



CITY OF COTTONWOOD
CITY COUNCIL CHAMBERS
826 N. MAIN STREET

HISTORIC PRESERVATION COMMISSION

AGENDA

September 9, 2015 6:00 P.M.

1. CALL TO ORDER.
2. ROLL CALL.
3. APPROVAL OF MINUTES OF August 12, 2015 MEETING
4. INFORMATIONAL REPORTS AND UPDATES: *A brief summary of current events by Chairperson, Commission members, and/or staff. (The public body does not propose, discuss, deliberate, or take legal action on any matter brought up during this summary unless the matter is properly noticed for legal action.)*
5. CALL TO THE PUBLIC: *This is the time for the public to comment on any matter that does not appear on the agenda. Commission members may not discuss items not identified on the agenda. Action taken as a result of public comment will be limited to directing staff to study the matter, responding to criticism, or scheduling the matter for consideration at a later date. Comments are limited to five minutes for each person*
6. OLD BUSINESS: The following items are for Discussion, Consideration and Possible Action by the Commission:
 - a. Approval of Program Resources: Brochure
 - b. Approval of Historic Property Inventory and Maps- Old Town and Main & Mingus areas.
7. NEW BUSINESS: The following items are for Discussion, Consideration and Possible Action by the Commission:
 - a. Landmarking-Liberty Garage
 - b. Public Outreach Letter
8. ADJOURNMENT.

Pursuant to A.R.S. § 38-431.02(B) the Commission may vote to go into executive session on any agenda item for discussion and consultation for legal advice with the City Attorney.

The Cottonwood Council Chambers is accessible to the handicapped in accordance with Federal "504" and "ADA" laws. Those with needs for special typeface print or hearing devices may request these from the Planning Department at 634-5505 (TDD 634-5526). All requests must be made at least 24 hours before the meeting.

City of Cottonwood
Historic Preservation Commission Regular Meeting Minutes
August 12, 2015 6:00 P.M.
Council Chambers 826 N. Main Street, Cottonwood, Arizona 86326

1. CALL TO ORDER

Vice Chair Sclipa called the meeting to order at 6:04 p.m.

2. ROLL CALL

Historic Preservation Commission Members Present:

Glenda Farley Annabel Sclipa, Vice-Chair
Karen Leff Marie Palowoda Chris Vernosky

Historic Preservation Commission Members Absent:

Tim Elinski, Chair
Ryan Bigelow

Staff Members Present:

Berrin Nejad, Community Development Director
Scott Ellis, Community Development Planner
Tyler Roberts, Community Development Assistant Planner/Code Enforcement Coordinator
Christina Papa, Community Development Planning Technician, Recorder

3. APPROVAL OF MINUTES FOR MAY 6, 2015 MEETING

Motion: *To approve the minutes from 5/6/2015*

Made by: *Commissioner Palowoda*

Second: *Commissioner Vernosky*

Vote: *Unanimous*

4. INFORMATIONAL REPORTS AND UPDATES

Commissioner Farley mentioned that she submitted to staff Garrison's property in old town is ready for landmarking. Staff will be sending an e-mail with the information to the commission.

5. CALL TO THE PUBLIC

Casey Rooney-just there to observe the meeting.

6. OLD BUSINESS

a. Review of Program Resources: Brochure-Staff

Director Nejad introduced the department's newest employee Tyler Roberts to the commission, and directed questions to him regarding the brochure as this was a project that he was working on. Vice Chair Sclipa mentioned to staff that she has more up to date photos to use on the brochure, also that the middle page could use more information. Commissioner Vernosky still is having a hard time figuring out what it means. Staff asked the commission what they felt was still missing. Commissioner Vernosky mentioned that it has snippets of information but no specific idea of what the goal is, it needs more information on individual benefit, and to mention who a person would talk to at Community Development. Commissioner Farley mentioned that instead of a name put in a position/title, maybe put in some wording about "reserve your road to the future". Commissioner Vernosky asked if this was for commercial as well as residential. Staff responded yes. Commissioner Farley mentioned that there should be the tax incentives that should be addressed in the brochure. Commissioner Vernosky mentioned that there needs to be clarification and education so that they are not misleading individuals if they don't see a benefit. Vice Chair Sclipa mentioned that the incentives should be on here. Commissioner Vernosky asked what the process is and that it is confusing, it should appeal to the public and their pocket book. Vice Chair Sclipa mentioned that all the bullet points should be a secondary item, and that it is too general. Commissioner Farley mentioned that it should state that the building has to be 50 years or older to be eligible. Vice Chair Sclipa said that there is nothing inviting anyone to join, the process could be limited to 1/3 of its content. Staff asked to maybe keep this and create a new one based on the changes. Vice Chair Sclipa mentioned that under the section that says "why should I apply" that is where the incentives should be, and maybe put when the Commission was established. Staff mentioned we will send revisions to the Commission before next meeting for comment so that at next month's meeting it can be final, also for Vice Chair Sclipa to send photos to staff and they will update the brochure, staff will shorten down the process in the brochure, what about other assistance programs. Vice Chair Sclipa liked the other assistance programs in the brochure. Commissioner Leff mentioned that the brochure should include the Commission meetings and where to go on the website.

b. Review of Historic Property Inventory and Maps-Old Town and Main & Mingus areas.-Staff

Director Nejad presented the maps to the Commission showing the updated information that was received by Commissioner Farley. Vice Chair mentioned that the colors made a big difference. Commission made physical corrections on the maps. Staff mentioned that at the next meeting the brochure will come back for approval, the maps will come back for review after changes are made, and the landmarking of Garrison's property in Old Town. Vice Chair Sclipa mentioned that at the next meeting they should discuss a public meeting date. Commissioner Palowoda asked about doing an introduction meeting. Commissioner Farley said that the Commission mentioned that before and to provide the 1999 survey document and an introduction, need to write a letter. Staff asked Commission who will write the letter. Vice Chair Sclipa mentioned that she can put more in articles. Staff said that they still need someone to lead in the letter. Vice Chair Sclipa asked Commissioner Palowoda if she would draft a letter and that she will revise it.

7. ADJOURNMENT

Motion: *To adjourn the meeting.*

Made by: *Commissioner Vernosky*

Second: *Commissioner Palowoda*

Vote: *Unanimous*

Vice Chair Sclipa adjourned the meeting at 7:04 p.m.

DRAFT



STAFF MEMO

TO: Historic Preservation Commission

FROM: Tyler Roberts, Assistant Planner

MEETING: September 9, 2015

SUBJECT: **Brochure Clarification**

After reviewing comments from the last meeting, staff has realized that there is a lot of confusion around The Historic Status Brochure and the Cottonwood Historic Property Register. As such we would like to clarify a few points. The brochure was intended to promote the Local Historic Property Register and not the National Register of Historic Places, as the local register is the one which directly relates to the Historic Preservation Commission. Local Historic Landmark Designation requires review by Cottonwood's Historic Preservation Commission for approving applications and for reviewing future work on the property, whereas National Historic Status doesn't require anything from the Historic Preservation Commission. In addition, The City's Planning Department is not involved in any way with applications for National Historic Status, which is all done at the federal level. Unfortunately, although there are a number of financial incentives available through the national register, the local register has no financial incentives available. We did still try to incorporate financial incentives by pointing out the incentives available through the national program and explaining that our local status can be used to support an application for National Status, and thus indirectly help one obtain those financial benefits. Though we are willing to create a separate brochure to encourage people to apply for the national register, we don't think it is necessary because there is also contact information available for the national program on our brochure under "What Other Programs & Assistance are Available?".

WHAT OTHER PROGRAMS & ASSISTANCE ARE AVAILABLE ?

- If you are interested in National Historic Status, contact the National Register of Historic Places. Website: www.nps.gov/nr, Email: nr_reference@nps.gov, Phone: (202) 354-2211
- The Arizona State Historic Preservation Office (Arizona SHPO) assists in the identification, evaluation, protection, and enhancement of historic and archaeological properties. Contact them at (602) 542-4009.
- The National Park Service supports historic preservation through a variety of funding sources and technical assistance programs. NPS programs may be available directly in some cases for major projects but are generally made available indirectly through Arizona SHPO.
- The National Trust for Historic Preservation is a private, nonprofit membership organization dedicated to saving historic places and revitalizing America's communities. www.preservationnation.org

The Cottonwood Historic Preservation Commission

Meetings: 2nd Wednesday of each month
Time: 6:00 PM
Location: City Council Chambers, 826
North Main Street

Information Available At:
cottonwoodaz.gov/bchistoric.php



For Questions Contact:

The City of Cottonwood
Community Development
Planning Division

111 N. Main St,
Cottonwood, Arizona 86326

Phone: (928) 634-5505 x3318
Fax: (928) 639-4254

COTTONWOOD HISTORIC LANDMARK DESIGNATION



Cottonwood was founded in 1879 and provides a rich historic setting for our community. Please consider adding your property to our growing list on the Cottonwood Historic Property Register.

WHAT IS COTTONWOOD LANDMARK DESIGNATION?

- Established in 2014, the Cottonwood Historic Property Register is the City's official list of historically, culturally, and visually significant buildings, structures, landmarks, districts, and archaeological sites.
- The intent is to provide recognition and protection for properties which represent important aspects of Cottonwood's heritage; to enhance the character of the community by considering such sites during development, and to assist owners in the preservation and restoration of their properties.

WHY APPLY FOR LANDMARK DESIGNATION?

- Receive a Certificate of Designation recognizing your site as historic.
- Receive guidance and information for the maintenance, preservation and adaptive re-use of your property.
- Give others the opportunity to discover a piece of their city's past. Listing properties also promotes tourism and contributes to the revitalization of neighborhoods and business districts.
- Help prepare yourself for applying to the National Register of Historic Places. Our program is based on their process so, not only will you become familiar with the necessary steps, you can use your local Landmark status as support in your application. The Historic Preservation Commission may even provide support and endorsement for other things, like grant applications.
- **Financial Incentives** are available for properties listed in the National Register of Historic Properties. Rehabilitation work on historic commercial properties may qualify for the 20% Federal Tax Credit Program; and owner-occupied historic residential properties may qualify for the State Property Tax Reduction Program.

WHAT PROPERTIES QUALIFY?

- Those that are at least **50 years old** and hold some special significance reflective of Cottonwood's cultural, social, political, or economic past; or that are associated with a significant person or event.

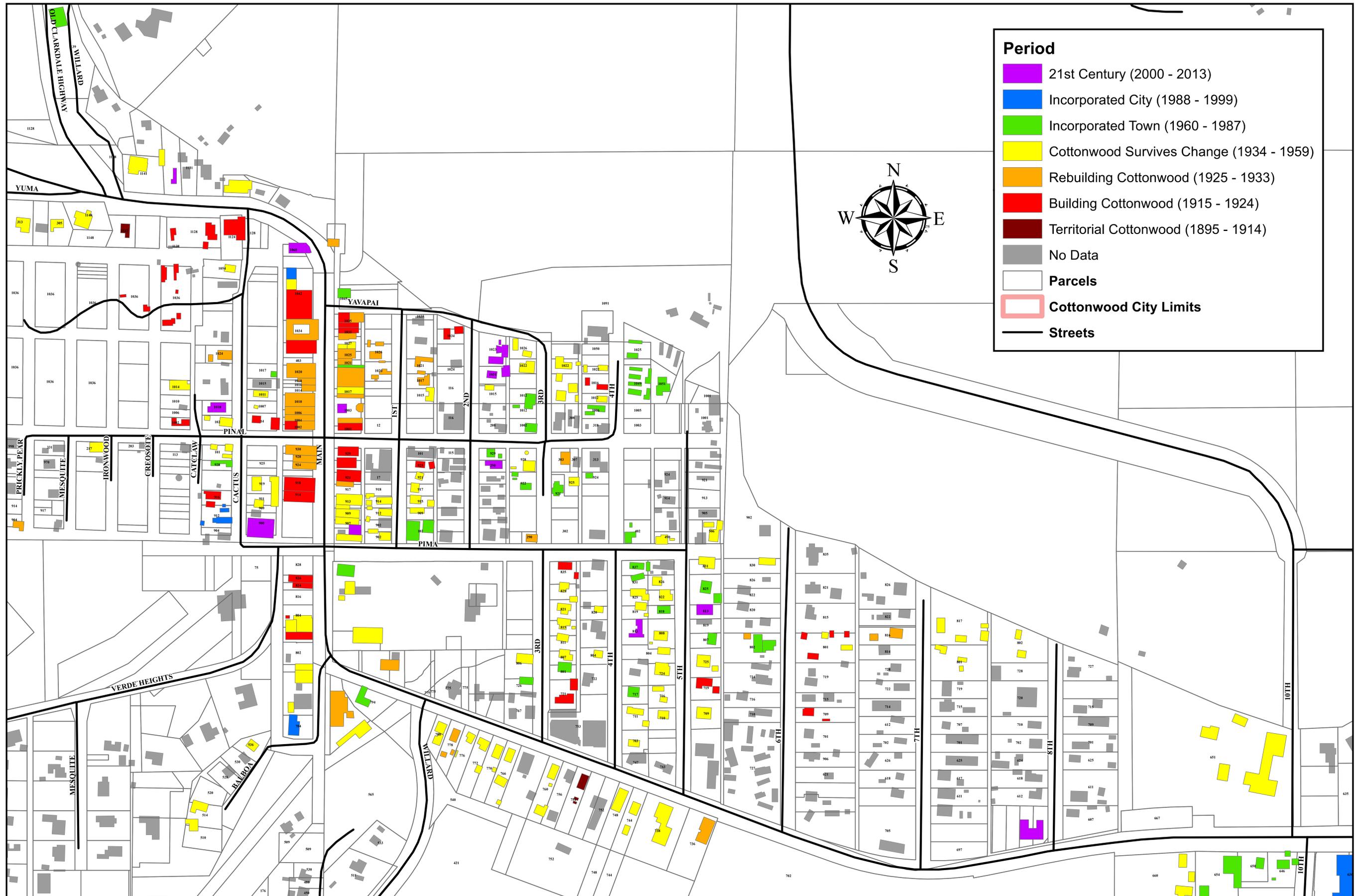
WHAT DO I NEED TO DO?

