

# GERMANS FROM RUSSIA and the GREAT WESTERN SUGAR COMPANY



## A Survey of Historical Properties (CLG Subgrant CO-19-10006)

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## 1.0 INTRODUCTION

This Survey of Historical Properties was undertaken by the City of Loveland as part of a continuing effort to inventory the city's historic resources at the intensive level. Building on previous survey efforts and the establishment of the Downtown Loveland Historic District, a specific focus of the project was to inventory properties associated with the Great Western Sugar Company and/or Germans from Russia. Toward this end, the properties selected for survey were all east or northeast of downtown, and were identified, through previous research, or oral information, as potentially associated with Germans from Russia and/or the Great Western Sugar Company. A key project goal, therefore, is for Loveland citizens to have a better understanding and appreciation for properties associated with these two interrelated themes that were foundational to Loveland's history and the history of northeastern Colorado.

The project's broader goals are to develop greater public awareness regarding the socioeconomic benefits of historic preservation, to encourage owners of eligible properties to pursue designation, and to enhance the overall effectiveness, efficiency, and success of Loveland's historic preservation program.

Toward this end, this report presents the results of intensive-level surveys of twenty-six historic properties located in Loveland's historic east side neighborhoods. The properties are primarily residential, but also

include one church, a school, and the Great Western Sugar Factory property.

Primary buildings surveyed at the twenty-six properties include twenty single-family dwellings, three multi-family dwellings, a former school, a church, and the sugar factory complex. Secondary buildings surveyed include seventeen detached garages and five sheds.

The properties were intensively field surveyed in October and November 2020. Each of the properties was recorded on a "Colorado Cultural Resource Survey Architectural Inventory Form (OAHP #1403), issued by History Colorado, Office of Archaeology and Historic Preservation (HC/OAHP). The project was funded in part by Certified Local Government (CLG) grant (CO-19-10006) received by the City of Loveland from History Colorado. The project was conducted by

Cultural Resource Historians LLC, of Fort Collins, Colorado, under contract to the City of Loveland. Carl McWilliams, owner of Cultural Resource Historians conducted the field survey, photography, archival research, and completed the inventory forms and this report. Nikki Garshelis, Historic Preservation Program Manager for the City of Loveland, prepared the CLG grant application and managed the project on behalf of the City.

The following sections describe the project area, provide a historical overview, and present the project's research design, methodology, and results. The report concludes with a comprehensive survey log that presents the survey's findings for each property in detail. A Colorado Cultural Resource Survey Architectural Inventory Form for each property accompanies this report.

## 2.0 THE PROJECT AREA

With a population of 77,446, the City of Loveland is located along Colorado's northern Front Range, in the Big Thompson River Valley of northeastern Colorado. The Big Thompson Canyon and the mountain community of Estes Park are located to the west, while the majestic Longs Peak and Mount Meeker dominate the view shed to the southwest, and the rolling prairies of the Great Plains extend to the east. Situated in southern Larimer County, Loveland is approximately ten miles south of Fort Collins, the county seat, and home to Colorado State University. Denver, Colorado's state capital and largest city, is some fifty miles to the south. Geographically, Loveland's city limits comprise just under twenty-six square miles of land, with the city's historic core located in sections 13 and 14 of Township 5 North, Range 69 West of the 6th Principal Meridian.

Loveland's older platted streets and avenues exhibit a grid pattern oriented to the cardinal directions, divided into east and west sections by the Burlington Northern and Santa Fe Railroad tracks which parallel Railroad Avenue through the historic downtown area. As originally platted, Loveland's east-west running streets were assigned numbers, beginning with 1st Street on the south, and extending to 14th Street on the north, which later became Eisenhower Boulevard (U.S. Highway 34). The earliest north-south running streets were originally assigned letters; by 1906, however, the letter street designations were replaced with avenues named for U. S. presidents and other well-known historical figures. A Street became Lincoln Avenue, B Street became Cleveland Avenue, and C Street, paralleling

the railroad tracks, was appropriately renamed Railroad Avenue.

The surveyed properties are located east of Lincoln and Cleveland Avenues (U. S. Highway 287), and were selected because preliminary research or oral information indicated they were potentially associated with Germans from Russia and/or the Great Western Sugar Company. Categorized by their original uses, the properties include twenty-six single-family residence, three multi-family residence, St. Paul's Evangelical Lutheran Church, Washington School, and the Great Western Sugar Factory property. The surveyed properties are all located east of Lincoln and Cleveland Avenues on the following streets and avenues: 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 11<sup>th</sup> and 12<sup>th</sup> Streets, and Jefferson, Madison, Monroe, and Washington Avenues.

Also included in the project's results are two previously surveyed properties that are directly connected to the Great Western Sugar Company – the Great Western Railway Depot, on Monroe Avenue at the west end of the Sugar Factory property, and the nearby Great Western Hotel / Dormitory at 930 N. Monroe Avenue. Both of these properties were surveyed in 2010 and have had no exterior alterations or change in use from that time to the present.

Excluding the Great Western Sugar Factory property, the survey area comprises approximately 140 acres lying entirely within Section 13, Township 5 North, Range 69 West of the 6th Principal Meridian. The sugar factory property alone comprises approximately 160 acres lying in the northeast quarter of Section 13, Township 5

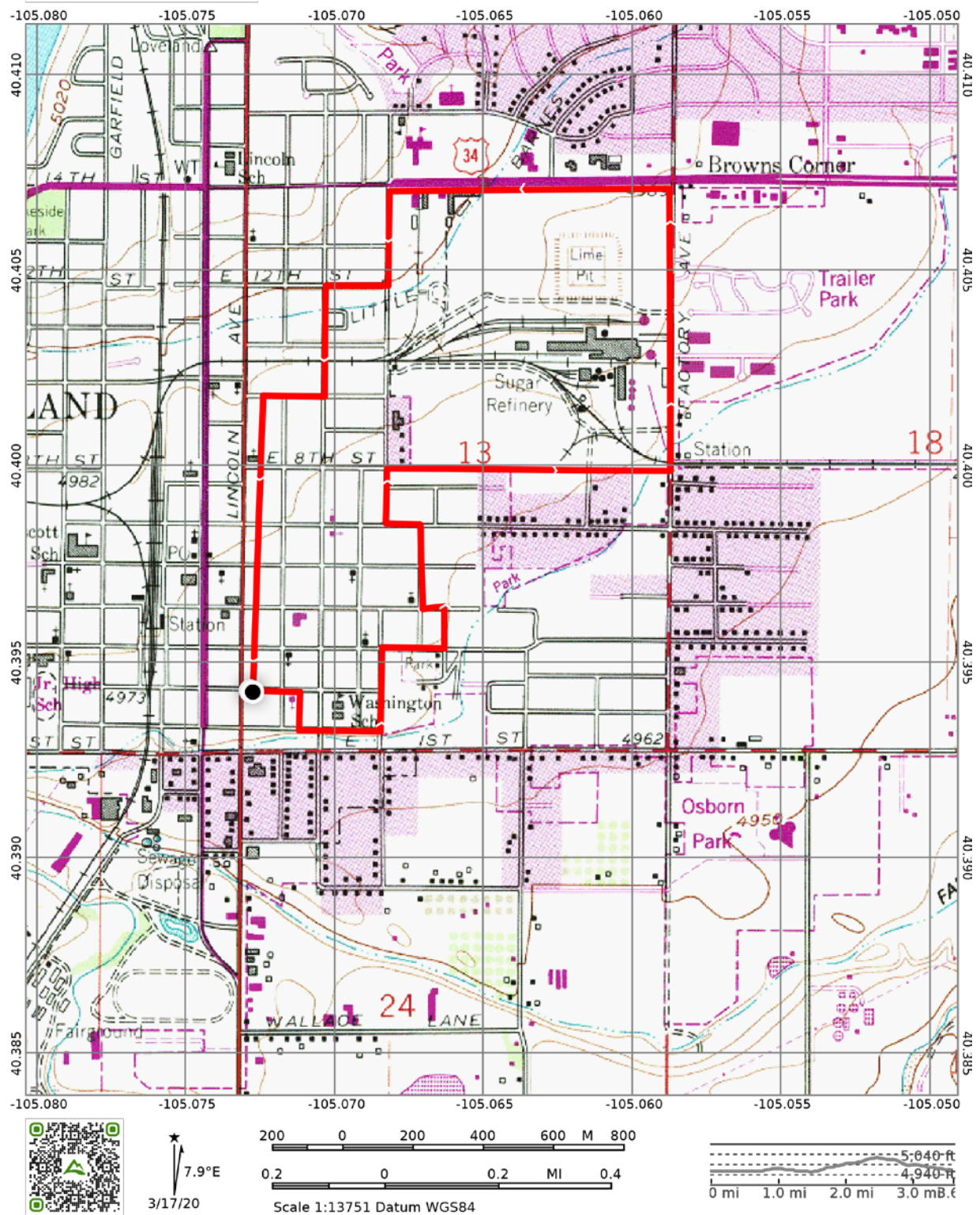
North, Range 69 West of the 6th Principal Meridian. All of the surveyed properties are also within the following platted Additions and Subdivisions to Loveland's original townsite:

Civic Center 2<sup>nd</sup> – ca. 1985  
Everett's – 1880  
Factory Place – 1918  
Factory Place 2<sup>nd</sup> – 2002

Finley's 1881  
Finley's 2<sup>nd</sup> – 1882  
Fox – 1901  
Gifford-Goss – 1906  
Highland Park – ca. 1904  
Lincoln Place – 1904  
Orchard Park – 1904  
Younie's - 1901



Figure 1, Project Area Map



### 3.0 HISTORIC OVERVIEW

The modern city of Loveland is the product of over 140 years of increasingly intensive settlement, agricultural enterprise, and urbanization. Its early history through the 1960s reflects a pattern of development characteristic of a community founded adjacent to a railroad and sustained historically by an agricultural economy. Loveland's history also reveals the city's unique role in the evolution of Larimer County and northeastern Colorado.

