the 1886 Sanborn-Perris Insurance Map, the earliest available for Telluride. It is possible that other main street buildings, whose construction dates have only been estimated, may also date from the 1870s.

Despite the early preponderance of wood structures, downtown Telluride's largest structures are the post-railroad, brick buildings. The 1890 arrival of the Rio Grande Southern Railroad enhanced Telluride's standing as a major mining district and precipitated a building boom, much of it in masonry. Twenty- two (73%) of the 30 downtown buildings were built after 1890. In contrast to the town's residential architecture, which is almost entirely made of wood, over 60% of the downtown commercial buildings are constructed of brick or stone.

Most of the NHL district's downtown commercial buildings have retained their historic storefront facades. These buildings--such as #1535, #1538-39, #1542, and #1549-54--have recessed storefront entrances flanked by large display windows, clerestories, and transoms. While most of the commercial structures are vernacular, many show Italianate (#1534, #1538-39, #1542, #1549-50 and #1605) and Queen Anne (#1561 and #1554) influences, the latter usually in the form of brick corbelling. The downtown district also contains individual examples of the Romanesque (#1537) and Classical Revival (#1540) styles.

Telluride's bustling post-railroad economy and building boom can also be seen in the number of metal facades along main street. Mail-order, cast-iron storefronts were popular in developing mining towns, adding strength, durability, and a new level of sophistication to the town's multi-storied buildings. The Mahr Building (#1539) has an elaborate, Italianate-influenced cast-iron, Mesker Brothers facade, and the drugstore (#1538) features Pullis Brothers metalwork. In addition to out-of-state manufacturers, several Telluride buildings have footplates and metal fronts made locally by the Telluride Iron Works. Buildings bearing the "Telluride Iron Works" stamp include #1550-51 and #1555-56. 3

Most of Telluride's residential architecture is also post-railroad. The Telluride NHL district encompasses over 200 single family residences built within the 1878-1913 national period of significance (160 of which contribute to the district). Of these, over 90% were built between 1890 and 1910. In addition to single family homes, Telluride's domestic architecture includes two duplexes (#1638 and #1612), and three hotels (#1534, #1602 and #1828).

With few exceptions, Telluride's residences are vernacular, reflecting local taste, custom, and materials. The more styled residences reflect both Queen Anne and Gothic Revival influences. Like much of America's post-railroad folk housing, the "typical" Telluride house is wood frame. (Of the 160 contributing single family homes, only eight are brick: #1580-81, #1586, #1682, #1706, #1713, #1733 and #1737). The smaller houses are generally front or side-gabled. Many of the earlier frame houses, such as those along Pacific Avenue, may have followed the same plan as earlier log cabins. The larger homes are either front gabled or cross-gabled. Several homes have hipped roofs. Roof lines are steeply-pitched with overhanging eaves, and the wood siding usually extends into the gable ends without break. Most of the houses have very simple ornamentation, usually in the form of a gable ornament or decorative trim on the front shed porch. Representative examples of this residential architecture include: #1562, #1566, #1590, #1662, #1692, #1699, #1728 and #1790. Although more may exist, only one log home (#1697), now covered with clapboard, was found in Telluride. 4

Telluride's grander homes, including all of its brick single family residences, were built north of Colorado Avenue. Residing here were Telluride's upper-middle class citizens. These occupants included attorneys, mining engineers, and financiers, including bank president Charles Waggoner, whose classically designed residence (#1682) is one of Telluride's largest homes. Also here are most of Telluride's Queen Anne style buildings, both large (#1695 and #1733) and small (#1597 and #1707). More modest examples of Queen Anne architecture include #1737, #1580 and #1758. Telluride's north slope also includes examples of Dutch Colonial Revival (#1710), Italianate (#1586), and Gothic Revival (#1600) buildings.

As more evidence of this neighborhood's genteel nature, all of Telluride's churches also lie north of Colorado Avenue, including St. Patrick's Church (#1770), the town's best example of Gothic Revival architecture. Also located here is the original St. Patrick's Church rectory and parish house (#1769). Telluride's schools (#1741 and #1748) and hospitals (#1749 and #1756) were located north of Colorado Avenue. The hospitals and old Telluride School (#1748) represent the NHL district's larger, more styled institutional architecture.

Telluride's working class miners and laborers, many of whom were Scandinavian, lived south of Colorado Avenue. In contrast to the more styled residences north of Colorado Avenue, the homes

south of Main Street are more typically vernacular, many of them quite small. Representative examples include #1642-43, #1645, and #1649. At least two of this neighborhood's larger homes (#1675 and #1639) were occasionally used as boarding houses. Considering Telluride's history and large population of single miners, it is likely that further historic research would find other homes in this neighborhood were also boarding houses. This area is also notable for its two surviving Scandinavian social halls, Finn Hall (#1653), and the New Swedish Finn Temperance Hall (#1657), both excellent examples of late 19th century meeting halls. 5

Telluride's "red-light" district was also located south of Colorado Avenue. The area around east Pacific Avenue was once lined with bordellos, saloons, and sporting houses. The survivors include three large sporting house/gambling halls (#1609, #1611 and #1615), and at least four bordello "cribs" (#1612-14 and #1618). Telluride's bordello cribs are small, Gothic-detailed, two-room, wood frame structures. The prostitutes conducted business in the front room, the back served as a kitchen. Relatively transportable, the cribs were often relocated from one site to another within the red-light district. 6

The south side was also Telluride's warehouse area, with warehouses (#1617, #1623-24 and #1855) strategically located between main street and the train depot (#1658). Massive, front-gabled structures, the warehouses were often iron clad. The town's commercial carriers (#1620) were also located in this area. Only one warehouse/garage (#1788) is located north of Colorado Avenue.

Many Telluride buildings have retained their original barns, sheds, and outbuildings, which significantly add to the district's architectural integrity. Like Telluride's primary structures, most of the secondary structures are wood frame, although a small number of log, stone, and concrete buildings were also found.

The simplest and most common secondary structures are sheds. These buildings have slant roofs and are of vertical or horizontal board construction. Many sheds were used for coal storage and although coal is no longer used for heat, it can still be found in several of the shed structures. Larger secondary structures include carriage houses, barns, garages, and stables. Most of these structures have gabled rooflines, and

weatherboard or drop siding. The largest secondary structures were barns, which sometimes reached two-and-a-half stories in height.

Several secondary structures, such as #26, #48, #71, #89, #91, #104, #108, and #161, appear to have been residences which are now being used for storage. Telluride's bordello cribs were often relocated within town and, although this has not been documented, it is possible, based on their appearance and local history, that some of these residences are former cribs.

Many secondary structures are covered with corrugated metal siding. Metal siding was a popular method of strengthening and fire-proofing structures and was, in many cases, added on during the 1878-1913 period of significance. Also typical is the pattern of continually expanding the secondary structures, either by adding on new shed additions and/or relocated structures. Sheds are often moved and this appears to have been the case in Telluride, where several of the secondary structures appear to have been relocated and clustered.

By 1910 Telluride's mineral-based economy was slowing down, reflected by a slowing of construction in both the residential and commercial areas. The last major construction in the downtown area was the Sheridan Opera House (#1827), built in 1913.

One significant way in which the present appearance of the NHL district differs from that of its historic period is in the number of historic buildings. Early photographs show that Telluride's commercial and historic neighborhoods were significantly more dense. Many historic buildings have disappeared, but there has been relatively little modern infill in the NHL district. Most new development has taken place on the outskirts of town.