- The property owner must complete and submit an application. To obtain the application contact Community Development at (928) 634-5505
- The applicant will consult with City staff.
- The Historic Commission holds a Public Hearing on the proposed Landmark designation. The commission's decision is final, unless appealed to City Council.

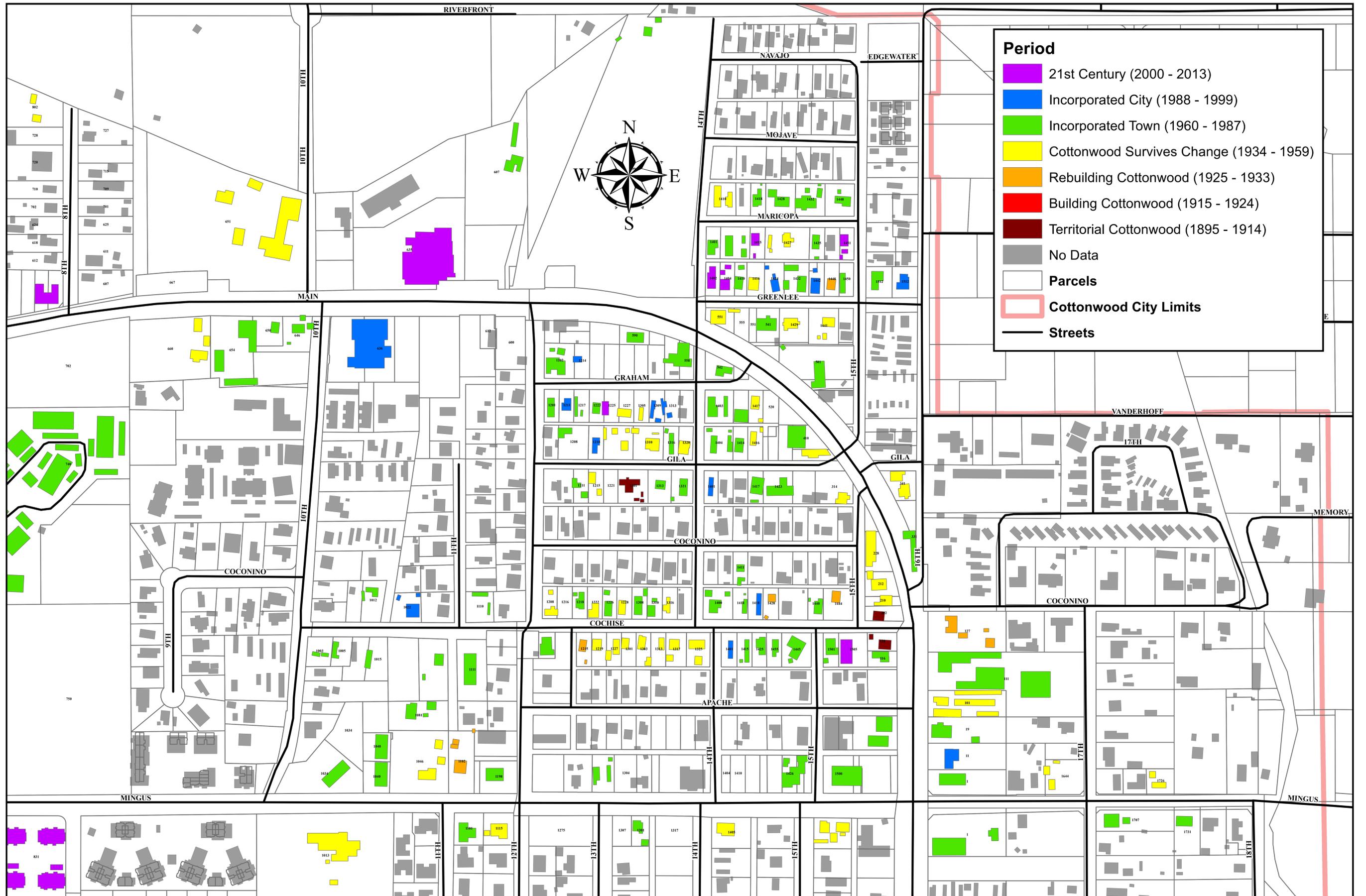
HOW DOES THIS EFFECT FUTURE WORK?

- Protections are granted through inclusion in the Historic Design Review Process (performed by the Historic Preservation Committee) with future changes.

Cottonwood Historic Buildings: Old Town



Cottonwood Historic Buildings: Main & Mingus



City of Cottonwood
Historic Preservation Commission
LANDMARK DESIGNATION

Application

1. Applicant / Owner Information:

Name of Applicant Cashmere Properties, LLC Owner? Yes No
Mailing Address 1042 North Main Street, Cottonwood, AZ 86326
Phone Number (928) 634-5550 E-Mail rgarrison@haskellsprings.com
Contact (if other than above) _____

Name of Owner Randall Garrison
Mailing Address 1042 North Main Street, Cottonwood, AZ 86326
Phone Number (928) 634-5550 E-Mail rgarrison@haskellsprings.com

2. Identification of Proposed Landmark:

Historic Name(s) Ersel Garrison Liberty Garage (Liberty Garage 1919-1920)
Street Address 1040-1042-1044 North Main Street, Cottonwood, AZ 86326
Assessors Parcel Number 406 - 22 - 037
Legal Description SE ¼ of the SE ¼ Section 28 Township 16 North Range 3 East
Block 2 Lot(s) 16-19 Subdivision Willard Addition Year of Plat 1917

Desired Historic Designation:

City of Cottonwood Landmark State of Arizona National Register of Historic Places

3. Historic Information:

Original Owner(s) Homestead of Mary Grace (Vineyard) Willard, granted Dec. 22, 1892, for 160 acres.
Subsequent Owner(s) Charles Douglas Willard, south 40 acres of his mother's homestead. Charles D. Willard and Ettie Willard transferred to (Albert Hegge) Albert Hegy (the man who drilled artesian Wells), Lots 18-19, Block 2 on September 22, 1917. (recorded April 30, 1918; Book 115, p. 88.) Albert Hegy sold to W. (William) R. Garrison; Lots 18-19, Block 2; for \$900. on May 29, 1919. (Book 117, p. 250. Affidavit recorded August 14, 1928; Book 145, p. 390.) Charles D. Willard et ux, transferred to W. Ersel Garrison: Lots 16-17, Block 2 (Verde Copper News; December 21, 1923; p. 2, c. 3.) The property was eventually placed in a Trust of Ersel and Jenny (Willard) Garrison and the Cottonwood Water Works. Their son, Charles Garrison operated the Cottonwood Water Works, then the property was transferred to Cashmere Properties, LLC., on December 24, 2007 (Book 4563; p. 144.)

Historic Use(s) From the beginning in 1919, the site and building was used for auto repair, the sale of parts, equipment and autos. (The 3 houses on the property were moved to new locations in 1923.) After 1970, the old showroom was converted into a lobby and offices for the water utility company, who also used the garage and shop areas until the Cottonwood Water Works was purchased by the City of Cottonwood in 2005.

Present Use(s) Since 2012, a wine tasting room and wine sales outlet for Burning Tree Cellars (1040). Since 2005, FENTEK office and warehouse and Cashmere Properties, LLC. office (1042). Also, for small batch wine and spirits; wine and beer bar/store.

Building Type 20th Century Commercial Construction Date(s) 1919; new building, 1923-1924.

Architect W. Ersel Garrison

Builder(s) W. Ersel Garrison: contractor Bigelow leveled and prepared the lots; other professionals and laborers were hired as needed.

Integrity Excellent

Condition: Excellent Good Fair Poor Condemned

Explain if necessary: Evaluated in the 1999 Survey as Site No. OTC-26; considered to be a contributing element of the Cottonwood Commercial Historic District. Surveyed in 1985 as site S.002. (See the attached forms.)

4. Description of Property: (attach a separate sheet if necessary)

SITE: Size of Parcel 100 x 100 feet.

Site Character Since 1917, lots facing Main Street.

BUILDING: Number of Stories 2 Total Floor Area 8160 square feet; Yavapai Co. data

Foundation Material Concrete Floor Concrete, 1st floor; wood, on a partial 2nd floor

Structural Material(s) Poured concrete, reinforced; corrugated iron

Exterior Wall Material(s) Poured concrete covered with stucco

Applied Ornamentation _____

Roof Type Gabled, medium pitch; flat awning in front Roof Material Metal

Eaves Treatment (no eaves)

Parapet Curved parapet

Windows Original large 1/1 plate glass windows and frames; central plate glass window broken and replaced with new frame. Original glass block transoms in place, but covered with decorative metal sheeting. Original large multi-paned metal-framed windows on the side and 3 in back (5 x 6 and 10 x 6).

Entry Central entry into the building under the canopy. Front roll-up door in place with a 2012 recessed

entry with matching metal double doors and flanking windows; side roll-up entry door.

Doors Glass with metal frames; 1 metal roll-up door on the north side.

Porch After the structure was completed, a canopy was constructed in front of the building to shelter the gasoline pumps (which have since been removed). A stone-faced planter fills that space.

Storefront Paved area in front of the building with a sidewalk in front. Fencing was added in 2013, with river rock pillars.

Heating Central gas heating.

Electrical, Lighting (yes)

Notable Interior Original wall dividing the auto showroom and offices from the garage is still intact.

Outbuildings An auto washing and painting building (912 square feet) was built next to the garage, perhaps in 1947 (remodeled in 2014) and a second building (1192 square feet) was added next to that, perhaps in 1947, on Lots 20-22. There were yard improvements in 1995.

Alterations After the structure was completed in 1924, a canopy was added to the front for gas pumps. Area in front of the building, once used for customer parking, was fenced and is now a patio.

5. Areas of Historic Significance:

Commerce Community Planning Economics Exploration / Settlement
Governmental Military Religion Science Agriculture Tourism
Transportation Arts and Culture Other (explain) _____

6. Description of Historical Significance: (attach separate sheets if necessary)

Prominent Occupant(s) W. Ersel Garrison, was considered to be a "town father," because of his involvement in business and civil matters. In addition to his involvement in the development of transportation and good roads, Ersel was active in the development of aviation, and built the first airport in the Verde Valley. (See attached biographical information and aviation history.)

Charles Garrison managed the family business, Cottonwood Water Works. He was elected Mayor of Cottonwood, for 2 non-consecutive terms, 1977-1979 and 1983-1985. He was known for his fiscal responsibility and ability to maintain excellent financial and other town records. During his last term, a survey of the historical buildings was completed, which resulted in the listing of 10 properties on the National Register of Historic Places.

Historic Association It is one of the oldest garage establishments in the area. In 1919, when W. Ersel Garrison arrived home from his military duties in the Army in France, he partnered with his brother-in-law, Hugh Follendore in an auto repair shop on land owned by his father, William R. Garrison. Hugh and Elizabeth (Garrison) Follendore moved to California in 1920. Sole owner of Liberty Garage, W. Ersel Garrison became the dealer for Ford automobiles and products,

and sold Fordson tractors and other equipment, etc. until 1960. Tom Vincent took over the property on July 1, 1960, then Vincent Ford-Mercury Sales occupied the property until they moved to a larger site during 1970. The property was historically associated with transportation and automobiles from 1919 until 1970. It was associated with providing water to residential and commercial customers through Cottonwood Water Works from 1971 until 2005.