#### *European American Exploration and Settlement of the Big Thompson Valley. Circa 1840s – 1870s*

The Big Thompson Valley is located within lands that by the early 19th century were home to indigenous Arapaho and Cheyenne people. Having been forced gradually westward from their ancestral homes, the Arapaho and Cheyenne adopted a nomadic lifestyle in the Great Plains region. Circa 1811, the two tribes formed an alliance to guard and strengthen their territorial positions; in the coming decades, however, they became

subjugated by Euro-Americans, arriving principally from the east.

Early 19th-century exploratory expeditions, including those led by Meriwether Lewis and William Clark (1804-1806), Zebulon Pike (1806-1807), and Stephen H. Long (1819-1820), fostered wide-spread interest, in the west generally, and for Pike and Long, more specifically in lands that became Colorado. These and other explorations foreshadowed forays of Anglo settlers into the region, first fur trappers and traders, and later gold seekers and homesteaders. As the numbers of Euro-Americans increased, the Arapaho and Cheyenne populations markedly diminished, due to disease, battles with U. S. Army troops, and the forced loss of lands and game.<sup>1</sup>

The area of the South Platte River and its tributaries, including the Big Thompson, was repeatedly traversed by Euro-Americans in the 1840s and 1850s. In 1849-1850, parties of gold-seeking Cherokee Indians and Euro-Americans established a route known as the Cherokee Trail.<sup>2</sup>

Nearly a decade later, in February 1858, three brothers from Georgia, William, Oliver, and Levi Russell, headed west to explore

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<sup>1</sup> Marjorie K. McIntosh. *Latinos of Boulder County, Colorado, 1900-1980, Volume I, History and Contributions*. Written for the Boulder County Latino History Project, 2016, pp. 20-21. <http://bocolatinohistory.colorado.edu/sites/default/files/McIntosh-Latinos-VolumeI.pdf>

<sup>2</sup> Dating to circa 1849, the Cherokee Trail branched west and north from Bent's Old Fort on the Arkansas River in present-day Otero County, Colorado. Leaving the Santa Fe Trail at Bent's Old Fort, the Cherokee Trail extended west to Pueblo and then north along the Front Range. In what would become northern Colorado and southern Wyoming, the Cherokee Trail generally followed the same route as present-day U. S. Highway 287, before eventually joining the Oregon Trail at Fort Bridger in present-day Wyoming. In the 1860s,

portions of the Cherokee Trail (North Branch) in northeastern Colorado overlapped with and became interchangeably known as the Overland Trail. Established in 1862, the Overland Trail was a southern branch of the Oregon Trail which followed the South Platte River from near present-day Julesburg, upstream to Latham (at or near present-day Greeley), and from there south to Denver, or north generally following the same route as the existing Cherokee Trail. Prior to the arrival of the railroad, the Cherokee and Overland trails were heavily used by emigrant wagon trains as well as by stagecoaches carrying passengers and the U.S. mail - first by Ben Holladay's Overland stage Line, followed by Wells, Fargo & Company. See: Jason Marmor, "An Historical and Archaeological Survey of the Overland/ Cherokee Trails," 1995, prepared for the City of Fort Collins.



mining prospects in the Rocky Mountains. Initially joined by six others, the Russell brothers journeyed by way of Bent's Old Fort and then northwest along the Cherokee Trail, where in late May they reached the confluence of Cherry Creek and the South Platte River – the future site of Denver. William Green Russell, the party's leader, was a veteran of the 1849 California gold rush, and having passed through the Rockies previously, he was determined to explore the mineral potential of mountain streams flowing into the South Platte. After several weeks of unproductive prospecting, in early July the Russell party found gold near the mouth of Dry Creek (in present-day Englewood). They panned out several hundred dollars' worth of gold flakes before the small supply played out. In terms of quantity it was not a significant find, but from this humble beginning, the great Pikes Peak Gold Rush began.<sup>3</sup> From the future site of Denver, prospectors moved west, exploring such streams as Clear Creek, Ralston Creek, Coal Creek, Boulder Creek, and the South Platte itself. Placer mining reached a fevered pitch at Gregory Gulch, near Black Hawk and Central City, in the summer of 1859, and from there, miners spread in all directions.<sup>4</sup>

Among all the "59ers" who came west in pursuit of gold, only a small number actually struck it rich. Some eventually returned east, while many others soon turned to other economic pursuits, most notably agriculture. The first Euro-American settlers to arrive in the

Loveland area were the family of Mariano Medina, who in 1858 established a homestead, store, and bridge on the banks of the Big Thompson River near the future site of Loveland. A small settlement grew around "Mariano's Crossing," also called "Namaqua" or "Miraville."<sup>5</sup>

During the early 1860s Mariano Medina's Namaqua Station served briefly as a stage stop on the Overland Trail, succeeded in 1864 by a stage station and bridge established by John Washburn on his homestead approximately two miles downstream on the Big Thompson River (near the present-day intersection of the river and U.S. Highway 287).

Like Namaqua, Washburn's Station served as a nucleus of settlement, as a small community grew up nearby. In 1867 John Douty constructed a flour mill near the stage station, and the town came to be known variously as Old Saint Louis or Big Thompson. In 1874 a plat was filed for a community called Winona (after John Washburn's daughter) at this location.<sup>6</sup>

The Cherokee and Overland Trails, and Washburn's and Namaqua Station diminished in importance in 1869 when the Transcontinental Railroad was completed along a route passing north of Colorado through southern Wyoming. Almost overnight, the rail connection obviated the

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<sup>3</sup> Carl Ubbelohde, Maxine Benson, and Duane Smith, eds. *A Colorado History*, (Boulder: Pruett Publishing Company, 1972), p. 60.

<sup>4</sup> *Frontier in Transition: A History of Southwestern Colorado*, (BLM Cultural Resources Series (Colorado: No. 10), Chapter VI: "Early Mining and Transportation in Southwestern Colorado 1860-1861," p. 1.

[http://www.nps.gov/history/history/online\\_books/blm/co/10/chap6.htm](http://www.nps.gov/history/history/online_books/blm/co/10/chap6.htm).

<sup>5</sup> Jason Marmor and Carl McWilliams. "Loveland Historic Preservation Survey." Report prepared for the City of Loveland, December 1999.

<sup>6</sup> *Ibid.*

need for long distance overland stagecoach and wagon travel.

*The Founding and Early Settlement of Loveland, 1870s – 1890s*

Completion of the transcontinental railroad ushered in a new period of settlement and agricultural development on the plains of Colorado and provided the impetus for the founding of numerous communities, including Loveland. In 1877 the Colorado Central Railroad (CCRR) constructed a rail line extending from Golden to the Union Pacific mainline at Cheyenne. The CCRR route bypassed both Namaqua and Old St. Louis; however, a station was required in the general vicinity.<sup>7</sup>

In September 1877, David Barnes laid out a townsite on his land lying north of the Big Thompson River and named it Loveland in honor of CCRR's president, William A. H. Loveland. In addition to platting the town, the farsighted Barnes planted cottonwood trees along every street. Remembered fondly as the "Father of Loveland," Barnes and his wife, Sarah (nee Coleman) were born in Pennsylvania, David in 1821, and Sarah in 1827. They married in 1845, and moved west to Rock Island, Illinois. Barnes operated a flour mill for a time and then entered into the lumber business, enjoying some degree of success. Six children were born to into the Barnes family in Illinois, between 1846 and 1857: Caroline (born 1846), Samuel (born 1848), Elizabeth (born 1851), Sarah (born 1855), and twins David, Jr., and Lena (born 1857). Another daughter, Alice, was born in Colorado Territory in 1864.

In 1859, David Barnes decided to head west in the Pikes Peak gold rush. Leaving his family behind in Illinois, Barnes reached Russell Gulch (in what would become Gilpin County) where he built one of the region's first sawmills. Barnes spent the winter of 1859-60 at Russell Gulch, before returning to Illinois for his family the following spring. The Barnes family traveled west to Omaha by rail, and then overland, following the Platte River, in a caravan of five covered wagons. They reached Denver in two weeks' time, where they camped for a period at the "Elephant Corral," before settling in Russell Gulch. David Barnes operated a sawmill there until 1864 when he and his family settled on land in the Bear Creek Valley, east of present-day Morrison. The Barnes family then moved to Golden the following year, where they built a twelve-room brick house, and established a flour mill.<sup>8</sup>

The Barnes family moved north to the Big Thompson Valley in 1871, settling on 320 acres of land which would become the heart of the City of Loveland. (The Barnes' acreage is today bordered by 1st Street on the south, 14th Street on the north, Monroe Avenue on the east, and Garfield Avenue on the west.) Seemingly ever on the move, in the early 1880s, Barnes established the S. B. Ranch along the Cache La Poudre River, a few miles below Rustic. He subsequently divided his time between the ranch and his Loveland home. Barnes died, unexpectedly, at his ranch in 1886, in a freak accident when he fell head first and broke his neck while

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<sup>7</sup> *Ibid.*

<sup>8</sup> *Ibid.*

loading hay onto a wagon.<sup>9</sup> Sarah Barnes died in August 1902 and was interred next to her husband in Loveland's Lakeside Cemetery.

