


Historic Cultural Properties Inventory (HCPI) Base Form (FORM 1)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: HCPI No. _____ District No. _____ NRHP _____ SRCP _____ Criteria <u>A</u> <u>B</u> <u>C</u> <u>D</u>		
1. Name of property: Don Gaspar Bridge/ <i>El Puente de Los Conquistadores</i> /Don Gaspar Avenue Bridge		2. Location: Don Gaspar Avenue over the Santa Fe River
		3. Local Reference Number: Santa Fe ID #: N/A
		4. County: Santa Fe
5. Property Type: <input type="checkbox"/> Building <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Site <input type="checkbox"/> Object		
6. Date of Survey: 08/12/2014		
7. Previous Survey Date(s): <input type="checkbox"/> Yes: <input checked="" type="checkbox"/> No previous survey		
8. Name of Project: HDRB status review		
9. Lat/Long: 35.684911, -105.940236		
10. Photo Information Roll #: <u>Digital</u> Frame #: <u>N/A</u>	Negative Location: FirstLight Consulting (March 3, 2000)	View of: Upstream, East elevation, facing southwest.
11. Brief Description of the Property: <p>The Don Gaspar Bridge, historically known as <i>El Puente de Los Conquistadores</i>, is located on Don Gaspar Avenue over the Santa Fe River south of the Plaza in Santa Fe. The 58'-long bridge is composed of a single reinforced concrete rigid-frame span. It gracefully spans the river by a 50'-long elliptical arch. It carries two lanes of traffic over a 41'-6"-wide concrete roadway. Seven-foot wide sidewalks are provided on both sides of the structure. The handrail, or "parapet," is composed of a solid concrete wall continuing above the arch and treated with a pebbled-dash finish. The walls terminate with heavy concrete posts rounded at the corners to reflect the blunted parapet ends of the Spanish-Pueblo Revival style. It rests on abutments with skewed wingwalls terminating the bridge at its northeast and southeast ends; the northwest corner has a straight wingwall, while the southwest corner joins directly with a concrete retaining wall. Constructed in 1934, under a New Deal funding program, the Don Gaspar Bridge has spanned the Santa Fe River for 80 years.</p>		
12. Who uses the property? Public, local street.		
13. Construction Date: Date: 1934 pre- <input checked="" type="checkbox"/> Known <input type="checkbox"/> Estimated <input type="checkbox"/> Source: Archival sources and newspaper accounts.		
14. Setting: <input type="checkbox"/> Suburban <input type="checkbox"/> Rural <input type="checkbox"/> Village <input checked="" type="checkbox"/> Urban If Urban: <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Public		
15. Relationship to Surroundings: <input checked="" type="checkbox"/> Similar <input type="checkbox"/> Dissimilar Comments: Bridge design is unique to the district, Santa Fe and the state.		

HCPI Base Form (FORM 1)

(Continued from other side)

16. Additional Perspective: (Photos, drawing, footprint, etc., indicate north arrow when possible)

^ North



Source: 2013 Aerial Imagery

17. Surveyor:

(your name, address, telephone number, and any group affiliation)

John W. Murphey

Architectural Historian

FirstLight Consulting

505-577-7593

firstlightconsulting@gmail.com

For: Old Santa Fe Association and the City of Santa Fe

18. Owner (if known) and other knowledgeable people:

N/A

19. Is Property Endangered? ☐ Unknown ☒ No ☐ Yes How?

20. Significance to Current Community: ☒ Unknown ☐ None ☐ Low ☐ Moderate ☒ High

Describe:

21. Other Significance or Information of Interest: (such as historical, legendary, structural, former ownership, etc.)

See Historical Overview.

22. National or State Register:

Is this property individually listed on a historic register? ☐ Unknown ☐ No ☒ Yes

If yes: ☒ State ☒ National

If 'no' or unknown, do you think this property is eligible for listing? ☒ No ☐ Yes

Why? N/A

23. National or State Historic District:

Is this property in a historic district? ☐ Unknown ☐ No ☒ Yes

If yes: ☐ Contributing ☐ Non-contributing ☒ Unknown

If 'yes', what is the name of the district? ☒ State ☒ National Santa Fe Historic District

Recommended for Significant status to the City of Santa Fe Downtown and Eastside Historic District, 08/24/2014

