

Brighton Subdivision Historic Properties Survey
Phase II

State Historical Fund Grant 2018-M1-004

Cultural Resource Survey Report

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Introduction

In 2017, the City of Brighton received a History Colorado State Historical Fund Grant to finance the Brighton Subdivision Historic Properties Survey: Phase II. Phase I was funded in part by a Certified Local Government Grant also received in 2017 and completed in June 2018.

In October 2017, the City of Brighton contracted with Autobee & Autobee, LLC to oversee the Brighton Subdivision Historic Properties Survey and perform field surveys, interview residents about their memories of the Brighton Subdivision, present the aims of the survey project, develop a Historic Preservation Month community presentation in May 2018, and write a report on the residential history of this section of Brighton.

The Brighton subdivision Historic Properties Survey identifies and catalogues the architectural resources of Brighton's oldest neighborhood. In July 2012, the City of Brighton issued its Historic Resources Survey Plan (the Plan) funded by CLG Grant No. CO-11-013. The Plan was designed to guide the Brighton Historic Preservation Commission (BHPC) through the documentation of the community's historic resources. The Plan allows the BHPC to "work proactively during the planning process for new developments." Like other Front Range communities, 21st century Brighton is experiencing growth and expansion.¹ Brighton is to be commended for including historic resources in the plans for new developments and actively working to understand their historic resources and their significance.

The Plan's Executive Summary of Findings included a list of recommended undertakings on a five-year timeline following the Plan's approval. Item C of the Plan recommended undertakings that laid the groundwork for a survey of the Brighton Subdivision:

*"Document original Brighton Subdivision (platted 1881) with a comprehensive survey that combines the Identification level (short survey form) for 75% of the properties with Intensive level (1403 survey form) for 25% of the properties. General boundaries of this triangular-shaped area are: Bridge Street (north), properties facing South Main Street/South Second Avenue (West), Union Pacific Railroad Tracks (east). Railroad tracks have previously been surveyed and do not need to be included. This area has not been surveyed previously and is threatened due to general property conditions. Evaluate this subdivision for potential as a historic district. Many of the historic resources are commercial properties."*²

The Plan's recommendations remain sound and Phase II intensively surveyed each resource. Properties in the Brighton Subdivision remain threatened due to benign neglect, lower than average sales prices, and location relative to major streets and highways. Most properties do not retain the level of historic physical integrity to warrant inclusion on the National or State Register of Historic Properties. As continued pressure is placed on the City by developers looking for inexpensive land, the condition of properties in the Subdivision makes it difficult to create a case for preservation. Since the beginning of the Phase I in 2017, two commercial properties on the Phase II list have listed for sale, purchased by a developer, and reinforced the Plan's recommendations. It is fortunate that the developer has a positive track record in Brighton for adaptive reuse, and has that intention for Ken's Kars (5AM.3839) and Robb's Grocery (5AM.3840). Additionally, the Judd Building (5AM.3843) has been demolished.

A Certified Local Government grant (CO-17-013) funded the first phase of the Brighton subdivision Historic Properties Survey. Phase I reviewed 16 primarily residential properties within the survey area. This second phase documented 21 commercial and industrial buildings and a section of the Fulton Ditch Lateral. Some research for this phase was completed in late 2017 and early 2018 along with the research for the residential properties. Work on the intensive recording (OAHP Form 1403) and this survey report began in July 2018.

The Brighton Subdivision is an enigma in the city's development and history. Platted by Daniel F. Carmichael, one of Brighton's "founding fathers," both commercial development and topography isolated this subdivision from the agricultural growth to the west, the business district to the north, and the traditionally better off neighborhoods on 3rd and 4th Street which are east of the railroad tracks, highway, and Fulton Ditch Lateral.

In 2005, the Brighton Pavilions was constructed a few hundred feet to the west of the survey area. The Pavilions brought a new movie theater and small restaurants and shops. It also created new traffic patterns by drawing cars through the neighborhood east-west as well as north-south. The construction of a Starbucks on the north end of the Pavilions now encourages traffic on what was the alley behind First Avenue.

Project Area

The General Land Office (GLO) created the Public Land Survey System (PLSS) to divide and describe land within the public domain. Typically, land was divided into townships that measured thirty-six square miles or 23,040 acres. The PLSS represents over 30 individual surveys. Each survey designated a Principal Meridian (P.M.) and a base line perpendicular to the P.M. In 1855, the 40th Parallel was designated the base line for the 6th P. M. which divided Kansas from Nebraska. In Brighton, East 168th Avenue is approximately aligned on this baseline, which if followed west to Boulder, becomes Baseline Road. North of this baseline, Townships are numbered starting with 1 North (T1N), and south of the baseline they start with 1 South (T1S).

Townships are further divided into thirty-six, one-square-mile sections. Sections contain 640 acres and are further divided using the compass points to describe the location of a parcel of land relative to the center of the section. In fact, a section can be halved seven times and still have a whole number of acres. Sections are numbered starting in the upper right hand corner of the township, although surveyors actually worked from southeast to northwest. Sections on the north and west sides of a township do not always contain exactly 640 acres. The surveyors used the north half of sections 1-6 and the west half of sections 6, 7, 18, 19, 30, and 31 to compensate for the curvature of the earth. These irregular areas of the township are divided into lots that are as close to 80 acres as possible.

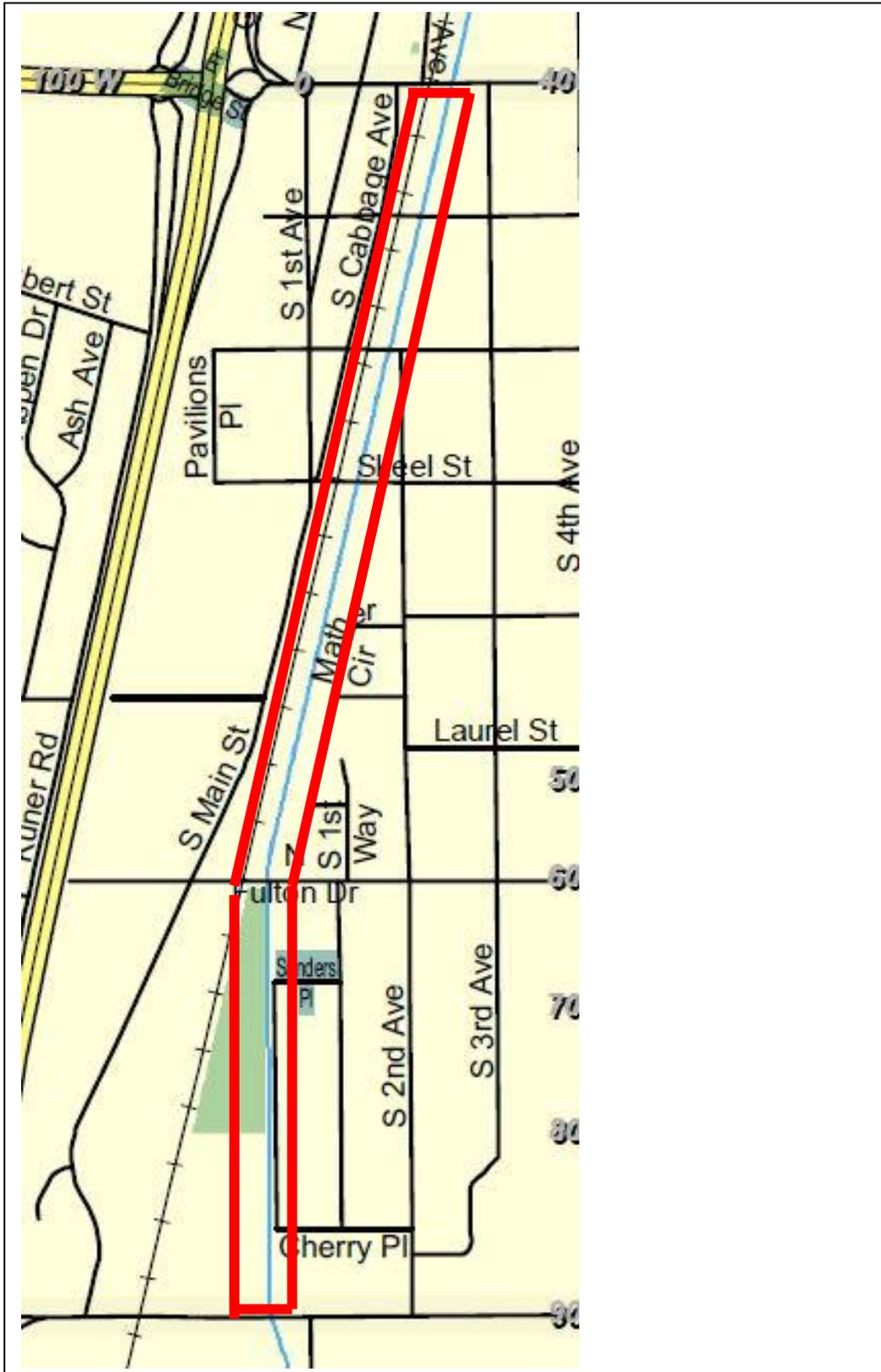
GLO surveyors, Brighton's pioneers and modern land owners still describe their property in Brighton as west of a point near Rulo, Nebraska, and as being either North or South of the east-

west running base line. The current survey is located in Section 7, Township 1 South, Range 69 West of the 6th Prime Meridian. Section 7 comprises a total of 643.32 acres.

The survey boundaries correspond to the original boundaries of the Brighton Subdivision as platted in 1881. The survey boundaries are the triangular area defined by Bridge Street (north), the lot lines west of South First Avenue (west), and the Union Pacific Railroad Tracks (east). The survey area is 15.83 acres. Phase II included the exposed section of the Fulton Irrigation Ditch that lies east of the Union Pacific Rail Road Tracks and between East Bridge Street and Cherry Place and covers about 0.91 of an acre. Please refer to Figures 1 and 2 for illustrations of the Survey area boundary and the Fulton Irrigation Ditch Segment.

Figure 2. Fulton Ditch Lateral

Survey Boundary map of the Fulton Ditch Lateral east of the Brighton Subdivision.³



In 2017, representatives of Brighton's Office of Historic Preservation and History Colorado's State Historical Fund conducted a preliminary site visit of the Subdivision. The 16 buildings selected for the Residential Survey (CO-17-013) and the 21 buildings chosen for the Phase II Commercial Survey (2018-M1-004) are the result of that preliminary survey. Table 1 lists the 21 buildings comprising the Commercial Survey.

Research Design and Methodology

One of the guiding principles of the Brighton Historic Preservation Commission and the City of Brighton is to promote projects that recognize the historic significance of the community since its establishment in the 1880s. The Brighton Subdivision Historic Properties Survey (the Survey) contributes to that goal.

This Survey has several purposes: to recognize and promote the historic significance of the Brighton Subdivision; to document the built environment in advance of possible redevelopment of the businesses and residences within the Brighton Subdivision; to facilitate and incorporate preservation into future developments; and to demonstrate the value of twentieth century and working-class cultural resources to local preservationists and historians.

The commercial life of Brighton Subdivision follows the same patterns from the late 1800s to 1937. The 1937 alignment of Highway 85 / South Main Street did not lead to new types of businesses, and the post 1966 alignment bypassed Brighton. Post-World War economies and new technologies did lead to new businesses. As with residential properties, the individuals listed on the tax rolls owned commercial properties. As with the residential properties in Phase I, some properties were owner occupied and many were rentals. Residential properties see two changes starting in the 1950s: new owners purchased from the established families and turned homes into businesses, and by the late twentieth century, many houses in the survey area become strictly rentals and are often owned by an LLC (Limited Liability Company). Commercial properties see a greater ownership turn over in the 1980s. And many longtime business owners converted their business structure to an LLC late in the twentieth century.

In 2012, the City of Brighton's Historic Resources Plan (the Plan) identified the Brighton Subdivision as threatened. The Plan expressed the concern that development would result in the loss of many potentially historic buildings in the Subdivision. Fire, highway projects, and demolition removed many historically significant buildings during a two-decade period from the mid-1930s to the mid-1950s. Since the 1960s, the Subdivision has become a neighborhood of survivors, in many cases of benign neglect.

This Survey is a snapshot. It will ensure the history of the Subdivision is recorded, and hopefully in most cases, preserved while still allowing for appropriate reinvestment.

In addition to documenting and raising awareness of the Subdivision's historic resources, the Brighton Subdivision Historic Properties Survey will assist the City of Brighton in its implementation of its 2012 historic preservation ordinance. The survey aims to provide assistance to the City of Brighton as it endeavors to make informed decisions that will affect the

heritage of the Brighton Subdivision. This context is a first step as the project historians employed census records, tax and treasury records, grantor/grantee books, and other sources to recognize a neighborhood of small business owners with roots in the 19th Century.