As platted by David Barnes, Loveland's street and block grid was typical for a railroad town in the heart of a thriving agricultural region. Shortly after the town was laid out, its development was influenced by construction of the CCRR depot adjacent to the tracks on "C" Street (later renamed Railroad Avenue), and by the erection of a substantial two-story brick commercial building in the first block of 4th Street. Owned by Lewis Herzinger and Samuel B. Harter, the commercial building housed a mercantile business and served to establish East 4th Street as Loveland's "Main Street."

The 1880 U. S. federal census counted 256 residents in Loveland, and the community was incorporated the following year. The town continued to grow at a steady rate during the 19th century's last two decades. Numerous improvements were added, including a newspaper, a bank, a large hotel near the railroad, a grain elevator, flour mills, public schools, a municipal waterworks, and a growing number of homes and business.<sup>10</sup>

In addition to David and Sarah Barnes, other notable Loveland settlers included the Cox, Foote, Hahn, Hershman, and Johnson families. Far from a collection of isolated pioneers, these families forged relationships, worked together, and laid the groundwork for the development of Loveland into a full-fledged city. Even before Loveland was

platted or incorporated, they built the area's first houses, established farms and business enterprises, built irrigation works and other infrastructure, and formed early cultural and religious institutions.

David Hershman was born in Wayne County, Ohio, on September 24, 1839. Among the region's earliest settlers, David and his brother John Hershman arrived in the Big Thompson Valley in 1865. Hershman organized a fledgling United Brethren of Christ congregation in 1872, and is credited with conducting the area's first sermon at the home of Mr. and Mrs. William B. Washburn southeast of present-day Loveland. By 1878, membership in Hershman's nascent church had grown sufficiently for the congregation to construct its first church, located at the corner of Third and A Streets (Lincoln Avenue).

When the Hershman brothers came to the Big Thompson Valley, they brought with them a harvester and mowing machine. This virtually guaranteed the brothers a solid source of revenue cutting hay and harvesting wheat for fellow settlers. The first season's harvesting provided Hershman with sufficient income to acquire land and improvements which Harrison B. Chubbuck had settled in 1862, south of present-day Loveland.

David Hershman persevered and prospered. In 1869, he returned east to marry Lydia Kreutz. The couple had five children, Ella, Alta, David Franklin, Mary Emma, and Hattie. Lydia Hershman died in 1877. In 1879, David

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<sup>9</sup> Carl McWilliams. "Barnes House," 109 Ernest Place (5LR.12248), Colorado Cultural Resource Survey Architectural Inventory Form, January 2010.

<sup>10</sup> Marmor and McWilliams, "Loveland Historic Preservation Survey."

Hershman married Mary Katherine Gruner. She also bore him five children: Ada, Clara, Mary Elizabeth, Alice and Grace. In 1882, Hershman constructed a 1½-story brick house on his land, now addressed as 1015 South Lincoln Avenue. The family resided there for nearly two decades. Hershman added some 600 acres to his landholdings through the years. In 1904, Hershman entered the grocery business with a son-in-law, George Harrison. Located at 102 East 3rd Street, the Hershman & Harrison Grocery building still stands. In 1902, the Hershman family moved into town, building a new residence 118 E. 3rd Street.<sup>11</sup>

John A. Hahn was born in Germany on October 6, 1840, the son of Nicholas and Caroline Hahn. The family immigrated to America when John was a young boy, having settled at Rock Island, Illinois by the mid-1840s. Nicholas Hahn passed away soon after the family's arrival, and sometime afterward Caroline married her second husband, a farmer named Jacob Schuck. John Hahn grew up in Henry County, Illinois until at age nineteen he determined to head west to the Colorado frontier. In March 1860, John joined a party of some fifty other brave adventurers who crossed the Mississippi River at Davenport, Iowa, and traveled overland through Iowa and Nebraska before following the South Platte River to Denver. He then headed west into the mountains, to California Gulch near Leadville, where he prospected for gold during the spring and summer of 1860.

After failing to strike it rich, John settled in the Big Thompson Valley, where in the early 1860s he filed one of the region's first homestead patents, a 160-acre quarter section located some three miles southeast of present-day Loveland. John entered into the cattle business, and was instrumental in establishing the Thompson Valley's first irrigation works. He continued to expand his land holdings through the next two decades, as he raised stock and grew hay which was sold at Central City and other bustling mining camps. In 1876, John was united in marriage to Miss Ellen A. Kempster at Hillsdale, Illinois. Ellen had been born September 23, 1854, in Portland Township, Whiteside County, Illinois.

Mr. and Mrs. Hahn lived on their homestead until circa 1897 when they erected a house at the southwest corner of East Third Street and North Jefferson avenue. Three children were born to the Hahns: a daughter, named Mabel J., born in January 1877, a son, Edison Kempster born circa 1885, and a daughter, Edith J. "Jessie," born in May 1886. John became one of the founders of the Bank of Loveland (later known as the Loveland National Bank), serving variously as the institution's director and vice president.<sup>12</sup>

Thomas H. Johnson, another of the region's earliest settlers, became an influential citizen, both locally and statewide. Born in Dixon, Illinois on May 23, 1839, Johnson grew up in the Prairie State where his father was a farmer, and reportedly a personal confidant of Abraham Lincoln. In 1860, at the age of 21, Johnson came west to the settlement of

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<sup>11</sup> Carl McWilliams. "Hershman House," 1015 S. Lincoln Avenue (5LR.823), Colorado Cultural Resource Survey Architectural Inventory Form, January 2010.

<sup>12</sup> Carl McWilliams. "Hahn House," 342 E. 3rd Street (5LR.5828), Colorado Cultural Resource Survey Architectural Inventory Form, January 2010.

Golden in what would soon become Colorado Territory. He joined his aunt and uncle, Mr. and Mrs. J. M. Johnson, who had come west in the Pikes Peak gold rush the previous year. Golden at that time was the gateway to Black Hawk and Central City, and the diggings at Gregory Gulch. Realizing that gold seekers would need lodging before heading further west, the aunt and uncle established a hotel at Golden which they operated for many years. Young Thomas, meanwhile, joined with others making the trek up Clear Creek Canyon in the pursuit of gold. Sooner than most who failed to strike it rich, Thomas quickly turned to other more reliable means of support. In the summer of 1860, he came north to the Big Thompson Valley, joining a handful of other early settlers who had arrived that same year. In the fertile river valley, Johnson cut hay which he hauled to the mining camps, and he later became one of the region's most successful stockmen.

Johnson returned to Illinois in the summer of 1868, where he married Miss Eliza M. Rogers. Also a northern Illinois native, Eliza was born there in June of 1848. Mr. and Mrs. Johnson returned to the Big Thompson Valley that summer where they established a homestead, and where together they continued to grow hay and raise cattle. In the late 1860s, Johnson also earned a contract from the Union Pacific to grade and survey a route for the transcontinental railroad between Cheyenne, Wyoming and Ogden, Utah. Four children were born into the Johnson family over the course of the ensuing decade: Burton, born 1870, Myrna,

born February 1877, Flora, born 1879, and Edna, born 1880. Myrna Johnson was a member of Loveland High School's first graduating class of five students in 1894.

Thomas H. Johnson was intimately involved in civic and political affairs at the statewide level. He is credited with establishing the Republican Party in Larimer County, and in 1880 he was elected as a state representative to Colorado's Third General Assembly. Later, between 1894 and 1898, he was appointed Deputy Warden of the State Penitentiary in Canon City, and during the early 1900s, he served as the State Game and Fish Commissioner, appointed by Governor Charles Thomas. An effective and capable leader, Johnson was fondly known as the "Cowboy Statesman," or the "Cowboy Legislator." Mrs. Johnson was equally civic-minded. She was elected to the Loveland Board of Education in the early 1890s, and later served as the Board's president.

In 1886, Mr. and Mrs. Johnson arranged for the construction of an Italianate style house, then located on the northwestern outskirts of Loveland. Thirty acres of land, which extended to Lake Loveland to the north, surrounded the residence. The house was later given the address 1127 N. Garfield Avenue.<sup>13</sup>

Two prominent settlers, George Foote and Robert Cox were instrumental in bringing the Great Western Sugar factory to Loveland just after the turn of the 20th century. Delaware natives George W. and Sarah A. Foote, with

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<sup>13</sup> Carl McWilliams. "Johnson House," 1127 N. Garfield Avenue (5LR.4996), Colorado Cultural Resource Survey Architectural Inventory Form, January

2010.



a young daughter named Annie, moved west to Greeley's Union Colony in 1874. A son, James Lindsey, was born two years later. George Foote supported his young family by delivering mail and by operating a stage line between Greeley and the settlement of St. Louis (now part of Loveland). He later also ran a stage line between Loveland and Estes Park. The Foote family moved to Loveland in 1881, acquiring land and establishing a farm where the sugar factory would later be built in 1901. Foote entered into a partnership with Virgil W. Stoddard forming the Foote-Stoddard Livery. Located at the southeast corner of 4th and B Streets Foote and Stoddard was Loveland's best-known livery, remaining in operation until 1903. In the late 1880s, the Foote family erected a farmhouse and two barns on their land much of which was planted with orchards and small fruits. Foote also bred Galloway cattle, and in time diversified his financial interests by becoming president of the Larimer County Bank and Trust. Their farmhouse was later addressed as 840 S. Monroe Avenue.