Relationship to Community's Development As the dealer for Ford products plus excellent service and repair at reasonable prices, the garage attracted customers from the entire Verde Valley as well as tourists from 1919 until 1970. This business relates to the development of transportation and roads in the area. Ersel Garrison was a promoter of good roads, especially while he was a Yavapai County Supervisor during the 1950's.

Cottonwood Water Works had been providing artesian water to customers since before 1915. Without water, residential and commercial development was difficult. Founder Charles D. Willard had used his home and the homes of his daughters as the business office, then the business was relocated to the Cottonwood Garage building (1028 N. Main) until his family moved the business to their Liberty Garage location in 1971. Cottonwood Water Works expanded with new water lines, water storage tanks, etc., as the town grew until 2005.

Cultural Affiliation Cottonwood was known for excellent auto's, especially the 'souped-up" fast autos used for the distribution of liquor during prohibition. Liberty Garage had a reputation for dealing fairly with the customers. Cottonwood Water Works was known for providing water to residential, commercial and agricultural customers at reasonable low rates.

Architecture 20th Century Commercial

District / Streetscape Contribution Liberty Garage is the largest building on North Main Street. Its visual prominence was somewhat diminished after 1933, with the construction of Eden's Auto Court on the south side, which was built out to the street, and over the sidewalk.

Context: Isolated / Rural [] Residential [] Commercial [X] Historic Area [X]

Other (explain) _____

7. Additional Comments: (attach separate sheet if necessary)

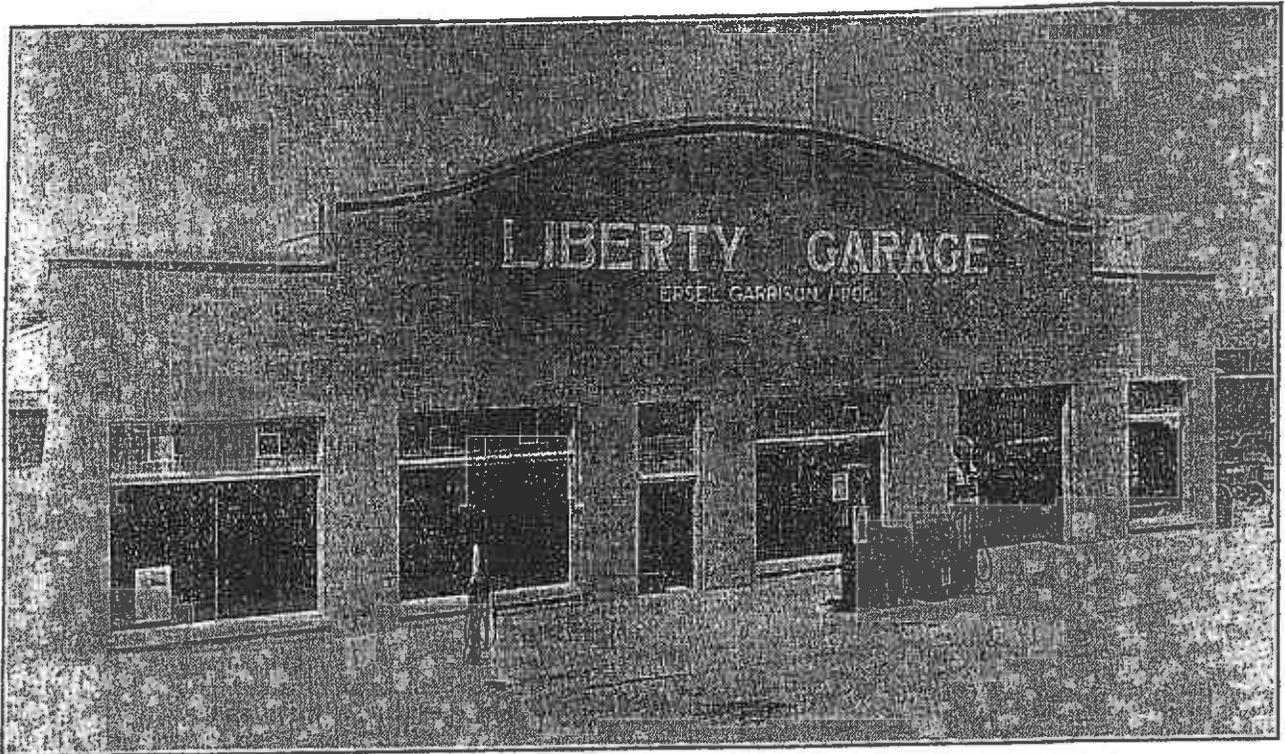
Applicant Signature _____ Date _____

Approved by Owner / Agent _____ Date _____

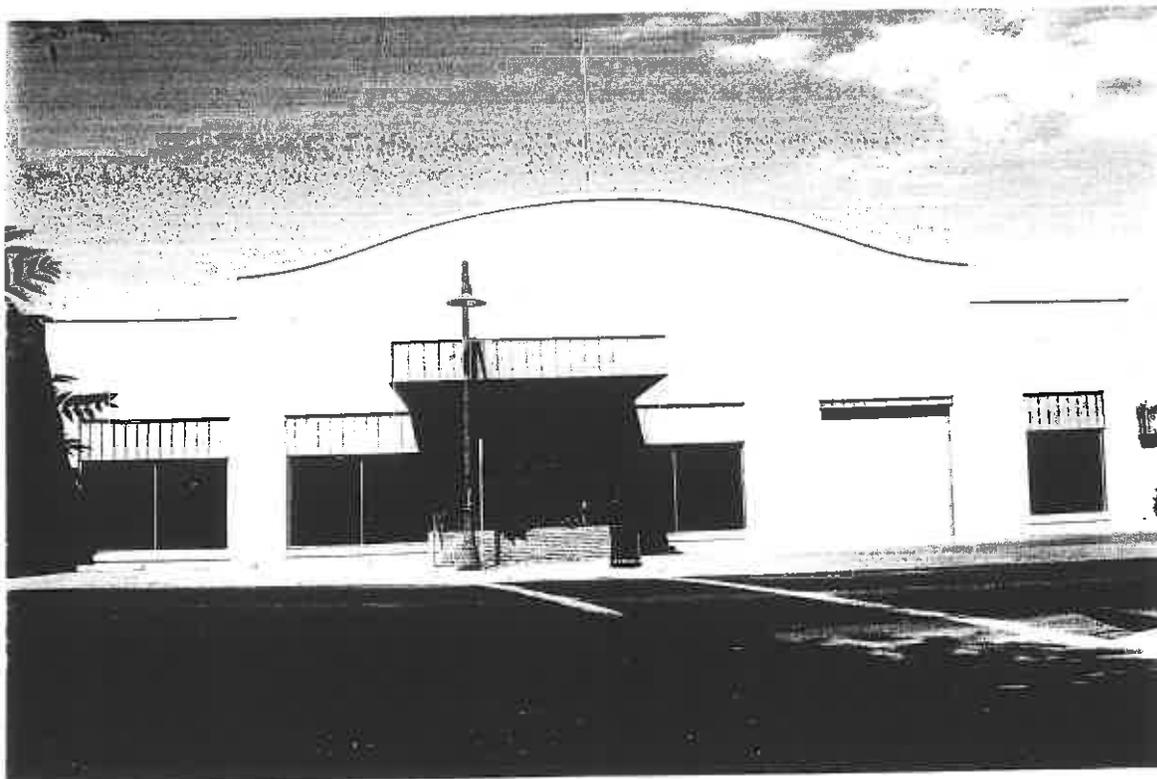
Approved by H. P. C. _____ Date _____

COTTONWOOD COMMERCIAL HISTORIC DISTRICT

GARRISON GARAGE
1042 NORTH MAIN STREET



CONSTRUCTION BEGAN IN 1923; BUILDING COMPLETED IN 1924



STATE OF ARIZONA

HISTORIC PROPERTY INVENTORY FORM

Please type or print clearly. Fill out each applicable space accurately and with as much information as is known about the property. Continuation sheets may be attached if necessary. Send completed form to: State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No. OTC-26 Survey Area Old Town Cottonwood

Historic Name(s) Ersel Garrison Ford Sales/Liberty Garage (Enter the name(s), if any, that best reflects the property's historic importance.)

Address 1042 N. Main

City or Town Cottonwood vicinity County Yavapai Tax Parcel No. 406 - 22 - 037

Township 16N Range 3E Section 28 Quarters SE of SE Acreage <1

Block 2 Lot(s) 16-22 Plat (Addition) Willard Addn. Year of plat (addition) 1917

UTM reference: Zone 12 Easting 406000 Northing 3845520

USGS 7.5' quadrangle map: Cottonwood, Ariz.

ARCHITECT not determined known Source

BUILDER not determined known Source

CONSTRUCTION DATE 1923-24 known estimated Source VCN7/3/1924, Spec. Section

STRUCTURAL CONDITION

Good (well maintained; no serious problems apparent)

Fair (some problems apparent) Describe:

Poor (major problems; imminent threat) Describe:

Ruin/Uninhabitable

USES/FUNCTIONS

Describe how the property has been used over time, beginning with the original use. Ford sales & service

Now Cottonwood waterwks

Sources VCN; 1939 Sanborn; 1950 Recuerdos yrbk;

1950s photo Clem. Museum

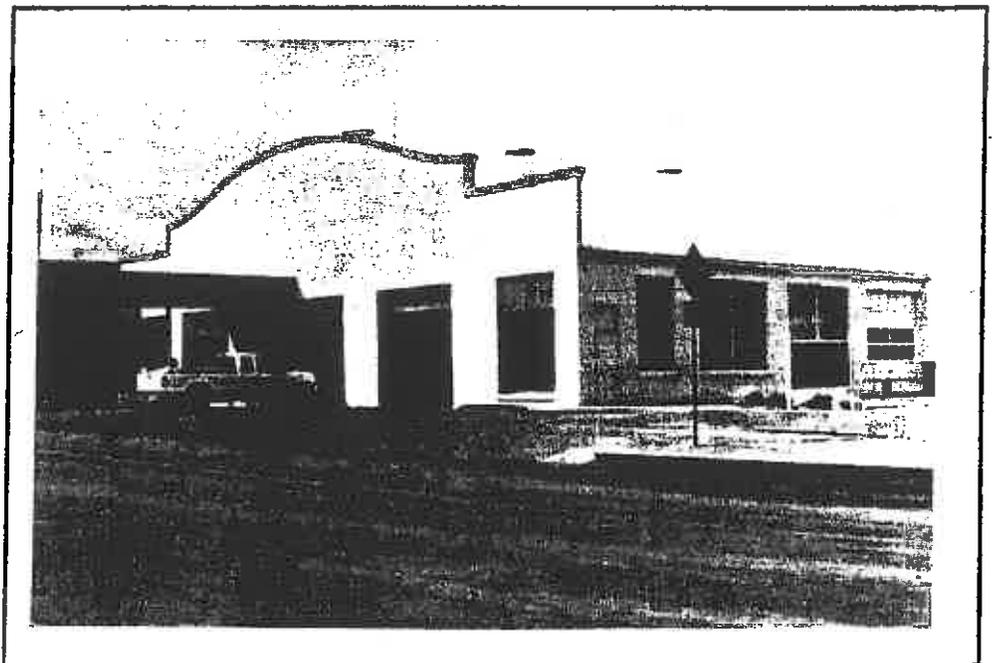
PHOTO INFORMATION

Date of photo March, 1999

View Direction (looking towards)

Southwest

Negative No. R1-E5



SIGNIFICANCE

To be eligible for the National Register, a property must be significant. It must represent an important part of the history, architecture, or culture of an area. The significance of a property can be judged and explained only when it is evaluated within its historic context. Historic contexts are those patterns, themes, or trends in history by which a property occurred or gained importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Additional sheets may be attached if necessary.

A. HISTORIC EVENTS/TRENDS. Describe any historic events/trends associated with the property Built in 1923-1924 as the Liberty Garage of Ersel Garrison. Sold Ford autos, tractors. Remained car dealership into modern times. Now is the Cottonwood Waterworks, under direction of Garrison's son, Chuck.

B. PERSONS. List and describe persons with an important association with the building Ersel Garrison started his first garage in 1919 with partner Hue Follenberg when both were just out of the army. Hue left for CA in 1920. Garrison got Ford dealership 1922; kept it until 1960. A "town father". Played major role in dev. of

C. ARCHITECTURE. Style 20th century commercial Cottonwood Airport no style
Stories 1 Basement Roof form Gabled, medium pitch; w/ sheet metal
Describe other character-defining features of its massing, size, and scale Large, 1-story garage with curved parapet, stucco finish, drive-in doors, and canopy.

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION. Original site Moved (date _____ original site _____)

DESIGN. Describe alterations from the original design, including dates Garage design retained, with drive-through doors leading into building. Office behind flat-canopied portion of building. The front canopy originally sheltered a gas island -- pumps have been removed. SE corner of interior remodeled in modern times for use as town waterworks. Rest of interior retains very good integrity.