24. Supplemental Forms:

☐ None ☒ HCPI Detail Form (FORM 2) ☐ Continuation Sheets, # pages: _____

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

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ARCHITECTURAL AND CONSTRUCTION DETAILS:			
6. Visible Construction Material: <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <input type="checkbox"/> Adobe <input type="checkbox"/> Brick <input type="checkbox"/> Composition <input type="checkbox"/> Concrete: Block </div> <div style="width: 50%;"> <input type="checkbox"/> Concrete: Cast Stone <input type="checkbox"/> Concrete: Poured <input type="checkbox"/> Earth Plaster <input type="checkbox"/> Masonry: Simulated </div> <div style="width: 50%;"> <input type="checkbox"/> Metal: Corrugated <input type="checkbox"/> Metal: Structural Siding <input type="checkbox"/> Metal: V-Crimp <input type="checkbox"/> Stone: Random Ashlar </div> <div style="width: 50%;"> <input type="checkbox"/> Stone: Random Coursed <input type="checkbox"/> Stone: River Rock <input type="checkbox"/> Stone: Rusticated <input type="checkbox"/> Stone: Tabular </div> <div style="width: 50%;"> <input type="checkbox"/> Stucco <input type="checkbox"/> Tile: Clay <input type="checkbox"/> Vinyl Siding <input type="checkbox"/> Wood: Board and Batten </div> <div style="width: 50%;"> <input type="checkbox"/> Wood: Horizontal Siding <input type="checkbox"/> Wood: Jacal <input type="checkbox"/> Wood: Log <input type="checkbox"/> Wood: Shingle </div> <div style="width: 100%;"> <input type="checkbox"/> Wood: Tongue and Groove <input type="checkbox"/> Other: _____ </div> </div> <p>Known Material: Reinforced Concrete (The railing, arches, and posts are coated with a fine ¾ inch pebbled aggregate finish).</p>		7. Number of Stories: <input checked="" type="checkbox"/> N/A Number: <input type="checkbox"/> 1 <input type="checkbox"/> 1 1/2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 1/2 Other: _____ 8. Foundation: <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Not visible <input type="checkbox"/> None <input type="checkbox"/> At Grade <input type="checkbox"/> Raised Materials: <input type="checkbox"/> Concrete <input type="checkbox"/> Stone Other: _____ Notes: Known Material: Concrete	
		9. Roof: <input checked="" type="checkbox"/> N/A Shape: <input type="checkbox"/> Flat <input type="checkbox"/> Gabled <input type="checkbox"/> Hipped <input type="checkbox"/> Pyramidal <input type="checkbox"/> Shed Other: _____ Pitch: <input type="checkbox"/> None <input type="checkbox"/> Low <input type="checkbox"/> Medium <input type="checkbox"/> Steep Features: <input type="checkbox"/> Eave <input checked="" type="checkbox"/> Parapet Materials: <input checked="" type="checkbox"/> Asphalt <input type="checkbox"/> Earth <input type="checkbox"/> Composition shingle <input type="checkbox"/> Metal: Pressed <input type="checkbox"/> Composition Roll <input type="checkbox"/> Metal: Corrugated <input type="checkbox"/> Metal: Standing Seam <input type="checkbox"/> Metal: V- Crimp <input type="checkbox"/> Tile: Terra Cotta <input type="checkbox"/> Wood: Shingle Other: _____	
10. Windows <input checked="" type="checkbox"/> N/A		11. Doors <input checked="" type="checkbox"/> N/A	
12. Chimneys N/A (describe whether interior or exterior and material)		13. Porches <input checked="" type="checkbox"/> N/A Type: <input type="checkbox"/> Entry <input type="checkbox"/> Partial-Width <input type="checkbox"/> Full-Width <input type="checkbox"/> Wrap	
14. Other Significant Features N/A			
15. Modifications: <input checked="" type="checkbox"/> No known modifications #1 Date: _____ Known <input checked="" type="checkbox"/> Estimated <input type="checkbox"/> Source: _____			

HCPI Detail Form (FORM 2)*(Continued from other side)***16. Primary Architectural Style** ☐ Not Applicable

☐ Art Deco/Streamline Moderne ☐ Gothic Revival ☐ Mission Revival ☐ Pueblo ☒ Spanish-Pueblo Revival
☐ Bungalow/Craftsman ☐ International ☐ Neo-Classical ☐ Queen Anne ☐ Territorial
☐ Colonial Revival ☐ Italianate ☐ Northern NM ☐ Ranch ☐ Territorial Revival
☐ Folk Victorian ☐ Mediterranean ☐ Prairie ☐ Spanish-Colonial ☐ Tudor Revival

Notes: Other: Engineering with feature local architectural style details.