Sarah Foote passed away in 1892, and two years later, Foote married his second wife Miss Della E. Weaver. Born in Kansas, Della was the daughter of Conrad and Sarah (Hershman) Weaver. George and Della Foote had three children, a son, Lester, born in 1896, a daughter, Edna, born in 1900, and another son, Albert, born in 1902. Young Albert passed away in May of 1908 at just six years of age.

In 1899, Foote deeded a sizable acreage as a site for the region's first sugar factory which opened in the fall of 1901. By 1910, the Foote

family had moved to a fine new residence, closer to the center of town, at 343 W. 7th Street, where George, in his later years, focused primarily on his banking enterprises.<sup>14</sup>

Robert S. Cox was born in New Jersey on September 3, 1837. He moved to Indiana as a small boy, where he came of age and was married to Martha Jane Ogden in 1861. Born in June of 1848, Martha was an Indiana native. Mr. Cox served in the 47th Indiana Infantry Regiment during the Civil War. On one occasion during the war he took a bullet to the leg which he carried with him the rest of his life. Six children were born into the Cox family, between 1862 and 1887, four of whom survived to adulthood: Lulu (born 1867), Nellie (born 1869), Homer (born 1872), and Bert (born 1876).

The Robert Cox family moved to Loveland circa 1883, building a house northwest of town later addressed as 923 N. Garfield Avenue. Thomas and Eliza Johnson were their closest neighbors to the north. Mr. and Mrs. Cox farmed the land surrounding their home. They were members of the Methodist Church, and were intimately involved in agricultural and civic affairs. They played an integral role in the construction of the Home Supply Ditch, with Mr. Cox serving on the ditch company's board of directors for many years. Along with George Foote and others, Mr. Cox avidly supported the production of sugar beets to support the local economy. He attended the "Beet Sugar Convention" in Denver in 1892, on behalf of area farmers, and he was a tireless campaigner calling for construction of a sugar factory. Robert

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<sup>14</sup> Carl McWilliams. "Foote House," 540 N. Monroe Avenue (5LR.6000), Colorado Cultural Resource Survey

Architectural Inventory Form, January 2010.

S. Cox passed away in Loveland in August of 1902 at the age of 64. Martha J. Cox continued to live in the home at 923 N. Garfield Avenue through the late 1920s.<sup>15</sup>

As outlined in the foregoing brief biographies, the Barnes, Cox, Foot, Hershman, and Johnson families, along with other early pioneers, laid the groundwork for Loveland's development into the 20<sup>th</sup> century.

*The Sugar Beet Industry in Loveland and Northeastern Colorado, 1890s – 1910s*

In 1911 esteemed Larimer County historian Ansel Watrous wrote:

*"Agriculture is the foundation upon which the superstructure of all other interests rests. It forms the very basis for society and gives it that stability which is the keystone of prosperity."*<sup>16</sup>

And regarding the sugar beet industry specifically, Watrous further wrote:

*The most notable event in the history of Fort Collins in a material way, since the completion of the Colorado Central Railroad in 1877, was the building of the beet sugar factory in 1903.*<sup>17</sup>

The same was especially true for Loveland, and for other communities throughout northeastern Colorado. The construction of Loveland's sugar factory in 1901, profoundly

affected the city's socioeconomic development. Prior to this time wheat and other cereal grains were the main crops produced by farmers in the Big Thompson Valley. Sugar beet cultivation was introduced into the plains of Colorado in the 1870s and by 1890 this root crop was included among the agricultural products grown in the region. In the 1890s a tariff on imported sugar gave rise to a large-scale development of the domestic sugar beet processing industry and the first factory in the state was built at Grand Junction in 1899.

The Great Western Sugar Company was incorporated in February 1901, and built its first sugar factory on a parcel of land obtained from the George W. Foote family northeast of Loveland's business district. Great Western issued a construction contract to the Kilby Manufacturing Company of Cleveland, Ohio, and by harvest time in the fall of 1901, the new factory was nearly complete.<sup>18</sup>

Loveland celebrated its first "Beet Sugar Day" on November 21, 1901 as the new factory's official opening was celebrated in grand style.<sup>19</sup> Some 3000 people turned out for the occasion as excursion trains brought people from Denver and Greeley for the celebration and to learn about how beet sugar was processed. Souvenir bags of pure white granular sugar were given to each

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<sup>15</sup> Carl McWilliams. "Cox House," 923 N. Garfield Street (5LR.5005), Colorado Cultural Resource Survey Architectural Inventory Form, January 2010.

<sup>16</sup> Ansel Watrous. *History of Larimer County Colorado, 1911*. (Fort Collins: The Courier Printing and Publishing Company, 1911), p. 70.

<sup>17</sup> Ibid., p. 252.

<sup>18</sup> Carl McWilliams and Karen McWilliams. *Agriculture in the Fort Collins Urban Growth Area, 1862-1994*, p. 77.

<sup>19</sup> Kenneth Jessen. *The Great Western Railway*. (Loveland: J. V. Publications, 2007), p. 20.

visitor who could leave with a personal sample of Colorado's "white gold."<sup>20</sup>

Kilby Manufacturing Company constructed northeastern Colorado's second sugar factory at Fort Collins in 1902-1903, and in the ensuing years, other factories were built at Brighton, Brush, Eaton, Fort Morgan, Greeley, Johnstown, Longmont, Ovid, Sterling, and Windsor. Elsewhere in the state, sugar factories were located at Rocky Ford, Grand Junction, Delta, Swink, and Sugar City. Apart from Great Western, other sugar processing companies active in Colorado included the American Beet Sugar Company, the Holly Sugar Corporation and the National Sugar Manufacturing Company. Colorado became the nation's leading beet sugar producing state in 1906, producing 153,000 tons and supplying one third of the country's sugar demands.<sup>21</sup> By 1926, Colorado boasted seventeen sugar factories, including thirteen owned by the Great Western Sugar Company.<sup>22</sup>

The Great Western Sugar Company facility in Loveland provided a reliable market for farmers in the region as well as employment for numerous Loveland residents. In addition to the production of sugar beets by farmers, and direct employment by Great Western, the industry spawned other development. In 1902, the Great Western Railway, a Great Western Sugar Company subsidiary, was formed to create a rail network to transport sugar beets from agricultural districts to area

sugar factories. Yet another subsidiary, the Loveland Construction Company, was created to actually lay the track and build related infrastructure.<sup>23</sup>

The sugar beet industry was largely responsible for a more than 300 percent increase in Loveland's population between 1900 and 1910. By the end of the first decade in the 20th century, Loveland boasted 3,651 residents and the city had been transformed by a building boom that included both the downtown business district as well as residential areas on either side of the railroad tracks. Notable buildings constructed during this dynamic time period included the Association Building on Cleveland Avenue (1904), the Union Block / Lincoln Hotel at the southwest corner of East 4th Street and Lincoln Avenue (1905), and the State Mercantile Building at the southeast corner of East 4th Street and Cleveland Avenue (1910).

Also during this decade, the Colorado & Southern Railroad (successor in 1899 to the CCRR) built a handsome new brick depot in the 400 block of North Railroad Avenue (1902), Loveland installed a sewer system and water treatment plant, and the city was supplied with electricity. Lee J. Kelim constructed the city's first power plant in the 100 block of West 2nd Street, in 1905. Located south of 1st Street and west of Railroad Avenue, Loveland's Empson Canning Company factory opened in 1908.

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<sup>20</sup> *Ibid.*, p. 21

<sup>21</sup> Randall C. Teeuwen. "Public Rural Education and the Americanization of the Germans From Russia in Colorado, 1900-1930," p. 39.

<sup>22</sup> "Agriculture in the Fort Collins Urban Growth Area, 1862-1994, p. 71.

<sup>23</sup> Alvin T. Steinel. *History of Agriculture in Colorado*, 1926, pp. 306-07; See also, Kenneth Jessen. "Sugar Beet Industry," in *The History of Larimer County, Colorado*, Andrew J. Morris, ed. (Dallas: Curtis Media Corp., 1985) p. 13.

Representing a diversification of the region's agriculture, the Empson plant canned and shipped locally grown peas, and later other vegetables, produced on 3000 acres of farmland. Other signs of the community's maturation were construction of the Mission-Revival style Washington School at 500 E. 3<sup>rd</sup> Street, in 1905, and construction of Loveland's Carnegie library at the northeast corner of Cleveland Avenue and 6<sup>th</sup> Street, in 1908.<sup>24</sup>

#### *Great Western Sugar Company Employees in Loveland's East Side Neighborhoods*

Loveland's east side neighborhoods developed in the area between the downtown business district to the southwest and the sugar factory to the northeast. Joining Loveland's original townsite and pre-1900 subdivisions, six new additions were platted in this area between 1901 and 1906.<sup>25</sup> The Great Western Sugar Company and its subsidiary, the Great Western Railway, quickly became the area's dominant employers, with occupations running the gamut from unskilled laborers to the company's top executives. As listed in city directories through the years, the Great Western Sugar Company employed east side Loveland residents in numerous capacities including as laborers, machinists, mechanics, master mechanics, electricians, storekeepers, sugar boilers, evaporator men, foremen, bookkeepers, assistant superintendent, and superintendent. Other east side residents worked for the Great Western Railway as locomotive engineers

and firemen, brakemen, conductors, machinists, mechanics, and as roundhouse workers.