Those involved in this Survey and the writing and production of this report suggest an additional purpose for this document. Historic preservation shouldn't only be concerned with high style, or wealthy decision makers. Brighton's working class saw business ownership as an important part of their American Dream. Although most businesses in the Brighton Subdivision were locally owned, most business owners did not live in the Brighton Subdivision.

Table 1 lists the 21 buildings comprising the Phase II survey. A Segment of the Fulton Ditch was also surveyed.

Phase II survey began in August of 2018 and concluded in April of 2019. Autobee & Autobee, LLC conducted a file search of existing OAHF survey files followed by fieldwork and archival research, producing 21 OAHF Architectural Inventory Forms and this survey report, which includes a historic context for the Brighton Subdivision.

According to the OAHF's Compass database, 5 South First Avenue (5AM.82) and 168-172 East Bridge Street (5AM.85) were previously evaluated for National Register of Historic Places (NRHP) eligibility. Research found that many significant buildings in the history of the Brighton Subdivision have been demolished to make way for a realigned highway, were consumed by fire, or were removed and replaced to make way for a newer commercial property.

The project historians employed census records, tax and other Adams County records, court records, grantor/grantee books, state and local histories, and newspapers from around the state. The historians photographed all of the buildings first. Then, local newspapers and other archival materials were reviewed. The search was expanded to include newspapers in Denver, Greeley, Fort Collins, Loveland, and beyond. Brighton City staff located extant building permits. Adams County tax cards, and grantor/grantee books were used to trace owners of the properties. When it was realized that many of the buildings were not owner-occupied for much of their history, historians also used telephone books and city directories to determine business occupants. This was hampered by the lack of building addresses in the Brighton Subdivision until after 1940.

The federal census was used to understand business relationships and where owners lived. Sanborn Insurance Maps were helpful documenting when some of the properties were built, as well as changes over time to materials and building footprints. All of the owners were notified of the survey, but none responded with information about their property. An open house was held in January 2019 and many attendees were enthusiastic about researching their houses, although little information was gained about businesses.

Phase II of the Brighton Subdivision Historic Properties Survey, funded in part by a State Historical Fund grant, and is documented in this report. Phase I, funded in part by a Certified Local Government grant CO-17-013 was documented in a separate report. The preparation of two separate survey reports is necessary due to the different project timelines and funding sources. This approach was confirmed at a meeting that included members of the City of Brighton, Autobee & Autobee, LLC, and the History Colorado State Historical Fund. As this is a

somewhat artificial division in topics, the two survey reports should be read as two volumes of a single report.

Table 1 – Twenty-One Commercial Buildings ordered by OAHP Site Number

Address	OAHP Site No.	Date Built	Previously Surveyed
5 South First Avenue	5AM.82	1928	Yes
168-172 East Bridge Street	5AM.85	1907	Yes
282 South Cabbage Avenue	5AM.3831	1960	No
130 South Main Street	5AM.3832	1940	No
174 South Main Avenue	5AM.3834	1930	No
176 East Bridge Street	5AM.3835	1912	No
200 South Main Street	5AM.3836	1919	No
240 South Main Street	5AM.3837	1917	No
280 South Main Street	5AM.3838	1919	No
281 South Main Street	5AM.3839	1937	No
301 South Main Street	5AM.3840	1946	No
345 South Main Street	5AM.3841	1952	No
5 South Main Street	5AM.3843	1959	No
57 South First Avenue	5AM.3844	1945	No
59 South Cabbage Avenue	5AM.3845	1936	No
60 Bush Street	5AM.3846	1946	No
60 South Cabbage Avenue	5AM.3847	1949	No
61 South Cabbage Avenue	5AM.3848	1922	No
66 South Main Street	5AM.3849	1957	No
70 South Main Street	5AM.3850	1955	No
71 South Main Street	5AM.3851	1949	No
Fulton Lateral Ditch	5AM.3991.1	Circa 1893	No

Funding

Since the publication of its 2020 Preservation Plan, History Colorado has stressed the importance of Colorado's communities researching, documenting, and celebrating the state's historic neighborhoods and business districts. The project applicant, the City of Brighton, funded this project in part with grants from History Colorado. The City of Brighton's Historic Preservation Commission and other Brighton and Adams County organizations expressed their support of this project in writing. Phase I was paid for in part through a Certified Local Government grant (CO-17-013) administered by History Colorado. Phase II was paid for in part through a grant from the State Historical Fund (2019-M1-004).

Literature Search and Coordination

A number of sources were consulted to develop the historic context and complete the survey forms. This included a review of site files and databases, as well as coordination with institutions interested in historic resources.

The effort coordinated with:

- OAHP/ State Historic Preservation Office (SHPO)
- Brighton Historic Preservation Commission
- Brighton Historic Preservation Office
- Adams County Historical Society
- Adams County Assessor and Offices of Clerk and Recorder
- Denver Public Library

In addition, a number of other source documents were reviewed:

2012: Len and Kathy Lingo, *Historic Resources Survey Plan-City of Brighton, Colorado* (CLG CO-11-013) for City of Brighton. (Avenue L Architects: July 16, 2012).

2014: Deon Wolfenbarger, *Brighton, Colorado Historic Resource Survey: Phase I, 2013-2014* (CLG CO-13-012) for City of Brighton Historic Preservation Commission. (Three Gables Preservation: 2014).

Sanborn Fire Insurance Maps held at the Western History Collection of the Library of Congress, the Western History Department of the Denver Public Library, and the City of Brighton Historic Preservation Office also provided key documentation of the commercial and residential properties in Brighton from 1893 to 1948.

The story of the commercial development of the Brighton Subdivision contains many gaps. Daniel F. Carmichael apparently left behind no diaries or correspondence that would verify intent or purpose in actions. Subsequently, the first and second generation of businessmen left nearly no documentation about their lives beyond census records and listings in city directories. The following context is an initial examination of Brighton's first neighborhood that can be updated and expanded as new information comes to light.

Context

Before the Brighton Subdivision, 1865-1881

The Land Ordinance of 1785 determined some of Brighton's linear dimensions long before most colonial North Americans considered what was beyond the Ohio River Valley. Legislators in the recently independent United States drafted the Land Ordinance to manage land in the trans-Appalachian West. The Ordinance led to the creation of the General Land Office (GLO), which was subsequently renamed the Bureau of Land Management (BLM).

As the new nation grew and expanded west beyond the Appalachian Mountains and Mississippi River, it was natural that these lines dividing townships and their sections were soon used by many communities as their main roads. Not because they were straight lines, but rather because they were property boundaries. Using township and section lines as roads kept farms intact and created fewer disruptions to individual property owners. On the north side of the survey area, Bridge Street follows the section line dividing Sections 6 and 7. Bromley Road follows the line between Sections 7 and 18.

Military Warrants vs. Homesteads vs. Railroad Grants

Even though the GLO land surveys emphasized square divisions of land, the Brighton Subdivision is a triangle. The Federal Government released land from the public domain under several different laws enacted throughout the 19th century. Section 7, where the current survey is located, left public domain by Military Warrants, Homesteads, and Railroad Grants between 1867 and 1897.

Military Bounty Lands or Military Warrants are lands that were given to eligible noncommissioned officers and soldiers or their heirs. Simply put, certain officers and soldiers were entitled to three month's pay and 160 acres of public land in compensation for their military service in the War of 1812. Legislation was passed in 1842 opening up additional public lands further west, such as Colorado. Many war veterans never actually claimed their land, and many heirs who did acquire land sold their inheritance to speculators without ever seeing it. The 80 acres west of the Brighton Subdivision was a Military Warrant.

In contrast to military warrant land, the 1862 Homestead Act encouraged western migration by giving 160 acres of public land to settlers. Homesteaders paid a small filing fee and after five years of continuous residency received title to the land. Homesteaders could purchase the land for \$1.25 per acre after six months of residency. The Homestead Act led to the distribution of 80 million acres of public land by 1900.

The triangular shape of the Brighton Subdivision was created by the railroad. The Federal Government encouraged the building of railroads by making grants of public land to railroad companies. Railroad companies then sold the land to finance the building of their roads. By 1868 many western railroads had profitable land departments. Not only did the railroad companies finance construction with land sales, but the land sales generated future use of the railroads by helping to create farming communities and towns, like Brighton. The Brighton Subdivision was part of a railroad grant. Daniel F. Carmichael purchased the land from the

railroad, subdivided it, and then sold the lots to other speculators. Many of the original houses in the Brighton Subdivision were built as rental properties.

The arrival of railroad is the touchstone for land ownership in the Brighton Township. The following lists the original owners of land within Section 7, Township 1 South, Range 66 West:

1. Lot 1 or East Half of the NW Quarter Section 7, T1S, R66W
Union Pacific Railway Company
Authority - Act of July 1, 1862: Grant-RR Union and Central (12 Stat. 489)
COCOAA 039961 serial Patent 5/10/1883 includes 78,014.01 total acres.

2. Lot 2 or West Half of the NW Quarter Section 7, T1S, R66W
Military warrant #71027 in favor of Hannah Dean, Widow of Samuel Dean, Private Revolutionary War assigned to Honore Constalet 12/10/1867 authority Act of March 17, 1842: Scrip or Nature of Scrip (5 Stat. 607).

3. NE1/4 Section 7 T1S, R66W
Union Pacific Railway Company.
Authority - Act of July 1, 1862: Grant-RR Union and Central (12 Stat. 489)
COCOAA 040038 Serial Patent - 11/12/1897

4. SE ¼ Section 7, T1S, R66W, and Lots 1 & 2, SW ¼ Section 7, T1S, R66W
Union Pacific Railway Company.
Authority - Act of July 1, 1862: Grant-RR Union and Central (12 Stat. 489)
COCOAA 040132 total acres 43,760.50 - 3/7/1892

Brighton's connection to railroads began before there was a State of Colorado and before there was a town of Brighton. In 1870, the railroad made its way to Colorado Territory. A quickly constructed railroad depot sat at the junction of Denver Pacific Railroad (Union Pacific) and the Denver and Boulder Valley Railroads. The rail station, which stood about one-half block north of Bridge Street on the east side of the tracks, was named after the president of the Denver Pacific, General Bella M. Hughes. Maps indicate the station was known as either Hughes, Hughes Station, or Hughes Junction. During the 1870s, the rail outpost included a wood frame depot, water tower, windmill, a section house, a corral, a stable, and cabins where section crews stayed. Some sources credit the Bush family for building Hughes's first house at what would become 35 South First Avenue at some point between 1870 and 1875. In 2019, the Brighton branch of Wells Fargo Bank is addressed to 35 South First Avenue.⁴

The story of the Brighton Subdivision's transition from a owner-occupied, residential dream edged on two sides with commercial buildings and the railroad to a mix of rental properties and other commercial interests surrounded by commercial buildings and the railroad, slowly unfolded for many decades after the original plat was filed. The original commercial properties

were located on the south side of East Bridge Street and the east side of South Second Avenue, now South Cabbage Avenue.

What's in a Name?

In the Phase I report, this section attempted to settle the question. “Which Brighton was Brighton, Colorado named after?” Most previous authors attempted to link the name to the place where Alice Evans Carmichael, wife of Daniel F. Carmichael, was born. The question being was she born in Brighton Beach, New York or Brighton, Massachusetts? However, Alice Evans Carmichael was born April 11, 1848 in Lancaster, Pennsylvania to Orthodox Quaker parents, Joshua D. and Rebecca Gaskill Evans.

Quaker meeting records show that the Evans Family moved several times during Alice's childhood but except for a short time on Staten Island they did not stray too far from Philadelphia. We first saw her birthplace as Pennsylvania on the federal census in the years 1870-1920, and further research located the Quaker meeting house records. Additional research at History Colorado located Dr. Gene E. Hamaker's Brighton history draft manuscript. Hamaker wrote that Alice chose the name, having fond memories of visits there.⁵ This report agrees with the Phase I report in concluding it was romantic to say the town was named for the founder's wife's birthplace, but there was another reason.

Daniel Carmichael has slightly stronger family connections to both of these east coast Brightons. Daniel's mother, Eliza Otis was born in Pelham, Massachusetts, about 85 miles west of Brighton, Massachusetts. Eliza Otis died in Manhattan, New York. And, his sister Almira was born in Canton, Massachusetts some 16 miles from Brighton. Almira was also called Alice and Allie and married Almet Skeel in 1856 when her brother Daniel was 13. The Skeel family, especially Almet and his brothers Rufus and Roswell, owned businesses and lived in Brooklyn. They were extremely likely to have known Brighton Beach, New York.