17. Documents Available and Their Locations

New Mexico Historic Preservation Division
407 Galisteo Street, Suite 236
Santa Fe, NM 87501
(505) 827-6320

Historic Preservation Division
Land Use Department
City of Santa Fe
200 Lincoln Avenue
Santa Fe, NM 87504
(505) 955-6605

SITE :**18. Attached or Associated Properties**

Are associated properties eligible for listing? N/A

19. Site Plan:

N/A

PLEASE INCLUDE:

- Footprint of building
- Porches and balconies
- Major landscape features
- North arrow
- Associated properties
- Walls, fences, gates
- Nearby roads
- Driveways

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		4. County: Santa Fe	
		5. Date of Survey: 08/12/0214	

Historical Overview

Prior to the construction of the 1886 Territorial capitol, the area occupying the south side of the river near the Don Gaspar Bridge was mainly agricultural fields and scattered adobe compounds.¹ Land use, however, would change after the United States' occupation in 1846, when the area was selected as the site for a new Territorial capitol. The Territorial government temporarily used the Palace of Governors as its governmental offices while constructing a new capitol to the north in 1853. Beset by a constant lack of funds, when finished in 1889, the building was considered more suitable for use as a federal courthouse than the Territorial capitol.²

In 1884 the Legislative Assembly voted to construct another capitol building south of the Santa Fe River. Choosing a parcel of farmland between present-day East De Vargas Street and Manhattan Avenue. The new edifice was a formidable, four-story Beaux-Arts style building designed by Chicago architect E. S. Jenison. The building burned to the ground in 1892, presumably by arson. After many delays, a second capitol of Neo Classical style was erected on the same site in 1900.

A Grand Avenue

The construction of the 1886 capitol coincided with a plan to extend Don Gaspar Avenue – a short dirt road terminating near the north side of the river – southward along the future capitol grounds, with the intention that the new road would become a prosperous business thoroughfare, advancing development south of the Plaza.³

Because of problems acquiring right-of-way, the extension was delayed for many years, and not considered again until 1929, when the State Highway Department proposed rerouting U.S. Highway 66 and along Don Gaspar Avenue.

Even during the time of the bridge's construction in 1934, Don Gaspar Avenue south of the river was a narrow road, with the landscaped grounds of the Capitol and Governor's Mansion to the west preventing any expansion of roadway. It was only with the demolition of the Governor's Mansion in 1955 and the subsequent development of the master plan for the Capitol Complex, that Don Gaspar Avenue expanded to its current design.

¹ Lt. José Urrutia Map of 1766-1768; Lt. J. F. Gilmore Map of 1846.

² Corrine P. Sze and Beverly Spears, *Santa Fe Historic Neighborhood Study*, 1988, 47.

³ *Ibid*, 75.

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Historical Overview

The first span of any significance at this crossing was constructed in 1902, when the Santa Fe County Commissioners approved a design for a stone arch bridge. Designed by engineer David M. White, the two-span arch bridge featured two elliptical arches, each 30' in length. The stone bridge replaced a derelict wooden span, and was erected quickly with convict labor in order to open before the next legislative assembly convened.⁴

The stone bridge was adequate for this crossing until the late 1920s, when increased tourist and local traffic made travel across its narrow roadway difficult. Situated near the garages and gas stations that fueled the tourist trade – including the large 120-car Closson & Closson Garage at the northwest corner of Alameda and the multiple bay Koury's Service Station across the street – the bridge became a shortcut for drivers moving between the Plaza and the southbound connection of U.S. 66 and 85 at Cerrillos Road.

The stone bridge had also become a liability because its massive center pier collected drift during periods of high water, resulting in a flooded roadway. Its limited road width and a history of flooding played a large part in replacing the relatively intact structure with a modern single-span bridge.

New Bridges and the New Deal

Construction of the Don Gaspar Bridge is tied directly to a New Deal program aimed at improving municipal transportation during the Depression. Created by Executive Order of June 16, 1933, under the National Industrial Recovery Act, the program provided \$400,000,000 to states for highway construction. Based solely on its population, New Mexico received \$5,7929.35 of the allotment for 1933.⁵ Under the act, 25% of the funds were to be used to extend federal aid system highways through municipalities.

