

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

*Yuma Multiple Resource Area (Partial Inventory)*

HISTORIC

Historic Resources of Yuma (partial inventory: historical and architectural)

AND/OR COMMON

Yuma Multiple Resource Area

**2 LOCATION**

STREET & NUMBER

All but the southwest corner of the original Yuma Townsite and portions of the Yuma Heights Subdivision and the Speese Addition; the area of development shown on fire insurance maps ~~NOT FOR PUBLICATION~~ for 1927.

CITY, TOWN

Yuma

\_\_\_ VICINITY OF

3rd

CONGRESSIONAL DISTRICT

STATE

Arizona

CODE

04

COUNTY

Yuma

CODE

027

**3 CLASSIFICATION**

**CATEGORY**

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

Multiple Resource Area

**OWNERSHIP**

- PUBLIC
- PRIVATE

BOTH

**PUBLIC ACQUISITION**

- IN PROCESS
- BEING CONSIDERED

*N/A*

**STATUS**

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS

**ACCESSIBLE**

- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

**PRESENT USE**

- AGRICULTURE
- MUSEUM
- COMMERCIAL
- PARK
- EDUCATIONAL
- PRIVATE RESIDENCE
- ENTERTAINMENT
- RELIGIOUS
- GOVERNMENT
- SCIENTIFIC
- INDUSTRIAL
- TRANSPORTATION
- MILITARY
- OTHER:

**4 OWNER OF PROPERTY**

NAME

Multiple ownership (See attached inventory forms.)

STREET & NUMBER

CITY, TOWN

\_\_\_ VICINITY OF

STATE

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Yuma County Courthouse

STREET & NUMBER

168 South Second Avenue

CITY, TOWN

Yuma

STATE

Arizona 85364

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Yuma Building Survey

DATE

1978

\_\_\_ FEDERAL \_\_\_ STATE \_\_\_ COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Yuma County Historical Society

CITY, TOWN

240 Madison Avenue, Yuma

STATE

Arizona 85364

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Yuma multiple resource area is the historic center of Yuma, Arizona. It contains the remains of settlement activity which followed development of the area as a major transportation center. Most of those 19th century structures were washed away by floods. The area also contains a full complement of buildings erected during the first third of the 20th century when the Yuma Project became the showplace of the U.S. Reclamation Service. No known pre-historic sites are to be found in the multiple resource area but the area may contain some historic sites. The area was surveyed and data collected by local residents trained by state staff; resultant materials were then processed by professional architectural historians.

### Geographical Features

Yuma is located in the Lower Sonoran Desert, slightly downstream from the confluence of the Colorado and Gila Rivers, at a point where the Colorado makes a sharp dogleg to the west before resuming its southerly flow to the Gulf of California, 165 miles below. Near the middle of the dogleg the river is framed by several sandy bluffs and hills, all part of a long, low mesa which separates the Colorado and Gila valleys. Because of the relative integrity of the channel bottom and banks near the bluffs, the place is a natural point to cross the sometimes turbulent waterway. It is furthermore, a defensible crossing with potential military positions on both sides of the river. These then are the natural factors which provided Yuma with its basis for existence: a natural crossing near the juncture of two great rivers in the middle of an arid but fertile region.

More specifically the Yuma settlement was historically situated on the south side of the Colorado crossing in a depressed area bounded by the low mesa on the west and separated from the Gila on the east by a small hill. Because of its low elevation this site afforded easy access to the Colorado; it was, however, also subject to periodic inundation by both rivers. The most serious of the floods in the historic period took place in 1862, 1891, and 1916. Each of these floods destroyed all but the most permanent forms of development in its path and so eradicated most of the community's early physical heritage. Other than this threat of deluge the most serious natural conditions local settlers had to contend with were extreme summer temperatures, as high as 120°F, and low precipitation, as little as 3 inches per year.

Today Yuma is a community of 36,000 residents living in an area of about 8 square miles. Its development pattern is characteristically moderate in density, helped in part by a high percentage of vacant land intermixed with building sites. Approaching the city from the east on U.S. Highway 80, one passes through acres of citrus orchards watered by wide concrete-lined canals and delimited on the north by the Southern Pacific right-of-way. At the edge of the orchards the highway proceeds past the Marine Air Station and enters a strip of commercial development. Automobile services and motels increase as the highway turns north on 4th Avenue and enters the city proper. Residential subdivisions, shopping centers, and institutional facilities are randomly distributed on either side of 4th Avenue; up to 8th Street most of the development is no older than 1950. Beyond 8th Street the age of the buildings drops--back to the 1930s

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or earlier. From 6th Street to 1st Street on 4th Avenue one can see several schools, the City-County Library, the Yuma County Courthouse, City Hall, and the main fire station. Further east, in its natural depression, is the old commercial center and beyond it the Territorial Prison on the little hill overlooking the Gila. As for U.S. 80, it continues north across the Colorado into California before turning west toward San Diego. Turning instead to the east as one leaves the bridge it is possible to see the site of Fort Yuma and the Fort Yuma Indian Reservation high on the bluff overlooking the river.