It is important to note that Carmichael was living in King County, New York at the time of his enlistment into the New York Infantry. Further, it appears that the name Brighton was used to suggest or recall the coastal communities of Coney Island (Brooklyn – King County). The historical record would seem to suggest that Daniel and Alice Carmichael and Almet and Allie Skeel have a lifelong and close relationship.

Brighton Beach, New York, began to make a name for itself in the early 1870s among the upper class with hotels and restaurants worthy of a trip out of the city. Like other real estate agents and developers, Carmichael had good reasons to associate his new subdivision with a popular entertainment and resort area in New York. The best motivation being the sale of lots. It should be noted that the Carmichaels owned a house and farmland in Brighton, but their main residence was in Denver. This point was not lost on perspective buyers. It is likely that Carmichael wanted that to be known.

Nor was he the first person in Colorado to re-use or appropriate a New York name to suggest a high-class connection with east coast comforts. When the Carmichaels arrived in Denver, Fred Charpiot's restaurant, Delmonico of the West, had been serving oysters, fine pastries, and imported French wines for five years. Vacationers still look for names they recognize, and early Colorado tourists like the Vanderbilt and Gould families knew *the* Delmonico's in Manhattan. Daniel Carmichael had big dreams for his subdivision.

The Opera House, one of the first buildings in town, was far too big for the community, and demonstrates this big dream. It also illustrates the connection Carmichael was making between the well-known New York entertainment center, and railway stop next to his land. But he was also clearly informing newcomers and potential land buyers of the advantages to life in Brighton. A Denver newspaper reported in 1902 "that men doing business in Denver can live in the delightful suburban town and go to and from their business with as little inconvenience as those living in the additions surrounding Denver, and without losing much more time."⁶ The article goes on to describe the sixteen trains that pass through Brighton daily, and how men who want to escape the turmoil of the city (Denver) and enjoy pure air "uncontaminated by smoke and dust" and the other "health-giving advantages Brighton can offer."

Six miles west of Denver, the 1889 Lakewood subdivision received a similar glowing review and has a similar development pattern as Brighton. Farmers, investors, and developers begin buying and homesteading land in 1865. Like Carmichael, an investor William A. H. Loveland purchased land with the intent to subdivide into suburban lots. Loveland also did not include a business district inside his subdivision. Unlike Carmichael, Loveland built his own railroad to move commuters between Denver and his new investments in Lakewood and older investments in Golden. It is believed that Loveland chose the name because his investors were from Lakewood, New Jersey, which was also a well-known vacation spot for the well-to-do.

Denver's population tripled between 1880 and 1890, and doubled between 1890 and 1910⁷. Shortly after Carmichael platted "Brighton," Dewey Strong platted "North Brighton," on the north side of Bridge Street. D. F. Carmichael and Dewey Strong were clearly competing in the housing market with every other subdivision within a twenty-mile radius of Denver. Which is a story that sounds quite modern.

Other Family Connections to Brighton Beach, New York

Allie (aka Almira, Alice) Carmichael (1834-1922), was ten years older than her brother Daniel. When Allie married Almet Skeel, Skeel was already a wealthy New York merchant and grocer. He was frequently involved in businesses with his brothers Rufus and Roswell. Their father, Theron Skeel, had become wealthy operating packet sloops on the Hudson River.⁸

Almet and Allie lived in Davenport, Iowa between 1859 and 1866. The 1860 Federal Census shows a seventeen year-old Daniel lived with them. Almet is listed as a farmer with real estate valued at \$20,000 and personal goods and cash at \$60,000.⁹ In addition to farming, the *Davenport Gazette* printed legal notices that Almet Skeel is taking possession of land for which he guaranteed mortgages. Almet Skeel is no ordinary Iowa farmer. He has plenty of ready cash and profits on land transactions when other farmers can't make mortgage payments. Aside from

probably being young Daniel's first trip west, he likely learned the value real estate as an investment and how to be a developer from his brother-in-law.

The Skeels returned to Brooklyn after the Civil War and Almet was for many years a tea merchant. Late in the 19th Century, New York City directories list his business as real estate. The Skeels spent several summers in Brighton, Colorado at their ranch. Almet and Allie had no children. Almet's nephew Roswell Skeel Jr purchased land from D. F. Carmichael. Roswell Skeel, Jr. also made multiple trips to Brighton and photographs identify him at the Skeel Ranch. These photos are in an album in the New York Public Library.¹⁰

Almet and Allie Skeel's full influence in Brighton will probably never be fully understood. It is clear that Almet's guidance and financial support was critical to Daniel Carmichael's success. Carmichael acknowledges this in 1871 when he names his first son, Almet Skeel Carmichael, and again in 1881 when he names one of the streets in his new Brighton subdivision Skeel Street. After the Silver Crash in 1893, Carmichael raised cash needed to stay solvent by selling many of his remaining Brighton properties to his brother-in-law, Almet Skeel including lots 37 to 40 of block 6 (5AM.85-Barth Building).

A Land Deal Waiting to Happen

While the Phase I report perpetuates the idea that Daniel Carmichael and Dewey Strong are feuding town founders, this report will show there is evidence to the contrary.

In 1876, the Carmichaels left Omaha for Denver, where Daniel changed careers from railroad land agent to real estate developer. He purchased 240 acres of land in 1879 from the Union Pacific Railroad, including where the Brighton subdivision is located. In 1881, Carmichael recorded his plat, named Brighton, at the Arapahoe County offices. Denver remained Carmichael's business base during his life, but in 1884 he did build a house in Brighton. That year, Carmichael also built the community's first commercial block. Home to the Bank of Brighton owned by Carmichael's business partner, W. G. Lovelace, the eponymous building rose on the south side of Bridge Street. The one-story brick building held various businesses over the years.

Nearly a year after Carmichael platted Brighton, a Fort Lupton dairy farmer, Dewey Strong, began to build and develop the commercial area north of Bridge Street. Strong named his addition North Brighton. Strong's plat consisted of four blocks, Cabbage Avenue on the east, First Street on the west, Bridge Street on the South and the Boulder Valley Railroad to the north. In 1882, Strong opened his Strong's Mercantile. In the Phase I report we used the word *rivalry* to describe the development swings between North Brighton and the Brighton Subdivision where Strong and Carmichael both added houses and business on their respective sides of Bridge Street. But *rivalry* combined with *feud* suggests *conflict*, and it is likely it was simply a philosophical difference on the questions of city planning and prospective growth.

Contemporary accounts state that Strong and Carmichael got into a loud argument over the location of Brighton's Main Street. Carmichael favored Front Street (today's South 1st Avenue) and Strong pushed for Division Street (today's North Main). Strong favored city planning that

followed the landscape and existing man-made features such as the railroad tracks. Strong's vision for Brighton was that of a small farming town that relied on the railroad for transportation. Strong's city planning intermingled houses and businesses on the west and heavy industry and rail activities on the east with the main street (Division) dividing the two.

Carmichael on the other hand laid out the streets in his subdivision following the compass points. As he lived in Denver, and had spent his early years in and around Brooklyn, NY, he was no doubt familiar with the traffic issues caused by trying to marry these two philosophies. The original filings for Denver, Auraria, and Highlands followed the Platte River and later plats and subdivisions followed the compass points. It's not hard to imagine a loud argument over connectivity and future growth when Carmichael realized what Strong had platted. Carmichael's vision was for suburban peace away from the grime and crime of big city life. Carmichael did not plan for a commercial district within his subdivision knowing business men would naturally seek out properties along the major roads and railroad. Because his subdivision was laid out on the compass points, future subdivisions east of the railroad tracks could easily connect streets.

The conversion of land from agricultural to urban use often uses the compass points in laying out streets. As farm property boundaries are often section, township, or range lines, these boundaries easily become roads as they pose the least interference with agricultural activities. Bridge Street follows the section line dividing Sections 6 and 7. This section line was the property boundary when Strong and Carmichael acquired their lands.

In 1888, Carmichael constructed a two-story building fronting Bridge Street that extended across where Main Street could have been cut through to connect North Brighton with the Brighton Subdivision. The Carmichael Building, which housed several small businesses and professional offices, abruptly ended the conversation on north-south commercial connectivity between Brighton and North Brighton. It encouraged commercial development east of the railroad tracks along Bridge Street. It might even be said the location of the Opera House, in relation to the main commercial street in North Brighton, made the Brighton Subdivision less desirable to the very people it was meant to attract – Denver businessmen who wanted a convenient suburban retreat. After all, even Carmichael didn't build his house there.

Three Periods of Commercial Growth and Transportation

Research into businesses and the buildings built to house them revealed three periods of commercial development. This report defines the early period as being from the building of the Carmichael Building in 1881 to the recognition in 1916 that connectivity of streets was a problem for the auto age. A middle period begins with the move of Kuners and Great Western to Brighton and also includes the new infrastructure of the 1937 highway realignment, and ends in 1945 just before the first post-World War II commercial building is constructed. The third period will be defined as 1945 forward.

Brightest Small Town in Colorado 1881-1916

"I will gamble that we have the brightest small town in Colorado. Brighton is growing like a weed..." Frank Powers

Between 1881 and 1916, commercial growth followed the paths of least resistance along Bridge Street on the north, with the Carmichael Building, the Opera House, and 168-172 East Bridge Street (5AM.85) and the railroad track along the east side of the Brighton Subdivision. The Platte Valley Hotel, at South Cabbage Avenue and Bush Street, was the only restaurant in the Brighton Subdivision. This period, saw bicycles added to the traffic mix of trains, pedestrians, and both horse drawn commercial and non-commercial vehicles. Neither Strong nor Carmichael could have foreseen change of the speed of traffic after 1907 when W. H. Homan moved to Brighton with his brand new REO. The personal automobile increased traffic congestion and confusion in and between the Brighton Subdivision and North Brighton.

By 1916, the impediment to traffic that the lack of connectivity caused could no longer be ignored and an article appeared in the *Brighton Blade* that suggested something should be done about Main Street. The editor was at a loss as to what the solution was and suggested that whatever solved the problem would be costly.

The 19th century blacksmith repaired everything from trunk hinges to wagon wheels. They made tools and parts, repaired windmills and water pumps, and shod horses. Often the blacksmith sold and repaired wagons, carriages, and agricultural implements. Blacksmiths learned how to repair bicycles and in the mid-19th century, and autos in the late 19th century. As machinery became more precise, blacksmithing gave way to machining and the clanging of hammers on hot metal gave way to the hiss of arc welders. Eugene Watkins seems to be the first



An early photo of the blacksmiths in Berthoud, Colorado, working under the hood and on repairing a tire. No photos of Brighton's blacksmiths were found during this survey. Photo used without permission from Floyd Clymer's *Those Wonderful Old Automobiles*, (Bonanza Books: NY, 1953).

blacksmith with a shop in Brighton in 1887 and Andrew Nielson the last blacksmith in 1944 when he sold his building at 59 South Cabbage Street (5AM.3845).

W. H. Homan, a machinist, was the first to sell automobiles in Brighton. Blacksmiths and lumber yards in Brighton began to sell automobiles after him.

The first blacksmith and wagon shop in the Brighton Subdivision was located in Block 6 Lot 8 before 1893. It was enlarged in 1908, and by 1913 two additions covered lots 5-7. These two-story additions housed both implement sales and an auto repair shop. As these buildings were on the rear of the lots, neither survived the 1937 Highway 85 / Main Street realignment. However, the 1928-1948 Sanborn Map shows an auto repair shop and filling station with two pumps on lots 6-7. Currently this is the Wells Fargo Bank at 15 South Main Street.