Titled the National Recovery Municipal (NRM) program, it provided cities and towns federal funds to repair and improve their roadways that would have otherwise gone unattended during the Depression. In New Mexico, NRM funds typically paid for road resurfacing projects, but included more substantial undertakings, such as the Don Gaspar Bridge, and large reinforced concrete railroad overpasses in Union, Otero, and Lincoln counties.

⁴ "A Modern Stone Bridge: Plans for a Structure That Should Be Built Across the Santa Fe River," *Santa Fe New Mexican*, April 11, 1902, n. pag.

⁵ G. D. Macy, "New Mexico's Recovery Road Program," *New Mexico Magazine*, July 1933, 14+.

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Historical Overview

As part of a Federal Aid Project (FAP 7), the Don Gaspar Bridge was to play a pivotal role in rerouting U.S. Highway 64, locally known as the Santa Fe-Espanola Highway. This road, which essentially follows present-day Old Taos Highway north to Espanola, served as the main north-south link between Santa Fe and Taos, and an important conduit of tourist and trucking traffic in and out of the city.

Under the program, the highway was divided into north and southbound traffic, with the northbound diverting from the original alignment to follow Water Street to Shelby Street, and then along the north side of the Plaza to Lincoln Avenue, where it joined North Federal Place and crossed *Arroyo de las Mascaras* on the Grant Avenue Bridge (HPD 545).⁶

The Don Gaspar Bridge, south of the Plaza, joined both the north and southbound traffic of U.S. 64 to its connection with U.S. 66 and 85 at Cerrillos Road, thus relieving the congestion of the three highways that formerly crossed the river at College Street (Old Santa Fe Trail). As such, the new bridge was designed with an extremely wide roadway and the ability to carry a 15-ton live load.

Bridge Design

The design of the Don Gaspar Bridge introduced a relatively new and sophisticated spanning technology to New Mexico, as most bridges up until that time were simple span types of modest engineering.

The rigid-frame design has its origins in late 19th century Europe, where bridge engineers sought through theory, rather than as Americans in empirical application, to improve the elasticity of reinforced concrete to render a thinner bridge span and, therefore, a more pleasing profile suitable for aesthetic treatment.

The rigid-frame is unique in that the superstructure and substructure are one structure. This method of construction allowed for the thick shoulder joints of the bridge to absorb the load normally carried by the deck. Civil Engineer Arthur G. Hayden introduced the rigid-frame bridge to the United States in the early 1920s for the creation of a system of parkways in Westchester County, New York. During the 1930s and 1940s, rigid-frame bridges became a popular choice for short spans in urban areas,

⁶ John L. Slye, Letter to G. D. Macy, State Highway Engineer, Jan 29, 1934.

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Historical Overview

parks, and underpasses, and railroad grade separations, where a clear span and a slender arch profile were desired.

Because of the unusual nature of the design, and the fact that it was to be constructed as part of a Federal Aid Project, the New Mexico State Highway Department and the U.S. Bureau of Public Roads designed the bridge jointly. State Bridge Engineer E. B. Van de Greyn prepared the structural layout plans, which were then reviewed by J. A. Elliot, District Engineer of the U.S. Bureau of Public Road's Denver office.

An interesting stipulation of the contract was that the bridge had to harmonize "with the Spanish type of architecture peculiar to this vicinity."⁷ To satisfy this requirement, National Park Service architect Trent Thomas, designed the architectural treatment for the bridge's arch ring and handrails. Thomas, a Santa Fe resident and a former a staff architect for the Civilian Conservation Corps (CCC), went on to become the Assistant Architect for the Santa Fe office of the National Park Service between 1938 and 1941, and of many projects during the New Deal, worked on the design for the New Mexico School for the Deaf and supervised the Historic American Building Survey (HABS) in New Mexico, Arizona, and Utah.

Thomas' design, featuring the raised arch ring, curving handrail, and rounded end posts, was selected over several layouts reviewed by John Gaw Meem and Jesse Nusbaum, then of the State Park Commission, for compatibility with the Santa Fe style of architecture. Although city records for this period are no longer extant, it is assumed that the issue of its architectural treatment went before a form of public review, as State Highway Engineer G. D. Macy in a letter to Elliot states that the bridge design "meets with the approval of the Town, especially Architects and Artists who favor the Santa Fe style of Architecture."⁸

⁷ W. J. Keller, "Memorandum for Chief of the Bureau," January 18, 1934, 4.

⁸ G. D. Macy, Letter to J. A. Elliot, November 13, 1934.