The Historic Pattern: 1850-1900

Fort Yuma, California is one of the few remaining properties from Yuma's first major period of significance. That period began in 1850 and ended about 1900. During that half century Yuma achieved prominence as a transportation center, both as a place to cross the Colorado and as a distribution and collection point, for communities either inland or upriver. Initially the settlement consisted of jacal or unplastered adobe structures, each set in its own fenced enclave. The buildings were low and with few exceptions had flat roofs. They were loosely clustered in an area generally bounded by Madison (Brinley) Avenue, 3rd Street, the Gila Slough, and the Colorado River. From 1862 to 1878 Jaeger's ferry, at the foot of Main Street, was the center of commercial activity. By the turn of the century development extended from the Colorado south to 5th Street, and from the Gila west to 1st Avenue. Main Street, lined by one and two story buildings, was still the locus of business activity, but its center of gravity had been moved from the river to 1st Street. Residences were no longer enclosed by adobe walls or fences made from native materials. A few of the early adobes remained (often in remodeled form) but the general pattern of building was more finished and substantial. Brick and wood frame were common construction materials; roofs were typically gabled.

Almost all of the buildings from this period are gone: destroyed by floods or cleared to make room for more contemporary facilities. Those properties which do remain have all been transformed to some extent. Furthermore, they are concentrated in one of two locations: either along the Colorado or on the west side of Madison (Brinley) Avenue. The properties along the river are all within the area designated as the Yuma Crossing and Associated Sites National Historic Landmark. Buildings on Madison (Brinley) Avenue are included in the Brinley Avenue Historic District.

The Historic Pattern: 1900-1930

The second period of significance in Yuma's history began about 1900 and extended

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at least through 1930. During these three decades Yuma came to be recognized around the world as a model for agricultural development in arid regions. Stimulated by this new economic source the community pushed out of its little valley up onto the mesa. Orange Avenue and 2nd Avenue below 5th Street became prestigious residential locations, 2nd Avenue north of 2nd Street became the governmental center, and 5th Avenue south of Fourth Street became the setting for most of the community's new schools. After the flood of 1916 washed away the last of the adobe buildings and a new protective levee was built to the east of the commercial district, even that area took on new character and boundaries: Jones Street to 4th Street, and Madison (Brinley) Avenue to Gila Street.

The buildings built during Yuma's agricultural boom are, for the most part, similar to development elsewhere in the southwest. Residences and insitutional facilities are set individually on their own parcel of land and each is surrounded by a landscape of grass and trees. Commercial structures, on the other hand, are usually built flush with front and side property lines so that a continuous massing results. In general these business blocks exhibit a minimum of stylistic influence. They are simply shells of brick, steel, wood frame, and concrete with a few ornamental details applied to the front facade. However, there are three basic types into which commerical development can be divided: (a) brick structures with wood porches, corbeled brick cornices, and elaborate facade features such as turrets; (b) brick and shell or concrete structures with metal canopys, pressed metal cornices, and facade articulation of the structural frame, and (c) concrete or brick structures plastered white, with semi-circular arched arcades and tile trim on the parapets. The first type is a derivation of 19th century styles such as Victorian Italianate and Romanesque Revival; the second type is overtly Commercial with touches of Classical Revival influence; and the third is a manifestation of Mission and/or Spanish Colonial Revival influence.

Residential design was affected by the same complex of styles used by businesses, with the exception of the Commerical Style and the addition of a few others. Three types of residential development are particularly noteworthy: (a) homes built of pre-cast concrete block with rusticated faces; (b) residences built in the bungaloid tradition, and (c) multi-family or apartment structures. The rusticated block appeared in 1905 and was used predominantly for residential work. Houses using the block are characteristically free of eclectic influence and, although simple in shape, tend to accommodate functional requirements over formal ones. Bungaloid houses continue this "modern" tendency and take many shapes: from simple, symmetrical units to complex, asymmetrical configurations. The multiple family and apartment structures were a significant building category in a community with a highly mobile population (railroad men, reclamation project crews, and health seekers). They were built in many sizes, configurations and with a range of attention to style.

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By contrast, public and semi-public facilities were, for the most part, carefully designed in accordance with stylistic conventions. Neo-Classical, Mission Style, and Spanish Colonial Revival are the most common eclectic models which were used in Yuma. Most of these structures are large, multi-storied, and have prominent sites. Because of the high quality of their workmanship and materials many of these buildings have continued to fulfill community needs with minimum alteration to their original fabric. It should be noted that during the 1930s several semi-public and commercial projects were built in the Art Deco Style. These are among the most interesting of the community's architectural heritage.

### Archeology

Potential archeological sites can be divided into two general categories: pre-historic and historic. The pre-historic period is meant here to include all aboriginal occupation sites--principally those of the Quechan (Yuman) people. Spanish and early American records indicate that the Quechan lived on both sides of the Colorado and that the center of their territory was the crossing site. During the early historic period they concentrated on the California side of the river, slightly downstream from the main crossing point. Although this information is well established, the ephemeral nature of Quechan material culture and the intense pattern of development along the river banks has almost certainly eliminated the potential for pre-historic sites in the Multiple Resource Area.

On the other hand, it is reasonable to assume that a few archeological sites from the historic period may remain intact. This does not include Hispanic sites; they are located across the river. Those historic sites which might be extant in the Multiple Resource Area could date back to 1850 when Jaeger initiated his ferry service. The oldest resources are most likely to be found north of First Street and west of the Territorial Prison. Later examples of 19th Century building activity may be recovered in the area bounded by 1st Avenue and 5th Street. Most of this zone has been graded, paved, and built upon, during the past half century. But as no record of sub-surface artifacts has been kept the possibility for such data cannot be eliminated.