Agriculture between 1881 and 1916 was largely family farms that supported the farmer's family and a hired hand or two, with extra produce to sell. Denver's population tripled between 1880 and 1890, and doubled between 1890 and 1910. Dairy, poultry, and vegetable farming was profitable for Brighton farmers as demonstrated by the formation of the Brighton Creamery Company (1883) and the Frink Cheese Factory (1888). Located close to the railroad these factories shipped most of their products to Denver, supplying both markets and specific Denver restaurants.¹¹

Pestiferous Vehicles, Wheelmen, and the Buttermilk Boy

The uneasy relationship between Colorado's bicyclists and everyone else on the road began in January 1869 when two enterprising men built a velocipede in Denver. The *Rocky Mountain News* was keenly interested in the new machine and reported that a patented velocipede arrived in Denver in February 1869. In March the paper printed a description of a man named Thompson riding his machine, in April a velocipede school opened on the second floor of the Elephant Corral (a livery and warehouse), and in May the Denver City Council ordered them off the sidewalks.¹²

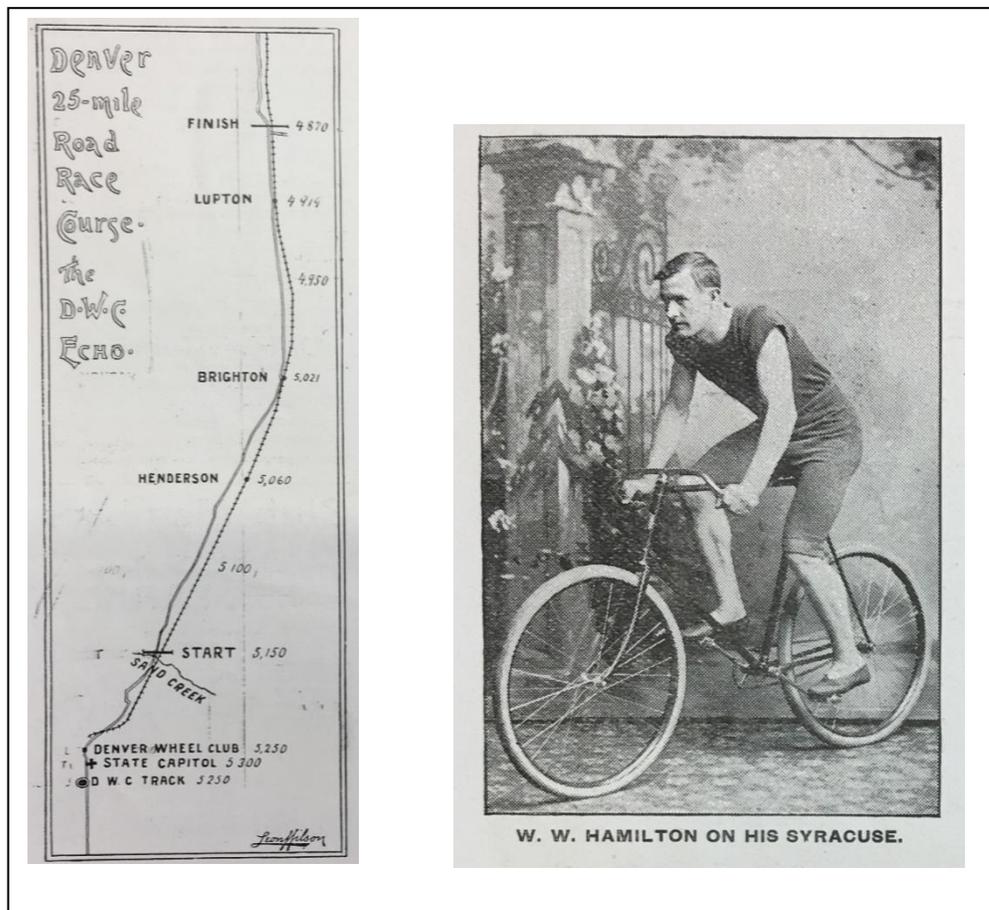
The *Boulder County Pioneer* asked if Mr. Thompson would come to Boulder and give lessons – “the animal seems quiet and well-disposed enough until somebody mounts it.” Over the next ten years the bicycle was more or less tamed although not entirely trusted. The issue was twofold - first the speed at which cyclists raced through carriage and pedestrian traffic, and second who should give right-of-way. The *Georgetown Courier* was hopeful that putting bicycles in the same legal category as a carriage might help regulate the speed of “pestiferous vehicles.” Between March 1878 and May 1879, the *Colorado Daily Chieftain* went from, “Some lunatic in Denver talks about forming a velocipede club! Shoot him on the spot,” and “velocipede epidemic” to admitting that a man on a bicycle could not only beat just about any horse in a race but could also keep up that pace for longer than a horse.¹³

By the late 1880s bicycle clubs were springing up all over the state. Wheelmen as they were known, found themselves advocating for dedicated bicycle lanes and paths, and for good roads in general. In 1893, the Denver Wheel Club (DWC), Denver Athletic Club, and the Ramblers designated the Brighton Road as an official route for racing and pleasure. These three organizations formed the Associated Cycling Club for the purpose of holding races, and began to

hold an annual Decoration Day race from Denver to Platteville. This race included an excursion train. The train stopped in Brighton where they watched about half of the cyclists pass, and then left for Platteville to see the end of the race.¹⁴

Sports reporters who covered the 1895 Decoration Day race put Brighton front and center but not for the best of reasons. Heavy, cold rains made a mess of the road and riders. Of 156 men who started from Denver, 60 made it to Brighton and only 27 actually finished the race. Farm houses became hospitals and eleven men were found unconscious on the road north of Brighton. The excursion train was said to resemble a battlefield casualty train as muddy, cold, injured racers mingled with muddy and cold spectators.

The Denver Wheel Club's magazine, the *DWC Echo*, lists pleasure rides to Brighton and back, as well as races that went through Brighton to Platteville, Greeley, and Cheyenne, Wyoming. Brighton was one of the shortest pleasure rides in the club's repertoire. Races of one, five, and ten miles were also run on tracks constructed for racing. The Denver Wheel Club track was often the sight of 25 mile races that pitted professionals from out of state against local men, as well as professional local men against up and coming amateurs.

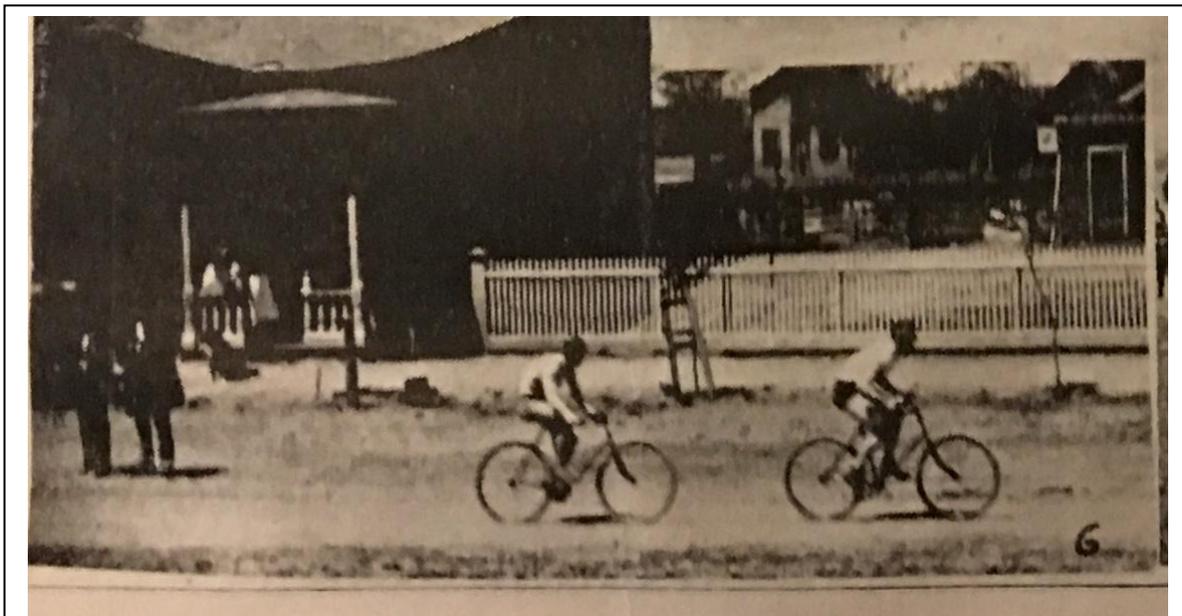


Until he rented a bicycle, entered the 1895 Labor Day road race, and broke the world's record for

a 25 mile race, O.D. Hachenberger was an unassuming Denverite who drove a milk wagon. Colorado sports journalists nicknamed him the buttermilk boy as they wrote about his exploits. Research could find no other bicyclist referred to as buttermilk boy.¹⁵ Nor did research find any additional information suggesting that cyclists stopped for refreshment, buttermilk or otherwise, between Denver and Brighton.¹⁶

Negotiations between the Union Pacific and the wheelmen were fraught with difficulties ahead of the 1896 Decoration Day Race. The railroad wasn't happy about their profit margin in 1895, especially in light of the mess made by wet and muddy racers and spectators on the train. Eventually they agreed on a ticket price and 1,400 spectators rode the special train to watch following the race.

Weather was perfect for racing and the course was fast. John C. Twombly, formerly Dewey Strong's mercantile partner, participated in the race on horseback in his capacity as both a DWC member and Chairman of the Board of Arapahoe County Commissioners. It was said he was "everywhere at once" aiding the marshals in keeping the crowds at a safe distance.¹⁷



1896 Decoration Day Handicap Race going through Brighton on today's South Cabbage Avenue. W. W. Hamilton is in the lead. We speculate that the building on the left is the east end of the Platte Valley Hotel. The photo was taken from the spectator train and printed in *The Cycling West*, summer 1896.

The start line was 14 miles south of Brighton on the Brighton Road. Spectators raced for the train as soon as all of the cyclists had started. The train arrived in Brighton just in time to see the crowd favorite W. W. Hamilton and other leaders pass through town. The train arrived in Platteville with just enough time to see Hamilton cross the finish line for the win in just a little over one hour and seven minutes. Three weeks later on June 19, Denver spectators paid 75 cents

each to watch a professional race between W. W. Hamilton, winner of the Decoration Day race and the buttermilk boy O. D. Hachenberger.¹⁸

Brighton's young men were hooked. Walter Gegory, D. P. White, and Arthur Strong organized the Brighton Wheel Club in June 1896, naming Gegory the "captain." Hamaker states in his manuscript that he could find no evidence of a Brighton's Wheel Club in 1898. Which is not surprising in that the October 1898 *DWC Echo* complained that they had no events on their track that year. Nation-wide Wheel Clubs were languishing. The *DWC Echo* believed that the real problem was money. "What is the trouble? Broadly speaking, hard times. In the ... shadow of financial death through which the country has recently passed, everything has suffered. The public has not had the time nor the heart to patronize sports. Life itself has been a serious game."¹⁹

Many rode for recreation and raced for honor. For others, who turned professional or sponsored prizes or racers, cycling was a business. The Silver Crash of 1893 initiated an economic depression felt even in the sporting world. Bicycle racing had its fair share of irresponsible promoters who also contributed to the downturn by not paying prizes offered and deceiving the public by building short race tracks so speed records were easily broken. Cyclists and members of the public were also divided on the issue of racing on Sunday and whether or not bicycles contributed to the immorality of the women who rode them. With Brighton's strong Sunday school and anti-saloon sentiments and potential financial uncertainty, it is easy to imagine the social and family pressures to not cycle. The DWC tried to diversify with baseball, football, and other sports but barely survived into the 20th century.

But the bicycle was here to stay. Cheaper and cleaner to maintain than a horse and faster than their feet, historic Brighton photos show children with bicycles around town. A short lived bicycle shop was built in North Brighton in Block 1 Lot 19 after 1904 but was gone by 1913.

From Rompers to Full Maturity

24 year-old Herbert W. Homan (1882-1955) arrived in Brighton in his open REO automobile in 1906. A road-trip pioneer, Homan and a friend drove about 22 miles a day from Russell, Kansas to Colorado. Homan's parents, Joseph and Isabel Homan also relocated to Brighton from Kansas and started a poultry farm. Herbert opened a machine shop in 1906 and by 1907 he was Brighton's first car dealer selling Ford Model R and Model S cars. These cars sold for \$700.00 and Homan earned a 20% commission (\$140.00) per sale. The Ford Motor Company introduced the Model T in 1908, and Homan reportedly sold 14 or 15 the first year. The Model T sold for \$850.00 but the dealer's commission was reduced to a 15% commission or \$127.50.

The Model T was a modern, up-to-date, economy class car, but lacked what we might consider standard pieces of equipment. Windshields were not considered necessary and Ford didn't initially make them. Homan custom-made windshields for \$20 in his machine shop. Blacksmiths and machinists across the county routinely made parts for cars. It wasn't until 1919



Homan's Garage on 2nd Ave. early 1900's.