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Historical Overview

Bridge Construction

An agreement between the State Highway Commission and the Secretary of Agriculture was approved in July 1933, and survey of the site began in September. Bidding on the contract opened on January 30 and was awarded to Frank D. Shufflebarger. Shufflebarger, an Albuquerque-based general road contractor, was also building a concrete portion of Don Gaspar Avenue (NRM 14-C) north of the bridge, and had previous experience constructing highway bridges, including the 1925 Rio Puerco span along U.S. 66 (HPD 1662) west of Albuquerque. After completing the Don Gaspar Bridge, Shufflebarger continued working on New Deal projects, including in 1937 the monumental Central Avenue Underpass in Albuquerque.

Construction began on February 6, 1934, with an estimated 40 men employed to build the span by its 120-day required contract completion date. Workers were taken directly from the local county relief rolls and paid 75 cents per hour for skilled labor and 50 cents for unskilled work. Work began with crushing concrete aggregate and removing the stone arch bridge.

After its removal, construction crews erected special "cribbing" formwork along the outer edge of the spandrel walls and began assembling the intricate frame of reinforced steel (Figure 3). Upon completion of the frame in late March, workers spanned the bridge by temporary wood walkways and poured fill directly over the frame. Completing the fill in April, workers poured the concrete floor. Finishing work began in May, and the bridge opened for traffic on June 16 (Figure 4). In total the \$37,000 bridge required 755 cubic yards of concrete, 56 tons of reinforcing steel, 3,406 pounds of structural steel, and 1,200 square yards of concrete.⁹

⁹ Pierre Woodman, "Santa Fe Dedicates 'El Puente de Los Conquistadores,'" *New Mexico Magazine* July, 1934, 13.

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Historical Overview

A New Span for the City Different

At its dedication, before a crowd of 1,500, Governor A. W. Hockenhull, declared the bridge to be another achievement of Santa Fe, the "City Different." With the bridge festooned with colored lights, the crowd was treated to the music of the *Conquistadores* band and commemorative speeches given by Governor Hockenhull, State Highway Engineer G. D. Macy, and Henry Dendahl, President of the Santa Fe Chamber of Commerce on the bridge's merits, which was enthusiastically noted as "constructed without any cost whatever [sic] to the city of Santa Fe."¹⁰ Miss Jean Barker christened the bridge *El Puente de Los Conquistadores*, which the *Santa Fe New Mexican* described as "a monument to the harmonious living together in a seat of Spanish civilization of two diverse cultures."¹¹

The impact of the Don Gaspar Bridge soon spread beyond Santa Fe. On August 13, 1934, State Highway Engineer Macy received a letter from *Engineering News-Record*, requesting an article on the construction of the bridge for a future publication in the journal. In the letter, W. G. Bowman, praised the bridge as "one of the best examples of indigenous architecture that has come to our attention" and concluded, "Certainly no other rigid frame bridge quite like it exists."¹² The offer to run a story on the bridge was a compliment to the State Highway Department, as it was the first transportation-related structure in New Mexico to receive any national attention. Macy responded positively, and an article penned by Assistant Bridge Engineer, William E. Strohm, appeared in the October 25, 1934 issue of the magazine.

During the ensuing years, *El Puente de Los Conquistadores* continued to play an important role as the gateway between the old downtown and the evolving capitol district and automobile suburbs south of the river. With the construction of the 1937 Supreme Court Building and the completion of the State Capitol Complex in the 1960s, it became the only direct link between the old colonial Plaza and the postwar complex of state government buildings that increasingly defined the city's new economy and image.

¹⁰ "Nearly 1,500 See Big Bridge Dedicated Saturday Night," *Santa Fe New Mexican*, June 25, 1934, 3.

¹¹ Ibid.

¹² W. G. Bowman, Letter to G. D. Macy, State Highway Engineer, August 13, 1934.

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Because of its wide roadway and heavy load capacity, the bridge has not been considered for widening or replacement, whereas most the other historic bridges spanning this section of the river have since been replaced.

To this end, the Don Gaspar Bridge has influenced the design of each new span over the Santa Fe River in downtown Santa Fe. With the exception of the historic 1928 Delgado Street Bridge, all city-built bridges, including the most recent 1986 Old Santa Fe Trail Bridge, are of the graceful rigid-frame design, proving the permanence and influence of New Mexico's first rigid-frame bridge.