Numerous Loveland residents who did not work directly for Great Western benefitted indirectly from the economic impact of Great Western and the sugar factory. Such residents included carpenters and contractors, bankers, realtors, insurance agents, storekeepers, and farmers, many of whom grew sugar beets.

Notable and representative Great Western Sugar Company employees in Loveland during the early decades of the 20th century include Samuel C. Mooney, Harry W. Hooper, Joseph W. Berry, and G. F. "Frank" Willard.

The career of Samuel C. Mooney personified all that any American immigrant could ever hope to achieve. He was born in Glasgow, Scotland on November 3, 1878, and immigrated to America in 1888. Mooney lived with his family in Philadelphia until 1903 when he moved to Fort Collins to begin his career with the Great Western Sugar Company. He would work for the company for the next four decades, eventually becoming general superintendent and vice-president of the entire company, a position that he held at the time of his death in 1942.

When Mooney arrived in Fort Collins in 1903, Great Western Sugar had been incorporated just two years earlier, and the company's Fort Collins factory was still under construction. He began his career as a pipefitter in Fort Collins,

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<sup>24</sup> Of the 57 buildings within the Downtown Loveland Historic District, 24 were constructed between 1902-1910, following construction of Loveland's Great Western Sugar factory in 1901. See "Downtown Loveland Historic District," National Register of Historic

Places Registration Form, October 2014.

<sup>25</sup> The additions were named Fox, Gifford-Goss, Highland Park, Lincoln Place, Orchard Park, and Younies

was promoted to the position of master mechanic at Greeley in 1910, and was appointed superintendent of the Loveland sugar factory in 1917. At that time, Samuel and his wife Harriet moved into a large, almost new, Prairie style house at 549 E. 8<sup>th</sup> Street.

Renowned as an "outstanding sugar technologist," Mooney served as superintendent of the Loveland factory for the next two decades. In 1936, he was appointed district superintendent of the eastern division of Great Western's Colorado district, overseeing sugar factories in Brighton, Johnstown, Brush, Fort Morgan, Sterling, and Ovid. In the early 1940s, he became general superintendent and vice-president of the entire company. Mr. and Mrs. Mooney then moved from Loveland to Denver where they resided at 1545 Monaco Parkway. Samuel C. Mooney passed away in Denver on March 2, 1942 at the age of 63. Harriet Mooney died on May 9, 1972 at the age of 94. They are interred in Grandview Cemetery in Fort Collins.<sup>26</sup>

When Samuel Mooney moved to Loveland in 1917, he replaced Harry W. Hooper as superintendent of Loveland's Great Western Sugar factory, and Mr. and Mrs. Mooney also took up residency in the former Hooper family home at 549 E. 8<sup>th</sup> Street.

Harry W. Hooper also began his Great Western Sugar Company career in Fort Collins circa 1903. The son of Jeremiah and Helen Hooper, Harry Watts Hooper was born

in Jackson County, Michigan on August 14, 1879. He came of age there before moving to Larimer County to work for Great Western Sugar. By 1910, Harry had become superintendent of the Fort Collins sugar factory, and he was appointed superintendent of the Loveland sugar factory in 1912, a post he would hold for the next five years. Harry married Grace Steinmetz on February 11, 1909, and in 1910, a daughter, Helen, was born.

In 1917, Mr. Hooper was transferred to Scottsbluff, Nebraska to become superintendent of the Great Western Sugar factory there. Mr. and Mrs. Hooper lived in Scottsbluff for the remainder of their lives, with Harry finishing his long Great Western career as superintendent there. Grace Hooper passed away in Scottsbluff on September 16, 1958, at the age of 74, followed by Harry who died on August 22, 1962 at the age of 83. Mr. and Mrs. Hooper are interred in Fairview Cemetery in Scottsbluff.<sup>27</sup>

Joseph W. Berry served as the Loveland sugar factory's Assistant Superintendent from circa 1920 into the 1940s. Mr. Berry, his wife, Hilda, and five children – Wayne, Ralph, Helen, Joseph, and Donald - lived at 714 E. 6<sup>th</sup> Street in the early 1920s before moving to 521 W. 5<sup>th</sup> Street, and later still to north of the city limits.

The son of James and Alliah Berry, Joseph Worley Berry was born at Piney Flats, Sullivan County, Tennessee, on September 11, 1879. He began his Great Western Sugar Company

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<sup>26</sup> "Sam C. Mooney, Sugar Company Executive, Dies." *Loveland Daily Reporter-Herald*, March 3, 1942, pp. 1-4; U. S federal census records.

<sup>27</sup> Carl McWilliams. "Hooper House," 549 E. 8<sup>th</sup> Street

(5LR.1849), Colorado Cultural Resource Survey Architectural Inventory Form, March 2020.



career at Billings, Montana, and it was there that he met and then married Hilda Helman on July 17, 1910. Mr. and Mrs. Berry lived in Billings until 1920 when Joseph was appointed Assistant Superintendent at the Great Western Sugar Factory at Loveland. Mr. and Mrs. Berry lived in the Loveland area for the remainder of their lives, with Joseph eventually retiring from Great Western circa late 1940s. Joseph Berry passed away on November 5, 1959 at the age of 80. Hilda passed on February 14, 1976, at the age of 90. They are interred in the Loveland Burial Park Cemetery.<sup>28</sup>

G. F. "Frank" and Nellie Willard, another Great Western Sugar Company family, lived at 624 E. 7<sup>th</sup> Street from the late 1910s to the late 1920s. Employed early in his career as an electrician, and then as a mechanic, Mr. Willard worked his way up to become an assistant master mechanic, and finally a master mechanic with Great Western. The Willard family, including Frank and Nellie, and two children, Laura, and Frank, moved often due to Mr. Willard's employment, as at different times he was assigned to work at sugar factories in Loveland, Fort Collins, Johnstown, and Ovid, in Colorado, and finally at Montreal, Canada. Mr. Willard passed away in Montreal, in November 1945 at the age of 63.<sup>29</sup>

Noteworthy and representative Great Western Railway Company employees who lived in Loveland's east side neighborhoods include Frank C. Gorom, Alfred Chinburg, and Charles Prosper. Mr. Chinburg and Mr.

Prosper were both locomotive engineers, while Mr. Gorom, at the pinnacle of his career, served as superintendent of Great Western Railway's Loveland facility.

Frank Charles Gorom was born at Angola, New York on November 8, 1881. After completing his education, Frank took up railroading as a career which brought him to Cheyenne, Wyoming at the turn of the 20th century. It was there that he met, and on February 22, 1901, married Miss Anna Koebel. Mr. and Mrs. Gorom became the parents of two sons, Frank Jr., and Kenneth, both born in Cheyenne, circa 1904 and 1905.

Mr. Gorom worked as a railroad machinist in Cheyenne, possibly for the Union Pacific, until 1912 when he took the position of Master Mechanic with the Great Western Railway in Loveland. The Gorom family then moved to Loveland, initially living at 518 E. 9<sup>th</sup> Street before moving into a new house at 744 E. 6<sup>th</sup> Street in 1919.

In time, Mr. Gorom became superintendent of Great Western Railway's Loveland facility, a position he held from 1937 until his retirement in 1955. Mr. and Mrs. Gorom continued to live at 644 E. 6<sup>th</sup> Street together until Mrs. Gorom passed away on October 24, 1960. Following Mr. Gorom subsequently moved to Skokie, Illinois where his son, Frank Jr., was living. He passed away there on October 31, 1963 at the age of 81. Mr. and Mrs. Gorom are interred in the Loveland Burial Park Cemetery.<sup>30</sup>

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<sup>28</sup> Carl McWilliams. "Berry House," 714 E. 6<sup>th</sup> Street (5LR.14722), Colorado Cultural Resource Survey Architectural Inventory Form, March 2020.

<sup>29</sup> Carl McWilliams. "Willard House," 624 E. 7<sup>th</sup> Street

(5LR.14728), Colorado Cultural Resource Survey Architectural Inventory Form, March 2020.

<sup>30</sup> Carl McWilliams. "Gorom House," 744 E. 6<sup>th</sup> Street (5LR.14727), Colorado Cultural Resource Survey

Alfred Chinburg and Charles Prosper had similar careers as locomotive engineers. The son of Carl and Emma (Johnson) Chinburg, Alfred Eugene Chinburg was born at Cambridge, Illinois on April 19, 1882. He worked as a locomotive engineer for the Rock Island Railroad in Illinois between 1902 and 1908, and then for the Great Western Railway in Loveland between 1913 and his retirement in 1946. Alfred and his second wife, Rose, lived at 504 E. 11<sup>th</sup> Street for nearly a half century, from circa 1920 to the late 1960s. Alfred passed away on January 29, 1967, at the age of 84, followed by Rose who died three years later, on April 25, 1970 at the age of 81. Mr. and Mrs. Chinburg are interred in the Loveland Burial Park Cemetery.<sup>31</sup>

Charles F. and Mary Prosper lived at 732 E. 6<sup>th</sup> Street from 1920 to the early 1940s. The son of H. Charles and Mary Ellen (Trackwell) Prosper, Charles Frank Prosper was born in New Orleans on February 6, 1874. His aspiration to follow a railroading career led him to Cheyenne, Wyoming prior to the turn of the 20th century, and it was there that he married Mary H. Koebel on November 24, 1898. Mr. and Mrs. Prosper lived in Cheyenne during the early years of their marriage where a daughter, Marjorie, was born circa 1903, followed by a son, Melvin, in 1906. Charles Prosper worked as a locomotive engineer in Cheyenne, possibly for the Union Pacific, until the late 1910s. The Prosper family then moved to Loveland with Charles beginning work as an engineer for the Great Western Railway. He subsequently worked for the

company in Loveland until his eventual retirement in the early 1940s. Mr. and Mrs. Prosper then retired to Fresno, California. Charles passed away there on April 16, 1946 at the age of 72, followed by Mary, who died on January 10, 1960, at the age of 81. They are interred in Fresno's Belmont Memorial Park Cemetery.<sup>32</sup>

### *Germans from Russia and the Sugar Beet Industry*

As Colorado farmers began to grow sugar beets in the late 1800s, they discovered that beets were hardy plants that produced well, even during adverse weather. Sugar beet production necessitated several elements of specific care, however. They required irrigated water, beet fields had to be rotated with soil building crops, and they required specialized plant foods, and heavy applications of manure to restore the soil's fertility. In addition, the production of sugar beets was extremely labor intensive as the plants had to be blocked, thinned, hoed, and topped by hand in the field before being transported by wagon to beet dumps and from there to regional sugar factories.