The house on the left is addressed 150 South Main Street (5AM.3821). 2nd Avenue was renamed Cabbage Avenue. Used without permission from *History of Brighton, Colorado and Surrounding Area*, Brighton Genealogy Society, page 171.

that Ford gave discounts on parts to non-dealership service garages. From the start of the auto industry, dealers and mechanics likely made more on parts and labor than new car sales.²⁰

Homan bought property, and built houses and commercial buildings all over Brighton. An early acquisition was lots 12-13 and the north half of lot 15 in Block 7 purchased from Allie Skeel in 1911 for \$450.00. Shortly after this transaction, Homan started selling Buicks. The 1913 Sanborn Map shows the existing house, now addressed 150 South Main Street (5AM. 3821) straddling lots 13 and 14. A garage is shown on the east end of lot 15, and a second, one-story house is on the east end of lot 12. The one-story house was replaced by the existing garage in 1916.

Although it was on the main road into Brighton, near the railroad track, and on the alley, 150 South Main Street's commercial growth was limited by size and residential neighborhood setting. The Homans had a good business, and saw potential for growth. Barely a year after the garage opened, Isabel Homan purchase lots 20-21 in block 1 of North Brighton in 1917, today addressed 117 North Main Street. Although the deed says Isabel paid two dollars and "other valuable considerations," a better indicator of the business revenue and expenses of the early car dealers in Brighton is the Mechanics Lien held by their general contractor H. V. Johnson.

H. V. Johnson performed surveys, hired and paid professional and skilled labor, furnished the plans, specifications and cost estimates for the partly one and partly two story building. Built for a garage with living rooms, the total cost was \$15,953.34, of which H. W. Homan and his mother Isabel paid \$7, 398.05 up front. The lien was recorded November 21, 1917 and the \$8,555.29 balance was paid February 1, 1918. This building had a capacity for 35 cars. The Homans sold 155 South Main Street the following month to Lemuel and Mina Miller for \$5,250.00.²¹

The Homans sold the Homan Garage building and business in February of 1919 to Herman Schloo for \$23,000.00. H.W. Homan opened another machine shop at the rear of his home at 135 South Third Avenue.²²

The Modern Era Begins 1917-1944

The automobile and the roads designed for them influence important decisions between 1917 and 1944. Property owners rented the land or barn at the rear of the property to a business they didn't own. During this time the use of the bicycle and the train were eclipsed by the personal automobile. Automobile owners embraced the cyclist's ideals of the open road and picked up

the mantle of the good roads campaign. Communities learned the hard way that the car was difficult to integrate into existing infrastructure. Large commercial and industrial buildings were built in this period such as Kuner's pickling and canning works and Great Western Sugar refining in North Brighton, and Home Laundry Service, and the Triangle Motor Company complex in the Brighton Subdivision. These largest buildings in the Brighton Subdivision have proved easier to adapt and reuse than those in North Brighton.

This period also saw a renewed spirit of cooperation. For example, area farmers created several cooperative associations such as the Adams County Cooperative Association. Another example are the 1937 and 1966 realignments of Highway 85, where the City of Brighton, Colorado State Highway Department, and property and business owners worked together for better traffic flow and decreased accidents. Although accident statistics proved difficult to locate, the Colorado State Highway Department's Courtesy Patrol started to campaign in 1933 for road improvements across the state that would make travel safer. The Phase I report looked at the 1937 realignment in detail. The Carmichael Building was demolished for the 1937 realignment, as were several houses. It is clear that the City and its residents saw potential economic growth with their new Main Street / Highway 85 alignment. But the economic growth was slow coming or non-existent.

The City of Brighton had long known that the community desired greater north-south connectivity. They probably also discussed a road project as contributing to the local economy by putting men to work and encouraging new business on South Main Street. The new street would help funnel consumers into the existing commercial district. The realignment resulted in the loss of residential properties and reduced the population in the closest neighborhood. The Great Depression of the 1930s and the war effort of the 1940s curtailed but did not stop new commercial construction. The Grand Café (Blue Moon Inn), 76 South Main Street (5AM.3816) was constructed in 1937. The building and business saw new owners every two to three years suggesting that cash flow or revenue was unstable.

Between 1917 and 1919, the three buildings that cover most of block 8 in the Brighton Subdivision were constructed by the Triangle Motor Company. The first building, 240 South Main Street (5AM.3837) was built in 1917 as a gas station and auto repair garage. Two years later, 200 South Main Street (5AM.3836) was built for auto sales and 280 South Main (5AM.3838) for gas sales. When these buildings were completed, 240 South Main was used for auto repair. In addition to Homan's Garage and Triangle Motor Company, the 1913 and 1920 Sanborn Maps show two other auto repair businesses on block 6 (lot 7 and lot 34), and one blacksmith shop in the Brighton Subdivision. Plus, there were eight auto parts, sales, repair, or livery businesses in North Brighton. The 1948 Sanborn shows six auto related businesses in North Brighton and eight such businesses in Brighton Subdivision.

In 1954, the editor of the *Brighton Blade* could not imagine cars getting any more sophisticated and commented that Homan had seen the industry grow from "rompers to full maturity."²³

Agriculture, Cooperatives, and Irrigation

The Brighton Subdivision was platted with the intent of creating a pastoral suburban settlement. But just how pastoral was it? Newspaper advertising indicates the convenience of 14 trains passing through town every day, so a businessman could work in Denver and raise his family in Brighton. In other words, a businessman could have the benefit of city wages while his family had the benefits of country living. The Phase I report showed the reality of the Brighton Subdivision which included investors who built houses as rental properties.

Commercial development was dependent on both farmers and the business that they bought to Brighton. Farmers relied on the railroad to ship product to market and Brighton Subdivision residents had a front row seat to watch the wagons streaming into town with produce.

The Brighton Creamery Company was formed in 1883 to manufacture, sell, and deal in butter and cheese. D. W. Strong, and cycling enthusiast John C. Twombly were among the seventeen men who owned fifteen shares. The Creamery employed between eleven and seventeen men in the 1880s. The Brighton Creamery Company produced 12,600 pounds of butter, 14,694 gallons of buttermilk and 6,000 gallons of cream in its first year. By 1889 the Creamery was buying milk from farmers in Erie, Longmont, Fort Collins, Orchard, LaSalle, Evans, Platteville, and the St. Vrain Valley. Their main market was Denver but they also shipped to New Mexico, Arizona, and Utah.

By the early 1890s, Brighton Creamery Company controlled enough of the Denver market that dairy farmers in western Lakewood started to talk about consolidation and how to build a new railroad spur to be more competitive with Brighton's Creamery. The difference in shipping costs and time by railroad nineteen miles from Brighton to Denver verses shipping by horse drawn wagon seven miles from Lakewood to Denver continued to increase. The factory suffered a devastating fire in 1893 with only 1/16 of the loss covered by insurance. Equipment installed after the fire increased capacity to 2,000 pounds of butter a day. At its peak, Brighton Creamery Company bought butter from Nebraska to meet the Denver market's demand.²⁴

Milk prices, however were falling in the mid-1890s. Partially as a result of the depression caused by the Silver Crash, and no doubt partially due to over production. In addition to Brighton, and Lakewood, there were expanding dairies in Glendale and Denver. Eventually the Brighton Creamery Company diversified and bought and sold meats, vegetables, and eggs.²⁵

Overproduction was a factor in Brighton's vegetable farming history. Vegetable farmers saw similar demand for produce in the 1880s as regional population grew. In 1889, the Brighton Canning Company was formed and its 20 x 40 foot cannery was located at Skeel and Front Street. It is not clear if they *didn't* or *couldn't* pay the mortgage, but D. F. Carmichael foreclosed on the company in 1893. Kuner's had a pickling and salting station in Brighton between 1896 and 1906. Before Kuner's started talking about canning operations in 1907, or opened their sauerkraut canning factory in 1912, they were already buying local tomatoes, cucumbers, and cabbage by the ton and rail carload.²⁶

An 1888 newspaper article, that was reprinted widely, gave a glowing report on the profitability of cabbage when it claimed that Judge Taylor, who had a farm near Brighton, made more money in 1887 from 10 acres of cabbages than many farmers made on 500 acres of wheat, oats, and barley. A few months later, newspapers across the state claimed that it was not uncommon that an acre of land produced \$250.00 net profit when planted in cabbage. Further, "One man on the Platte, near Brighton, has been making a net profit of one thousand dollars a year growing cabbage off from three acres of ground. An establishment in Denver will clear ten thousand dollars this present year by pickling cabbage and putting it up as sauerkraut."²⁷

Having land on the Platte, or an irrigation ditch helped produce record crops. Real estate pamphlets and newspaper advertisements sound as if a farmer with irrigated land has no worries. Hail or drought were not solved by irrigating. And cabbage worms were treated with arsenate of lead and lime solutions well into the twentieth century.²⁸

The Brighton Creamery Company started buying and selling vegetables and eggs in 1889. They initially paid 50 cents for 100 pounds of cabbage. But seven years later, in the 1896 season, the Creamery only paid farmers 25 cents for 100 pounds of cabbage. Prices were slightly higher when a farmer sold to a Denver broker.

To combat low prices, vegetable growers organized into "Associations" or cooperatives. The 1908 Japanese Association of Brighton, Fort Lupton and Platteville worked on behalf of its members to control land rents. The Japanese Farmers Association of Colorado, also known as the Brighton Japanese Agricultural Association, was formed in 1909 in part to protect the rights of the Japanese farmers in the region. Not everyone joined an association, as is evidenced by the businesses of Z. J. Fort. Demand for agricultural products spiked during the First World War as European farmers faced not only labor shortages but also military bivouacs and battles.²⁹



Fulton Lateral Ditch looking south from Egbert Street.

The Fulton Irrigation Ditch carries water in a north easterly direction about 1.25 miles east of the Brighton Subdivision. The Fulton Lateral Ditch carries water in a northerly direction starting south of the intersection of East 136th Avenue and Potomac Street and ends just south of Fort Lupton. It runs more or less parallel to the railroad tracks just east of the Brighton Subdivision boundary.

In the late 1880s, the duties of the Town Marshall included keeping both the streets and the Lateral clean. Another duty was to water the city's trees using water from the Lateral. Although they started planning the lateral in 1877, it was 1893 before it was extended north of Bridge Street.

Increased demand led to increased production. Increased production led to increased wagon and truck traffic on South Second Avenue, which in turn led John C. Twombly to circulate a petition to have Second Avenue renamed Cabbage Avenue.

The agricultural depression that followed the First World War hit Colorado's dairy and vegetable farmers. Denver based brokers bought crops for as little as they could, and they controlled the regional market. In 1920 the Brighton based Colorado Cabbage Exchange was organized to broker and market and hopefully get better prices than the Denver brokers. At its peak, the Colorado Cabbage Exchange boasted of 2,000 members including Japanese farmers. Colorado farmers faced low prices from brokers, which continued to fall over the harvest season - the highest prices were paid for the early crops. Many looked to the Colorado Cabbage Exchange as a model as they offered the same price all season. A letter to the editor of the *Chaffee County Democrat* on September 24, 1921 suggested that the lettuce growers around Buena Vista should create their own exchange.

The Colorado Cabbage Exchange built "vegetable loading sheds" in the railroad right-of-way about 100 feet north of the intersection of Egbert Street and newly re-named Cabbage Avenue. A second "vegetable loading shed" is depicted in the railroad right-of-way about 120 feet north of the first shed. These sheds are identified on the 1928 Sanborn Map, but do not appear on the 1920 or the 1928-1948 maps. The Sanborn Maps use dotted lines to outline these sheds in the same way loading docks and porches were drawn. As there is a one-story solid line structure attached to the northern most shed, it is reasonable to conclude that these structures could have been roofed, but did not have walls.