### Survey Methodology

The survey of the Yuma Multiple Resource Area was initiated in February 1978. Area boundaries were delineated according to the development pattern indicated on the 1927 Sanborn-Perris fire insurance map of Yuma. Teams of local residents, trained by

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(11/78)

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HERITAGE CONSERVATION AND RECREATION SERVICE

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staff from the Heritage Conservation Section of Arizona State Parks, conducted the initial visual survey. Results were reviewed, standardized, and ranked by the architectural historian. The local survey team then proceeded to collect both general historical material and specific information about the highest priority properties. Such information included newspaper accounts, historic and current photographs, chains of title, biographical sketches, physical descriptions, oral histories, and legal descriptions. This material was then submitted to an architectural historian who selected properties for nomination to the National Register and prepared the appropriate forms.

# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input checked="" type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input checked="" type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input checked="" type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES \_\_\_\_\_

BUILDER/ARCHITECT \_\_\_\_\_

## STATEMENT OF SIGNIFICANCE

Yuma's history may be conveniently divided into two periods: one from 1850 to 1900; and the other from 1900 to 1930. During the first period Yuma rose to prominence as a regional transportation center. In the second period Yuma emerged as a model of agricultural development for arid regions. For the most part, the significant historic properties which have been identified in the Yuma multiple resource area are by-products of these two periods. They consist of homes, schools, churches, public buildings and stores--the fabric of the community rather than the properties which were tied directly to either transportation or agriculture.

### Historic Overview

The Yuma crossing has been used as a ford for at least as long as records have been kept of the area. At the time of early Spanish exploration into the greater Southwest the crossing was noted as the location of the main Quechan village and as the center of their range. Alarcon, Onate and Kino each passed through the vicinity and made observations. During the 1770s Juan Bautista de Anza and Padre Francisco Garces made several expeditions through the area, culminating in the foundation of a mission on the north side of the Colorado slightly downstream from the Gila junction. A revolt in 1781 destroyed the mission and drove out the Spanish. With the exception of a punitive expedition in 1781-82 no other official Spanish contact was made with the Quechan people. In sum, the effect of contact was minimal on the landscape, the natives, and the Spanish themselves.

American control of the Yuma crossing began in 1848 according to the provisions of the Treaty of Guadalupe Hidalgo. The crossing was underdeveloped but several events were soon to change that condition. The first was the discovery of gold in California; second was the successful navigation of a boat up the Colorado, and, third was the conclusion of the Gadsden purchase. These factors combined to assure steady, and increasing, traffic through the crossing. The initiation of Louis F. Jaeger's ferry in 1850, establishment of Fort Yuma and the formation of a company to operate river steamers in 1852, and foundation of Colorado City in 1854 marked the beginning of American development. Colorado City was washed away in 1862, its site rebuilt as Arizona City, and that settlement renamed the Village of Yuma in 1871. By then Yuma had been designated as a county seat, a U.S. port-of-entry, and an army quartermaster depot. Location of the Territorial prison in Yuma and completion of the Southern Pacific line through the city further stabilized the economy during the last half of the 1870's. By 1881 the town boasted 2 hotels, 1 restaurant, 4 general merchandise stores, 4 grocery

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and variety stores, and a population of about 1200. During the remainder of the 19th century the community prospered on the strength of its transportation activity--up the Colorado by steamship to the region's many mining camps, into Arizona's rapidly developing center by mule team, and back-and-forth between California and the Southeast by railroad.

Although transportation has continued to play a major role in Yuma's economy, the turn of the century marked the beginning of a new economic base: agriculture. The potential for successful agricultural enterprise had been realized by many of Yuma's pioneer residents. However, their efforts to use river water for irrigation were continually frustrated due to flooding and the Colorado's irregular seasonal flow. Passage of the Reclamation Act of 1902 and the decision to implement the first major reclamation project in Yuma eventually eliminated the problem of using the river water. Completion of Laguna Dam in 1909 and the Yuma Syphon in 1912 provided new means for irrigation and opened up the whole area south of Yuma for development. By 1914 the community was large enough to be designated a city. Construction of the Ocean-to-Ocean highway bridge in 1915 renewed Yuma's significance as a transportation center but the public sale of 5,500 acres of Mesa land November 19, 1919, truly marked the city's new economic underpinnings. At the outset of the 1920s, Yuma had a population of approximately 4200 people and was rapidly growing. Its residential areas were models of domestic design and its commercial center was bustling. In the next decade this pattern was continued with the addition of many new public and educational facilities throughout the community, plus an extensive redevelopment of businesses on Main Street.

By 1978 Yuma had grown into a modern city with a population of about 36,000. The community had weathered the Great Depression, emerged as a base for military operations during the 2nd World War, and then withstood the changing lifestyles of the 1960s. It had become the location of Arizona Western College, the Yuma Marine Air Corps Stations, and Yuma Proving Grounds. It was an established tourist and retirement haven and was fast becoming a manufacturing center due to its proximity to both California and Mexico.