One year's cycle of sugar beet production, from the initial planting to processing at the factory, was called a campaign. The field work season began in May and ended in November. The first operations involved blocking and thinning, taking about five to six weeks. Blocking was done by adult laborers, and the thinning by children. Hoeing was

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Architectural Inventory Form, March 2020.

<sup>31</sup> Carl McWilliams. "Reider House / Chinburg House," 504 E. 11th Street (5LR.14729), Colorado Cultural Resource Survey Architectural Inventory Form, March 2020.

<sup>32</sup> Carl McWilliams. "Prosper House," 732 E. 6th Street (5LR.14725), Colorado Cultural Resource Survey Architectural Inventory Form, March 2020.

done next to cut down the weeds. One hoeing was done in June, and another in late July. Between the second hoeing, and harvest time in October, little work was done in the beet fields. During harvest, horse drawn machines called lifters loosened the beets. The beets were then pulled by hand, thrown into piles to be topped, and then loaded onto horse drawn wagons and taken to the factory. After the harvest, jobs were sought at the sugar factory.<sup>33</sup>

While growing sugar beets was a primitive, labor-intensive, process that required large numbers of field workers, in contrast, manufacturing sugar from beets at the factory relied on advanced technology, and a careful application of chemistry and physics.<sup>34</sup>

The need for sugar beet field workers in Colorado coincided with the wave of migration of Germans from Russia that occurred in the late 1800s and very early 1900s.

Germans from Russia, or Volga Germans, were the descendants of some 27,000 German farmers and craftsmen who emigrated to the steppes of Russia in the 1760s. In 1763, in an attempt to reform her economy, Catherine the Great issued an invitation to people of other nations to come to Russia to work as farmers. Attracted by free land, exemption from military service, religious liberty, and other privileges, German settlers established more than 100 settlements on both sides of the Volga River.

For over a century, the Volga German colonists enjoyed their adopted land in Russia. In 1866, however, Russia began to restrict the German Russians' freedoms. In increasing attempts at "Russification," edicts were issued concerning the colonists' rights to educate their children in German. In 1871, young German men were drafted into the Russian military. These actions, combined with a lessening of religious liberty, and exacerbated by a famine, led many German Russians to immigrate to America. Excellent farmers, German Russians settled in Kansas, Nebraska, the Dakotas, in Canada's prairie provinces, and elsewhere throughout the Great Plains.

After first settling in areas around Lincoln, Crete, McCook, and Scottsbluff, Nebraska, many German Russian families moved westward to Colorado, drawn by the state's burgeoning sugar beet industry.

As sugar factories began operations at the dawn of the 20th century, Colorado newspapers began to report on the influx of "Russian" settlers and laborers. On April 24, 1902, under the headline "Nearly Six Hundred Settlers for Colorado in One Day," the *Denver Times* reported that the Burlington Railroad had brought thirteen train cars of Russian immigrants from Nebraska to Loveland to work the sugar beet crops.<sup>35</sup>

Related stories appeared in other Colorado newspapers. On April 21, 1902, the *Daily Journal*, in far off Telluride, similarly reported:

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<sup>33</sup> Alan W. Cordova, "Alta Vista: A Beginning." (Paper prepared for class in Research in Mexican American Studies, Adams State College, Fall 1977), n. p.

<sup>34</sup> Eric Twitty, "Silver Wedge: The Sugar Beet Industry in Fort Collins." (Historic Context report prepared for the

City of Fort Collins, August 2003), p. 19. (See this source for a detailed discussion regarding how sugar beets were processed and refined into sugar at the factory.)

<sup>35</sup> Teeuwen, p. 39.

"The beet sugar factories at Greeley, Eaton, and other points in eastern Colorado are importing Russian laborers to work in the beet fields by the trainload..."

Germans from Russia migrated to Fort Collins, Loveland, Greeley, to smaller towns in the South Platte River Valley, and also to communities in the Arkansas River Valley. On April 4, 1902, the *Saccharine Gazette*, in Sugar City, in Otero County, reported that the National Sugar Manufacturing Company's arrangements to establish a "Russian" village "north of the Missouri Pacific depot will consist of 125 tents arranged in streets," with the new laborers scheduled to arrive beginning that week.<sup>36</sup> And in November 1902, under the headline "Beet Culture," editors of the *Brush Tribune* opined that "the sugar beet is here, and here to stay," and sought to dispel xenophobic concerns that Germans from Russia would fill communities with "untrustworthy, cheap laborers." To the contrary, reporting on the condition of affairs at Loveland," the *Tribune's* editors wrote that Germans from Russia had proven to be "honest, sober, and industrious," and "capable and willing" workers."<sup>37</sup>

Such sentiments proved prophetic as in the ensuing decades, in Loveland and elsewhere, Germans from Russia became property owners, diversified into other industries, and for the most part prospered as they assimilated into the broader American culture.

#### *Loveland's Socioeconomic Development, Circa 1910s – 1940s*

Established as an agricultural center, with sugar beets as the most important crop, Loveland grew and diversified from the 1910s through the post-World War II years of the late 1940s. Highlights in Loveland between 1910 and 1920 included construction of such landmark buildings as the three-story Loveland Hotel (1912-13), Loveland High School on West 4th Street (1919), and the Rialto Theater (1919-20). The complexion of Loveland was also altered in the latter 1910s by the advent of mass-produced gasoline-powered vehicles as well as by establishment of Rocky Mountain National Park in 1915.

Reflecting a national trend, automotive business establishments such as garages and showrooms began to appear in Loveland, and the Loveland Chamber of Commerce encouraged the development of tourist facilities catering to motorists bound for the new National Park. To accommodate continuing urban growth, a second water treatment plant was added in 1917 and the following year an elevated water tank nicknamed the "Leaning Tower of Pisa" was erected at 14th Street and Cleveland Avenue. By 1920 Loveland's population had reached 5065.

During the 1920s Loveland's growth slowed markedly, adding only 441 people and resulting in a total population by 1930 of 5506. Still, the community witnessed a number of major improvements. In the early 1920s the Loveland Canning Company began

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<sup>36</sup> "The National Sugar Manufacturing Company..." *The Saccharine Gazette*, April 4, 1902, p. 3.

<sup>37</sup> "Beet Culture." *The Brush Tribune*, November 21, 1902, p. 1.

operating out of Lee Kelim's 1905 power plant building and canned the sizable, locally grown, cherry crop. Other noteworthy developments of the 1920s included the proliferation of facilities for motorists and tourists, particularly along Highways 287 and 34. In 1926 Loveland was bestowed with a handsome fortress-like State Armory building (at 201 S. Lincoln Avenue) to house its National Guard unit. In 1927 the Elks Club acquired the landmark Lovelander Hotel at the corner of East 4th Street and Railroad Avenue to convert into a lodge. A block away, at 201 East 4th Street, the stately First National Bank was built in 1928; its Classical Revival or Temple-Front façade exuding confidence on the brink of the Great Depression.

Loveland continued its relatively slow but steady growth throughout the 1930s. As elsewhere in Colorado and throughout America, the early years of the Great Depression brought hardship to many, and prompted the federal government to provide unemployment relief. The resulting "New Deal" programs devised by the administration of President Franklin D. Roosevelt - including the Works Progress Administration (WPA), the Public Works Administration (PWA), and others - created welcome opportunities for the construction of civic and other public improvements throughout the nation. Loveland benefited directly from the New Deal, as evidenced by the construction of a new Art Moderne-style Post Office (1936-37) at 601 N. Cleveland Avenue, as well as the Loveland Community Center (1937-39), erected by the WPA on a parcel along N. Cleveland Avenue donated by D. T. and Lillian Pulliam. Loveland also received wastewater treatment plants built

with federal aid, including one constructed in 1935, as well as a larger, modern wastewater treatment facility constructed with WPA labor in 1940 near the old Larimer County Fairgrounds. By 1940, 6145 residents were counted in Loveland.

From 1940 to 1950, Loveland's population increased by 628 people, reaching a total of 6773. World War II limited development in Loveland during the first half of the decade. In 1947, postal authorities and the Loveland Chamber of Commerce initiated a Valentine Remailing Program to capitalize on the city's romantic nickname, the "Sweetheart City." The program was an astounding success, each year bringing more valentines as well as attention to Loveland.