MATERIALS. (Describe the materials used in the following elements of the property)
Walls (structure) Reinforced concrete Walls (sheathing) Stucco
Windows Multi-light windows in large openings with small-multi-light transoms
Roof Gabled, w/ curved parapet, flat awning Foundation Concrete

SETTING. (Describe the natural and/or built environment around the property) Near north end of block in historic commercial area; motel to south; parking lot to north; medium setback.
How has the environment changed since the property was constructed? Edens Motel to south was built a few years after this garage.

WORKMANSHIP. (Describe the distinctive elements, if any, of craftsmanship or method of construction) _____
Until 1950s the transoms had tiny panes - probably consisted of amethyst glass. Transoms now covered with wood paneling.

NATIONAL REGISTER STATUS (if listed, check the appropriate box)
 Individually Listed
 Contributor Noncontributor to _____ Historic District
Date Listed _____
 Determined eligible by Keeper of National Register (Date _____)

RECOMMENDATIONS ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)
Property is is not eligible individually.
Property is is not eligible as a contributor to a listed or potential historic district.
 More information needed to evaluate.
If not considered eligible, state reason: _____

FORM COMPLETED BY
Name and Affiliation: P. Stein/Arizona Preservation Consultants Date: 1999
Mailing Address: 6786 Mariah Drive, Flagstaff, AZ 86004 Phone #: 520-714-0585

Albert Hegan
To
W. R. Garrison

U.S.D.R. 1166 \$1.00
A.M. 5/29/19

Warranty Deed

STATE OF ARIZONA } ss.
County of Yavapai.

Know all Men by These Presents:

That Albert Hegan, an unmarried man of the
County of Yavapai, State of Arizona

for and in consideration of
Nine hundred & no/100 - - - - - DOLLARS,
to me in hand paid by W. R. Garrison

have granted, sold and conveyed, and by these presents do hereby grant, sell and convey unto the said

W. R. Garrison
situate in Yavapai County, County State of Arizona, and
all that certain premises described as follows, to-wit:

Lot 18, Eighteen & Nineteen Block Two (2),
in Millard Addition to the Town of
Northwood, Yavapai County, State
of Arizona



Locate Property Information Tool

Property Search By:

- Parcel Number
- Owner Name
- Address
- Subdivision

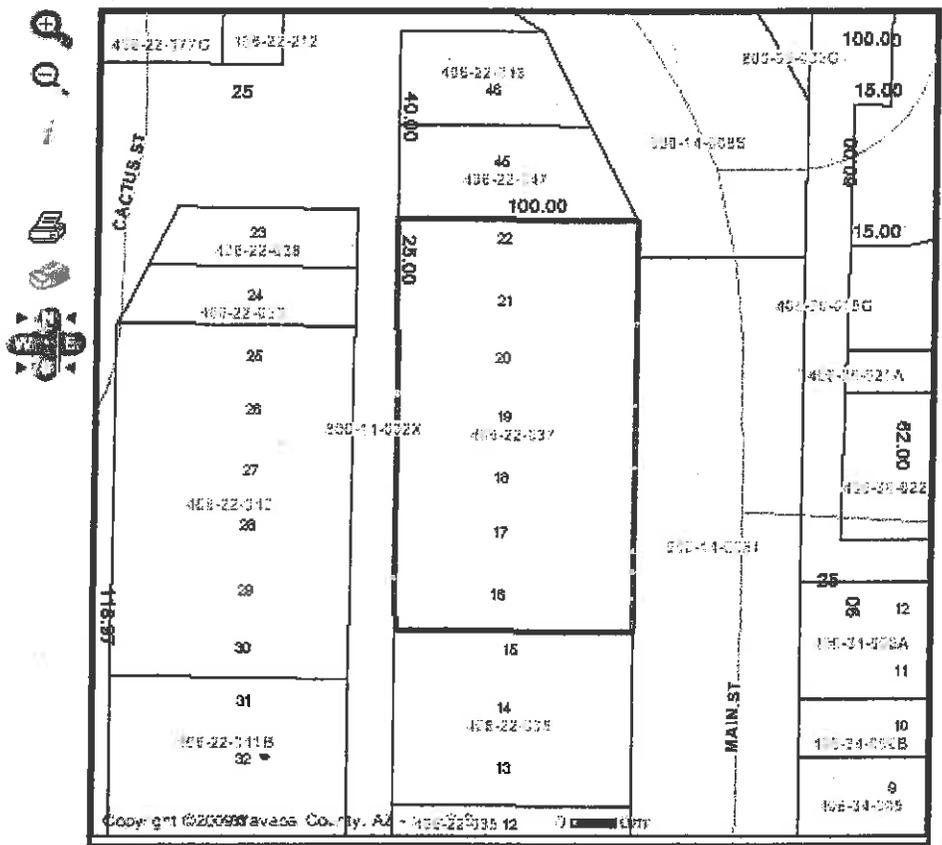
Map Options

- Map
- Aerial
- Size
- Photo

Map Scale

1.916

Refresh



Parcel ID Check Digit

406-22-037 3

Owner Information

Owner (Primary)

CASHMERE PROPERTIES LLC

Mailing Address

1042 N MAIN ST

City

COTTONWOOD

Recorded Date

12/24/2007

Last Transfer Doc Docket

4563

Last Transfer Doc Page

144

Parcel Information

Physical Address

1044 N MAIN ST

DOR Acres

0.4

Subdivision

WILLARD ADDITION

School District

MINGUS UHS #4

Improvements (4)

Type

Owner (Secondary)

N/A

State

AZ

Zip

86326

Incorporated Area

CITY OF COTTONWOOD

Type

MAP & PLAT

Fire District

N/A

Total Fl.Area Effective\Construction Yr

? Field Descriptions ->

GARRISON GARAGE

Building Construction Began in 1923, Completed in 1924.

MAY BUILD SOON

Persistent rumors are afloat that Ersel Garrison is going to erect a big new garage and the rumors are not entirely without foundation since it is known that contractors are figuring on removing considerable dirt around here and there is no one else at this time to accuse, so it must be he. He won't say much about it, but it is safe to bet that by the first part of the year there will be a big new garage on Ersel's Main street lots. Cottonwood is here to stay.

Verde Copper News; Tuesday, October 21, 1923; p. 4, c. 1.

ACCUMULATING MATERIAL

Ersel Garrison has been getting material on the ground for his new building and has already several loads of pipe and iron that he bought from the Jerome-Superior company. He will build a structure of pipe and sheet iron with cement floors that will be fireproof in every sense of the word.

Verde Copper News; Fri., November 2, 1923; p. 4, c. 2.

EXCAVATING BEGINS

Ersel Garrison has begun the work of excavating for his new fireproof building, and Contractor Bigelow is handling the teams. The dirt is being taken across Mingus street and deposited on ground belonging to Charles Willard. It is estimated that there are about 500 yards of dirt to be moved. The building when completed is to cover an area of about 100 feet square and will necessitate the moving of the Garrison dwelling house in the rear of the garage. It will probably be moved to ground on which the dirt is being dumped as soon as it is leveled off. That Cottonwood is building is putting it mildly, for there are now three businesses buildings under construction and this will make the fourth. It is expected that in the very near future Alex Marianna will begin construction of his big

building that will occupy 50 by 100 feet on Main street near the ice cream factory. The job of pouring concrete on the walls of the MacIntyre and Bechetti jobs is done and the floors will be the next heavy piece of cement work to be done. The work will progress more rapidly this week on these jobs. Plasterers are working on the Stemmer building and it is hoped within 10 days to have the building ready for occupation.

Verde Copper News; Tue., November 4, 1923; p. 4, c. 2-3.

NEW BOOKKEEPER

Cottonwood citizenship has been enriched by the addition of J. E. Bertal, late of Detroit. Mr. Bertal spent a few days in Prescott and then came over here to take up the accountancy for Ersel Garrison's big industry here. He is a mighty fine fellow and has already made many friends. He has a little son about 8 years old in Prescott where he will bring over as soon as he can make satisfactory arrangements.

Verde Copper News; Fri., November 9, 1923; p. 4, c. 3.

MOVE HOUSE

The Farley-Osborn Transfer company moved Ersel Garrison's frame dwelling house from its location in the rear of the garage to the lots across Mingus street from Newton Baker's residence.

Verde Copper News; Tue., November 9, 1923; p. 4, c. 4.

MORE FORDS

Yesterday a carload of Fords was unloaded for Ersel Garrison. The car contained four touring cars and three roadsters. Another car is on the way and contains the first of the 1924 model coupes and several ton trucks. Garrison is rushing the work of excavating for his new building.

Verde Copper News; Tue., November 9, 1923; p. 4, c. 4.

MUCH WATER

Construction was again halted Saturday owing to the heavy downpour that began about 11 o'clock Friday night and was continuous until late Saturday afternoon. ... Down at Ersel Garrison's building site, the water gathered in quite a pool and it is doubtful if work on excavating will be resumed for a day or two until the ground dries off.

Verde Copper News; Tue., November 13, 1923; p. 4, c. 2.

GRADING NEARLY DONE

The grading for the new Garrison building is about done and in a very few days the work of excavating for the foundation of the huge structure he is going to erect will be begun. The building will be by far the largest in the valley aside from the smelter buildings. It is badly needed as Garrison has Ford cars, tractors and parts and other equipment scattered around in about a dozen different buildings in town.

Verde Copper News; Fri., November 16, 1923; p. 4, c. 3.

RING OF THE HAMMER

Cottonwood is atune to the ring of the hammer. ... Ersel Garrison has about completed the work of excavating for his new big building and it won't be very long until progress will be made far enough to enable the workmen to pour the cement foundation for the structure.

Verde Copper News; Tue., November 20, 1923; p. 4, c. 2-3.

ARRANGING HOUSES

Ersel Garrison and C. D. Willard engineered the moving of two houses from their original location on North Mingus street to a site in the Willard orchard back across the wash from the town and to the west on unplanted ground. Garrison had a chimney built on the house taken from the rear of the Liberty garage.

Verde Copper News; Fri., November 23, 1923; p. 4, c. 2.

PUTTING IN FOUNDATIONS

Ersel Garrison has laid off the big foundation for his new garage and machine shop and has had most of it excavated and is now placing the forms in readiness to put in the cement foundation. He will be way into the winter with his work; but as it hardly ever snows and there is little mud to contend with, he will make good headway.

Verde Copper News; Fri., November 30, 1923; p. 4, c. 4.

POURING FOUNDATION

A crew of men is operating a mixer under the direction of Ersel Garrison, pouring the foundation for his modern structure. As the foundation is finished, workmen place old steel and iron on edge in line for the walls to be put in. Reinforcing steel will be fastened to the iron, as the work goes on. The foundation covers an area of 85 x 100 feet but that does not mark the entire extent of the building which will be 100 feet square and will be so designed that cars can run into the front part for supplies.

Verde Copper News; Fri., December 7, 1923; p. 4, c. 2.

Public Records:

Charles D. Willard et. ux. to W. Ersel Garrison, Warranty Deed. Lots 16 and 17, Block 2, in Willard Addition to Cottonwood.

Verde Copper News; Fri., December 21, 1923; p. 2, c. 3.

STORM HALTS WORK

Work on the Garrison building was temporarily halted by the storm but great piles of lumber were unloaded Wednesday despite the bad weather and a band-saw was rigged up to cut the lumber to the proper length for the forms to be put up for the main structure.

Verde Copper News; Fri., December 21, 1923; p. 4, c. 3.

ERECTING FORMS

The frame work of the heavy forms for the new Ersel Garrison building are rapidly taking

shape. Several thousand feet of lumber are to be used in the work. It will take from 60 to 90 days to complete the work.

Verde Copper News; Mon., December 24, 1923; p. 4, c. 3.

CONSIDERABLE DELAYS

Ersel Garrison has experienced considerable delay in building activities due to stormy weather. The forms on the Garrison building are only about half up.

Verde Copper News; Mon., December 31, 1923; p. 4, c. 1.

1924

POURING CONCRETE

Friday, Saturday and Sunday a force of men was busily engaged in pouring the south, west and part of the north wall of the new Liberty garage owned by Ersel Garrison. The big mixer that MacIntyre and Bechetti had used was pressed into service, and a regular skipway with a light skip was put into operation. The cold weather following the storm has hindered the work.

Verde Copper News; Tue., January 8, 1924; p. 4, c. 3.

MOVING RAPIDLY

Ersel Garrison has been making good progress the last few days in the construction of the new garage. The workmen have cut the front off the rest of the building in order to use the garage right along during the process of construction. The work of stripping off the forms was begun yesterday and about half of the cement work has been uncovered.

Verde Copper News; Fri., January 11, 1924; p. 4, c. 1.