### Association with Historic Person's

The major figures of 19th century Yuma were typically merchants, rivermen, or politicians. One of the earliest of these pioneers was Louis F. Jaeger, a German immigrant who built a modest empire on the basis of a river ferry service. Side-by-side with Jaeger were the owners and operators of the Colorado Steam Navigation Company: Isaac Polhamus (Yu207), Jack Mellon (Yu210), and David Neahr (Yu226)--to name a few. All four of these men eventually came to own houses on Madison (Brinley) Avenue. James M. Barney is generally recognized as the town's first banker; Jose Maria Redondo was certainly

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the most prosperous rancher in the area; and George Tyng was County Sheriff and Editor of the Arizona Sentinel. Tyng was also associated with H.S. Fitzgerald and the property on which the two story adobe was built (Yu208). Redondo was also an able legislator who served in several sessions of the Territorial Assembly. Marcus D. Dobbins, J.W. Dorrington, and O.F. Townsend were three other early political dignitaries. However, the most industrious political figure of the 19th century appears to have been Charles H. Brinley. Beginning in 1865 and extending through 1900, Brinley served in a wide variety of city, county, and territorial positions. During the 1860s and early 1870s, the right-of-way leading to his home was called Brinley Avenue by local residents; the name was later officially designated as Madison Avenue. Among the most interesting of the early entrepreneurs was Sarah Bowman, a camp follower who turned the proceeds of her lodging house into numerous real estate holdings. Throughout the 1880s and 1890s, a number of immigrants, many of them Italian, moved into Yuma and developed highly successful businesses. They included Althee Modesti, J.F. Molina (Yu212), John Stoffela (Yu113), John Gandolfo (Yu151), and E.F. Sanguinetti (Yu209). Properties built by these entrepreneurs are still to be found in the multiple resource area. The last category of individuals deserving recognition from the early period are founders of the community's social life. Father Patrick Birmingham, Rev. Crouch (Yu148), Mary Elizabeth Post, and Henry S. Fitzgerald (Yu208) are among those who were most active in establishing churches, clubs and fraternal organizations.

Without question, the most outstanding individual in the first third of the 20th century was E.F. Sanguinetti. Building upon his success in a single general merchandise store, Sanguinetti created the largest and most diverse commercial enterprise in southwestern Arizona. By the careful exercise of his influence, he also greatly advanced railroad, highway, mining, and agricultural interests in Yuma and the surrounding region. He was also a staunch supporter of civic development. The Sanguinetti General Mercantile (Yu201) and Sanguinetti Home (Yu290) are both still standing.

Sanguinetti was by no means the only businessman to profit from Yuma's 20th century prosperity. However, with the exception of those merchants like Gandolfo and Modesti who had an established base before 1900, the new businessmen tended to be well educated individuals who could parlay small investments into political and financial power. J. Homer Smith (Yu142), a pharmacist, exemplifies this pattern. Within two decades of his arrival in Yuma he had been elected Mayor and had many real estate holdings. Harry Brownstetter (Yu130), E.G. Caruthers (Yu127), and Frank Ewing (Yu119) are other Yumans of the same cloth. Their homes are included in the inventory of the multiple resource area. Other historic houses in the area are associated with the community's rather extensive professional segment: lawyers like Peter T. Robertson (Yu124), teachers like Miss Jenny Kent (Yu137), and dentists like J.P. Yemen (Yu137). Lastly there are the successors to C.H. Brinley: civil servants such as A.B. Ming (Yu139), Ange Pancrazi (Yu115), and Henry Levy (Yu125) who contributed much to the community through the

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responsible execution of their respective positions as county assessor, postmaster, and police chief.

Architecture and Building Technology

Very few of the historic buildings in Yuma are noteworthy for their adherence to architectural style. On the other hand, most of the historic buildings are significant sources of information about local patterns of anonymous building design. The two major vernacular building patterns consist of single family residences and commercial blocks. Institutional structures were almost all architect designed and show obvious stylistic refinement.

The development pattern of single family residences shows an uneven, but eventual progression from small to large, simple to complex, and plain to ornamented. At one end of the spectrum are the adobe homes of Neahr (Yu226) and Mellon (Yu210). Rectangular in massing and plan, they consisted initially of no more than a string of rooms arranged perpendicular to the street front. The Polhamus House (Yu207), G.W. Norton House (Yu149), and Ortiz House (Yu150) exemplify the evolution of that plan into a zaguan configuration with two rows of rooms opening off of a central hall. The adobe residence at 228 Madison (Yu208) is an exceptional two-story structure from the 1870s. By the 1890s, adobe houses were being erected with a variety of floor plans, details, and massing configurations. The "Mexican Consulate" (Yu116), Balsz House (Yu126), Connor House (Yu145), and Napoleon House (Yu217) are good examples of late territorial adobe residences. About 1905, residential building intensified with fired brick, rusticated concrete block, and wood frame as the primary structural materials. The Alfred Griffin House (Yu133), Ruth Ewing House (Yu123), and Jenny Kent House (Yu137) were built during this period. They are well constructed and finished but have a minimum of ornament or stylistic features. By way of contrast, the George Marable Residence (Yu141) and Peter B. Hodges House (Yu144) are obvious derivations of Georgian Revival; the J. T. Russell/Williamson Residence (Yu120) has many Victorian characteristics; the J. Homer Smith House (Yu142) is an exemplary bungalow; and the Frank Ewing Residence (Yu119) is a fine rendition of Spanish Colonial Revival.

It should be noted that in a few cases house form was modified in an attempt to mitigate the area's high summer temperatures. As its name suggests, the Double Roof House (Yu131) was one such attempt--using roof air spaces as an impediment to insolation. Another interesting facet of residential development was the variety of forms which were taken by multiple family accommodations. They ranged from one story duplexes like the E.B. Jackson House (Yu134) to two story rooming houses like the Fredley Apartments (Yu128), and from stylish blocks like the Power Apartments (Yu112) to unpretentious complexes such as the Dressing Apartments (Yu152).