Methodology

Much of the information in this nomination was drawn from the 1986 and 1987 Telluride Historic Architecture Surveys conducted by Front Range Research Associates, Inc. These surveys were conducted under the auspices of the Certified Local Government Program administered by the National Park Service and the Colorado Historical Society. The Town of Telluride, which participates in the Certified Local Government Program, has enacted a preservation ordinance that provides for the protection of historic sites, structures, and districts.

The 1986 Telluride Historic Architecture Survey updated an earlier 1978 Historical Boundaries and Landmarks Survey which identified all pre-1935 buildings in Telluride. The intent of the 1986 survey was to locate any previously unidentified pre-1935 buildings, to photograph and survey all pre-1935 buildings, to re-examine district boundaries, to re-evaluate the period of significance, and to re-determine the status of contributing and noncontributing buildings and sites.

The 1986 Telluride Historic Architecture Survey was conducted in the summer of 1986 by Front Range Research staff members Christine Whitacre and R. Laurie Simmons. The 1986 survey began with a review of general published histories of Telluride, which gave surveyors an understanding of the patterns of development and significant persons and events in Telluride's history. After examining the 1978 Historical Boundaries and Landmarks Survey, surveyors utilized the San Miguel County Assessor's office to further identify structures built before 1935. In addition to current records, the surveyors examined assessment records from the 1970s and 1950s. The 1950 records, in particular, were useful because they offered more exact dates of construction, as well as street addresses, which have since been dropped from both the town and county records.

Other resources examined were primary and secondary resources available at the Colorado Historical Society, the Western History Department of the Denver Public Library, the San Miguel County Historical Society Museum, and the University of Colorado's Western Historical Collections. Also utilized were records at the State Historic Preservation Office, including the files of Telluride's tax certification projects. The San Miguel Title Office was contacted to determine the dates of Telluride's original townsite and subsequent additions. Additional information was also gathered from individual property owners and several Telluride residents.

In those instances when construction dates were unavailable from other sources, the 1978 surveyors used early panoramic photographs of Telluride to help date buildings. The 1986 surveyors supplemented this information by utilizing the complete set of Telluride Sanborn-Perris Maps located in the University of Colorado's Western Historical Collections. In particular, the maps of 1886, 1890, 1893, 1899, 1904, 1908, and 1922 were used.

The majority of buildings were surveyed and photographed in May 1986. Additional field work was completed in August 1986. Only primary buildings were surveyed. Archaeological sites, the

district's outlying mining and mill operations, and outlying hydroelectric power buildings such as the Ames Power Plant were not examined in this survey. As a Certified Local Government, Telluride may pursue the development of these inventories and context developments in upcoming years.

After the field survey, research information was gathered and printed on the Colorado Historical Society's Historic Building Record inventory forms. Page One was completely filled out. Page Two included historical information from the 1978 survey, and any other historical information which was readily available. Page Two also included statements of significance for all buildings found to contribute to the Telluride Historic District. A project report and maps were also prepared.

In March, 1987, Christine Pfaff of the Colorado State Historical Society, and Gregory D. Kendrick, Division of Cultural Resources, National Park Service, visited the NHL district. Boundaries were examined, and each building was rechecked in terms of its contributing or noncontributing status.

The 1987 Telluride Historic Architecture Survey, conducted in the summer of 1987, recorded all of Telluride's pre-1935 secondary structures, i.e., sheds, privies, barns, outbuildings, and secondary residences. This survey was also conducted by Front Range Research Associates, Inc.

For the secondary structure survey, a special inventory form was developed which included locational information, date of construction, architectural description, evaluation of condition, and a photograph. This abbreviated inventory form was to be attached to the Historic Building Record inventory form of the secondary structure's associated primary structure. For this reason, the secondary structures were given local identification numbers rather state inventory numbers. Only those secondary structures that were not associated with inventoried primary structures were given state inventory numbers.

On July 23 and 24, 1987, Christine Whitacre of Front Range Research Associates, Inc., conducted an intensive field survey of all the pre-1935 secondary structures within the Telluride town limits. Since the San Miguel County Assessor's Office did not have information specifically regarding secondary structures, construction dates were determined through field assessment and by the construction dates of the associated primary structures.

In a few cases, information was gathered from property owners, although property owners were not individually contacted regarding the survey.

Sanborn-Perris Maps were also used to help determine construction dates. However, a structure's appearance on a Sanborn map was not always interpreted as being a correct assessment of its construction date. It is not uncommon for sheds to be moved to different locations on the same property. Presumably many of Telluride's sheds have been moved since they were located on the 1922 Sanborn map (which is the first map after the 1878-1913 period of significance). Telluride's bordello cribs, which are fairly substantial structures, were often relocated, and it is not unlikely that smaller sheds and outbuildings would also be moved.

In most cases, if a secondary structure did not appear on the 1922 Sanborn-Perris Map, it was assumed to be a post-1922 structure. However in those few cases when a building did not appear on the 1922 Sanborn Map, but appeared to be a pre-1913 structure, the construction date was judged by field assessment.

Included with this nomination are 1986 and 1987 survey forms, including forms for 304 of the NHL district's contributing buildings. There are no forms for the one contributing site, Lone Tree Cemetery, or for the contributing secondary structure behind the Dahl House (#1639). This secondary residence, while not inventoried, is a tax certification project. District boundaries, inventory numbers, and each building's contributing/noncontributing status are indicated on the accompanying maps. Post-1935 buildings were not inventoried, but are shown as noncontributing on the map.

Contributing/Noncontributing Buildings

The Telluride NHL district's applicable National Historic Landmark Criteria are classifications 1 and 4 (National Register Criteria A and C). Telluride's inception as a mining town on the western frontier represents a broad national pattern of 19th century westward exploration and expansion. Silver discoveries, followed by extensive mining and milling operations, transformed Telluride into a major precious metal mining district. As such, Telluride's 305 contributing buildings and one contributing site meet National Historic Landmark Criterion 1.

Telluride's 305 contributing buildings and one contributing site are also eligible under NHL Criterion 4. Although most of Telluride's homes lack individual distinction, the buildings as a whole represent a typical western mining "boom town."

The Telluride Institute, #1743, is significant for its association with Lucien Lucius Nunn who, with George Westinghouse, built the world's first commercial alternating electrical current power system at Telluride's Gold King Mine.

All of Telluride's contributing buildings were built within the 1878-1913 period of national significance, and retain their historic and architectural integrity. Conversely, most of the NHL district's noncontributing buildings were built after 1913. However, some noncontributing buildings were built within the period of significance, but were determined to be noncontributing because of remodeling. Examples of inappropriate remodeling are residing, often with non-historic materials, porch enclosures, and new windows and doors. More recently, alterations have included the addition of skylights, porches, bay windows, and new decorative detailing.

Most of Telluride's historic residences are simple vernacular homes, with little if any historic detailing. Minor remodeling, such as the addition of a bay window, would detract from but not destroy a building's integrity. However, the cumulative effect of several alterations--such as shingling, new siding, turrets, and a wrap-around porch--would result in a loss of historic fabric and/or character.

Also dropped to a noncontributing status were structures such as #1757 and #1780 which, although reflecting their historic architecture, no longer retain any original workmanship or historic fabric. In some cases, such as in #1780, historic houses were taken down to their studs and entirely rebuilt.

Regarding Telluride's secondary structures, it was determined, in consultation with Barbara Norgren of the Colorado State Historical Society and Gregory Kendrick of the National Park Service, that although many of the secondary structures were small and of simple construction, they reflected typical building customs and were significant representations of the town's history and development. Only a few of Telluride's secondary structures were found to be too small and insubstantial to be counted as a part of the Telluride National Historic Landmark District.