GARRISON GARAGE

The forms for the concrete for the new Garrison garage are rapidly being completed and tower above Main street nearly 40 feet. The steel trusses for the structure are expected to arrive early next week and as soon as the cement has cured, a substantial gin-pole will be erected for the purpose of hoisting the huge pieces into position. There will be pumps for gas, oils, and water and an air service tower will complete the battery along the street line

in front of the structure. There are some changes contemplated in the guttering and curbing in front.

Verde Copper News; Fri., January 25, 1924; p. 4, c. 3.

PUTTING IN STEEL

All day Friday and Saturday, Farley & Osborn trucks were busily engaged in hauling steel from the siding at Clemenceau to the new garage building being erected by Ersel Garrison. The big trusses and uprights came in large sections, no one truss being complete as shipped. Sunday, Ersel and a force of men began the erection of some of the steel and made good headway. He is endeavoring to finish the back end of the structure so he can move into it while the old shop is being wrecked and the front end of the new building completed.

Verde Copper News; Tue., January 29, 1924; p. 4, c. 2.

NEARING COMPLETION

Ersel Garrison and his crew have made wonderful progress with their construction work in placing the steel trusses and their central supports into place on the new Liberty garage. They began their arduous task last Sunday morning and have nearly finished the work as this paper goes to press. With no great array of machinery, just a gin pole, a block and tackle, a few hundred feet of rope and a few willing workers, the building is almost ready for roofing.

Verde Copper News; Fri., February 1, 1924; p. 4, c. 2.

WILL SOON BE COMPLETE

The final work on the Liberty garage is fast drawing near as the last bit of roofing is being put on and the concrete floor on the huge structure is being poured. It will be about two weeks now until the roomy structure will be available for occupation in its entirety.

Verde Copper News; Tue., February 19, 1924; p. 4, c. 3.

SOME CLASS

The new Liberty garage is going to show

some class as Ersel Garrison is having the entire front partitioned off across the width of the building about 25 feet back from the front and will have a fine room in which to display his cars and take care of his patrons. Work of tearing down the rest of the old structure is in progress now, and the laying of sidewalk in front is also well under way.

Verde Copper News; Tue., February 26, 1924; p. 4, c. 2.

FORD DEMONSTRATION

The Liberty garage crew unloaded a car of new touring cars, roadsters and chassis and late Wednesday afternoon the whole carload was fed up on gasoline, greased for action and manned with the entire crew of the Liberty and a few extras and the works paraded Main street to the tune of honking horns, went to Clemenceau and returned with the same infernal Ford bellowing. That they attracted attention there is no need to state, for every living creature took heed. Two-year-old children stopped in their play to gape at the passing show. It takes Ersel to advertise.

Verde Copper News; Fri., February 29, 1924; p. 4, c. 2.

A BEAUTIFUL FRONT

Skilled workmen are transforming the front of the Liberty garage into a thing of beauty to grace Cottonwood's Main street as they are applying a spatter-dash finish of almost pure cement. It is practically the same finish as was used in finishing the Stemmer building which harbors the postoffice now. There is but little left to do now to complete the Liberty and then it will rank among the finest garages and machine shops in the state.

Verde Copper News; Tuesday, April 29, 1924; p. 4, c. 3.

Years of Careful Planning--- Months of Careful, Energetic Workmanship, and--- Our New Home Is Ready--

a fulfillment of an idea originated years ago when the Liberty Garage first commenced operations in the Verde District. An idea of furnishing service--furnishing a service that would give us the respect and confidence of those we sought to serve.

Our new home stands as a monument of everlasting faith to you folks who have given us your patronage--for without the respect and confidence of our customers, the new home would have been impossible.

It shall ever be our policy to furnish SERVICE--not only in the matter of workmanship performed, but in the quality of various products sold, for that is SERVICE, too.

Ersel Garrison
Liberty Garage

"I shall build a car for the multitude."—Henry Ford.

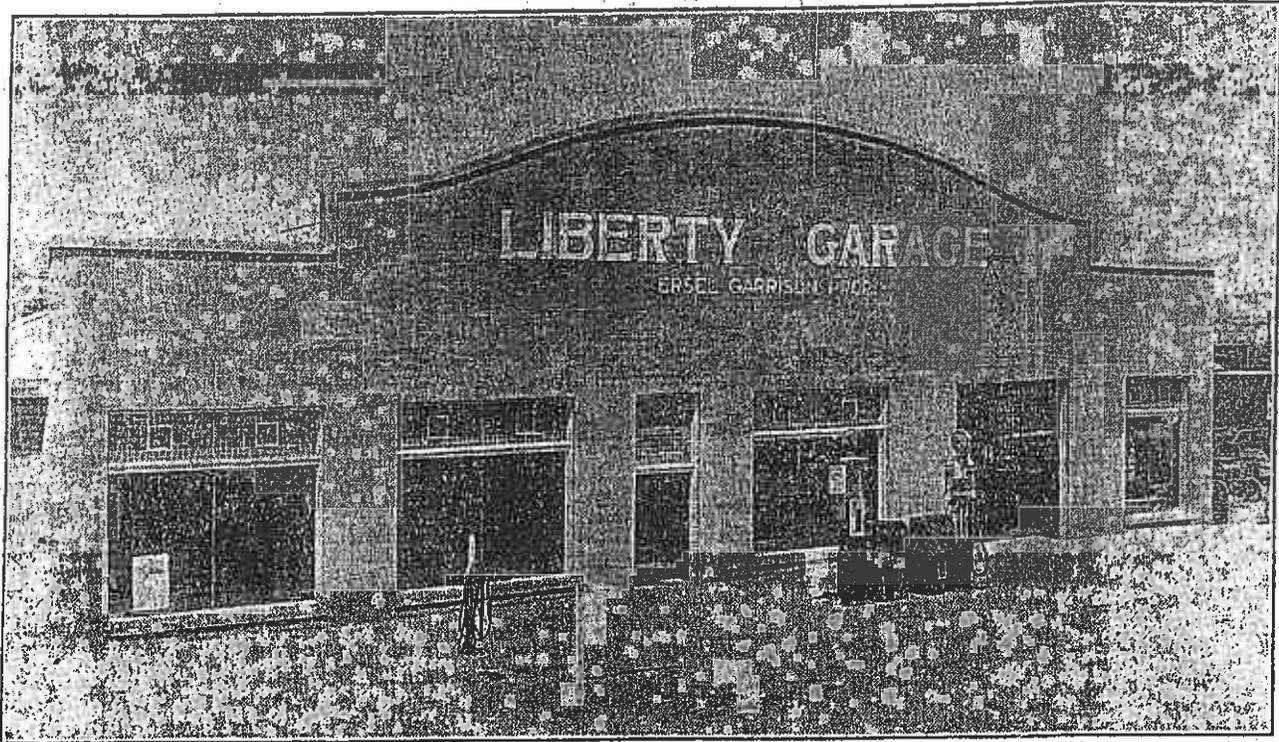
VERDE COPPER NEWS

"He who sells a man a Ford makes of him a friend."—Ernest Garrison.

TUESDAYS AND FRIDAYS

JEROME, YAVAPAI COUNTY, ARIZONA, THURSDAY, JULY 2, 1924

VOLUME 5, NUMBER 53



The Story of the Liberty Garage

Modern business holds few stories more thrilling and romantic than that of the growth of the Liberty Garage and Machine Shop, at Cottonwood, from a small wayside repair station to one of the biggest, best equipped, and most prosperous institutions of the whole Southwest, housed in a magnificent and costly concrete building that would do credit to any city of a hundred thousand population.

All within the space of five years!
 Sounds like a fairy story, doesn't it? But it is more absorbing than any fairy tale because it is true. It hap-

This is an exterior view of the new Liberty Garage Building, pride of Cottonwood and the whole Verde district. It is 96x85 feet in size and is entirely of concrete, except for the corrugated iron roof and supporting steel girders. Absolutely fireproof and modern throughout—a garage that would not be out of place in a city of 100,000 population.

pened. Anyone who is at all skeptical can see for himself.

For weeks now the new Liberty Garage building has been the talk of the whole Verde district. Furthermore, its fame has been carried far and wide by tourists who have been amazed to find such a building, so thoroughly,

VERDE COPPER NEWS

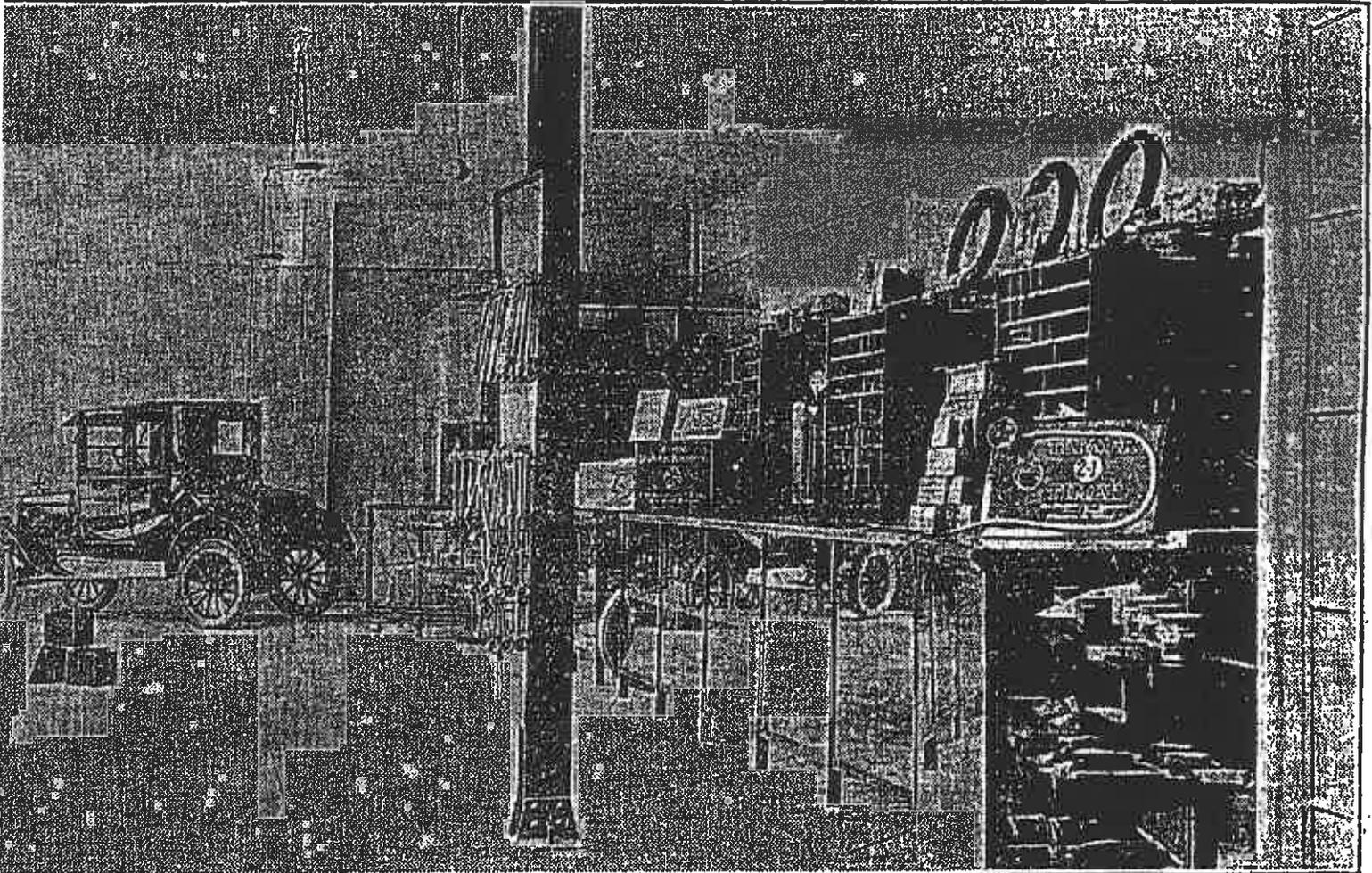
shall build a car for the
motorist.—Henry Ford.

"He who sells a man a Ford
makes of him a friend."—Ersel
Garrison.

THURSDAY

JEROME, YAVAPAI COUNTY, ARIZONA, THURSDAY, JULY 3, 1924

VOLUME 4, NUMBER 52



VIEW OF DISPLAY ROOM—Showing the Ford parts, Tire and Accessory Departments. Note how the steel equipment allows plenty of room for everything without taking up any great amount of floor space.

equipped and giving such metropolitan service, in the little town of Cottonwood.

To those of us who live right here in the district and remember the little sheet-iron structure that was the Liberty garage up to a few months ago, the story is infinitely more exciting and impressive than it can possibly be to strangers.

Those who declare that the age of opportunity is past, that there is no chance for a young man without capital to get ahead in the world, are respectfully referred to the Liberty Garage and to its youthful proprietor, Ersel Garrison.