#### *Loveland's Development, 1950s – 2020*

Loveland experienced dramatic growth following the end of World War II. In the 1950s, Loveland grew by almost 3,000 residents, and by 1960 the population hovered just under 10,000. Beginning in the 1950s Loveland attracted retirees, who accounted for a significant share of the town's postwar growth. Locally important events of the decade include the opening of the community's first municipal hospital - Loveland Memorial Hospital, in 1951, and of the Loveland Museum, in 1956. Prosperous economic conditions obscured the demise of the area's cherry growing and canning industry due to a disastrous blight in the 1950s.

The 1960s and 1970s were decades of unprecedented growth, fueled in part by such developments as the opening of a Hewlett-Packard computer plant in 1960. The city's population increased from 9734 in 1960,



to 16,220 in 1970. By 1980, the population had almost doubled again, reaching 30,244.

The population influx was accompanied by expansive urban growth, as new residential subdivisions were rapidly filled with modern homes. Major developments in the Loveland area included the opening of the Loveland-Fort Collins Airport northeast of the city, and the completion of a modern new hospital, McKee Medical Center, in 1976. Hewlett-Packard's 575,000 square foot plant in Loveland, erected in 1974, remains a major local employer. In the 1980s, commercial development was concentrated along the busy highway corridors crossing Loveland, including Highways 34 (Eisenhower Blvd.) and 287. This trend, along with the arrival of numerous national and regional retail franchises, changed the city's character and diverted business away from the historic downtown area.

Urban growth after 1950 coincided with a diversification of Loveland's economy. The importance of agriculture, including the sugar beet industry, diminished markedly, as new industries, including computer manufacturing, established facilities in Loveland. Among the new industries to locate and thrive in Loveland during the latter part of the 20th century is commercial art, particularly bronze sculpture. Loveland artists have received strong support from the City, which was the first Colorado municipality to pass an arts funding

ordinance. The Art in Public Places program has provided a market for the works of local artists, and resulted in the installation of numerous bronze sculptures in parks and public spaces throughout the City. Several casting foundries were established, and a growing number of local artisans set up galleries and studios in the storefronts of buildings in the historic downtown business district.

In 1985, in the midst of the community's widespread expansion and modernization, Loveland's Great Western Sugar factory was permanently closed, after 84 years of operation. The same fate befell many other of Colorado's sugar beet processing plants, due to unfavorable economic conditions in the global sugar industry. Two years later, in 1987, another of Loveland's obsolete historic landmarks, the Washington School, was transformed into a new municipal building by the City of Loveland.

The pace of population growth and accompanying urban development continued into the 1990s. Similar to neighboring Fort Collins, Loveland expanded outward in all directions from its historic center, as farmland gave way to residential subdivisions. Between 1990 and 1995 the city grew from 37,00 to over 42,00 residents. Just a decade and a half later, in 2010, the Loveland's population had surpassed 60,00, and as of 2020 the Sweetheart City is home to over 77,000 inhabitants.

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## 4.0 RESEARCH DESIGN

The 2019-20 Loveland CLG Survey is designed to document at the intensive-level, 26 properties with an emphasis on properties associated with Germans from Russia and/or the Great Western Sugar Company. The properties were selected by the City of Loveland, Development Services Department, in consultation with the project's consultant, the city's Historic Preservation Commission, and other stakeholders.

A file search of the survey area and specific properties was obtained from HC/OAHP. The file search results were then cross-referenced with an on-line file search through OAHP's "COMPASS" database. All of the selected properties had been recorded at the reconnaissance level as part of the "Loveland Historic Preservation Survey" prepared in 1999 by Jason Marmor, of Retrospect and Carl McWilliams, of Cultural Resource Historians. Nearly all of the properties had not been intensively surveyed, however.

Following the file search, the basic scope of the project was to conduct intensive-level surveys of the selected properties. A key project objective was to inventory all of the properties with a consistent methodology and standard for excellence. In addition to recording architectural and historical data for each property, the survey also provides a professional recommendation regarding each property's eligibility to be listed individually in the National Register of Historic Places, in the State Register of Historic Properties, and/or designated as a local landmark by the City of Loveland. An additional objective was to evaluate whether or not each property could contribute to a potential National Register or locally designated historic district. None of the surveyed properties is currently within an existing district.

The results of the survey are intended for use by the property owners, by the City of Loveland in local planning decisions, and for use in interpretive programs, heritage tourism, and other educational purposes.

## 5.0 METHODOLOGY

The 2019-20 Loveland CLG Survey project was conducted between September 2019 and June 2020, in accordance with the "Colorado Cultural Resource Survey Manual Guidelines For Identification: History and Archaeology" (revised 2007), issued by History Colorado, Office of Archaeology and Historic Preservation (HC/OAHP).

### *Archival Research*

Archival research was conducted to provide contextual information about Loveland's historical development, and to collect relevant information about each of the properties surveyed at the intensive level. The basic research methodology for each property included the following steps:

- A Larimer County Assessor Residential Appraisal Card for nearly every property was obtained from the Loveland Museum / Gallery
- A CD with building permit data for all of the properties was obtained the City of Loveland, Building Division and the City Clerk's Office.
- Current ownership, legal location, and the parcel number for each property was obtained online from the office of the Larimer County Assessor.
- A chronology of each property's residents and owners over the years was compiled using Loveland city directories from 1904 to the present.
- Sanborn Insurance maps and historic Larimer County Assessor data were reviewed to ascertain dates of construction and additions.
- Biographical information pertaining to past owners and residents was obtained from indexed historic Loveland newspapers available on microfilm at the Loveland Public Library.

- Additional biographical information, including census and cemetery records, was obtained online via [Coloradohistoricnewspapers.org](http://Coloradohistoricnewspapers.org), [Ancestry.com](http://Ancestry.com), [Findagrave.com](http://Findagrave.com), and other websites.
- Additional biographical information was obtained from subject files and from select secondary sources obtained from the Loveland Public Library, and from in person interviews with many property owners.

### *Field Survey, Photography, Completion of Inventory Forms*

The exterior form and appearance of each building surveyed was recorded in detail by a systematic description of materials, form and design, stylistic attributes, setting, condition, and integrity. Any associated secondary buildings, such as garages and sheds, were also similarly documented. The manually recorded field notes, and the results of the research, were then used to complete a computer-generated Colorado "Cultural Resource Survey Architectural Inventory Form" (OAHP #1403) for each property in accordance with the "Colorado Cultural Resource Survey Manual."

Locational information (UTM coordinates, legal lot and block descriptions, and Section, Township and Range grid position to within 2½ acres) was obtained for all intensively surveyed properties. The location of each intensively surveyed property was also pinpointed on a segment of the Loveland, Colorado U.S.G.S. Quadrangle map.

Digital photographs of each intensively surveyed property were made, the number



of views being dictated by each subject. Where possible, three photographs were taken of each primary building, including a head-on view of the facade, as well as oblique views from two angles showing the facade and one side elevation and the rear and other side elevation.

Each inventory form also included an evaluation of the surveyed property's eligibility to be individually listed in the National Register of Historic Places, in the State Register of Historic Properties, and as a local landmark by the City of Loveland. The potential for each property to contribute to a National Register or locally designated historic district was also evaluated. None of the surveyed properties is currently within an existing district.

Many properties which do not meet the threshold for individual listing in the National or State Registers may be eligible as contributing resources within a National Register historic district. Contributing properties within a historic district are typically linked by context, display above-

average integrity, and date to a specific time period. Older properties with below average integrity, that are not associated with the district's significance, or properties that are less than fifty years of age, are usually considered non-contributing.

There is potential for the creation of historic districts within Loveland's traditional core residential neighborhoods. Although the identification of specific historic districts was outside this project's scope, many of the surveyed properties are within neighborhoods that have the potential to comprise historic districts.

To be listed in the National Register of Historic Places, a property should, under most circumstances, be at least fifty years old, possess significance under one of the National Register Criteria, and exhibit sufficient integrity to be able to convey a sense of its historic significance. The National and State Register Criteria, and Loveland's Historic Register criteria, and the concept of integrity as it relates to significance are discussed below.

*Eligibility Criteria for Listing in the National Register of Historic Places*

Properties eligible for inclusion in the National Register of Historic Places must be deemed significant under one or more of the National Register Criteria, as defined by the National Park Service:

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

*Eligibility Criteria for Listing in the Colorado State Register of Historic Properties*

Criteria for consideration of properties for nomination and inclusion in the Colorado State Register includes the following:

- |             |   |
|-------------|---|
| Criterion A | The association of the property with events that have made a significant contribution to history; |
| Criterion B | The connection of the property with persons significant in history;                               |
| Criterion C | The apparent distinctive characteristics of a type, period, method of construction, or artisan;   |
| Criterion D | The geographic importance of the property;  |
| Criterion E | The possibility of important discoveries related to prehistory or history;                        |

*Potential Eligibility for Individual Designation on the Loveland Historic Register*

A property eligible for local landmark designation must be significant under one or more of the following criteria, as established by the City of Loveland.

Architectural	Exemplifies specific elements of an architectural style or period
Architectural	Is an example of the work of an architect or builder who is recognized for expertise nationally, statewide, regionally, or locally
Architectural	Demonstrates superior craftsmanship or high artistic value
Architectural	Represents an innovation in construction, materials, or design
Architectural	Represents a built environment of a group of people in an era of history
Architectural	Exhibits a pattern or grouping of elements representing at least one of the above criteria
Architectural	Is a significant historic remodel
Social/Cultural	Is a site of an historic event that had an effect upon society
Social/Cultural	Exemplifies the cultural, political, economic, or social heritage of the community
Social Cultural	Is associated with a notable person(s) or the work of a notable person(s)
Geographic/ Environmental	Enhances sense of identity of the community
Geographic/ Environmental	Is an established and familiar natural setting or visual feature of the community

*Integrity*

The historical integrity of each property inventoried was evaluated as it relates to the National and State Register Criteria. To qualify for inclusion in the National Register of Historic Places, a property must not only be significant, but also have integrity. A property's integrity refers to its ability to convey its historic significance. In other words, integrity represents how much a property has been altered from its historic appearance. Properties that have been altered substantially have poor integrity, while those that have not been altered at all have excellent integrity.