CONTRIBUTING SITES AND BUILDINGS

Sites

Lone Tree Cemetery

Primary Buildings

ID Number	Street Address	Year of Construction
5SM1534	231-235 W. COLORADO AVE.	1895
5SM1535	221 W. COLORADO AVE.	pre-1890
5SM1537	201 W. COLORADO AVE.	1892
5SM1538	133-137 W. COLORADO AVE.	1889
5SM1539	129-131 W. COLORADO AVE.	1892
5SM1540	109 W. COLORADO AVE.	pre-1893
5SM1542	107-109 E. COLORADO AVE.	pre-1899
5SM1543	131 E. COLORADO AVE.	pre-1886
5SM1544	133-137 E. COLORADO AVE.	pre-1890
5SM1545	201 E. COLORADO AVE.	pre-1886
5SM1547	238 E. COLORADO AVE.	c. 1913
5SM1549	200 E. COLORADO AVE.	1899
5SM1550	130-132 E. COLORADO AVE.	pre-1899
5SM1551	126 E. COLORADO AVE.	c. 1900
5SM1552	124 E. COLORADO AVE.	1900
5SM1553	100-114 E. COLORADO AVE.	1899
5SM1554	200 W. COLORADO AVE.	c. 1892
5SM1555	214-216 W. COLORADO AVE.	pre-1899
5SM1556	2__ W. COLORADO AVE.	pre-1893
5SM1558	232 W. COLORADO AVE.	pre-1893
5SM1559	2__ W. COLORADO AVE.	pre-1893
5SM1560	320 W. COLORADO AVE.	1893-99
5SM1561	324 W. COLORADO AVE.	1900-04
5SM1562	420 W. COLORADO AVE.	c. 1900
5SM1563	424 W. COLORADO AVE.	1892
5SM1564	430 W. COLORADO AVE.	1893
5SM1565	432 W. COLORADO AVE.	1901
5SM1566	436 W. COLORADO AVE.	1901
5SM1567	440 W. COLORADO AVE.	1903
5SM1568	460 W. COLORADO AVE.	1905-08
5SM1569	470 W. COLORADO AVE.	1892
5SM1570	504 W. COLORADO AVE.	pre-1900
5SM1572	512 W. COLORADO AVE.	1895
5SM1573	526 W. COLORADO AVE.	1900
5SM1576	548 W. COLORADO AVE.	c. 1899

5SM1577	552 W. COLORADO AVE.	1903
5SM1578	560 W. COLORADO AVE.	1897
5SM1579	575 W. COLORADO AVE.	1913
5SM1580	571 W. COLORADO AVE.	1902
5SM1581	569 W. COLORADO AVE.	1902
5SM1582	563 W. COLORADO AVE.	1904
5SM1583	557 W. COLORADO AVE.	1898
5SM1584	553 W. COLORADO AVE.	1894
5SM1585	551 W. COLORADO AVE.	1902
5SM1586	541 W. COLORADO AVE.	1897
5SM1587	537 W. COLORADO AVE.	1899
5SM1589	479 W. COLORADO AVE.	c. 1899
5SM1590	473 W. COLORADO AVE.	1897
5SM1591	465 W. COLORADO AVE.	1900
5SM1592	457 W. COLORADO AVE.	1892
5SM1593	453 W. COLORADO AVE.	1900
5SM1595	445 W. COLORADO AVE.	1900
5SM1596	437 W. COLORADO AVE.	1893
5SM1597	433 W. COLORADO AVE.	c. 1899
5SM1598	427 W. COLORADO AVE.	c. 1899
5SM1599	425 W. COLORADO AVE.	1897
5SM1600	417 W. COLORADO AVE.	c. 1899
5SM1601	411 W. COLORADO AVE.	1892
5SM1602	103-117 N. ASPEN ST.	1892
5SM1605	3__ W. COLORADO AVE.	1887
5SM1606	1__ S. WILLOW ST.	pre-1908
5SM1607	134 S. SPRUCE ST.	pre-1913
5SM1608	1__ S. SPRUCE ST.	1900-04
5SM1609	123-125 S. SPRUCE ST.	1894-99
5SM1612	125-127 E. PACIFIC AVE.	c. 1890s
5SM1613	123 E. PACIFIC AVE.	c. 1890s
5SM1614	121 E. PACIFIC AVE.	c. 1890s
5SM1615	2__ S. PINE ST.	1896
5SM1617	2__ S. PINE ST.	c. 1893
5SM1618	116 W. PACIFIC AVE.	c. 1893
5SM1619	113 W. PACIFIC AVE.	1901
5SM1620	200 W. PACIFIC AVE.	1905-08
5SM1621	208 S. FIR ST.	1905
5SM1623	201-235 S. FIR ST.	pre-1893
5SM1624	1__ S. FIR ST.	pre-1893
5SM1626	200 S. OAK ST.	pre-1893
5SM1629	230 S. OAK ST.	1900
5SM1630	224 W. SAN JUAN	1896
5SM1633	233 S. OAK ST.	1900
5SM1634	225 S. OAK ST.	1900-04
5SM1635	221 S. OAK ST.	1900
5SM1637	205 S. OAK	1891

5SM1638	128 S. OAK ST.	1896-98
5SM1639	124 S. OAK ST.	c. 1890s
5SM1640	123 S. OAK ST.	c. 1890s
5SM1641	133 S. OAK ST.	1895
5SM1642	316 W. PACIFIC AVE.	c. 1904
5SM1643	320 W. PACIFIC AVE.	c. 1904
5SM1644	122 S. ASPEN ST.	c. 1899
5SM1645	402 W. PACIFIC AVE.	c. 1899
5SM1647	406 W. PACIFIC AVE.	1900
5SM1648	416 W. PACIFIC AVE.	c. 1902
5SM1649	420 W. PACIFIC AVE.	1902
5SM1650	424 W. PACIFIC AVE.	c. 1899
5SM1651	428 W. PACIFIC AVE.	c. 1904
5SM1653	440 W. PACIFIC AVE.	c. 1899
5SM1656	464 W. PACIFIC AVE.	1902
5SM1657	472 W. PACIFIC AVE.	c. 1899
5SM1658	4__ W. SAN JUAN AVE.	c. 1890
5SM1659	540 W. PACIFIC AVE.	1908
5SM1660	548 W. PACIFIC AVE.	1900
5SM1661	558 W. PACIFIC AVE.	1901
5SM1662	566 W. PACIFIC AVE.	1902
5SM1663	573 W. PACIFIC AVE.	1913
5SM1666	547 W. PACIFIC AVE.	1897
5SM1667	529 W. PACIFIC AVE.	1901
5SM1669	517 W. PACIFIC AVE.	c. 1899
5SM1671	469 W. PACIFIC AVE.	1913
5SM1673	457 W. PACIFIC AVE.	1903
5SM1674	453 W. PACIFIC AVE.	c. 1908
5SM1675	441 W. PACIFIC AVE.	1902
5SM1676	435 W. PACIFIC AVE.	c. 1893
5SM1680	127 N. OAK ST.	c. 1891
5SM1681	135 N. OAK ST.	c. 1891
5SM1682	207 N. OAK ST.	1899
5SM1683	221 N. OAK ST.	1892
5SM1684	231 N. OAK ST.	1892
5SM1685	235 N. OAK ST.	c. 1893
5SM1686	301 N. OAK ST.	c. 1899
5SM1689	323 N. OAK ST.	1905-08
5SM1692	343 N. OAK ST.	1897
5SM1694	336 N. OAK ST.	c. 1899
5SM1695	316 N. OAK ST.	c. 1899
5SM1697	234 N. OAK ST.	c. 1892
5SM1699	220 N. OAK ST.	c. 1899
5SM1700	212 N. OAK ST.	c. 1899
5SM1701	202 N. OAK ST.	1886
5SM1702	134 N. OAK ST.	1900
5SM1703	122 N. OAK ST.	c. 1899