The phenomenal success of the Liberty Garage is built upon service—the Ford ideal of service, which Gar-

rison has adopted and made his own.

It was in 1919 that Ersel Garrison and Hue Follendore, just out of the army and with practically no capital aside from their nerve, determination and willingness to work, started the Liberty Garage. They were quartered in a nondescript building, 40x60 feet in size.

From the very first the Liberty Garage enjoyed the well-earned reputation of being thoroughly reliable and of giving the kind of service that every motorist wants. Business poured in because owners came to know that at the Liberty their cars were fixed and fixed right.

To this day, no slipshod job has ever been turned out of the Liberty Garage.

In 1920 Follendore got the California fever and sold out to his partner. Under Garrison's exclusive ownership

and shrewd management, the Liberty went ahead by leaps and bounds. Machinery was added, the most efficient repair men to be had were employed, and in no time at all space became a problem.

Even during the shutdown of the mines and smelters, which began in April of 1921, Garrison prospered and his patronage grew steadily. Apparently nothing could stop him.

In the spring of 1922 Garrison secured the dealership for the Ford Motor Company, which up to that time had been represented in the Verde district nowhere except at Jerome. The steady growth of his business up to that time was nothing compared to that which set in when he began to push and sell the low-priced, economical Ford, "the car for the American family."

Today the Liberty Garage has sold no less than 400 Fords, not counting Fordson tractors. Sales in 1923 reached a grand total of 158 cars, and the record of that year is going to be far surpassed by that of 1924.

Late in 1923 it became imperative to expand, to enlarge, or to stand still.

Ersel Garrison is not the kind of a man who stands still. He is ever reaching out for something a little bigger and better.

Long before, he had become the owner of the old building, the ground on which it stood, and an adjoining lot on the south. So he determined to put up the kind of

a garage building that he needed, and do it right there. The Liberty Garage of today, pride of Cottonwood and the whole Verde district, is the result.

The new building has a frontage of 96 feet and a depth of 85 feet. It is of solid concrete construction with the exception of the roof, which is of heavy corrugated iron supported by steel girders. It comes as near being permanent, as well as absolutely fireproof as any structure can be.

Out in the street, in front of the Liberty, is a concrete driveway. At the street line are two visible gasoline pumps, the largest and best manufactured. Grouped between these are the oil pumps. Both to north and south, far enough to be well out of the way of cars taking on gasoline and oil, are air and water lines.

Between the pumps and the attractively decorated front of the garage is a 10-foot concrete sidewalk.

Just inside is a salesroom 65x30 feet, airy and well-lighted by plate glass windows. The walls are tan and the ceiling white. At the southwest corner is a rest room for ladies.

Arranged in the salesroom are a number of brand new showcases and display racks. In one corner is the bookkeeping department, but still there is ample space for several bright and shiny new Ford cars.

Directly over the salesroom is a storage room of the same dimensions for tires, spare parts, and so on. The main entrance to the repair shop is at the north end and there is also a side entrance.

All the space back of the salesroom is given over to the storage of cars and to the repair department, with its great drill press and other heavy machinery. That is one repair shop that has all the room and all the pits necessary to turn out good work quickly—just the shop that every good mechanic dreams of but seldom finds.

Altogether the new Liberty Garage building leaves absolutely nothing to be desired. It was designed and built to serve certain definite purposes, and it serves them admirably.

Some change from a little galvanized shack. And, as was said, before—

All in five years!
One may be pardoned for wondering what the Liberty Garage will grow to in another five years.

Introducing Mr. Garrison

Industry, energy, imagination, shrewdness. These four words sum up the character of Ersel Garrison, proprietor of the Liberty Garage and Machine Shop.

The meteoric career of this young man, scarcely more than a boy, is one of the outstanding romances of the automobile industry. Starting from nothing, in a town of only a few hundred population, Ersel Garrison has in five years made himself one of the leading business men of the Verde district.

Dr. Frank Crane and other philosophers who write of modern industrial giants could find a wealth of inspiration in the rise of Garrison from a garage mechanic to owner and director of an institution of the magnitude of the Liberty Garage of today. But they would not get much information from that modest, unobtrusive, retiring young man himself.

Before they got through questioning him they would know all about the Ford car but precious little about Garrison himself. He is a Ford enthusiast. He will talk Ford from early morning to dewy eve. But when it comes to talking about himself he is next thing to tongue-tied.

Fortunately, the Verde Copper News did not have to depend upon Garrison for information about his career. He is known to practically every man, woman and child in the Verde district, and one does not have to be a pioneer to remember when he and Hue Pollendore began tinkering with cars in a little tin

shack at the upper end of Main street, Cottonwood. Ersel Garrison is a Jerome boy. Practically his entire life was spent in Jerome up to the time that Uncle Sam mixed into the big fuss across the pond. Ersel went to help him out, spent weeks in the trenches at the front, and came home determined to forget all about the war. He had decided to go into the garage business, and when Ersel Garrison makes a decision it is going to be carried into effect.

It is set forth elsewhere how the Liberty Garage grew from a sheet-iron shack to what it is today. Nobody but Garrison himself will deny that its growth is due entirely to his foresight, industry and determination. Where others would have faltered, he kept right on plugging, adding new equipment, improving his service.

Some may have thought that he was overreaching himself when he undertook the construction of a concrete building 96x85 feet, modern throughout. They wouldn't think so today if they could see the amount of business that the new Liberty is doing. Taking care of it is still a problem, but it is a problem that Garrison will solve just the same as he has solved a thousand others with which he has been confronted. Garrison himself says that there have been only two really important events in his life. One was when he secured the Ford agency in the spring of 1922. The other occurred only two weeks or so ago, when he was married to Miss Jennie Willard, of Cottonwood.

WHIZ LINE OF MOTORING AIDS

In accordance with its policy of providing the very best service possible for its customers, the Liberty Garage carries the complete line of Whiz aids for motorists.

This line is manufactured by the R. J. Hollingshead company and is famous throughout the world. "Whiz" is merely another synonym for "best," in:

- Tube patching outfits.
- Soapsone.
- Spring oil.
- Body polish.
- Pollishing wax.
- Gasket cement.
- Auto top dressing.
- Tap patching outfits.
- Rapid repair enamel.

MOTTO

The pioneers seem bigger than those who follow them, because they stand alone. They go out from a growing race, the first tendrils of conquest; but those who follow are of the same stock. In a multitude, however, the average is high enough to bring even the pioneer to the level of his fellow man. Pioneers in statecraft, science, invention, ethics, win reputation because out there in the new field they stand alone, and appear like giants. But as new fields are occupied by the crowds that swarm behind, distinction tends to vanish in a high average. Ordinary men are doing dully now what would have won them lasting fame in days when the average was lower. If sometimes we seem to live in a time of little men, it may be only because there are so many big men that greatness does not seem unusual.—Henry Ford.

VERDE COPPER NEWS

THE STATE'S GREATEST

SEMI-WEEKLY NEWSPAPER

JEROME, ARIZONA, FRIDAY, JUNE 13, 1930

CARS COME AND GO

But! FORD is always with us

There is an unminable sense of satisfaction in knowing that the car you own is up to date now, and will be up to date next year, the year after that and for many more years to come.

Such a car is the FORD!

For 19 years the model "T" served up to 15 million owners, and it was the same good car in appearance and performance year after year—no yearly models to depreciate the investment or put previous years cars out of date.

To be sure the model "T" is gone. Like every thing else changing conditions demanded new and different products. But the old car has left its

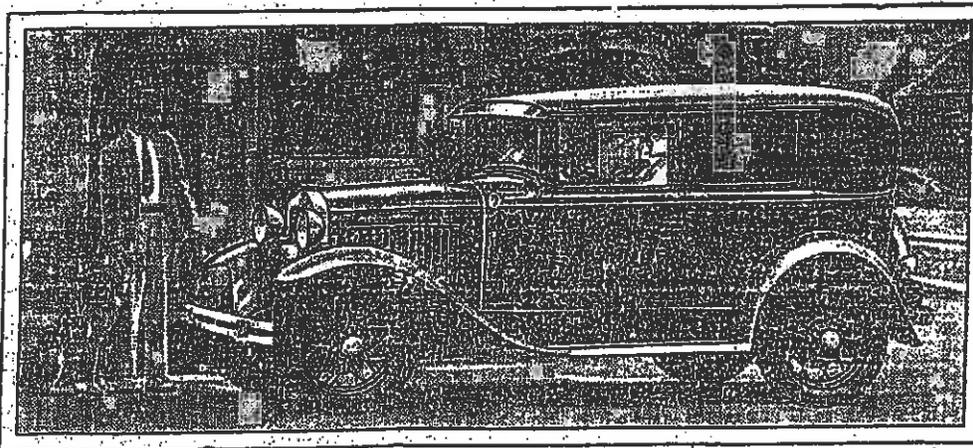
stamp on the Motor Car industry. Today, original features of the model "T" are built into every expensive American made car—the torque tube drive, the detachable cylinder head, the left hand steering are but a few of the principals developed by Ford Engineers. Just like its predecessor, the New Model "A" Ford leads the Automobile Engineering world today.

The new model "A" is many years ahead of our time and as the public demands finer things of the automobile higher priced cars will copy principals of the model "A".

The new Ford is here to stay—there will be constant improvement, but it will be done so the car on the road can adapt the change if the owner so desires.

Features of the New FORD

New streamline bodies—Choice of attractive colors—Adjustable front seats in most bodies—Fully enclosed, silent four-wheel brakes—Four Houdaille double-acting hydraulic shock absorbers—Bright, enduring Rustless Steel for many exterior metal parts—Chrome silicon alloy valves—Aluminum pistons—Chrome alloy transmission gears and shafts—Torque-tube drive—Three-quarter floating rear axle—Extensive use of fine steel forgings and electric welding—More than twenty ball and roller bearings—Triplex shutter-proof glass windshield—Five steel-spoke wheels—55 to 65 miles an hour—Quick acceleration—Ease of control—Low first cost—Economy of operation—Reliability and long life—Good dealer service.



LIBERTY GARAGES Inc.

JEROME

COTTONWOOD

CLARKDALE

"THERE IS A FORD IN YOUR FUTURE"

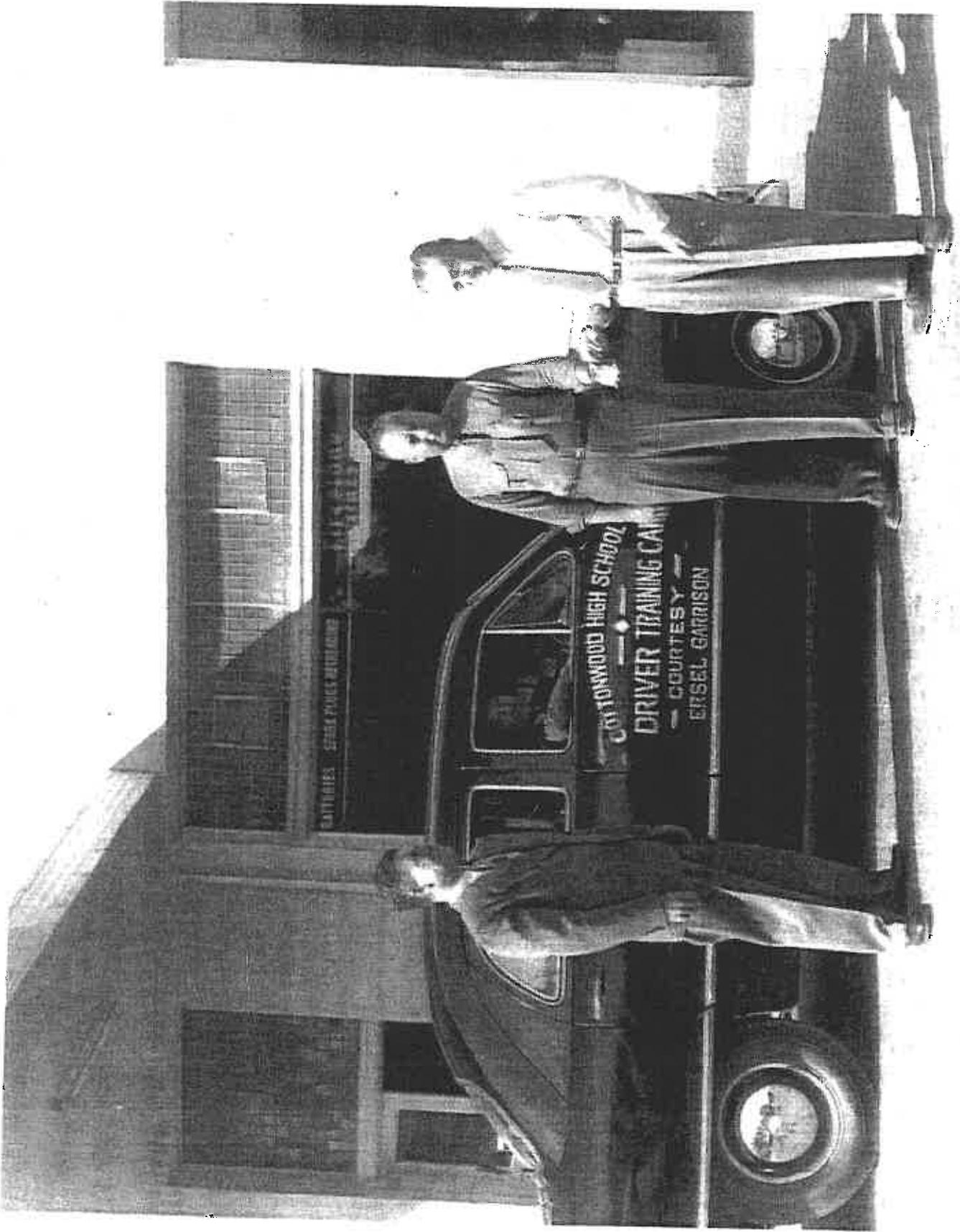


ERSEL GARRISON

FORD SALES

Cottonwood

Phone 3741



de Independent

COTTONWOOD, ARIZONA

10 CENTS

THURSDAY, JUNE 23, 1960

Delegation And Petitions Succeed In Getting \$300,000 For Route 279

A Verde Valley delegation came home Monday with a firm commitment for \$300,000 to be spent on State Highway 279 in the 1960-61 Arizona Highway Department budget.