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Commercial development largely followed the pattern exhibited in residential activity: adobe structures were replaced by brick and wood frame which were, in turn, superseded by reinforced concrete and concrete block. No examples of adobe jacal are known to have survived the city's floods. There are, however, two noteworthy commercial adobes dating from around the turn of the century: the J. M. Molina Block (Yu212) and the Gandolfo Annex (Yu228). Both buildings have survived because they are large and are located on the periphery of the commercial area; but they do typify the plain, massive character of adobe building blocks.

Many brick and wood frame commercial structures were also simple in character, the Stoffela Store (Yu113) and Popular Drug Store (Yu227) are good examples. At the other end of the spectrum are establishments like the Sanguinetti General Merchandise (Yu201) and the Gandolfo Theater (Yu151). Richly decorated by the surface modulation of their facades, buildings of this type were quickly outdated in the image conscious business sector. Many of the buildings in the downtown area are, in fact, early structures with remodeled fronts. They are consequently indistinguishable from later buildings of reinforced concrete or concrete block. The best example of reinforced concrete in Yuma is the San Carlos Hotel, a five story interpretation of Art Deco built in 1930. Examples of concrete block structures range from the the Dorrington Block (Yu203), a Neo-Classical Revival interpretation, to the Bucholz Building (Yu215), an international style rendition.

Stylish though they are, these late commercial buildings are pale in comparison with the institutional architecture of Yuma. These buildings fall conventionally into three categories: governmental, religious, and educational. Built in 1933 according to Spanish Colonial Revival guidelines, the U.S. Post Office epitomizes the character of these facilities. The 3rd Yuma County Courthouse (Yu102) and Yuma City Hall (Yu101) are equally dogmatic: the former to Second Renaissance Revival tenets and the latter to Spanish Colonial Revival. Two other popular styles, Mission Revival and Western Stick Style, were chosen for use in the design of the Methodist-Episcopal Church (Yu147) and St. Paul's Episcopal Church (Yu118), respectively. Schools were equally eclectic. Fourth Avenue Junior High School (Yu104) is a typical Neo-Classical Revival Structure and Roosevelt School (Yu103) is another Spanish Colonial Revival interpretation. All of these buildings have been well maintained and retain most of their original integrity. In addition, because of their various social functions, they have each become a local landmark in their own right.

Archeology

Any archeological sites found in the multiple resource area would be of value

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primarily for the insight they might provide into the life ways and settlement pattern of early Yuma. The site of the 1st Yuma County Courthouse at the corner of Madison (Brinley) Avenue and 3rd Street, is of special significance for its historic associations in addition to its potential for building data recovery.

### Districts

The main focus of the Yuma survey to date has been on individually significant buildings. On the basis of this work 39 individual properties and the Brinley Avenue Historic District are being nominated to the National Register. The Brinley Avenue Historic District is a unique area juxtaposing the oldest of Yuma's residential buildings with some of the community's oldest commercial structures. A high percentage of the properties included in the district are considered to be of individual significance in addition to the contribution they make to the historic milieu. The core of the downtown area, Main Street, is another potential district. It differs from the Brinley Avenue Historic District principally because very few of the buildings on Main Street are of individual significance and most of the remaining development dates from the 1920s. Research into this mass of properties is expected to begin within the next year. X

### Conservation Activity in the Multiple Resource Area

Both private and public sectors of Yuma have shown interest in the community's historic resources. The Yuma Fine Arts Association has been particularly active in the restoration and adaptive use of the Yuma Southern Pacific Depot (NR). Individual members of the Fine Arts Association have also pursued acquisition and adaptive use of buildings in the Brinley Avenue Historic District. The owner of the Fitzgerald/Godfrey House has been particularly important in the conservation movement, both for the stabilization and rehabilitation of her residence and for her advocacy of preservation activity. The Yuma County Historical Society has been equally prominent in conservation. The members of that group have had the responsibility for stabilization and adaptive use of E.F. Sanguinetti's House, now known as Century House (Yu209), and Captain Jack Mellon's House (Yu210). They have also been the sponsoring organization for the Yuma survey and, as such, have contributed many hours toward its realization. Finally, it should be noted that both the City and County were helpful in the gathering of data during the survey. The city has, additionally, expressed interest in using preservation as a springboard to redevelopment of the downtown area and its surroundings.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Form

**UTM NOT VERIFIED**

**ACREAGE NOT VERIFIED**

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY approximately 770 acres

QUADRANGLE NAME Yuma East & Yuma West

QUADRANGLE SCALE 1:24000

UTM REFERENCES

A 

ZONE	EASTING				NORTHING				

B 

ZONE	EASTING				NORTHING				

C 


D 


E 


F 


G 


H 


VERBAL BOUNDARY DESCRIPTION

See Continuation Forms.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE CODE COUNTY CODE

STATE CODE COUNTY CODE

## 11 FORM PREPARED BY

NAME / TITLE

Billy G. Garrett

ORGANIZATION

Janus Design

DATE

October 1979

STREET & NUMBER

225 West University, Suite 204

TELEPHONE

(602) 967-7117

CITY OR TOWN

Tempe

STATE

Arizona 85364

## 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL X

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

*James E. Hayes*

TITLE

SHPO

DATE

18 April 80

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

*Linda M. Cleveland*

DATE

12-7-80

KEEPER OF THE NATIONAL REGISTER

ATTEST:

DATE

CHIEF OF REGISTRATION

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

FOR HCRS USE ONLY  
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DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 9

PAGE 2

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UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

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DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 9

PAGE 3

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FHR-8-300A  
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

# NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 10 PAGE 2

UTM Coordinates

A ZONE 12 723 545E 3623 300N  
B ZONE 12 723 670E 3621 930N  
C ZONE 12 723 000E 3621 910N  
D ZONE 12 723 015E 3621 180N  
E ZONE 12 722 415E 3621 165N  
F ZONE 12 722 385E 3622 310N  
G ZONE 12 721 900E 3622 300N  
H ZONE 12 721 880E 3623 170N  
I ZONE 12 722 090E 3623 340N  
J ZONE 12 722 615E 3623 370N  
K ZONE 12 722 920E 3623 265N

FHR-8-300A  
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET

ITEM NUMBER 10

PAGE 3

Begin at the intersection of Seventh Avenue and Eleventh Street; proceed north on the centerline of Seventh Avenue to Fifth Street; turn west and follow the center line of Fifth Street to the east side of the East Main Canal; turn north and follow the canal bank past the intersection with the West Main Canal into the Yuma Main Canal; follow the Yuma Main Canal as it turns east and approaches the Yuma Siphon; before the siphon turn east and follow a straight line along the south side of Jones Street to the center of the Southern Pacific Railroad right-of-way; turn south and proceed along the center of the railroad right-of-way to a point which coincides with the extension of Seventh Street; turn west and proceed along the extended centerline of Seventh Street to the center line of the alley between First and Second Avenue; turn south and proceed along the alley to the intersection with Eleventh Street; turn west and follow the center line of Eleventh Street to the point-of-beginning.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number 7 Page B-1

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Yuma, Arizona  
SOUTHERN PACIFIC FREIGHT DEPOT  
YUMA MRA

Addendum

SUMMARY

The Southern Pacific Railroad Company Freight depot (Y.M002) is the only remaining building in the large Southern Pacific Division complex just south of the Central Business District in Yuma. It was constructed ca. 1891 to serve the needs of the first transcontinental railroad in Arizona. During its period of use, the building was vitally important to the commerce of the Yuma Valley. It is significant for its association with railroad transportation and as an example of an early Stick style, redwood construction, freight depot.

The land was given to the railroad company by the City of Yuma in 1877 as an incentive to hasten the completion of the much needed link of the southern route of the transcontinental railroad. It was from this railroad yard that further completion of the southern route across Arizona was staged. The yard, at one time, was quite extensive with a ten-stall roundhouse (later increased to twenty stalls) and repair shops. These buildings have since been demolished. The freight depot is the only building remaining from this complex.

ARCHITECTURAL DESCRIPTION

The Southern Pacific Freight Depot is typical of the late nineteenth century Stick style employed by railroad companies throughout the United States. The rectangular building is elevated on a concrete platform with the railroad tracks on the west and Maiden Lane on the east.

The building is sheathed in wide dimensioned redwood shiplap. This building material was commonly imported by rail from California before the turn of the century but is only occasionally found today in Southern Arizona. The only other known extant railroad related structure utilizing this material in Arizona is the Southern Pacific Railroad Station in Willcox.

Asbestos shingles cover the low gable roof with wide, extending, bracketed eaves. The roofline was modified during the historic period (ca. 1917) to enclose the loading dock on the street side. This addition has eight freight entrances with retractable corrugated metal doors and is covered with plaster. The west end of the building is entered through a wooden door and large double wooden freight doors. There is a vertical wood vent at the pediment and a row of eight, square, broken windows at the transom level. The track side of the building consists of three bays with heavy wood doors.

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number 7&8 Page B-2

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An office was added on the north side of the building in 1917. The boarded over entrance on the track side is flanked by paired, boarded windows and one large boarded window. On the street side, the office is set back forming an ell. Entrance is gained by five concrete steps with metal rails. The screened, panel door with nine lights is flanked by elongated windows and a transom. This addition is sheathed with a stucco finish.

The building, addition, and modifications were completed during the historic period (see enclosed Sanborn Fire Insurance Maps). The addition and modifications do not compromise the integrity of the building and have now achieved significance in their own right. The building's historic appearance remains essentially as it was when constructed. The sensitive additions that were added to the original structure during the historic period were the result of increased use of the building in the years prior to and including World War I. During this period, agriculture and mining in Arizona increased tremendously because of the war effort, and much of this material passed through the Yuma Southern Pacific Freight Depot. The building maintains its appearance from the historic period.

#### SIGNIFICANCE

The Yuma Freight Depot is significantly associated with railroad transportation in Arizona during the period from 1891 to 1936. The Depot was the hub of an extensive railroad complex. This complex served as the center of commerce for the Yuma Valley. This rich agricultural area produced a tremendous amount of agricultural products destined for consumers throughout the nation. Yuma's agricultural and industrial enterprises prospered by this access to markets provided by the railroad. Because of this significant association, the Depot appears eligible for the National Register of Historic Places under National Register criterion A. The Depot is further significant for its type and method of construction. Built of redwood shiplap on frame construction, this Stick style building is representative of early railroad structures built in this fashion. Today, this type of construction rarely survives. Only one other example of this type is known in Arizona, the Willcox Railroad Depot. Therefore, the Yuma Freight Depot has significance under National Register criterion C as well.