5SM1779	218 N. SPRUCE ST.	pre-1913
5SM1782	223 E. COLUMBIA AVE.	c. 1904
5SM1783	229 E. COLUMBIA AVE.	c. 1904
5SM1784	235 E. COLUMBIA AVE.	pre-1891
5SM1787	120 N. WILLOW ST.	c. 1893
5SM1788	117 N. WILLOW ST.	c. 1900
5SM1790	131 N. WILLOW ST.	1899
5SM1791	225 N. WILLOW ST.	1900
5SM1792	234 N. WILLOW ST.	1899
5SM1793	218 N. WILLOW ST.	1900
5SM1794	208 N. WILLOW ST.	c. 1900
5SM1795	309 E. COLUMBIA AVE.	c. 1890
5SM1796	317 E. COLUMBIA AVE.	c. 1886
5SM1797	323 E. COLUMBIA AVE.	c. 1893
5SM1798	329 E. COLUMBIA AVE.	c. 1893
5SM1799	337 E. COLUMBIA AVE.	c. 1893
5SM1801	121 N. ALDER ST.	c. 1904
5SM1803	405 E. COLUMBIA AVE.	1899
5SM1805	421 E. COLUMBIA AVE.	1899
5SM1806	423 E. COLUMBIA AVE.	1900
5SM1816	231 E. GALENA AVE.	c. 1899
5SM1819	321 N. WILLOW ST.	c. 1900
5SM1823	109 E. GREGORY AVE.	1900
5SM1824	101 E. GREGORY AVE.	c. 1899
5SM1825	129 W. GREGORY AVE.	1900
5SM1827	110 N. OAK ST.	1913
5SM1828	131 E. COLORADO AVE.	1893-98
5SM1833	127 1/2 E. COLUMBIA AVE.	c. 1893
5SM1847	319 W. GALENA AVE.	c. 1899
5SM1848	447 W. GALENA AVE.	1912
5SM1849	451 W. GALENA AVE.	1910

Secondary Structures

			Assoc. Primary Structure ID#
001	507 W. GALENA AVE.	c. 1900	5SM1738
005	545 W. COLUMBIA AVE.	c. 1901	5SM1730
010	539 W. COLUMBIA AVE.	post-1900	5SM1731
014	505 W. COLUMBIA AVE.	c. 1899	5SM1734
021	522 W. COLUMBIA AVE.	c. 1901	5SM1721
022	528 W. COLUMBIA AVE.	c. 1901	5SM1722
025	541 W. COLORADO AVE.	c. 1897	5SM1586
026	541 W. COLORADO AVE.	c. 1897	5SM1586
034	566 W. COLUMBIA AVE.	c. 1904	5SM1728
035	575 W. COLORADO AVE.	c. 1890	5SM1579
036	571 W. COLORADO AVE.	c. 1902	5SM1580
037	479 W. COLORADO AVE.	c. 1899	5SM1589

038	473 W. COLORADO AVE.	c. 1897	5SM1590
043	457 W. COLORADO AVE.	c. 1892	5SM1592
044	453 W. COLORADO AVE.	c. 1900	5SM1593
046	445 W. COLORADO AVE.	c. 1900	5SM1595
051	417 W. COLORADO AVE.	c. 1899	5SM1600
055	239 N. ASPEN ST.	c. 1905	5SM1710
056	451 W. GALENA AVE.	c. 1910	5SM1849
061	333 N. OAK ST.	c. 1899	5SM1691
068	235 N. OAK ST.	c. 1893	5SM1685
069	230 N. ASPEN ST.	c. 1892	5SM1713
070	221 N. OAK ST.	c. 1892	5SM1683
071	207 N. OAK ST.	c. 1899	5SM1682
072	210 N. ASPEN ST.	c. 1890	5SM1715
073	210 N. ASPEN ST.	c. 1890	5SM1715
074	207 N. OAK ST.	c. 1899	5SM1682
075	135 N. OAK ST.	c. 1891	5SM1681
076	135 N. OAK ST.	c. 1891	5SM1681
077	127 N. OAK ST.	c. 1891	5SM1680
078	123 N. OAK ST.	c. 1891	5SM1679
079	330 W. COLUMBIA AVE.	c. 1899	5SM1705
080	335 W. COLORADO AVE.	c. 1899	5SM1603
081	335 W. COLORADO AVE.	c. 1899	5SM1603
082	122 N. OAK ST.	c. 1899	5SM1703
085	220 N. OAK ST.	c. 1899	5SM1699
086	343 N. OAK ST.	c. 1900	5SM1692
089	322 N. FIR ST.	pre-1900	5SM1752
090	326 N. FIR ST.	c. 1900	5SM1751
091	101 E. GREGORY AVE.	pre-1900	5SM1824
096	236 N. FIR ST.	c. 1893	5SM1754
098	228 N. FIR ST.	c. 1899	5SM1846
100	129-131 W. COLORADO AVE.	c. 1892	5SM1539
104	135 N. SPRUCE ST.	c. 1900	5SM1764
106	227 N. SPRUCE ST.	pre-1898	5SM1767
108	238 N. PINE ST.	c. 1893	5SM1761
118	328 N. SPRUCE ST.	c. 1895	5SM1773
120	321 N. WILLOW ST.	pre-1900	5SM1819
124	226 N. SPRUCE ST.	c. 1895	5SM1778
125	218 N. SPRUCE ST.	pre-1913	5SM1779
128	229 E. COLUMBIA AVE.	pre-1891	5SM1783
131	120 N. WILLOW ST.	c. 1893	5SM1787
132	132 N. WILLOW ST.	c. 1893	5SM1786
135	317 E. COLUMBIA AVE.	pre-1904	5SM1796
137	218 N. WILLOW ST.	pre-1899	5SM1793
141	421 E COLUMBIA AVE.	c. 1898	5SM1805
151	123-125 S. SPRUCE ST.	c. 1894-99	5SM1609
158	116 W. PACIFIC AVE.	c. 1900	5SM1618
159	113 W. PACIFIC AVE.	c. 1901	5SM1619

5SM1704	320 W. COLUMBIA AVE.	c. 1893
5SM1705	330 W. COLUMBIA AVE.	c. 1899
5SM1706	123 N. ASPEN ST.	c. 1899
5SM1707	129 N. ASPEN ST.	1905
5SM1710	239 N. ASPEN ST.	1905
5SM1711	335 W. GALENA AVE.	1898
5SM1713	230 N. ASPEN ST.	1892
5SM1714	216 N. ASPEN ST.	1904
5SM1715	210 N. ASPEN ST.	c. 1890
5SM1717	466 W. COLUMBIA AVE.	1900
5SM1718	1__ N. TOWNSEND ST.	1897
5SM1720	518 W. COLUMBIA AVE.	1907
5SM1722	528 W. COLUMBIA AVE.	1901
5SM1726	552 W. COLUMBIA AVE.	1903
5SM1727	560 W. COLUMBIA AVE.	1904
5SM1728	566 W. COLUMBIA AVE.	1904
5SM1731	539 W. COLUMBIA AVE.	c. 1893
5SM1732	533 W. COLUMBIA AVE.	1901
5SM1733	513 W. COLUMBIA AVE.	1893
5SM1734	505 W. COLUMBIA AVE.	c. 1899
5SM1737	237 N. TOWNSEND ST.	1900
5SM1738	507 W. GALENA AVE.	1900
5SM1740	536 W. GALENA AVE.	c. 1900
5SM1741	423 W. COLUMBIA AVE.	1895-96
5SM1743	427 W. COLUMBIA AVE.	1891
5SM1745	131 N. FIR ST.	c. 1890
5SM1746	119 N. FIR ST.	c. 1900
5SM1747	120 N. FIR ST.	c. 1890
5SM1748	135 W. COLUMBIA AVE.	1883
5SM1749	1__ W. GREGORY AVE.	1893
5SM1750	215 W. GALENA AVE.	1892
5SM1751	326 N. FIR ST.	1900
5SM1754	236 N. FIR ST.	c. 1893
5SM1755	222 N. FIR ST.	c. 1899
5SM1756	107 W. COLUMBIA AVE.	1902
5SM1758	235 N. PINE ST.	pre-1891
5SM1759	115 W. GALENA AVE.	c. 1904
5SM1763	123 E. COLUMBIA AVE.	1893
5SM1764	135 N. SPRUCE ST.	1890
5SM1765	121 N. SPRUCE ST.	c. 1904
5SM1768	229 N. SPRUCE ST.	1891
5SM1769	235 N. SPRUCE ST.	c. 1886
5SM1770	301 N. SPRUCE ST.	1896
5SM1772	319 N. SPRUCE ST.	1902
5SM1774	320 N. SPRUCE ST.	1890
5SM1776	302 N. SPRUCE ST.	1895
5SM1778	226 N. SPRUCE ST.	1895