The Denver based brokers paid 75 cents per hundred pounds of cabbage at the beginning of August 1921, and 30 cents in early September. Some farmers claimed it was cheaper for them to let the crop rot in the fields than to try taking it to market. It was suggested that some of the problem was a shortage of refrigerator cars - the Brighton crop was largely destined for southern markets.³⁰

Four vegetable broker/shippers in Denver got together in early 1921 and agreed to start the season paying \$2.00 per hundred pounds of cabbage. One of those brokerages was Z. J. Fort Produce Company who did business under the name Celeryvale Farm. The Denver broker/shippers offered growers a contract that would pay five percent more than the Colorado Cabbage Exchange at any time. The Colorado Cabbage Exchange had announced it would pay \$1.50 for the season. In July, William C. Hood, manager of the Exchange stated that the membership stood firm and would not break their contracts with the Exchange. Both the Denver brokers and the Exchange sold cabbage for \$1.75 per hundred pounds. "If the Denver shippers are willing to lose 25 cents a hundred pounds on cabbage to break up the exchange, it ought to impress upon the farmers that 25 cents a hundred pounds is only a part of the value of the exchange to them. If the exchange were not going to help the farmers the Denver shippers would not try to break it up."³¹

By honoring their contracts with the Exchange, farmers in Brighton and northern Colorado forced the price of cabbage to go up by creating a shortage on the market. This action briefly put the Colorado Cabbage Exchange in control of the market. Buyers in eastern and southern states who relied on having Colorado cabbage to sell to their customers looked for the lowest price. The result being that Exchange farmers received \$1.75 for early cabbage in 1921. The *Aurora Democrat* reported that 3,000 rail carloads of cabbage were shipped out of Brighton that year.³²

The price war between the Colorado Cabbage Exchange and Denver based brokers continued to escalate until attorneys on behalf of the Exchange filed temporary restraining orders and preliminary injunctions in July 1925 in Colorado District Court in Greeley. One temporary restraining order was addressed to a group of 46 Japanese farmers who broke their contract with the Exchange seeking a higher price for their cabbage. And one was against Z. J. Fort and his employee, Phillip Yoon, for conspiring to induce Exchange members to break their contracts. The issue was two-fold, first, did the Exchange have the power to enforce contracts, and second, could the Exchange punish competitors?³³

Whether or not these court cases affected future cabbage growing is worthy of further study. What is known is that farmers often banded together along crop or ethnic affiliations to get the best price for produce. After 1925 very little is found in the state's newspapers about local produce markets especially reports of the number of rail carloads of any one product. The cabbage sheds along Cabbage Avenue were gone by 1929, and Fort's reputation and business in Brighton seems to survive intact.

The Union Pacific railroad took the blame for a mid-December 1927 car-train accident at the Egbert street crossing that resulted in six fatalities. The coroner's jury declared that the "railroad should be compelled to remove the cabbage loading sheds which the jurors held prevented the drivers of automobiles from 'getting a view of approaching trains.'" As the sheds do not appear on the 1928-1948 Sanborn map, the reign of king cabbage, at least on Cabbage Avenue, was ending.

Brighton's best documented cooperative association is the Adams County Cooperative Association. Modernizing the farm in the 1920s meant buying trucks and tractors, and for the first time in the history of agriculture, farmers could not feed their transportation directly from the land. Now farms needed a bulk gas tank, and relied on petroleum dealers to deliver fuel. Formed in 1936, the Adams County Cooperative Association (Co-op) was formed to get the best price on petroleum products. They started with a location on North Main Street just north of the alley between Bridge and Strong Streets.

But the location was too small for the amount and types of vehicle traffic it created, so in 1939 the Co-Op borrowed money and bought an existing one room station at 279 South Main Street (5AM.3839) across the street from the Triangle Motor Company gas station at 280 South Main

Street (5AM.3838). The Co-op joined the Multi-State Consumers Cooperative Association which acted as a wholesaler for its member associations.³⁴

Over the next six years, the Co-op remodeled, modernized, and expanded the station. In 1946 they razed two houses and built a grocery, appliance, and feed store. This building is now addressed 301 South Main Street (5AM.3840). Business was good after World War II and in 1960 the Co-op built a warehouse on the railroad's right-of-way (5AM.3831). In the late 1970s, just as traffic was drying up on the Highway 85 business route through the Brighton Subdivision, the Co-op sales had outgrown these facilities, and their business plan changed. In 1980, the Co-op sold 301 South Main Street to the Salvation Army. Adams County Cooperative Association changed its name to American Pride Co-op in 1991, and with additional mergers, to Agfinity in 2012.

Highway 85 and the Courtesy Patrol

U.S. Highway 85 starts in El Paso, Texas, and ends at the Canadian border near Fontana, North Dakota. Designated in 1920, Highway 85 traveled through the Brighton Subdivision along South 1st Avenue and later South Main Street.

Colorado Highway Department (known today as Colorado Department of Transportation) began managing state roads on January 1, 1910, some four years after H.W. Homan drove his REO from Kansas to Colorado. In 1918, the Department laid its first section of concrete pavement as part of their initial Federal Aid Project. The project covered the four miles of Santa Fe Drive (Highway 85) between Denver and Littleton. This road was also known as the Great North and South Highway. To commemorate it being the first road project with Federal aid, Colorado designating it "SH 1" in 1923, only to have it be re-numbered as U.S. Highway 85 in 1927. Greeley, Brighton, Denver, Colorado Springs, and Pueblo were connected by Colorado's first major highway.³⁵

Population growth, car ownership, improvements in trucks, and number of farmers modernizing guaranteed that this newly paved farm to market road would continue to see increased use. As with any new technology, automobiles took a while to get used to and with more miles of good road, motorists were encouraged to drive. Local law enforcement and emergency services had to play catch-up. In 1930, the American Red Cross initiated a new program of emergency first aid stations on major roads. Local chapter members were trained and small offices manned 24 hours a day. An additional concern with new and better highways was the ability of criminals to evade arrest.³⁶

Colorado created the State Highway Courtesy Patrol as a division of the Colorado State Highway Department in 1933. This Courtesy Patrol was charged with promoting safety, protecting human life, and "preserving the highways of this state by the intelligent, courteous and strict enforcement, exclusively, of the laws and regulations of this state relating to highways and the traffic" on them. They also had instructions to stay out of the way of local law enforcement.

There was debate as to whether or not they should carry guns. But Governor Ed Johnson categorically refused the idea, saying "There's no courtesy in a shotgun." Instead the Patrol's weapons were warnings, polite smiles and court citations.³⁷

As part of their duty was to promote safety and protect human life, and since the Courtesy Patrol was a division of the Highway Department, patrolmen had direct means to report on dangerous curves and zig-zagging roads. As detailed in the Phase I report, the Main Street was "straightened" in 1937. It should be noted that early in the process, the *Brighton Blade* refers to the project as the "re-routing of highway 85," and not to Main Street. As the project progresses, the newspaper changes to talking about Main Street. The State Highway Department wasn't concerned with getting traffic to Brighton's downtown businesses, but rather with the safe flow of traffic on the State's main north-south highway.³⁸

1945 Forward

The 1945 forward time period saw the blacksmith replaced with machinists and auto mechanics. There was a greater diversity business building in the Brighton Subdivision than in the previous years. In addition to the 1937 Main Street project there were national post war cultural shifts that also came to Brighton. Ready cash, increased automobile ownership, and household and labor-saving appliances contributed to the number of people eating out. Two restaurants were built and three extant buildings were converted to restaurants and or bars. These are 59 and 61 South Cabbage (5AM.3845 and 5AM.3848) and 174 South Main Street (5AM.3834). The post war commercial buildings represent just under half of the total surveyed, and are as diverse in nature as the previous time periods.

The State Highway Department (and later CDOT) began adding lanes and interchanges to make Highway 85 an expressway in 1957. By 1960, this expressway extended most of the miles from north of Denver to south of Greeley. The bypass and interchanges at SH 7 were completed in 1966, and the state maintained the business route through Brighton until 2003.³⁹

The effect of the expressway re-alignments of the 1950s and 1960s took about ten years to be seen in the Brighton Subdivision. The number of gas stations in the survey area went from four to none by the late 1970s. Today three former gas stations still stand, but none of the businesses are auto-centric. The new and improved U.S. 85 did exactly what expressways are meant to do – relieve the traffic pressures from older neighborhoods and smaller streets, increase pedestrian safety in commercial districts by decreasing through traffic, and decrease inter-city commuter travel times by increasing lanes and decreasing stops.

Brighton Subdivision's New Neighbor

The Phase I report's context ended with a look at the Brighton Pavilions. A new century, and expanding metropolitan Denver, had Brighton's political leaders and business developers scrambling for how to capture a piece of the economic growth. According to the *Denver Post*,

“Nearly everyone agrees downtown Brighton needed renovation. Achieving that objective was difficult with a slow economy and absentee landlords. The city planned to build a “new, but old-feeling shopping and entertainment center next door to its old downtown, hoping the vitality of one will carry over to the other.” But the real trick to healthy brick-and-mortar retail is getting potential customers out of their cars and thereby increasing foot traffic.

Visible from the backyards looking to the west, a site along South Main’s escarpment was selected in 2003 for the new commercial development: the Brighton Pavilions. In November of that year, the *Denver Post* was less than flattering about the Pavilions’ prospects based on its proximity to South Main Street’s businesses and humble homes: “The Brighton Pavilions would go in between Brighton’s less-cohesive South Main Street downtown area and U.S. 85. Most of Brighton’s downtown sits on North Main Street, a baseball’s throw away.”⁴⁰

Many long time Brighton residents recalled that the area Pavilions occupied was known locally as the pasture or where early airplanes landed.⁴¹ The City and the developers were hopeful that downtown business would benefit from economic diversity and the amenities offered by the Pavilions would keep consumers in the area longer. This promoted the idea that the historic nature and properties of the Brighton Subdivision faced a new threat in this very immediate development. In 2011, a *Brighton Standard Blade* headline complained that “Pavilions can’t even get empty right.” Fixtures and signs remained in place in businesses that had been closed for one and two years. The staff writers found it depressing and blamed a downturn in the economy and the difficulty in reaching the location.⁴²

Now nearly fifteen years after opening, the Pavilions has had at least one ownership change. Brighton Subdivision remains largely unchanged. Most of the homes and commercial buildings in the subdivision have seen little negative or positive change as a result of the Pavilions. Impromptu sidewalk interviews with Brightonians suggested that the Pavilions were unattractive because the neighborhood was unattractive. Several said it was difficult to figure out how to get there the first time.

When Phase I started, Google Maps labeled the alley behind the Subdivision's South Main Street lots Egbert Street. Now Google Maps calls it Pavilions Place. This represents a new threat to the Subdivision. Will developers or business owners say, "we should clean this old neighborhood up?" Will clean up mean demolishing older buildings? The great barrier to success is finding a way to divert the 21,000 plus cars a day commuting past Brighton on Highway 85 or finding a way to convince local residents that the Pavilions "maintains a charming community-enthused shopping experience," and is worth parking the car for. The Pavilions is more cut off from routine traffic flow than historic downtown north of Bridge Street or the businesses in the Brighton Subdivision. Special events are nice, but businesses need consistent cash flow that repeat customers bring.⁴³

The Brighton Subdivision has always been working class. The neighborhood has been largely ignored as Brighton, and all of metropolitan Denver, experience unparalleled economic growth. Very few of its residents or business owners made significant marks that shaped the course of

city development yet without them there would be no city. Brighton Subdivision comes to us in the twenty-first century as a neighborhood where people lived, worked, and tried to achieve the twin American dreams of homeownership and being your own boss.

Recommendations

Brighton Local Landmark Designation: The Phase II survey found one property that is potentially eligible for listing in the National Register, five properties that are potentially eligible in the State Register; and fourteen properties that are potentially eligible for local landmark designation. The Brighton program for local designation acknowledges the local architectural or historic significance of properties that may otherwise not be eligible for listing in the National or State registers. In Colorado, local designation also provides some financial benefits similar to a state designation, such as the state tax credits or eligibility for State Historical Fund grants.

Some of the eligible properties are either currently owned by the city, or may be owned by the city in the future. The City of Brighton is encouraged to take the lead in applying for local designation of these properties.

Local designation has the benefit of a comparatively easier and quicker designation process. More importantly, local designation provides a level of protection for historic buildings that is not available with the National or State registers. Any building permits for a local landmark building must first be reviewed by the Brighton Historic Preservation Commission. This will hopefully prevent the demolition of Brighton's most significant historic resources.

To encourage local designation, the city should consider a historic plaque program. Other cities have developed financial incentives for local designation; these are worthy of investigation by the commission.

Additional Survey and Research: This survey documented only a small percentage of Brighton's historic resources. *The Historic Resources Survey Plan: City of Brighton, Colorado* recommended several additional phases of survey to be completed. The city should continue its program of survey following the recommendations in the survey plan. Certified Local Government and State Historical Fund grants are available to help fund these projects. The next phase of survey recommended in the Survey Plan is another selective survey, focusing on agricultural properties, perhaps building on the 2016 CLG grant-funded agricultural survey (CO-15-014). As these are threatened by future development around Brighton, this is a logical phase. However, it is recommended that the next phase of survey also include all remaining agricultural food processing property types. These resources not only have historic associations with the outlying farms, they were also extremely significant to Brighton's and northeastern Colorado's economy in the twentieth century. After completion of this next phase of survey, a thorough agricultural context can be developed.

Additional survey and research is particularly critical in order to develop historic contexts and formal historic studies that more accurately describe the historic themes that influenced Brighton's development.

Brighton Historic Preservation Commission: Brighton Historic Preservation Commission (HPC) is also fortunate to have dedicated office space located in the former Adams County Courthouse, now a city-owned building. Furthermore, several commission members frequently publish books or articles on Brighton history and its historic resources. It is recommended that the HPC continue to improve its storage and indexing systems, and continue to develop its collection of historic materials. The HPC and city preservation staff are encouraged to continue to improve their already high professional level of museum and textual research projects.