#### HISTORIC SIGNIFICANCE

The Yuma Crossing of the Colorado River was an important transportation point in the historic period. (Yuma MRA Nomination #8, p.1) The location was of increasing importance to the United States in the 1840's as a southern

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number 8 Page B-3

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railroad route became imperative to westward expansionist policy at the federal level. American control of the important transportation point began in 1848 according to the provisions of the Treaty of Guadalupe Hidalgo. A community was quickly established. The discovery of gold in California brought thousands of immigrants and cattle through Yuma via the southern route to the gold fields. Goods were shipped from California and the east, up the Colorado, to Yuma. (Yuma MRA Nomination #8, p. 2)

The discovery of rich sources of mineral ore in Arizona and burgeoning mining activity increased the need for inexpensive transportation in the Arizona Territory during the 1870's. The Southern Pacific Railroad Company was granted permission for a southern railroad connection at the Yuma Crossing in 1871, but the national economy and intense competition among major railroad powers postponed the building of the line. It was not until the late 1870's that political maneuvering between the Texas and Pacific Railroad Company, the Central Pacific Railroad, and politicians at all levels had been resolved.

In November, 1876, General Phineas T. Banning, representing the Southern Pacific Railroad Company, arrived in Yuma to negotiate a route over the Yuma Crossing. The Common Council of the Village of Yuma immediately authorized the mayor, on or before February 1, 1877, to convey one hundred acres of unoccupied lands to the Southern Pacific, as selected by the railroad, as well as the right to cross village streets. In return, the Southern Pacific agreed to build a rail line to the Colorado River by January 1, 1878, and construct a bridge over the Yuma Crossing on which they must "cross their trains on said Village lands, on or before July first, 1878".

On September 30, 1877, Engine #31 arrived in Yuma, the first rail link in Arizona with the Pacific Coast. Further construction continued eastward across the southwest after November, 1878, and on March 8, 1881, a silver spike was driven in Deming, New Mexico to celebrate the completion of the second trans-continental railroad.

Large quantities of railroad supplies, ties, rails, coal, and ice were stored at Yuma as railroad building continued east from the Yuma Crossing. In 1895, the Southern Pacific owned the water works which supplied company needs as well as most of the town's. The Southern Pacific Railroad Company soon became one of the major taxpayers in the county, with railroad taxes during the first quarter of the twentieth century supporting Yuma county schools.

Yuma was a major division point for the Southern Pacific until the 1950's when the division was moved to Tucson. A ten stall roundhouse was located at Main and Fifth Streets along with the freight depot and shops. The company maintained cottages and a reading room for employees. An impressive club

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 8810 Page B-4

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house was built in 1906 on the west side of the 400 block of Madison. The freight depot is the only remaining structure in this important railroad complex and deserves recognition for its association with transportation and commerce in Arizona. The Yuma Freight Depot was an integral part of the division yard complex. The rich agricultural areas of the Yuma Valley produced tremendous amounts of citrus fruit, dates, hay, and alfalfa for distribution to consumers nationwide. These products passed through the Depot and contributed significantly to the economy of Yuma during the historic period.

## ARCHITECTURAL SIGNIFICANCE

The Southern Pacific Freight Depot is significant as an example of Stick style freight depots constructed along railroad lines in the late nineteenth century. Depots of similar design appeared in town and cities along the southern transcontinental route in Arizona, New Mexico, and California. This is the only redwood construction Stick style freight depot that is still standing on a railroad main line in Arizona. A redwood construction Stick style passenger depot still stands on the main line in Willcox. The building is a good example of its type. All of the original Stick style ornamental features, including brackets and ornamental exterior stickwork, are intact. This ornamentation is the hallmark of the Stick style.

## BOUNDARIES

The boundary of the property is described as a 260 foot by 60 foot rectangle centering on the building. This area includes ten feet on all sides of the building and concrete loading dock located on parcel number 14-110-32-031. See enclosed maps. The total nominated property is less than one acre. Universal Transverse Mercator coordinates for the center of the building are as follows: Zone 12/723290E/3622590N.

## ADDENDUM TO YUMA MRA

This building was identified during a survey of the Yuma Main Street area. This survey area encompassed portions of the Yuma MRA, which was listed on the National Register of Historic Places December 7, 1982 (three properties were added to the MRA on April 4, 1984). The Southern Pacific Freight Depot is being nominated as an addendum to the Yuma MRA. The nominated property consists of a single building.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 12 Page B-5

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**State Historic Preservation Officer Certification**  
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The evaluated significance of this property within the state is:

     national                        X   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.

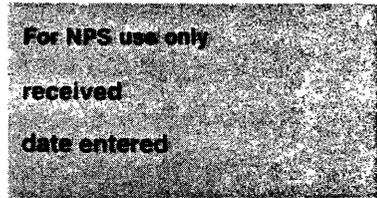
State Historic Preservation Officer signature 

title State Historic Preservation Officer date March 4, 1987

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United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form



Continuation sheet

Item number

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Multiple Resource Area  
Thematic Group