161	222 S. OAK ST.	pre-1900	5SM1628
165	224 W. SAN JUAN	c. 1896	5SM1630
166	230 S. OAK ST.	c. 1900	5SM1629
169	133 S. OAK ST.	c. 1895	5SM1641
171	123 S. OAK ST.	c. 1890s	5SM1640
173	324 W. COLORADO AVE.	c. 1900	5SM1561
175	205 S. OAK	c. 1891	5SM1637
176	211 S. OAK ST.	c. 1898	5SM1636
177	221 S. OAK ST.	c. 1900	5SM1635
178	221 S. OAK ST.	c. 1900	5SM1635
180	402 W. PACIFIC AVE.	c. 1899	5SM1645
181	406 W. PACIFIC AVE.	c. 1900	5SM1647
182	420 W. PACIFIC AVE.	c. 1902	5SM1649
183	456 W. PACIFIC AVE.	c. 1904	5SM1655
184	464 W. PACIFIC AVE.	c. 1900	5SM1656
185	540 W. PACIFIC AVE.	c. 1908	5SM1659
186	566 W. PACIFIC AVE.	c. 1902	5SM1662
187	568 W. PACIFIC AVE.	c. 1900	5SM1838
188	573 W. PACIFIC AVE.	pre-1900	5SM1663
191	552 W. COLORADO AVE.	c. 1900	5SM1577
194	538 W. COLORADO AVE.	c. 1896	5SM1575
196	529 W. PACIFIC AVE.	c. 1901	5SM1667
197	526 W. COLORADO AVE.	c. 1900	5SM1573
199	517 W. PACIFIC AVE.	c. 1899	5SM1669
200	517 W. PACIFIC AVE.	c. 1899	5SM1669
202	513 W. PACIFIC AVE.	c. 1899	5SM1670
204	460 W. COLORADO AVE.	c. 1905-08	5SM1568
207	453 W. PACIFIC AVE.	c. 1908	5SM1674
208	436 W. COLORADO AVE.	c. 1901	5SM1566
210	432 W. COLORADO AVE.	c. 1901	5SM1565
5SM1781	202 N. SPRUCE ST.	pre-1891	NONE
5SM1835	5__ W. COLUMBIA AVE.	pre-1900	NONE
5SM1844	121 1/2 E. PACIFIC AVE.	c. 1904	NONE
5SM1850	4__ W. GALENA AVE.	pre-1900	NONE
5SM1992	5__ W. GALENA AVE.	pre-1900	NONE
5SM1996	1__ N. FIR ST.	c. 1900	NONE
5SM1997	1__ N. FIR ST.	c. 1900	NONE
5SM1999	1__ W. COLORADO AVE.	c. 1904	NONE
NONE	122 1/2 S. OAK	c. 1890s	5SM1639

Footnotes

1C. Eric Stoehr, Bonanza Victorian (Albuquerque: University of New Mexico Press, 1975), p. 13.

2"Insurance Maps of Telluride, Colorado," 1886, 1890, 1893, 1899, 1904, and 1908, Sanborn-Perris Map Company, University of Colorado's Western Historical Collections, Boulder, 1986.

3Stoehr, pp. 67-72.

4Virginia & Lee McAlester, A Field Guide To American Houses, (New York: Alfred A. Knopf, 1985), pp. 88-93.

5"Insurance Maps of Telluride, Colorado," 1899, Sanborn-Perris Map Company.

6"Silver Bell Saloon, Telluride" tax certification files, Colorado State Historic Preservation Office.; and Stoehr, p. 107.

early as the mid-1700s rumors of mineral wealth in the San Juans had drifted to Spain's New Mexican capital of Santa Fe. Between 1761 and 1765 Juan de Rivera conducted three expeditions into the southern Colorado Rocky Mountains. It is unclear if the Spanish explorers surveyed the San Miguel River valley near Telluride. The Spanish did, however, establish a trade business with several Ute tribes in southwestern Colorado. Lon Remine, one of Telluride's earliest prospectors, told of a Ute tradition that, many years before, Spanish explorers were found placering on the San Miguel River. The Utes surprised the Spanish, killed some, and drove the others out of the area. Another early Telluride resident, Martin Wenger, wrote of an encounter Charles Painter, Telluride's first newspaper publisher, had with prospectors who told him of finding Spanish tools in the area in the early 1870s. Lon Remine and others were, however, of the opinion that the Spanish did not make an extensive search for gold in the San Miguel River Valley. 1

Like the Spanish explorers, the West's earliest Anglo-American prospectors were seeking gold. The Central City-Black Hawk NHL district, located in central Colorado, was developed during the 1859 gold rush. However, mining in southwestern Colorado was not of the transitory placer-type which characterized activity in the central Rockies. Lode mining required machinery, a substantial labor force, and transportation. It was not until the early 1870s that the San Juan mountains attracted attention as a source for precious metals, and then it was for silver rather than gold. The silver mining successes of Silverton, also an NHL district, as well as Lake City, both founded in the mid-1870s, resulted in new trails and roads being blazed through the San Juan wilderness. 2

The earliest known prospectors in Telluride were brothers Lon and Bill Remine, who arrived as early as 1871 (and who are now buried, side by side, in Lone Tree Cemetery). Lon Remine later recalled that each summer and fall during these early years the Utes would come to hunt in the valley, which then abounded with deer, wild turkey and grouse. Under pressure from the government, however, the Utes sold a large section of the mountains and ceded the mineral rights in 1873. In 1880 the Utes made a final exodus from the area.