Educational Activities: The owners of properties included in this survey should be given a copy of the survey form for their property. At the same time, an information sheet describing the benefits of federal, state and/or local historic designation can be provided. A display of the surveyed buildings could be prepared for the Historic Preservation Commission offices. The information could also be compiled for an online or printed informational booklet. Finally, copies of the survey forms and report should be placed in repositories such as the local library, and potentially posted online.

Planning Activities: The survey forms that resulted from this project should be incorporated into the city GIS system, tagging properties with a note that a historic survey has been completed. This will enable planners or permit technicians to notify owners or future developers that there is potential for historic resources on these properties.

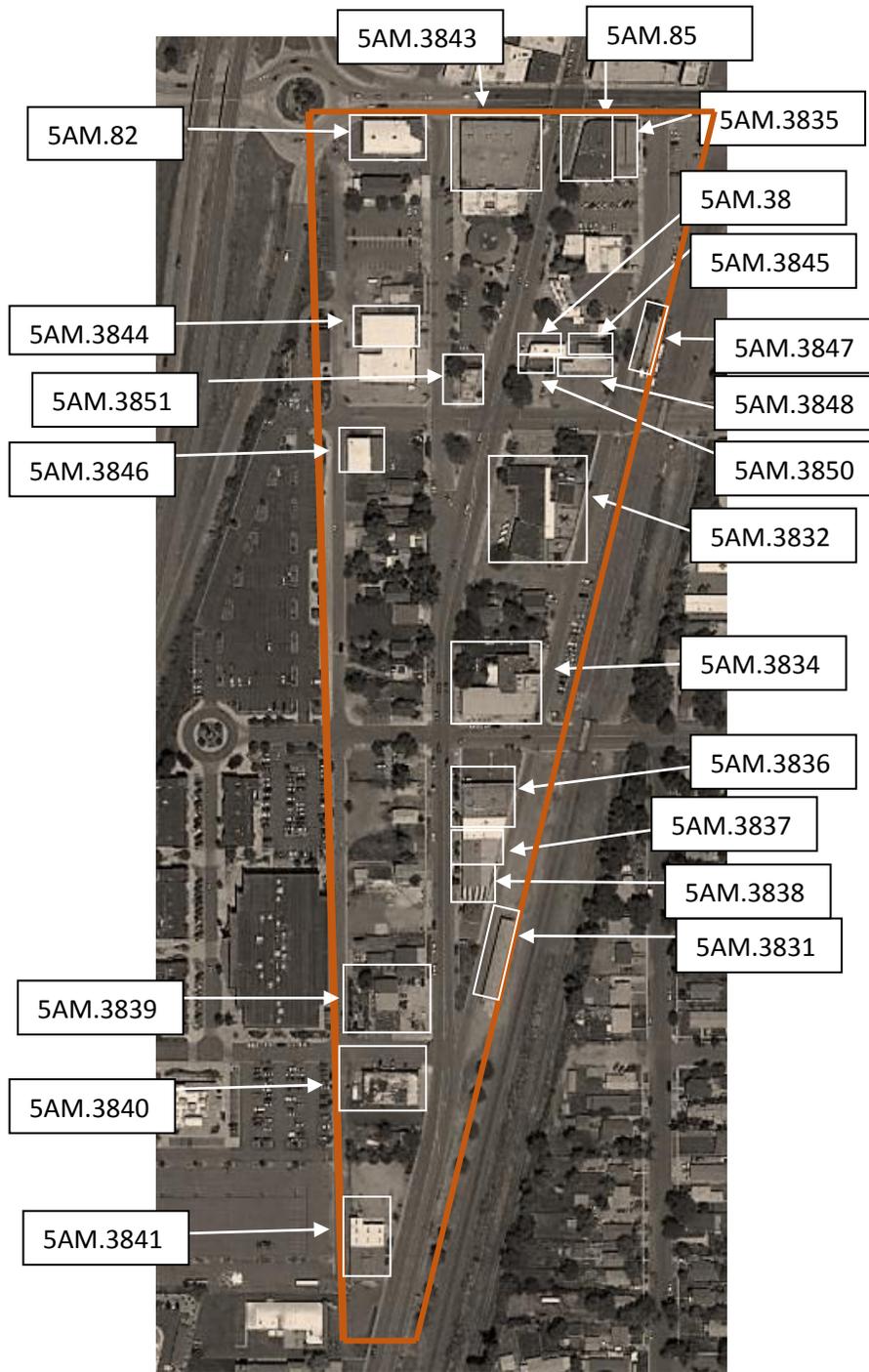
Survey Log

Table 3 below contains all the properties surveyed in Phase II, listed by the state identification number. The three columns on the right indicate the properties recommended eligibility for the National Register of Historic Places (NRHP), the Colorado Register of Historic Properties (State), or the Brighton local landmark (Local). Figure 3 identifies the properties on an aerial photograph taken from Google Maps in 2018.

Table 2 – Twenty-One Commercial Buildings ordered by OAHP Site Number with Eligibility Recommendations

Address	OAHP Site No.	NRHP	State	Local
5 South First Avenue	5AM.82	No	Yes	Yes
168-172 East Bridge Street	5AM.85	No	Needs Data	Yes
282 South Cabbage Avenue	5AM.3831	No	District	Yes
130 South Main Street	5AM.3832	No	Needs Data	Yes
174 South Main Avenue	5AM.3834	No	No	Yes
176 East Bridge Street	5AM.3835	No	No	Yes
200 South Main Street	5AM.3836	No	No	Yes
240 South Main Street	5AM.3837	Needs Data	Needs Data	Yes
280 South Main Street	5AM.3838	No	No	Yes
281 South Main Street	5AM.3839	District	Yes	Yes
301 South Main Street	5AM.3840	No	District	Yes
345 South Main Street	5AM.3841	No	District	Yes
5 South Main Street	5AM.3843	Demolished		
57 South First Avenue	5AM.3844	No	Yes	Yes
59 South Cabbage Avenue	5AM.3845	No	No	No
60 Bush Street	5AM.3846	No	No	No
60 South Cabbage Avenue	5AM.3847	No	Needs Data	Yes
61 South Cabbage Avenue	5AM.3848	No	No	No
66 South Main Street	5AM.3849	No	No	No
70 South Main Street	5AM.3850	No	Needs Data	Yes
71 South Main Street	5AM.3851	No	No	No
Fulton Lateral Ditch	5AM.3991.1	No	Yes	Yes

Figure 3. Surveyed Properties on Map



General boundaries Brighton Subdivision survey area are outlined in orange. The surveyed properties are outlined in white. Bridge Street is the northern boundary and Union Pacific Railroad Tracks (east). (Note: Railroad tracks have previously been surveyed and are not included.

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Appendix

Table 3 – Phase II Commercial Buildings – By Date Built

Address	OAHP Site No.	Date Built	Type of Business
168-172 East Bridge Street	5AM.85	1907	Retail / professional offices
176 East Bridge Street	5AM.3835	1912	Retail (housewares)
240 South Main Street	5AM.3837	1917	Auto repairs / gas station
200 South Main Street	5AM.3836	1919	Auto sales
280 South Main Street	5AM.3838	1919	Gas Station
61 South Cabbage Avenue	5AM.3848	1922	Utility Company
5 South First Avenue	5AM.82	1928	Auto sales and service
174 South Main Avenue	5AM.3834	1930	Laundry / Dry Cleaning
59 South Cabbage Avenue	5AM.3845	1936	Blacksmith Shop
281 South Main Street	5AM.3839	1937	Gas Station / bulk sales
130 South Main Street	5AM.3832	1940	Gas Station
57 South First Avenue	5AM.3844	1945	Auto Sales and repairs
301 South Main Street	5AM.3840	1946	Retail (grocery, housewares)
60 Bush Street	5AM.3846	1946	Auto Repair
60 South Cabbage Avenue	5AM.3847	1949	Warehouse Lumber
71 South Main Street	5AM.3851	1949	Restaurant
345 South Main Street	5AM.3841	1952	Auto repair / specialty sales
70 South Main Street	5AM.3850	1955	Restaurant
66 South Main Street	5AM.3849	1957	Professional offices
5 South Main Street	5AM.3843	1959	Retail (clothing, housewares)
282 South Cabbage Avenue	5AM.3831	1960	Warehouse Retail

Table 4 – Phase II Commercial Buildings – By Original Business Type and Date Built

Address	OAHP Site No.	Date Built	Original Business	Current or Most Recent Business
240 South Main Street	5AM.3837	1917	Auto repairs / gas station	Agricultural Specialty Store
60 Bush Street	5AM.3846	1946	Auto Repair	Auto Repair
345 South Main Street	5AM.3841	1952	Auto repair / specialty sales	Vehicle Maintenance
200 South Main Street	5AM.3836	1919	Auto sales	Specialty Store (print shop)
5 South First Avenue	5AM.82	1928	Auto sales and service	Specialty Store
57 South First Avenue	5AM.3844	1945	Auto Sales and service	Specialty Store (guns)
280 South Main Street	5AM.3838	1919	Gas Station	Locksmith
281 South Main Street	5AM.3839	1937	Gas Station bulk sales	Auto Repair
130 South Main Street	5AM.3832	1940	Service Station	Warehouse / Education
59 South Cabbage Avenue	5AM.3845	1936	Blacksmith Shop	Specialty Store (bakery/restaurant)
168-172 East Bridge Street	5AM.85	1907	Retail / Professional offices	Business/Professional offices
176 East Bridge Street	5AM.3835	1912	Retail (housewares)	Retail - Business/Professional
301 South Main Street	5AM.3840	1946	Retail (grocery, housewares)	Retail (grocery)
5 South Main Street	5AM.3843	1959	Retail (clothing, housewares)	Demolished
61 South Cabbage Avenue	5AM.3848	1922	Utility Company	Restaurant – Auto specialty retail
70 South Main Street	5AM.3850	1955	Restaurant	Bakery
174 South Main Avenue	5AM.3834	1930	Laundry / Dry Cleaning	Restaurant
71 South Main Street	5AM.3851	1949	Restaurant	Restaurant
66 South Main Street	5AM.3849	1957	Professional Offices	Professional Offices
60 South Cabbage Avenue	5AM.3847	1949	Warehouse Lumber	Warehouse
282 South Cabbage Avenue	5AM.3831	1960	Warehouse Retail	Warehouse

Table 5 – Brighton Businesses 1893 Sanborn Map

Business	Subdivision	Block / Lot	Notes
Bank	Brighton	Block 6 Lot 39-40	Carmichael Building
Barber	North Brighton	Block 1 Lot 23	
Barber	North Brighton	Block 3 Lot 7	
Blacksmith	North Brighton	Block 1 Lot 12	
Blacksmith	North Brighton	Block 2 Lot 5	
Blacksmith and wagon shop	Brighton	Block 6 Lot 8	
Wagon Shop	North Brighton	Block 1 Lot 13	
Boarding House	North Brighton	Block 3 Lot 6	
Boarding House	North Brighton	Block 4 Lots 5-6	
Bakery & Boarding	North Brighton	Block 4 Lot 9	
Brighton Creamery	North Brighton	Block 1 Lots 16-18	
Drugs	Brighton	Block 6 Lot 1-2	1 st floor Opera House
Dry Goods	North Brighton	Block 1 Lot 15	
Feed	North Brighton	Block 1 Lot 14-15	
Fire Dept / Town Hall	Brighton	Block 6 lot 31	
General Store	North Brighton	Block 3 Lot 1-2	Includes warehouse
General Store	North Brighton	Block 3 Lot 4	
Hand Printing	Brighton	Block 6 Lots 3-4	1 st floor Opera House
Hardware &c	Brighton	Block 6 Lot 1-2	1 st floor Opera House
Harness shop	North Brighton	Block 4 Lot 10	
Hotel	Brighton	Block 6 Lot 21	
Jeweler	North Brighton	Block 4 Lot 12	
Livery	North Brighton	Block 4 Lots 1-3	
Livery	Brighton	Block 6 lots 1-4	1 st floor Opera House
Lodge Rooms	Brighton	Block 6 Lots 3-4	2 nd and 3 rd floors Opera House
Lumber yard	North Brighton	Block 4	
Meat	North Brighton	Block 1 Lot 14	
Meat	North Brighton	Block 4 Lot 11	
Meat	Brighton	Block 6 Lot 39-40	Carmichael Building
Opera House	Brighton	Block 6 Lots 1-4	
Post Office	North Brighton	Block 2 Lot 8	
Paints &c	Brighton	Block 6 Lot 1-2	1 st floor Opera House
Paint	Brighton	Block 6 Lot 39-40	Carmichael Building
Saloon	North Brighton	Block 2 Lot 10	
Saloon & Billiards	North Brighton	Block 4 Lot 7	
Tobacco & Cigars	North Brighton	Block 2 Lot 8	
Vacant	North Brighton	Block 1 Lot 24	
Vacant	North Brighton	Block 2 Lot 7	
Vacant with oven	North Brighton	Block 4 Lot 12	
Vacant	North Brighton	Block 4 Lot 12	
Vacant	Brighton	Block 6 Lots 1-2	1 st floor Opera house