dnr-11

Name Yuma Multiple Resource Area  
State Arizona

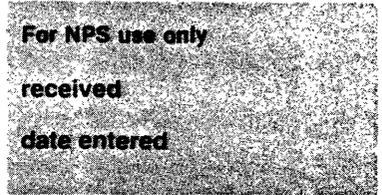
Nomination/Type of Review

Date/Signature

- |                                     |                    |        |  |
|-------------------------------------|--------------------|--------|--|
| 1. Brinley Avenue Historic District | Substantive Review | Keeper | <u>Linda M<sup>c</sup>Clelland 12-7-82</u> |
|                                     |                    | Attest | _____                                      |
| 2. Dressing Apartments              | Substantive Review | Keeper | <u>Linda M<sup>c</sup>Clelland 12-7-82</u> |
|                                     |                    | Attest | _____                                      |
| 3. Yuma City Hall                   | Substantive Review | Keeper | <u>Linda M<sup>c</sup>Clelland 12-7-82</u> |
|                                     |                    | Attest | _____                                      |
| 4. Yuma County Courthouse           | Substantive Review | Keeper | <u>Linda M<sup>c</sup>Clelland 12-7-82</u> |
|                                     |                    | Attest | _____                                      |
| 5. Roosevelt School                 | Substantive Review | Keeper | <u>Linda M<sup>c</sup>Clelland 12-7-82</u> |
|                                     |                    | Attest | _____                                      |
| 6. Fourth Avenue Junior High School | Substantive Review | Keeper | <u>Linda M<sup>c</sup>Clelland 12-7-82</u> |
|                                     |                    | Attest | _____                                      |
| 7. Hotel Del Ming                   | Substantive Review | Keeper | <u>Linda M<sup>c</sup>Clelland 12-7-82</u> |
|                                     |                    | Attest | _____                                      |
| 8. Power Apartments                 | Substantive Review | Keeper | <u>Linda M<sup>c</sup>Clelland 12-7-82</u> |
|                                     |                    | Attest | _____                                      |
| 9. Stoffela Store/Railroad Exchange | Substantive Review | Keeper | <u>Linda M<sup>c</sup>Clelland 12-7-82</u> |
|                                     |                    | Attest | _____                                      |
| 10. Pancrazi House                  | Substantive Review | Keeper | <u>Linda M<sup>c</sup>Clelland 12-7-82</u> |
|                                     |                    | Attest | _____                                      |

United States Department of the Interior  
National Park Service

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Inventory—Nomination Form



Continuation sheet

Item number

Page 2 of 4

Multiple Resource Area  
Thematic Group

Name Yuma Multiple Resource Area  
State Arizona

Nomination/Type of Review

Date/Signature

11. Mexican Consulate

Substantive Review

Keeper

Linda McClelland 12-7-82

Attest

12. Pauley Apartments

Substantive Review

Keeper

Linda McClelland 12-7-82

Attest

13. St. Paul's Episcopal Church

Substantive Review

Keeper

Linda McClelland 12-7-82

Attest

14. Ewing, Frank, House

Substantive Review

Keeper

Linda McClelland 12-7-82

Attest

15. Russell-Williamson House

Substantive Review

Keeper

Linda McClelland 12-7-82

Attest

16. Riley, Clara Smith, House

Substantive Review

Keeper

Linda McClelland 12-7-82

Attest

17. Ewing, Ruth, House

Substantive Review

Keeper

Linda McClelland 12-7-82

Attest

18. Robertson, Peter T., House

Substantive Review

Keeper

determining eligibility  
Linda McClelland 12-7-82

Attest

**NO OWNER OBJECTION**

19. Levy, Henry, House

Substantive Review

Keeper

Linda McClelland 12-7-82

Attest

20. Balsz House

Substantive Review

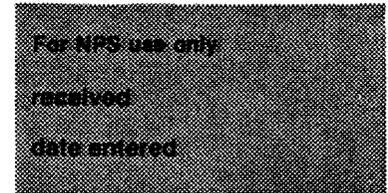
Keeper

Linda McClelland 12-7-82

Attest

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**



Continuation sheet

Item number

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Multiple Resource Area  
Thematic Group

Name Yuma Multiple Resource Area  
State Arizona

Nomination/Type of Review

Date/Signature

21. Caruthers House

Substantive Review

Keeper

Linda McClelland 12-7-82

Attest

22. Fredley Apartments

Substantive Review

Keeper

Linda McClelland 12-7-82

Attest

23. Fredley House

Substantive Review

Keeper

Linda McClelland 12-7-82

Attest

24. Brownstetter House

Substantive Review

Keeper

Linda McClelland 12-7-82

Attest

25. Double Roof House

Substantive Review

Keeper

Linda McClelland 12-7-82

Attest

26. Mayhew, Carmelita, House

Substantive Review

Keeper

Linda McClelland 12-7-82

Attest

27. Griffin, Alfred, House

Substantive Review

Keeper

Linda McClelland 12-7-82

Attest

28. Jackson, E. B., House

Substantive Review

Keeper

Linda McClelland 12-7-82

Attest

29. Kent, Jenny, House

Substantive Review

Keeper

Linda McClelland 12-7-82

Attest

30. Ming, A. B., House

Substantive Review

Keeper

Linda McClelland 12-7-82

Attest



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National Park Service

National Register of Historic Places  
Inventory—Nomination Form

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received 3/7/84

date entered

Continuation sheet

Item number

Page

Multiple Resource Area  
Thematic Group

Name Yuma Multiple Resource Area  
State Yuma County, ARIZONA

Nomination/Type of Review

Date/Signature

41. Lee Hotel

Entered in the  
National Register

*for*  
Keeper

*Melores Byers 4/12/84*

Attest

42. San Carlos Hotel

Entered in the  
National Register

*for*  
Keeper

*Melores Byers 4/12/84*

Attest

43. Masonic Temple

Substantive Review

Keeper

*W.M. Dubie 4/12/84*

Attest

44. Cactus Press--Plaza Paint  
Bldg.

Substantive Review

Keeper

*Linda M. Clifton 4/24*

Attest

45. Southern Pacific Freight  
Depot

Substantive Review

Keeper

*Linda M. Clifton 4/24*

Attest

46.

Keeper

Attest

47.

Keeper

Attest

48.

Keeper

Attest

49.

Keeper

Attest

50.

Keeper

Attest