On August 23, 1875, the Remine brothers and a group of eight other men located and recorded the first placer claim in the San Miguel Mining District. The claim was located on a large part of the San Miguel Valley floor west of what would become Telluride. The first lode claims--collectively called The Sheridan Group--

were located six weeks later in Marshall Basin and recorded on October 7, 1875, by John Fallon. Very quickly other miners made claims in the area, including Charles Savage of the Argentine Group; James Carpenter and Thomas Lowthian of the Pandora; and the Allen, Knot and Dimick group which staked the Alta. The area's most famous claim soon became the Smuggler made by J. B. Ingram, who staked it in the Sheridan Group after determining that Fallon's original claim exceeded its legal allowance of 1,500 linear feet. The Smuggler would also become Telluride's most prosperous claim, and by 1899 claimed an annual ore production of $1,000,000. 3

Shortly after the first strikes, Charles Sharman, a prospector, established a camp called San Miguel a few miles west from what is now Telluride--near the site of the Remines' first placer claim. San Miguel incorporated on October 10, 1877. Other camps in the immediate vicinity included Ames, Howard's Fork, Placerville, Newport and Columbia. Located on the present site of Telluride, Columbia was platted on January 10, 1878, consisting of "some eighty acres in a park six miles long and a half a mile wide in San Miguel Valley." In 1881 the town changed its name to Telluride at the request of the U.S. Postal Service to avoid being confused with another mining camp, Columbia, California. Telluride was named, reportedly, after the telluride ore. In 1883 Telluride became the county seat for the newly organized San Miguel County. 4

It wasn't until 1882, by which time Otto Mears had constructed a wagon road across Dallas Divide to the San Miguel River Valley, that Telluride advanced beyond its mining camp phase. Telluride's earliest photographs show main street filled with ore-laden burro trains. The burros traveled a northeasterly route over the mountains to Ouray. The ore was then carried by ox teams to Alamosa, and from there by rail to the Grant Smelter in Denver. Other shipments were sent to Silverton. Despite the early and feverish level of mining speculation, mining operations were hindered by these slow and cumbersome methods of transportation.

For the mining districts on the western frontier, the availability of transportation could mean success or failure. Placer mining in San Miguel County was never very successful, and lode mining required machinery, power, and viable transportation arteries. In southwestern Colorado, it was Otto Mears who was responsible for building the first roads. Often referred to as the "Pathfinder of the San Juans," Mears, who was a principal stockholder in the Columbia (Telluride) Town Company, began

building an elaborate and lengthy system of toll roads throughout the San Juans in the mid-1870s. In the San Miguel valley, the toll road came through Placerville, following the same route as today's Highway 145, and terminated at Columbia. 5

Better road grades resulted in an increase in stage line businesses and freighting outfits. In 1882 freight hauler Dave Wood, a dominant force in southwestern Colorado's freighting business in in the 1880s, engineered a road from Montrose to Telluride, via Horsefly Mesa, which cut travel time between those cities by three hours. (This famous road, which ran on the west side of the Uncompaghre River parallel with the present highway from Montrose to Ouray, is identified today by a United States Forest Service marker.) 6

Despite the economic boosts afforded by private toll roads and freight systems, it was the arrival of the railroad which had the most significant impact on Telluride. In 1890 the Rio Grande Southern Railroad connected Telluride with the larger Denver & Rio Grande Railroad system. (Although deteriorated, the original train depot (#1658) still stands.) The completion of the Rio Grande Southern, incorporated under the leadership of Otto Mears, had a profound effect on mining in the San Juan mountain region, greatly increasing the speed and cost effectiveness of ore shipments. As just one example of its effect in Telluride, J. H. Ernest Waters, manager of the Sheridan-Mendota Mine, reported that with the railroad his company was able to save $7.50 a ton on ore shipments, immediately enabling the mine to salvage 100,000 lbs of ore that would otherwise have been dumped. 7

With the arrival of the railroad, Telluride experienced its greatest building boom. In 1890 Telluride had a population of 766, ten years later that figure had climbed to 2,446. During these years, many of main street's wooden structures were replaced with stone and brick buildings. Over 90% of the town's residences were also built between 1890 and 1910. The turn of the century brought other amenities. In 1888 a telegraph line connected Telluride with Montrose and Ouray. By 1908 the town also had a telephone exchange (#1747). 8

Like transportation, power was an early concern for Telluride. As on-site mining operations increased, so did the need for inexpensive power. In 1890 local resident Lucien Lucius Nunn, an attorney/banker/businessman associated with the Gold King Mine, found a solution to his mine's power shortage which would have far-reaching effects.

Like other local mines, the Gold King had experienced chronic financial problems related to the cost of coal for its steam engines. Nunn's San Miguel Valley Bank held notes issued to the Gold King Mining Company. On the basis of this financial interest, Nunn gained control of the mine's management in Telluride and received approval from the firm's Eastern investors, under the leadership of James Campbell, to experiment in a new form of power production. Gold King's major expenses were related to the cost of its coal-power steam engines used for hoisting and milling. Nunn and his brother and business partner Paul sought to reduce these expenses by building a hydroelectric power system to make water power generated from a nearby stream available for use at the mine. Nunn decided to use a new form of power, alternating electrical current.

In the late 1880s many inventors and entrepreneurs began to realize that the practical application of electrical power systems needed to be based upon alternating (AC) rather than direct (DC) current. Direct current, developed by Thomas Edison, had proved to be a major financial and technological success, and was used to power cities throughout the United States. The major drawback, however, was that direct current could only be transmitted about seven to ten miles. Alternating current, on the other hand, offered longer transmission distances and could be used outside of densely populated urban areas. In America, the most important early advocate of AC systems was George Westinghouse. Westinghouse had allied himself with Nikola Tesla, a Yugoslavian immigrant who held several important patents in AC technology, and set out to challenge Edison's control of the electric power industry.

In the fall of 1890 Westinghouse began building the world's first large commercial AC system for power and lighting at Telluride's Gold King Mine. The distance of the initial electrical transmission was small (only about three miles) but it operated under a pressure of 3,000 volts, something unheard of with commercial DC systems. The high voltage allowed considerable savings in the amount of copper required for the transmission line. Extremely small, even minuscule by modern standards, the Gold King's Ames plant, provided power for a 100 horsepower motor.

The Ames installation proved to be a commercial and technological success. By June 1891, Gold King Mine had successfully switched from coal to electricity. By 1894 the entire town of Telluride, as well as many of its mines and mills, were electrically lighted. The mining company's electrical

operations were soon organized as the San Miguel Consolidated Power Company and the name was later changed to the Telluride Power Company. Despite the corporate name changes, Nunn remained in charge of all operations. In addition, Nunn became an advocate of AC electrical power systems and soon sought ways to expand his involvement in the field into other Western mining districts. Within a few years this would lead him to developing hydroelectric power projects along the Provo River in Utah. In 1902 Nunn founded the Telluride Institute (#1743), where students came to study the practical applications of electrical engineering. Eventually, the Telluride Institute grew into two unique institutions to which Nunn devoted much of his time: Deep Springs, a self-help preparatory school in California, and the Telluride Association at Cornell University, Ithaca, New York.9 Although Nunn's residence (#1708) still stands in Telluride, the building has been remodeled beyond its historic integrity and no longer contributes to the NHL district.

Mineral Production in the Telluride Mining District, 1875-1910

Telluride was a major, precious metal, mining district at the turn of the century. Telluride's mining and milling operations, many of which were financed by eastern and foreign investors, were closely intertwined with the settlement of the Southern Rocky Mountain region and affected the local, state and national economies. Telluride's mining labor disputes are also an important chapter in labor union history. As such, Telluride's significance as a mining district satisfies National Historic Landmark Criterion 1.

The first lode mining in the Telluride district occurred in 1875. A ton of ore from the Smuggler was shipped to a smelter at Alamosa and assayed at $2,000. Other claims quickly followed, and by 1881 the principal mines were the Smuggler, Mendota, Cimarron, and Argentine. Others included the Alta, Palmyra, Silver Chief, Black Bear, "46" and Liberty Bell. In 1883 a shipment of 4 tons of ore from the Smuggler vein showed a return of 800 ounces of silver and 18 ounces of gold to the ton.