The 12-man delegation appeared before the Arizona Highway Commission in Phoenix to protest the total elimination of what they termed in resolutions, "a dangerous and deadly route" in the new budget.

In addition to the \$300,000, Commission Chairman Frank

Christensen moved that a \$200,000 authorization be set up in the advance planning budget to continue the work possibly in the 1962-63 budget.

Christensen also moved that any additional state secondary funds which are uncommitted and available in the new budget be earmarked for 279 improvement.

It became necessary for Christensen to relinquish the chairmanship to make the motions. They were passed unanimously by the two other commissioners attending the hearing: Bryant Whitting, Springerville, and W. F. Asbury, Phoenix.

Before the Verde Valley delegation appeared, Christensen announced that a \$100,000 unexpended carry-over item for right of way acquisition had accidentally been left out of the budget, and had been reinserted.

Christensen also explained that all available state secondary highway funds for his district had been placed on the Short Creek Road, which the commission was forced to take into the system when federal authorities announced that Zion National Park tunnel would be available only for passenger car travel beginning in July, 1962.

"We had to set aside \$400,000 to build a bridge over Short Creek which would carry the trucks," he explained.

Garrison Sells Ford Agency

The purchase of the Ersei Garrison Ford Garage in Cottonwood, was announced this week by Tom Vincent, who will take over ownership July 1.

The business will be known as Vincent Ford-Mercury Sales. Vincent is 36, and a native of Winslow. His wife, Frankie, will teach in Verde District 3 elementary school. They have three children, Ed, 11; Maeve, 8; and Hank, 5. The family will live in Cottonwood.

"We are delighted to be coming to the Verde Valley because of its excellent prospects, and the many wonderful people who live here. We also look forward to living and taking part in small town community activities," Vincent said.

Vincent is presently serving as secretary-treasurer of the Don Sanderson Ford Corporation in Glendale. He has also served as an accountant for automobile dealerships in Winslow and Prescott.

A graduate of Tucson High School, Vincent also attended the University of Arizona and Woodbury Business College in Los Angeles.

Verde Independent-Photo Lab

antage points afforded newsmen on a special site, Thursday. This photo was taken from the canyon rim to the concrete batch plant wall. The rail cars carry the concrete from loading area. A twelve cubic yard bucket is being away from the loading area and being to the canyon floor. Additional photos on

Rise From Canyon Floor

believe it, you can see of Bill and Bud press tour shows the river a more working mobile tunnel from the rim of the river canyon to water level, cut through solid rock; giant steps cut into bedrock to anchor the dam; an eight story cement batching plant perched on the side of the canyon; a highway bridge 700 feet

Meet Mercury Meteor... the new and better low-price car



1961 MERCURY METEOR 800

HIGHLIGHTS

**MERCURY
METEOR...**
Priced to compete
with the
low-price field

NEW NAME! 2 ALL-NEW SERIES! NEW SUPER-ECONOMY "6" AND V-8 ENGINES! FAR LOWER PRICES! • This year, with the Meteor 600 and 800 series, Mercury has 2 full series of low-price cars. • Prices start hundreds of dollars below last year. • Optional equipment and transportation cost far less too.

FULL SIZE! • There's more interior comfort than in last year's Mercury. Outside dimensions are trimmer for easier parking and garaging.

FAR MORE VALUE THAN OTHER LOW-PRICE CARS. • Mercurys are heavier (starting at 3708 lbs., curb weight) have a longer wheelbase (120 inches). • First with Cushion-Link suspension (absorbs small bumps you still feel in other cars)*. • More self-servicing features than any other low-price car...everything from a self-lubricating chassis to self-cleaning spark plugs. Why not get more, save more? Just see your Mercury dealer. LINCOLN-MERCURY DIVISION *Ford Motor Company*.

*Cushion-Link suspension is exclusive on all Meteor 800's, Montareys, and Mercury station wagons.

1961 MERCURY PRICE COMPARISON CHART

1. MERCURY METEOR 600
Priced right in the heart
of the low-price field.

2. MERCURY METEOR 800
Priced to compete with the
top series low-price cars.

3. MERCURY MONTEREY
Finest, most luxurious
of all 1961 Mercurys.

ASK YOUR MERCURY DEALER ABOUT HIS NEW EXTENDED WARRANTY ON ALL 1961 MODELS

VINCENT FORD - MERCURY SALES

Main Street

Cottonwood

Ph. ME 4-2291



MR. AND MRS. FELIX A. Heyold of Sedona were honored on their golden wedding anniversary with a reception June 21 given by their children and grandchildren.

New industry opens in downtown Cottonwood

A new industry in Cottonwood is Sherman's Haul-Em All, Inc., owned and operated by Sherman Bledsoe and his wife, Nadine, in the former Vincent Ford agency building downtown.

Bledsoe's product is an ingenious, double-duty trailer rig which he created and patented and the unit combines two trailers, one hauling a camper and another for a boat.

The boat trailer can be disconnected and towed individually, after the camper-trailer is parked at a site and the camper then can be slid rearward over the wheels and a portable canvas "extra room" erected at the rear of the camper.

"Simply explained, it's a trailer chassis upon which virtually all production campers can be mounted and various versions will accommodate horses, a boat, a race car or other recreation or competition vehicles," Bledsoe said.

It's a special kind of trailer, however, he pointed out because the axles can be moved fore and aft, to allow the camper to telescope out to almost twice its size and at the same time to pick up the boat as its trailer sit so that its wheels are three inches off the

ground while trailing. The main axles can be moved by crank or electric motor.

"The whole idea is that you can haul everything in one trip with our Haul-Em All," Bledsoe said.

"We're expecting a lot of orders and we're prepared to put them out. We have plenty of space and a good place to work here, he added.

Bledsoe came here from Temple Bar at Lake Mead where he was manager three years of the motel and trailer park. For 15 years previously, he and his wife lived in Santa Ana, Calif., where he was operating engineer for an electrical contractor.

Helping him with the welding work on the trailers was Bill Skidmore. The first Haul-Em All was built at Smelter City Iron Works, which Skidmore's brothers, Bob and Glenn, own and operate here.

Mr. and Mrs. Bledsoe have three grown children, two sons, David and Steve, and a daughter, Mrs. Bob (Janice) Barrus, who lives in Oregon. Mr. and Mrs. Barrus have a son, Nathan, almost three.

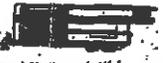
For the past three summers, David and Steve have worked as raft pilots on the Colorado through the Grand Canyon.

*The Verde Independent
Thurs. July 2, 1970 p. 22, col 1-2*

SHERMAN'S HAUL-EM ALL, inc.
PRESENTS
HAUL-EM ALL



ON THE ROAD



Rescue Vehicle Carrier
In Race or Road Time



Rescue Vehicle Carrier
In Race or Road Time

The principle of the Haul-Em All is that a car or pickup can tow the Sherman's Haul-Em All Horse Carrier (H.E.A.H.C.) and the Recreation Vehicle Carrier (R.V.C.) as one unit to the campsite or competition area.

Your camper can be adapted to the Haul-Em All and your living space can be increased 50% - 150% and even greater on some models.

Various versions of the R.V.C. will accommodate horses or a boat or a recreation or other recreation or competition vehicle.

No more lodging problems and worry about being separated from your campsite or competition vehicle.

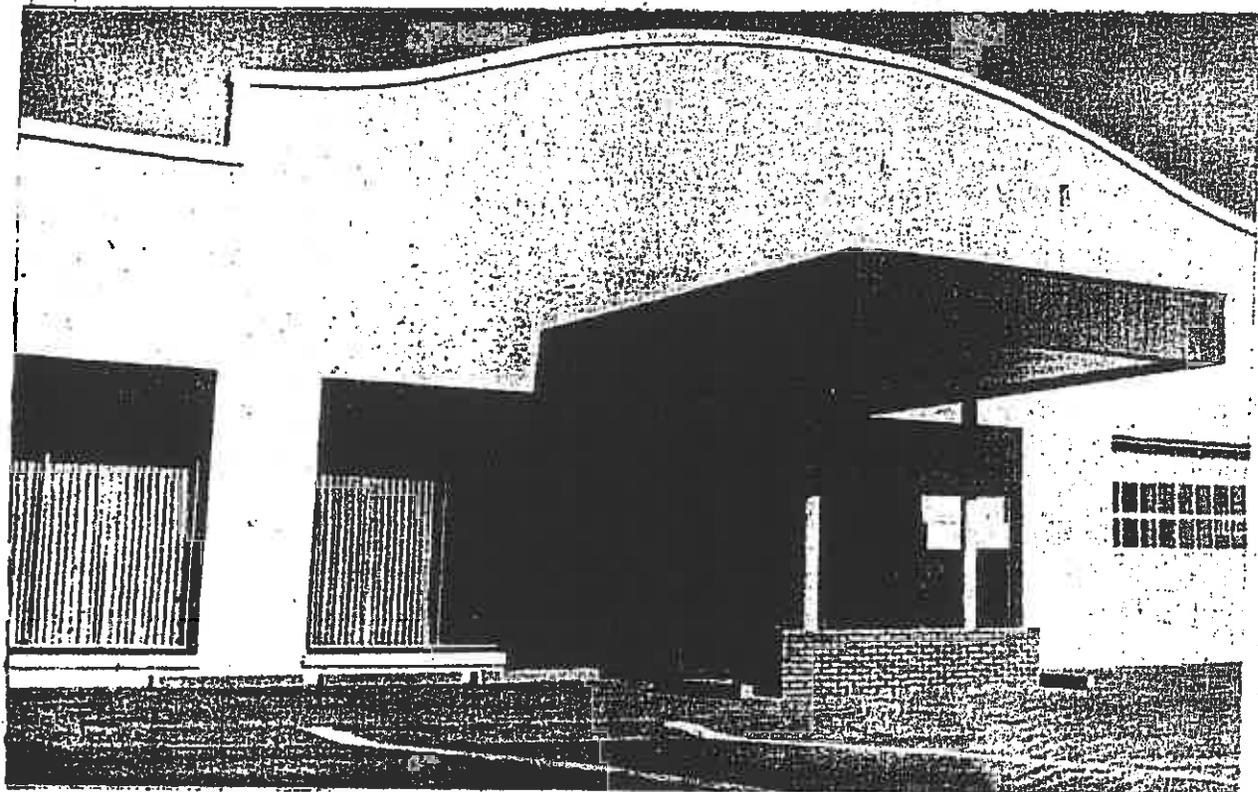
The R.V.C. can be towed separately and you no longer have to break camp to use your pickup.

Drop us a letter or better yet, come see for yourself.

Sherman's Haul-Em All, Inc.
1942 North Main Street (Box 1144)
Cottonwood, Arizona 86326

*Verde Independent
Thurs. June 18, 1970
p 30 col 1-2*

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THIS ATTRACTIVE BUILDING now houses the Cottonwood Water Works of Mr. and Mrs. Ersel Garrison. The building, completely remodeled, housed the Vincent Ford

Mercury Sales from 1960 to 1970 and before that the Garrison Ford Agency from 1919 to 1960.

Independent photo by Helen Dick

Orchid Orchid award goes to waterworks owners

The accelerated growth and improvement in Cottonwood is pointed up, surprisingly, by one of the town's oldest businesses, the Cottonwood Waterworks, designated last week as recipient of the Orchid Award of the Board of Adjustment.