Analysis of Historical Status

The Don Gaspar Bridge is significant as an excellent example of a virtually unaltered, reinforced concrete rigid-frame bridge, the first of its type in New Mexico and the standard for subsequent spans over the Santa Fe River. Designed in the Spanish-Pueblo Revival manner, the bridge is important for consciously applying the "Santa Fe style" to a utilitarian structure. The bridge is additionally significant as a New Deal project and for its association with architect, Trent Thomas. For these reasons, it is listed individually on the State Register of Cultural Properties and the National Register of Historic.

In this regard, the Don Gaspar Bridge meets the definition of a Significant Structure, in categories A and B, and is recommended for Significant status to the Downtown and Eastside Historic District:

(A) for its association with events or persons that are important on a local, regional, national or global level; or

(B) if it is listed on or is eligible to be listed on the State Register of Cultural Properties or the National Register of Historic Places.

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Drawings

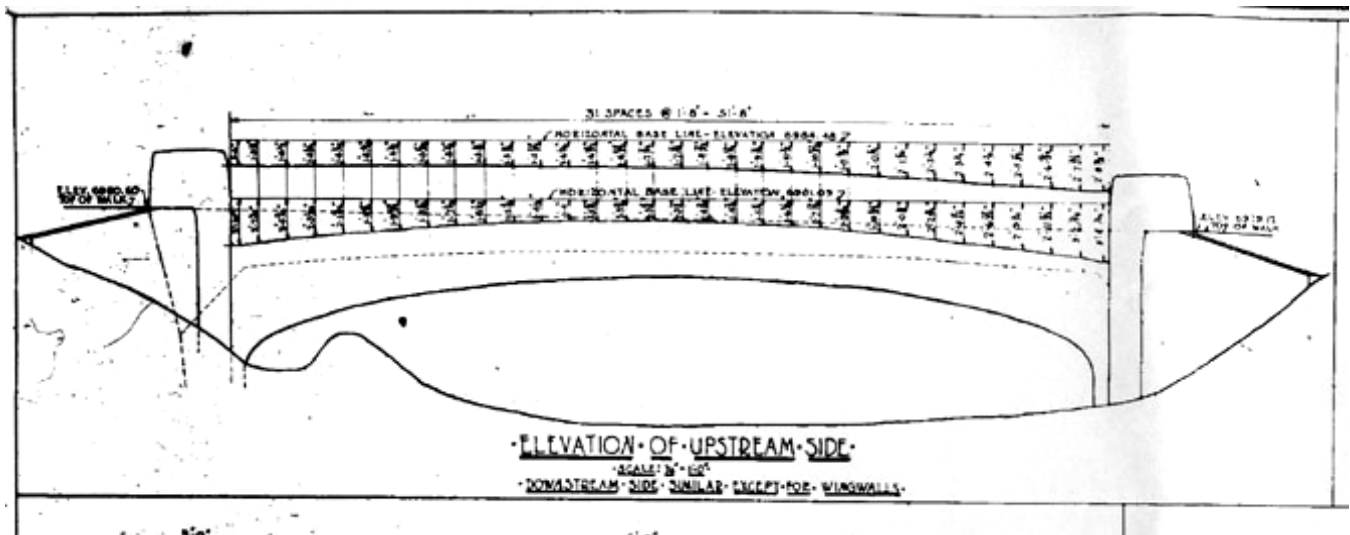


Figure 1: Upstream, East, elevation drawing, 1934.