Improved transportation and power facilities greatly increased the district's production in the 1890s. Supplementing that level of productivity were outside investors, who provided the needed capital for developing and mechanizing the mines. As early as 1882 a French company acquired the Pandora and Oriental claims and spent $300,000 developing them. After the arrival of the railroad, corporate investment became even more common. Between 1891 and 1899 major properties in the Telluride district

were acquired by corporations representing investors in the eastern U.S., Britain, and China. In 1891 investors in Denver, China, and England acquired the Smuggler- Union, who in turn sold it in 1898 to the New England Exploration Company of Boston. 10

By 1897 San Miguel County was one of the principal milling centers in Colorado. Very little crude ore was shipped to smelters, and almost the entire output was milled locally. That same year, San Miguel County averaged almost $2,000,000 annually in gold production. By 1900, the value of Colorado's metals reached its maximum $50,614,424, with the output of gold in that year the greatest ever made. Overall, San Miguel County, of which Telluride was the major producer, ranked third in the state in the production of gold; fifth in the production of silver; and third in the combined production of gold, silver, copper, lead, and zinc. Major producers were the Smuggler-Union Mine, followed by Liberty Bell and the Tomboy. When the Tomboy, located in Savage Basin, was offered for sale in 1899 it was valued at $2,000,000. The London company that purchased it reported its output at $13,000 to $15,000 per week. 11

But the new productivity and industrialization came with a price. Throughout Colorado and the West, mine and millworkers were increasingly unsatisfied with low wages, long hours, poor working conditions and what they saw as a lack of opportunity within the industry. The 1890s saw an increase in labor unions for miners, and much of the political strength of organized labor came from the Western Federation of Miners (WFM). The WFM had been founded in 1893 in Colorado, the source for much of its leadership. (In the Telluride NHL district, the presence of the WFM can still be seen in the form of the Miner's Union Hospital Building, #1756, built in 1902 by the Western Federation of Miners.) 12

Telluride's labor troubles of 1901-1903 were the most significant labor disputes in the region. Labor troubles began in 1899 when the fathom system of labor, under which a miner's wages are based on the number of fathoms he works rather than on a fixed wage system, which at that time was $3 for an 8-hour day, was introduced in the Smuggler-Union Mine. On May 2, 1901, the miners went on strike, demanding a return to a fixed wage system. Management refused to negotiate, and hired non-union labor. On July 3, the dispute turned violent when about 250 armed strikers surrounded the Smuggler-Union. The battle between strikers and strikebreakers left three men dead. Eventually, a union contract was signed granting miners the 8-hour day wage.

Although the miners had won their dispute, Telluride millworkers had been excluded from contract negotiations. On September 1, 1903, the millworkers went on strike, demanding a reduction from a 12-hour to an 8-hour day. The strike spread to the mines, and on November 5 the San Juan District Owner's Association, led by Bulkeley Wells, requested Governor Peabody to send Colorado's National Guard so mine management could reopen with non-union labor. By December 31 the efforts of the owners--and the presence of the militia, headquartered in the New Sheridan Hotel (#1534)--resulted in the district mills being partially opened, over the objection of the Western Federation of Miners. The district judge eventually ruled that union miners deported during the strikes should be allowed to return, and most of them did, also under the protection of the National Guard. 13

Telluride's labor disputes, as well as a series of disastrous snowslides and fires, forced local mines to stand idle for long periods of time at the beginning of the 20th century. The district's silver-based economy was also hard hit by the Silver Crash of 1893. Silver, averaging $1.24 per ounce in 1875, had dropped to 53 cents by 1902. Local mines increased their gold production during these years, but Telluride's 20th century mining production never matched its 19th century mining boom. Telluride's slowing economy was reflected by a slowdown of building activity. The 1913 construction of the Sheridan Opera House marked the last major construction in the downtown Telluride NHL district. By the 1920s, the cost of mining was rising but the value of ore was remaining fairly steady and many local mines began shutting down. 14

During the Depression, Telluride's population dropped to 500 people. In 1929 the Bank of Telluride (#1540) closed. The bank's president, Charles Waggoner, made national headlines when, through a complicated series of illegal transactions, he paid off his bank's debts at the expense of six New York banks.

In 1953 Idarado Mining Company, a subsidiary of Newmont Mining Company of New York, purchased Telluride Mines, Inc., the latter having purchased the Tomboy and adjoining mines in 1942. Idarado, which had begun as a consolidation of several old mines in the late 1930s had, by 1953, acquired practically every mine in the mountain at Telluride, including the Black Bear, Treasury Tunnel, Barstow, Imogene, Smuggler, Liberty Bell, Tomboy, Montana, Ajax, and Argentine. Lead and zinc were now the major products of the mine but they, too, were dropping in price.

In 1972 a new era began in the history of Telluride with the opening of the first lifts of the Telluride Ski Area. In 1978 the Idarado Mining Company closed and the town's economy shifted entirely to that of a resort community.

Telluride's "Boom Town" Architectural Development, 1878-1913

The 305 contributing buildings and and one contributing site in the Telluride NHL district satisfy National Historic Landmark Criterion 4. Although most of Telluride's homes lack individual distinction, the Telluride NHL district is, as a whole, an excellent representation of a 19th century frontier mining "boom town." Like similar NHL districts--such as Central City-Black Hawk, Silverton, Leadville, Georgetown, and Cripple Creek--Telluride progressed from an early "settlement phase," characterized by log structures and crude facilities, to a "camp phase," when more permanent buildings were constructed, to a "town phase," at which point, because of mining prosperity and prominence as a supply center, the town's early simple buildings were replaced by larger, more architecturally styled structures which reflected the town's new air of refinement. 15

Only one log home (#1697), now covered with siding, remains in the NHL district. But many of the town's wood frame buildings represent the town's earliest development. Many of these structures follow the one or two-room floor plans of earlier log structures. By the time Telluride reached its camp phase, main street was dense with wood, false front commercial buildings. Typical in design and use was the W. B. Van Atta building (#1541). At various times in the 1880s, the now-remodeled building housed a saloon, a boarding house and a dry goods store. Telluride's town phase coincided with the 1890 arrival of the railroad. False front buildings were replaced with brick and stone structures. More sophisticated than their predecessors, these structures were embellished with brick corbelling, elaborate window and door entablature, and mail order iron fronts.

The town's developing architecture also reflected the growing social stratification within the community. As discussed in Item #7, the Telluride NHL district is typical of mountain mining communities in that its better residences, as well as its hospitals, churches and schools, were built on the higher elevations. On the slopes rising north of Colorado Avenue were located the residences of Telluride's upper-middle class, including those of L.L. Nunn (#1708), bank president Charles Waggoner (#1682), and newspaper editor Charles Painter (#1744).

Telluride's laborers and ethnic groups, which included Scandinavian and Cornish miners, lived in the town's lower elevations, south of Colorado Avenue, in a neighborhood bounded by the mill waste-muddied San Miguel River and the railroad tracks. To the east was the warehouse district, which also included the town's blacksmith shops and livery stables.

Telluride's lower elevations also contained, again typically, the town's jail (#1608) and red-light district. Prostitution flourished in Telluride during its early mining period, even contributing to the town's economy. Most prostitutes worked out of bordello cribs. These 19th century, two-room structures lined the western end of Pacific Avenue, wall-to-wall with gambling houses, saloons and dance halls. Bordello cribs are rare not only in Telluride but in all mining "boom towns," as they were often the first structures to be torn down as communities became more established. In the 1970s the National Trust for Historic Preservation purchased three of Telluride's bordello cribs (#1612-14) and sold them with protective covenants. Other notable red-light district survivors include the Pick and Gad (#1615) and the Senate (#1609) gambling halls.

Until the development of the Telluride Ski Area, there was very little post-1920 construction in Telluride. The city's residential neighborhoods, with their small-scale Victorian homes, offer an excellent representation of life in a turn-of-the-century Colorado mining town. Telluride's main street also contains relatively few modern intrusions, and most of the street's historic architecture is well-preserved.