This award is given infrequently, whenever a business or residence does something that the board feels improves greatly the looks of the town. The waterworks which was formerly Vincent Ford-Mercury Sales and before that the Ersel Garrison Ford Agency boasts a spacious front office, carpeted floors, modern lighting and attractive paneling. It is across the street from Arizona Public Service in downtown

Owned and operated by Mr. and Mrs. Ersel Garrison, the Cottonwood Waterworks was started in 1915 by her father, the late Charles Willard. Willard developed the water company by piping water from his own artesian well to other homes being built near by and for several years "it was a one-horse operation in the days before the State Corporation Commission was established and Dad was meter reader as well as bill collector," Mrs. Garrison said.

Cottonwood Water Company, also owns and operates the Clarkdale water system which it took over four years ago.

The company's new offices are in the Garrison's former

Garrison had owned and operated the Ford Agency in the old building from 1919 until 1960 when he sold the agency to Vincent.

Now associated with the Garrisons in the operation of the Cottonwood Water Works are their son, Charles and their daughter, Mrs. M.O. Lindner.

In the accounting department at Motorola the past seven years, Charles is married to the former Zondra Rudinger. They have two children, Randy, 9 and Audra, 6. He is a graduate of Cot-

tonwood High School and Northern Arizona University.

Mrs. Lindner (Phyllis) graduated from Clarkdale High School and attended the University of Arizona. Her husband (Bud) is agent in Clarkdale for Gulf States Land and Industries and operates Lindner Realty and Construction. The Lindners have two sons, Curtis, 20 and David, 17.

Bookkeeper and receptionist in Cottonwood Water Co., is Mrs. Wilma Ohlweiler Thompson who has held that position since 1949.

School band to play

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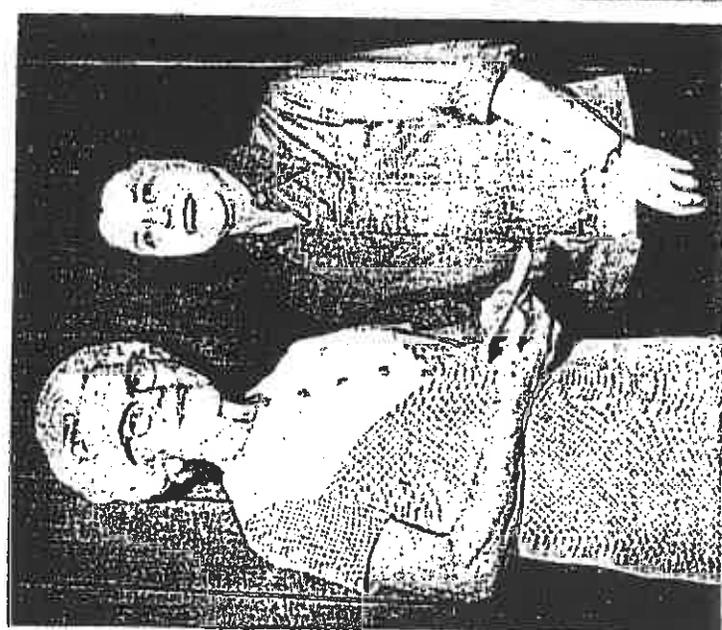
something that the board feels improves greatly the looks of the town. The waterworks which was formerly Vincent Ford-Mercury Sales and before that the Ernel Garrison Ford Agency boasts a spacious front office, carpeted floors, modern lighting and attractive panelling. It is across the street from Arizona Public Service in downtown Cottonwood.

The outside has been facelifted, too. A gas pump was converted into a planter and the whole building was cleaned and repainted.

Corporation Commission was established and Dad was meter reader as well as bill collector," Mrs. Garrison said.

Cottonwood Water Company, also owns and operates the Clarkdale water system which it took over four years ago.

The company's new offices are in the Garrison's former Ford Agency building occupied by Vincent Ford-Mercury Sales until Tom Vincent moved to his new building on the bypass road in 1970.



MRS. ERSEL (JENNIE) Garrison, whose father, the late Charles Willard, started the Cottonwood Water Works in 1915, is shown at left, with her daughter, Mrs. M.O. (Phyllis) Lindner in the company's new offices. Independent photo by Helen Dick

In the accounting department at Motorola the past seven years, Charles is married to the former Zandra Rudinger. They have two children, Randy, 9 and Audra, 6. He is a graduate of Cottonwood High School.

School band to play

Last concert of season

The Cottonwood Elementary Instrumental Music Department will present its final concert on Thursday, May 18, at 8:00 p.m. in the school auditorium. The program will include selections performed by the band.

Also featured will be 6 beginners, intermediate, and junior high bands.

Sargent said that the guidelines for electric curtailment as a precaution should measure should not occur power problems occur.

Sargent said the curtailment procedures such as problems with pollution control equipment three APS-owned generating units at the Four (Power Plant in New caused those units inoperative, complex simultaneous mechanical problems at other generating stations supplying power to the state at a time emergency power could be purchased from other utilities.

At that point, said Sargent, APS would be required to curtail electric curtailment with demands during peak periods of electric usage.

He pointed out that the company's present curtailment procedure customers would share curtailment on an equal basis as possible.

Customers would be asked to curtail their usage on a voluntary basis. Should additional curtailment be required, APS would also consider electric curtailment during periods of bulk power supply problems.

An executive of Arizona Public Service Company told members of the Arizona Corporation Commission that the utility probably has energy resources capable of providing all the electricity required by its customers this summer.

Henry B. Sargent, APS vice president of customer services, made the statement today during hearings held by the Commission to consider electric curtailment guidelines during possible periods of bulk power supply problems.

Sargent said that the APS-owned generating facilities, supplemented by available from other suppliers through interconnected transmission systems, are more adequate to serve customer loads.

The APS executive said the company was re-examining guidelines for electric curtailment as a precaution should measure should not occur power problems occur.

Sargent said the curtailment procedures such as problems with pollution control equipment three APS-owned generating units at the Four (Power Plant in New caused those units inoperative, complex simultaneous mechanical problems at other generating stations supplying power to the state at a time emergency power could be purchased from other utilities.

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Garrison, his wife, Jennie and their son, Charles. Independent photo by Helen Dick

COTTONWOOD WATER COMPANY owners-operators in their new offices in downtown Cottonwood are from left: Ernel

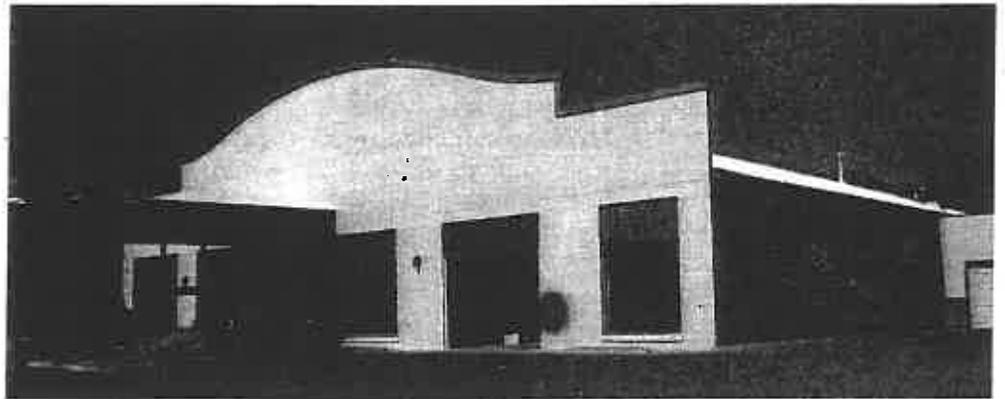
Burning Tree Cellars to open in Old Town Aug. 1

Part of the old Cottonwood Water offices – the Liberty Garage – at 1042 N. Main St. in Old Town Cottonwood is being renovated into a wine tasting and retail space. According to Mitch Levy, one of the owners of the new business, Burning Tree will open Aug. 1. Levy said that within three to five years, the business will expand into the full building as the first working winery in Old Town.

“We have taken part of the Liberty Garage and enclosed more office space, which is where we moved our business, Fentek Industries,” said Randy Garrison. “And Burning Tree Cellars will be moving into our prior space after some refurbishing work.”

According to Levy, that work is still underway, but will be completed before the scheduled opening.

“Everything will be 100 percent complete when we



VVN/Philip Wright

Burning Tree Cellars will open a tasting room and retail wine space Aug. 1 in the old Cottonwood Water offices at 1042 N. Main St. in Old Town Cottonwood.

open our doors,” Levy said.

Garrison said the entire front of the building will be fenced off to provide outdoor seating and tasting space. He said Burning Tree plans to provide entertainment either inside or outside.

“They have already been approved by the city,” Garrison said.

Levy said the Aug. 1 opening will probably be a soft opening for Wednesday and Thursday.

“We’ll do something for Friday and Saturday,” Levy said. “We want to take our time and do it right.”

“We have 11 wines,” Levy said. He added that the labels of the wines are unique.

“None of this would be possible without the mentoring of Eric Glomski of Page Springs Cellars,” Levy said. Glomski is founder of Page Springs Cellars and has been mentoring Levy through the process of opening Burning Tree Cellars.

-Philip Wright



Greetings Fellow Cottonwood Property Owner,

On behalf of the City of Cottonwood Historic Preservation Commission, (HPC), I would like to introduce myself. My name is Marie Palowoda and, like you, I am the proud owner of property located in Old Town Cottonwood. Due to recent efforts of some of our neighbors, your property, like mine, may qualify for Historic status.

First, let me give you some background information. Following a 1999 historic building survey the Cottonwood Commercial Historic District was created and placed on the National Register of Historic Places in 2000. This District encompasses N. Main Street from address number 712 on the north end of Main to 1124 on the south in what is known as Old Town Cottonwood.

In 2010 in an effort to help ensure the history, character and structural integrity of our City's architecture the Historic Preservation Commission was established. The Commission consists of 7 community members whose task it is to create a means by which the historic neighborhoods and structures can be preserved and protected while still contributing to the property owners' interest and to the economic and aesthetic well-being of our community.

During this time the Commission has accomplished much towards this goal. This includes researching and identifying historic structures, properties and neighborhoods, drafting standards and guidelines, the inclusion of historic preservation in the City of Cottonwood General Plan, developing a Historic Landmark Program, creating a user-friendly application process, and public outreach and education beginning with the 1st Annual Cottonwood Historic Building Tour in November 2014.

The Commission is now preparing to create a Historic Overlay District in Old Town. The purpose of a historic overlay is to encourage additional effort in the preservation of historic structures. Overlays are zoning tools that work with the underlying zoning-they don't replace it.

Many communities across the country are utilizing historic overlay districts. Cities which have historic overlay districts are discovering that the districts not only help preserve historic resources, they also help to stabilize or increase property values. Historic overlay districts are not designed to prevent changes-rather, they assist in shaping changes that enhance the historic characteristics that make a property unique. The idea is to encourage consistency in architecture, not force "sameness".

As I said previously, what this means for you as a property owner is that your property may qualify for historic status. This could include your place of business, your home, garage, storage shed, or even a cobblestone fence. Really, any structure over 50 years in age is considered historic. Along with your help to preserve Cottonwood's heritage, there may be financial assistance and tax incentives available to you for restoring and maintaining your property.

I know that you have many questions. There are several resources you may use to gather information. You may find information on the City of Cottonwood website www.cottonwoodaz.gov. General information about historic preservation may be found at the Arizona State Historic Preservation Office (SHPO) which is part of Arizona State Parks. The SHPO website offers a range of information at [Http://azstateparks.com/SHPO/](http://azstateparks.com/SHPO/). To ask specific questions or to request information about the application process to obtain historic designation for your property you may contact City staff at Community Development, 111 N. Main Street or phone (928) 634-5505. Soon the Historic Preservation Commission will host community meetings where you can view maps, pick up applications and informational packets, learn about tax incentives and the process to obtain historic status for your property, and talk with Commission members and City staff. In addition you are always welcome to attend the Historic Preservation Commission meetings. They are held at 6pm on the 2nd Wednesday of the month at the City Council Chambers, 826 N. Main Street in Old Town Cottonwood. The monthly agenda is posted on the City website and Chamber window at least 2 days before the meeting.

I am proud to be part of these exciting developments for Cottonwood. I hope this letter serves to spark your own interest to join in the excitement. I look forward to meeting you and working together to preserve Cottonwood's precious heritage.

Sincerely,

Marie Palowoda

Old Town Resident and Historic Preservation Commissioner

Historic Preservation Links

City of Cottonwood: <http://cottonwoodaz.gov/>

State Historic Preservation Office (SHPO): <http://azstateparks.com/SHPO/>

Tax Incentives and Grant Programs: <http://azstateparks.com/SHPO/tax.html>

National Register of Historic Places: <http://www.nps.gov/history/places.html>