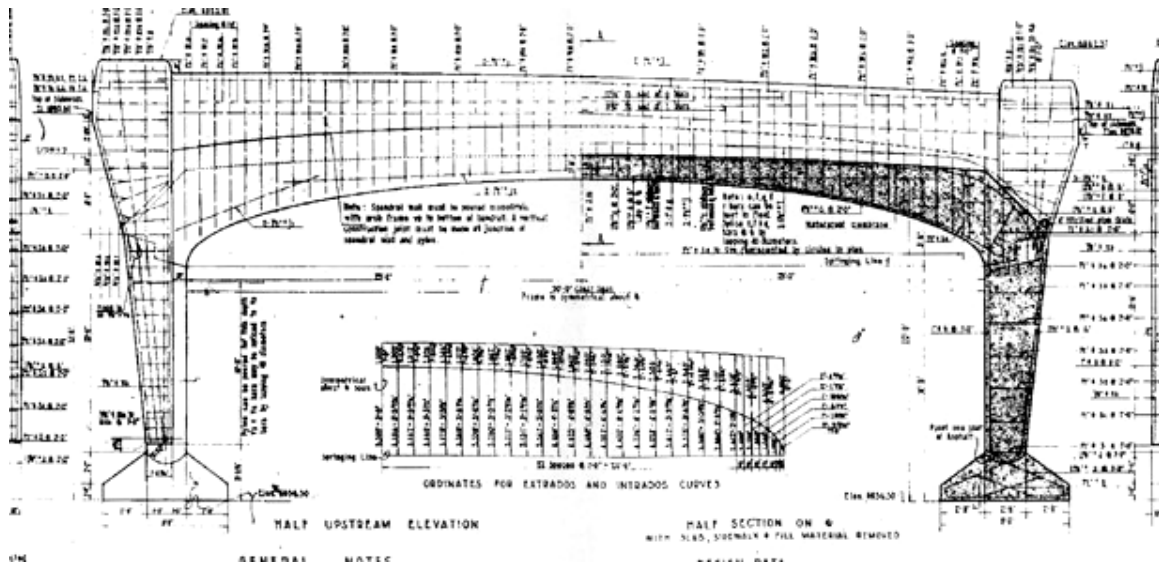


Figure 2: Upstream, East, rebar plan, 1934.

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Period Photographs

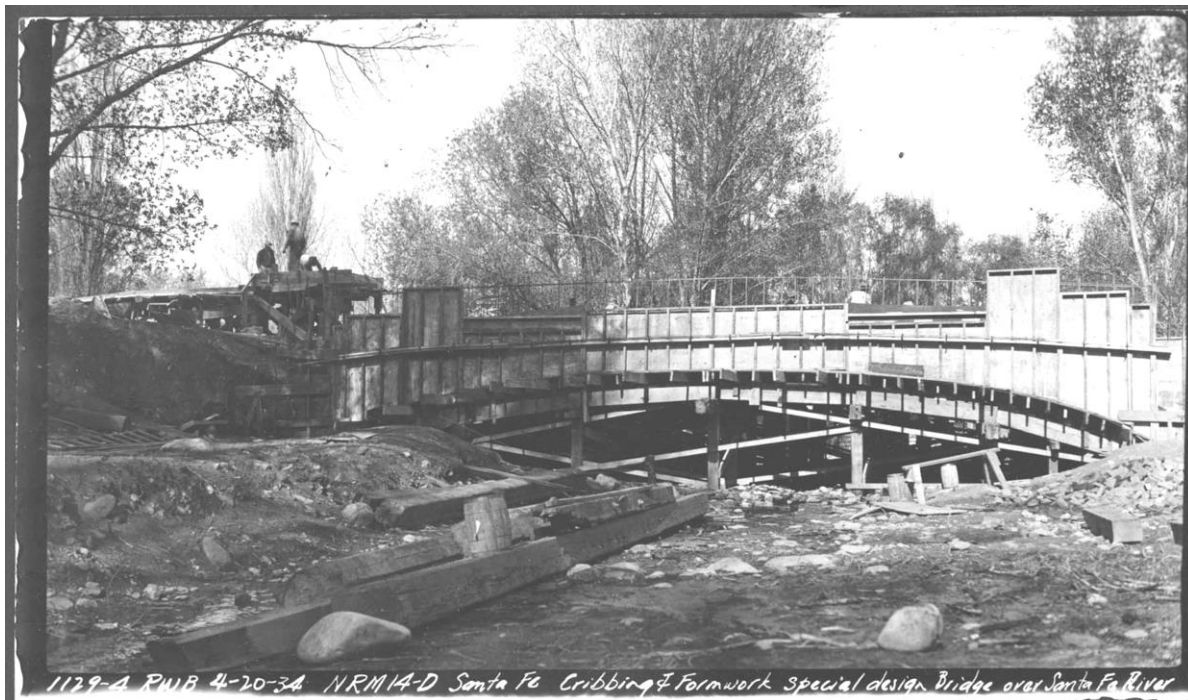


Figure 3: Cribbing and Framework (courtesy New Mexico State Archives, Sue Barton Collection #1977-036, Box # 9234, Image #1129-4)

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1. Name of property: Don Gaspar Bridge/ <i>El Puente de Los Conquistadores</i> /Don Gaspar Avenue Bridge	2. Location: Don Gaspar Avenue over the Santa Fe River	3. Local Reference Number N/A
		4. County: Santa Fe
		5. Date of Survey: 08/12/0214