In 1974 in an effort to protect the town's historic architecture from the new development pressures, Telluride adopted its Historic Preservation District Ordinance. The preservation ordinance provided for the review of all alterations, new construction and demolition within the district--providing a measure of control within the community for protecting its historic buildings.

Footnotes

1Martin G. Wenger, Recollections of Telluride, 1895-1920 (Durango, Colo.: Basin Reproduction and Print Co., 1978), p. 13; and Paul M. O'Rourke, A Frontier In Transition, A History of Southwestern Colorado (Montrose, Colorado: Bureau of Land Management, Montrose District Office, 1979), unpublished draft, p 19.

2O'Rourke, p. 42.

3Richard L. and Suzanne C Fetter, Telluride: From Pick To Powder (Caldwell, Idaho: Caxton Printers, 1979) p. 16; and Charles W. Henderson, Mining In Colorado, A History of Discovery, Development and Production, (Washington, D.C.: Government Printing Office, 1926), p. 220.

4Fetter, p. 24.

5O'Rourke, pp. 76-77; and Thomas G. Thompson, "The Cultural History of Colorado Mining Towns, 1859-1920," (unpublished dissertation, University of Missouri, 1966), pp. 29-30.

6O'Rourke, pp. 78, 109.

7Ibid, p. 106.

8U.S. Census, Town of Telluride, Colorado, 1890 and 1900.

9Donald C. Jackson, "Hydroelectric Power along the Provo River," Historic American Engineering Record report on the Jordanelle Project, Utah, (Denver, Colorado: National Park Service, Rocky Mountain Regional Office, 1987) pp. 2-6; and David Sievert Lavender, "A Rocky Mountain Fantasy: Telluride, Colorado," in A Vanishing America (New York: Holt, Rinehart and Winston, 1964).

10Thompson, p. 234.

11Henderson, pp. 53-54, 84-86, and 220-221.

12O'Rourke, pp. 126-127.

13Fetter, pp. 102-115; and O'Rourke, pp. 128-129.

14Henderson, p. 226.

15C. Eric Stoehr, Bonanza Victorian (Albuquerque: University of New Mexico Press, 1975) pp. 10-12.

Fetter, Richard L.; and Fetter, Suzanne C. Telluride: From Pick To Powder. Caldwell, Idaho: Caxton Printers, 1979.

Lavender, David Sievert. A Vanishing America. New York: Holt, Rinehart and Winston, 1964.

O'Rourke, Paul M. A Frontier In Transition, A History of Southwestern Colorado (unpublished draft). Montrose, Colo.: Bureau of Land Management, 1979.

Stoehr, C. Eric. Bonanza Victorian. Albuquerque: University of New Mexico Press, 1975.

Wenger, Martin G. Recollections of Telluride, 1895-1920. Durango, Colo.: Basin Reproduction and Print Co., 1978.

UTM References: Area 1 The Town of Telluride

	Zone	Easting	Northing		Zone	Easting	Northing
A	13	252480	4202660	B	13	252940	4202780
C	13	253440	4202400	D	13	252820	4202200

UTM References: Area 2 Lone Tree Cemetery

	Zone	Easting	Northing		Zone	Easting	Northing
A	13	253860	4202320	B	13	254080	4202200
C	13	253940	4202160	D	13	253820	4202220

Verbal Boundary Description

The Telluride Historic District is composed of two non-contiguous geographic areas: 1) the Town of Telluride and 2) Lone Tree Cemetery. The points referenced in the following descriptions (e.g., Point A) appear on the enclosed U. S. G. S. maps and are identified with UTM coordinates.

Area 1: The Town of Telluride

The point of beginning shall be Point A (the intersection of the east edge of Davis Street and the south bank of Cornet Creek).

Thence proceeding northeast along the south bank of Cornet Creek to its intersection with the southern edge of Galena Avenue; east along West Galena Avenue to its intersection with the west property line of 507 West Galena Avenue; north along the property line to its intersection with the southern edge of the alley north of West Galena Avenue; east along the alley and the alley extended to its intersection with the east property line of 447 West Galena Avenue; south along the property line to its intersection with the southern edge of West Galena Avenue; east along West Galena Avenue to its intersection with the eastern edge of Aspen Street; north along Aspen Street to its intersection with the north property line of 319 West Galena Avenue; east along the property line to its intersection with the eastern edge of the alley just east of Aspen Street; north along the alley to Point B (the intersection of the alley and the north property line of 343 North Oak Street).

Thence proceeding east along the property line to its intersection with the western edge of North Oak Street; south along North Oak Street to its intersection with the southern edge of Mountain Avenue; east along Mountain Avenue to its intersection with the east property line of 109 East Gregory Avenue; south along the property line to its intersection with the southern edge of East Gregory Avenue; east along East Gregory Avenue to its intersection with the western edge of Willow Street; south along Willow Street to its intersection with the southern edge of Galena Avenue; east along East Galena Avenue to its intersection with the western edge of the alley just east of Willow Street; south along the alley to its intersection with the southern edge of Pandora Avenue extended; east along Pandora Avenue extended and Pandora Avenue to Point C (the intersection of Pandora Avenue and the western edge of Maple Street).

Thence proceeding south along Maple Street to its intersection with the northern edge of East Columbia Avenue; west along East Columbia Avenue to its intersection with the western edge of Alder Street; south along Alder Street to its intersection with the northern edge of the alley just south of East Columbia Avenue; west along the alley to its intersection with the western edge of Willow Street; south along Willow Street to its intersection with the northern edge of East Pacific Avenue; west along East Pacific Avenue to its intersection with with the western edge of the alley just east of Pine Street; south along the alley to its intersection with the northern edge of San Juan Avenue; west along San Juan Avenue to its intersection with the western edge of the alley just west of Fir Street; south along the alley to Point D (the intersection of the alley with a property line just north of the San Juan River).

West along the property line to the eastern edge of Oak Street; north along Oak Street to its intersection with the south property line of 237 South Oak Street; west along the property line to its intersection with the eastern edge of Aspen Street; north along Aspen Street to its intersection with the northern edge of the alley just south of Pacific Avenue; west along the alley to a point approximately 50 feet east of the eastern edge of Townsend Street; south for approximately 250 feet; west for approximately 375 feet; north for approximately 250 feet to the northern edge of the alley just south of Pacific Avenue; west along the alley just south of Pacific Avenue to the eastern edge of Davis Street; and north along Davis Street to Point A (the intersection of the eastern edge of Davis Street and the southern bank of Cornet Creek).

Area 2: Lone Tree Cemetery

The point of beginning shall be Point A (the northwesternmost corner of Lone Tree Cemetery).

Thence proceeding east and south for approximately 875 feet to Point B (the easternmost point of Lone Tree Cemetery).

Thence proceeding west and south for approximately 550 feet to Point C (the southernmost point of Lone Tree Cemetery).

Thence west and north for approximately 375 feet to Point D.

Thence north and east for approximately 375 feet to Point A (the northwesternmost corner of Lone Tree Cemetery).

Boundary Justification

District boundaries have been drawn to include those sections of Telluride which are most intact, and which best represent its historic residential and commercial architecture. The Lone Tree Cemetery has been included as a discontiguous element within the district. The historic cemetery contains the graves of Telluride's earliest settlers and has retained its 19th century character and physical integrity. Conversely, the boundaries exclude, as much as possible, buildings which fall outside the district's 1878-1913 period of significance. A non-contiguous NHL district, with separate boundaries for the central part of Telluride and for the town cemetery, offered the highest degree of historic and architectural integrity.