As defined by the National Park Service, there are seven qualities of integrity that must be considered: location, design, setting, materials, workmanship, feeling, and association. Historic properties do not need to retain all seven qualities of integrity to be eligible for listing in the National Register of Historic Places; however, they must retain enough of these qualities to convey a sense of their historic significance. The significance and integrity of the surveyed properties is discussed in detail in the individual inventory forms.

## 6.0 RESULTS

This City of Loveland survey project resulted in the intensive-level survey and completion of Colorado Cultural Resource Survey Architectural Inventory forms for 26 properties, 23 of which had not been previously surveyed at the intensive level. Two other previously surveyed properties – the Great Western Railway Depot (5LR.6011) and the Great Western Hotel / Dormitory (5LR.6002) were also incorporated into the final survey results. Intensively surveyed in 2010, these two resources have had no notable exterior alterations and no change in use since that time. They were included in this project's final survey results because their history relates directly to the Great Western Sugar Company and Great Western Railway.

The current project resulted in the intensive-level surveys of 26 primary buildings and 24 secondary buildings and structures. Relative to their original uses, the primary buildings include 20 single-family dwellings, 3 multi-family dwellings, Washington School, St. Paul's Evangelical Lutheran Church, and the Great Western Sugar factory property. The secondary buildings and structure include 16 garages, 6 sheds, a secondary residence, and a carport.

Built in 1901, the Loveland Great Western Sugar Factory is the oldest resource included in the survey results. The other primary buildings were all constructed between circa 1903 and 1921, and are representative of the architectural types and styles of that era. A handful of dwellings built before 1910 are either representative of Late Victorian era stylistic influences, or are basic vernacular

dwellings that are not representative of a particular architectural type or style.

Thirteen of the surveyed dwellings were erected between 1915 and 1921, and are all either Bungalow type or Craftsman style dwellings. One of these, at 948 N. Jefferson Street, was designed by architect Robert K. Fuller in 1919. Elsewhere, the surveyed primary buildings include the 1905 Mission Revival style Washington School at 500 E. 3<sup>rd</sup> Street, the 1915 Carpenter Gothic style St. Paul's Evangelical Church at 745 E. 5<sup>th</sup> Street, the 1910 American Foursquare style Stoddard House at 329 E. 3<sup>rd</sup> Street, and the 1915 Prairie style Hooper / Mooney House at 549 E. 8<sup>th</sup> Street.

### *Eligibility Evaluations*

Each property was evaluated regarding its eligibility to be individually listed in the National Register of Historic Places, in the State Register of Historic Properties, as a local landmark by the City of Loveland, and whether or not it would be a contributing property within a potential historic district. None of the properties are currently located within an existing historic district.

The eligibility evaluations were developed by Carl McWilliams, owner of Cultural Resource Historians, LLC, and are presented in the comprehensive survey log at the end of this report. Detailed information regarding the evaluations is presented in the individual inventory forms (OAHF 1403, Section 42, "Statement of Significance" and Section 43, "Assessment of Historic Physical Integrity Related to Significance").

Two properties were evaluated as individually eligible for the National and State Registers – the Great Western Sugar factory complex on Madison Avenue (5LR.836), and the Uhrich House at 948 N. Jefferson Avenue (5LR.14732). The previously surveyed Great Western Railway Depot (5LR.6011) and Great Western Hotel / Dormitory (5LR.6002) are also evaluated as individually National and State Register eligible.

Twenty-one properties were evaluated as individually eligible for local landmark designation by the City of Loveland, and 17 properties were evaluated as contributing to a potential National Register historic district. Four properties were evaluated as having no historic district potential.

Germans from Russia and the Great Western Sugar Factory: A Survey of Historical Properties  
 Loveland CLG Survey 2019 - 2020

Table 1: Comprehensive Survey Log

Site No.	Address.	Historic Building Name	Current Building Name	Individually Eligible for State or National Register	Eligible for Local Landmark Designation	Contributing to a Potential Historic District
5LR.494	500 E. 3 <sup>rd</sup> Street	Washington School	Loveland Municipal Building	Not Eligible	Yes	N/A
5LR.836	1149 N. Madison Avenue	Great Western Sugar Factory	Great Western Sugar Factory	NR & SR Eligible	Yes	NR and SR Eligible as a District
5LR.1849	549 E. 8 <sup>th</sup> Street	Hooper House, Mooney House, Namaqua Hospital, Rest Haven Nursing Home	Namaqua Center	Not Eligible	No	Noncontributing
5LR.6002	930 N. Monroe Avenue	Great Western Hotel, Great Western Dormitory, Factory Dormitory	Lloyd Building, Monroe Avenue Apartments	NR & SR Eligible	Yes	Contributing
5LR.6011	0 Great Western Depot	Great Western Railway Depot	Great Western Railway Depot	NR & SR Eligible	Yes	Contributing
5LR.6688	745 E. 5 <sup>th</sup> Street	St. Paul's Evangelical Lutheran Church	Namaqua Unitarian Universalist Congregation	Not Eligible	Yes	Contributing
5LR.9648	404 E. 7 <sup>th</sup> Street	McWhinney House	Sakimoto House	Not Eligible	No	Noncontributing
5LR.10950	759 E. 7 <sup>th</sup> Street	Sella House, Nichols House, Watts House	Den House	Not Eligible	Yes	Contributing
5LR.14716	329 E. 3 <sup>rd</sup> Street	Stoddard House, Bonnell House	Erion House	Not Eligible	Yes	N/A



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Site No.	Address.	Historic Building Name	Current Building Name	Individually Eligible for State or National Register	Eligible for Local Landmark Designation	Contributing to a Potential Historic District
5LR.14717	442 E. 3 <sup>rd</sup> Street	Houts House, McMullen House, Anderson House	Hill House	Not Eligible	Yes	N/A
5LR.14718	541 E. 3 <sup>rd</sup> Street	Waddell House, Seaman House, Brownlee House	Yowell House	Not Eligible	Yes	N/A
5LR.14719	803 E. 4 <sup>th</sup> Street	White & Blue Cottage Camp; Park View Cottage Camp	Trianko Enterprises Property	Not Eligible	No	Noncontributing
5LR.14720	715 E. 5 <sup>th</sup> Street	Ferguson House, Davies House	Sheets House	Not Eligible	Yes	Contributing
5LR.14721	733 E. 5 <sup>th</sup> Street	Cloyd House, Fay House, Johnson House, Weickum House	Dinsmore House	Not Eligible	Yes	Contributing
5LR.14722	714 E. 6 <sup>th</sup> Street	Berry House, Wilkes House, Dewey House	Perry / Sebring House	Not Eligible	No	Noncontributing
5LR.14723	720 E. 6 <sup>th</sup> Street	Jones House, Gorom House, Weddell House	Shaffer House	Not Eligible	No	Noncontributing
5LR.14724	726 E. 6 <sup>th</sup> Street	Cloyd House, Hayden House, Hein House, Schaffer House	Gordon / Goetz House	Not Eligible	Yes	Contributing
5LR.14725	732 E. 6 <sup>th</sup> Street	Prosper House, Askey House	Hastings / Mallott House	Not Eligible	No	Noncontributing
5LR.14726	738 E. 6 <sup>th</sup> Street	Dines House, Wallace House, Reider House	Sponheim House	Not Eligible	Yes	Contributing
5LR.14727	744 E. 6 <sup>th</sup> Street	Gorom House, Reider House	Davis House	Not Eligible	Yes	Contributing

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Site No.	Address.	Historic Building Name	Current Building Name	Individually Eligible for State or National Register	Eligible for Local Landmark Designation	Contributing to a Potential Historic District
5LR.14728	624 E. 7 <sup>th</sup> Street	Stroud House, Willard House, Killian House	Killian House	Not Eligible	Yes	Contributing
5LR.14729	504 E. 11 <sup>th</sup> Street	McCart House, Chinburg House	Geist House	Not Eligible	No	Noncontributing
5LR.14730	634 E. 12 <sup>th</sup> Street	Hennig House, Nixon House, Burns House, Jesser House	Stonebase Haus Ltd. House	Not Eligible	Yes	Contributing
5LR.14731	921 N. Jefferson Avenue	Hoff House, Evans House, Graning House	Berger House	Not Eligible	Yes	Contributing
5LR.14732	948 N. Jefferson Avenue	Uhrich House, Norcross House, Belden House	Bontrager House	NR & SR Eligible	Yes (Listed)	Contributing
5LR.14733	753, 755, 757, 759 N. Monroe Avenue	Grimes et. al. Fourplex	Morgan Fourplex	Not Eligible	Yes	Contributing
5LR.14734	761, 763, 765, 767 N. Monroe Avenue	Hermetet et. al. Fourplex	Morgan Fourplex	Not Eligible	Yes	Contributing
5LR.14735	770 N. Washington Ave.	Waddell House, Stewart House	Lopez House	Not Eligible	Yes	Contributing