Table 6 – Phase II Commercial Buildings – By Date Built including Timeline

Address	OAHP Site No.	Date Built	Type of Business
Population about 366		1900	
168-172 East Bridge Street	5AM.85	1907	Retail
Adams County Courthouse at 4th and Bridge Street		1906	
Population about 850⁴⁴		1910	
176 East Bridge Street	5AM.3835	1912	Retail
Kuners and Great Western open in Brighton		1917	
240 South Main Street	5AM.3837	1917	Auto repairs / gas station
200 South Main Street	5AM.3836	1919	Auto sales
280 South Main Street	5AM.3838	1919	Gas Station
Population about 2,700		1920	
61 South Cabbage Avenue	5AM.3848	1922	Utility Company
Santa Claus flyover		1926	
5 South First Avenue	5AM.82	1928	Auto sales and service
174 South Main Avenue	5AM.3834	1930	Laundry / Dry Cleaning
Population about 3,394		1930	
59 South Cabbage Avenue	5AM.3845	1936	Blacksmith Shop
281 South Main Street	5AM.3839	1937	Gas Station bulk sales
Realignment of Highway 85 / Main Street Completed		1937	
WPA Courthouse Addition		1939	
130 South Main Street	5AM.3832	1940	Gas Station
Population about 4,029⁴⁵		1940	
57 South First Avenue	5AM.3844	1945	Auto Sales and repairs
301 South Main Street	5AM.3840	1946	Retail
60 Bush Street	5AM.3846	1946	Auto Repair
60 South Cabbage Avenue	5AM.3847	1949	Warehouse Lumber
71 South Main Street	5AM.3851	1949	Restaurant
Population about 4,300		1950	
345 South Main Street	5AM.3841	1952	Auto repair / specialty sales
Wire Building Burns		1955	
70 South Main Street	5AM.3850	1955	Restaurant
66 South Main Street	5AM.3849	1957	Professional Offices
U.S. 85 express way North of Denver, BUS 85 designated		1957	
5 South Main Street	5AM.3843	1959	Retail
282 South Cabbage Avenue	5AM.3831	1960	Warehouse Retail
Population about 7,000		1960	
Seiji Horiuchi Elected to State Legislature		1961	
SH 7 interchange		1966	
BUS 85 turned over to the City		2003	

¹ Avenue L Architects, "Historic Resources Survey Plan: City of Brighton, CO. Project Number CO-11-013," (July 16, 2012), 1-2.

² "Historic Resources Survey Plan: City of Brighton, CO. Project Number CO-11-013." 1-5.

³ Base map from City of Brighton Website, GIS Department.

<https://www.brightonco.gov/DocumentCenter/View/3342/Street-Wall-Map-2017?bidId=>

⁴ Dorr, W. Carl. "Brighton Once Stopover on Stage Coach Run Between Fort Laramie, Wyoming and Denver." *The Brighton Blade*. March 10, 1958, 1.

⁵ Gene Edward Hamaker: [collection]: 1984, Manuscript #1456, Stephan Hart Library, History Colorado, page 34. Dr. Hamaker's obituary states that he wrote two books, *Irrigation Pioneers: A History of the Tri-County Project to 1935*, (the central Nebraska irrigation project) and *Brighton, Colorado*. However, we were unable to locate a copy of his Brighton history other than the manuscript which does not include his references. Dr. Hamaker (1928-1984) grew up in Nebraska, had family in Denver, and at the time of his death was a professor of history at Kearney State College, Kearney, Nebraska.

⁶ "Many Companies Settled Early in Brighton," Denver Times, October 1902, reprinted in *Colorado Prospector*, Vol 15, No. 10. October 1984.

⁷ 1950 Census of Population: Volume 1. Number of Inhabitants: Colorado, US Government Printing Office, 1951, page 6-8.

⁸ *New York, New York, City Directory, 1857; Federal Census 1860, 1870, 1880; Reed-Read lineage. Captain John Reed of Providence, R. I., and Norwalk, Conn. and his descendants through his sons, John and Thomas, 1660-1909.*

⁹ 1860 U. S. Federal Census for Iowa. 1860; Census Place: *Davenport, Scott, Iowa*; Roll: *M653_340*; Page: *274*; Family History Library Film: *803340 accessed on Ancestry.com*. The Census Bureau produces statistics for labor and wagers. An Iowa farm hand receiving board could expect \$13.12 a month. *Statistics of the United States, (including mortality, property, &c.,) in 1860: comp. from the original returns and being the final exhibit of the eighth census*, under the direction of the Secretary of the Interior. Washington, DC, 1866. Accessed at <https://babel.hathitrust.org/cgi/pt?id=chi.12697213;view=1up;seq=586>.

¹⁰ Adams County Real Estate Book 2 page 235, and Emily Ellsworth Ford Skeel papers, Manuscripts and Archives Division, The New York Public Library. Emily E.F. Skeel was an early biographer of Nathaniel Webster, and wife of Roswell Skeel, Jr.

¹¹ www.census.gov; Hamaker manuscript pages 38, 91, 261, and 294; *Field & Farm*, March 10, and March 24, 1888.

¹² *Rocky Mountain News* January 19, February 26, March 4, April 20 and May 14, 1869.

¹³ *Boulder County Pioneer*, March 10, 1869; Georgetown Courier, September 4, 1879; Colorado Daily Chieftain, May 17, 1878, January 12 and May 24, 1879.

¹⁴ *The DWC Echo* May 1, 1895; and Hamaker Manuscript page 257.

¹⁵ *Herald Democrat*, June 20, 1896; *Boulder Daily Camera*, August 25, 1896; *Salida Mail*, August 25, 1896; *Colorado Daily Chieftain*, September 14, 1896; *Chaffee County Republican*, September 16, 1896; and *Colorado Daily Chieftain*, December 13, 1895 and June 20, 1897.

¹⁶ *The History of Brighton, Colorado and Surrounding Area*, Brighton Genealogy Society, page 43.

¹⁷ *DWC Echo*, Vol. 2, No. 4, June 1, 1896, page 3.

¹⁸ *Herald Democrat*, June 20, 1896 and *The Cycling West* summer 1896.

¹⁹ Hamaker manuscript, page 401 and "The Racing Game," *DWC Echo*, Vol. III, No 3, October 1898, page 20.

²⁰ "Garagemen Will Get Ford Parts Discount," *Motor World for Dealers, Jobbers and Garagemen*, January 1, 1919.

²¹ Adams County Document Number 45623 Book 88 Page 269A, Lien Statement H. V. Johnson vs. W. W. Homan and Isabel Homan, Adams County Document Number 47087 Book 89 Page 103A, Release of Mechanics Lien H. V. Johnson To H.W. Homan ET AL, February 1, 1918; Model T Ford Forum: Mark Up, www.mtfc.com/discuss/messages/179374/219594.html; 1920 Sanborn Map.

²² Adams County Document Number 54330 Book 100 Page 67, Warranty Deed, Isabell and Herbert W. Homan to Herman J. Schloo, February 25, 1919; Document Number 54331 Book 77 Page 639, Deed of Trust, Herman J. Schloo to Isabell Homan, February 25, 1919.

²³ *Brighton Blade*, April 1, 1954.

²⁴ Hamaker manuscript page 238; *Field & Farm*, March 3, 1888, page 3.

²⁵ Hamaker manuscript pages 260-261, 293, 302, 323. The Brighton Dairyman's Association was formed in 1895 in response to declining milk prices. The Windsor Dairy Block in Denver was built in 1920. 1913 and 1920 Sanborn Maps.

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- ²⁶ Hamaker manuscript pages 100-101 and 357; and *Brighton Blade*, April 29, 1906 and June 14, 1907.
- ²⁷ News, *Stuart Chronicle*, June 21, 1888; and "Cabbage Culture in Colorado," *Stuart Chronicle*, January 3, 1889. These were news service articles that were reprinted all over the state. Stuart, Colorado, is in Kiowa County.
- ²⁸ Hamaker manuscript pages 22, 75, and 250; and, "Farm Hints," *Aurora Democrat*, July 31, 1925.
- ²⁹ Hamaker manuscript pages, 91, 358; *The History of Brighton, Colorado and Surrounding Area*, Brighton Genealogy Society, page 80; "A Brief Economic History of Colorado," Wilson D. Kendall, Center for Business and Economic Forecasting, Inc, Prepared for the Demography Section, Colorado Department of Local Affairs, 2002.
- ³⁰ *Loveland Reporter*, August 9, 1920; and, *Keota News*, September 3, 1920.
- ³¹ *Loveland Reporter*, July 30 1921.
- ³² *Fort Collins Courier*, August 17, 1921; and, *Aurora Democrat*, November 4, 1921.
- ³³ "Interest Focused to District Docket in Judge Smith's Court," *Longmont Daily Times*, October 30, 1925. More research should be done to fully understand the local ramifications of this case. See also "Man Tells of Jap Boycotting Cabbage Co-op," *Longmont Daily Times*, December 30, 1925; "Seven Cabbage Case Japs Discharged by Judge Smith," *Longmont Daily Times*, December 31, 1925; and, "19 Japs Fined; Injunction to be Permanent," *Longmont Daily Times*, January 28, 1926. *Fort, Et Al. V. Co-operative Farmers' Exchange*, Supreme Court of Colorado, Department Two, En Banc. May 9, 1927. 81 Colo. 431, 256 P.319. and *Fort v. People Ex Rel. Co-operative Farmers' Exchange*, Supreme Court of Colorado, Department Two, May 9, 1927. 81 Colo. 420, 256 P. 329.
- ³⁴ *The History of Brighton, Colorado and Surrounding Area*, Brighton Genealogy Society, page 149.
- ³⁵ Autobee, Robert. *Highways to the Sky*. Colorado Department of Transportation Historic Highway Context. 5-23 to 5-26.
- ³⁶ "Motor Injuries Treated by Red Cross First Aid," *Aurora Democrat*, October 31, 1930, and the *Wray Gazette*, November 27, 1930
- ³⁷ Colorado State Patrol 1935-2010. Kelly Roll, Editor. M.T. Publishing, Evansville, Indiana, 2011. Pages 11-12.
- ³⁸ "Appraisers Are Named for New Road by Johnson," *Brighton Blade*, June 25, 1937.
- ³⁹ www.mesalek.com/colo/us85.html
- ⁴⁰ Ingold, John. "High Hopes in Downtown Brighton." *Denver Post*, November 27, 2003, 1-b and 6-b.
- ⁴¹ This was not an airport. There is one known picture of a very early biplane in this field. Brighton was not on the coast to coast airmail route - that flight path did not cross Colorado but rather crossed Wyoming where the mountain passes were lower altitude. There is no evidence that there was a concrete arrow for the coast to coast route in Colorado. Brighton's beacon was initially for the north-south flight path between Pueblo, Colorado and Cheyenne, Wyoming. By 1930, the beacon at Brighton was no longer in use. (Airway Map No 131, Aeronautics Branch, Department of Commerce, March 1930, Library of Congress.) The newspapers in December 1926 are clear that Santa did not land in Brighton but flew over several times dropping coupons for electrical appliances redeemable at the local Public Service Store. *Brighton Blade*, December 17, 1926.
- ⁴² "Perspective: Pavilions Can't even get empty right." *Brighton Standard Blade*. June 8, 2011.
- ⁴³ <https://brightoncoarts.org/157/Shopping> accessed August 17, 2018.
- ⁴⁴ Thirteenth Census of the United States Taken in the Year 1910, United States Bureau of the Census. U. S. Government Printing Office, 1913; Fourteenth Census of the United States Taken in the Year 1920, United States Bureau of the Census. U. S. Government Printing Office, 1921; Fifteenth Census of the United States Taken in the Year 1930, United States Bureau of the Census. U. S. Government Printing Office, 1931.
- ⁴⁵ Population for 1940-1960 from www.worldpopulationreview.com/us-cities/brighton-co-population/ This website appears to use Federal Census Statistical reports.