Period Photographs

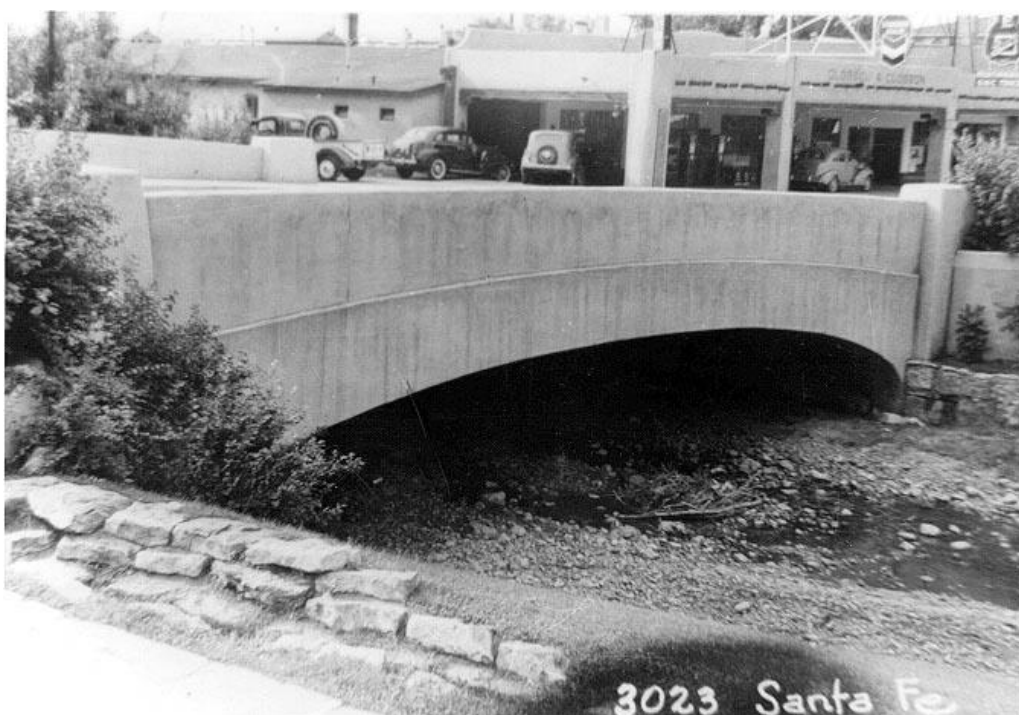


Figure 4: Completed Bridge (courtesy New State Highway and Transportation Department, Bridge Design Section Files, Bridge Inspection File # 3023)

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: <i>Please complete HCPI FORM 1 before completing FORM 2</i>			
HCPI No. _____	District No. _____	NRHP _____	SRCP _____
Criteria A B C D			
1. Name of property: Don Gaspar Bridge/ <i>El Puente de Los Conquistadores</i> /Don Gaspar Avenue Bridge	2. Location: Don Gaspar Avenue over the Santa Fe River	3. Local Reference Number N/A	
		4. County: Santa Fe	
		5. Date of Survey: 08/12/2014	

Current Photographs (08/12/2014)



Figure 5: Bridge and street context, looking south.



Figure 6: Downstream, West, handrailing, looking south.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: HCPI No. _____ District No. _____		Please complete HCPI FORM 1 before completing FORM 2			
		NRHP	SRCP	Criteria	A B C D
1. Name of property: Don Gaspar Bridge/ El Puente de Los Conquistadores/Don Gaspar Avenue Bridge	2. Location: Don Gaspar Avenue over the Santa Fe River	3. Local Reference Number N/A			
		4. County: Santa Fe			
		5. Date of Survey: 08/12/0214			

Period Newspaper Account

**Civic Achievement Is Best Exemplified
By Civic Improvements**

**Puente de los Conquistadores
the New Don Gaspar Street Bridge**

OPENING
Creating
Santa Fe's Newest Thoroughfare
TONIGHT

The new Don Gaspar Street Bridge which will be formally opened this evening will be long remembered as a forward step in civic progress. The new bridge is of reinforced concrete, and built as a Public Works National Recovery Act project. Come down tonight and see it.



Program for formal opening of Puente de los Conquistadores—Tonight, 7:30 p. m.

Bands and Citizens assemble in front of New Mexico Power Company at 7:25 P. M. and march to the new Bridge, where the program will be given as follows:

Music, Conquistadores Band
Speech, Governor Hickenbotham (10 Minutes)
Speech, Mayor Charles B. Barker (5 Minutes)
Song and dance, Mañita Lepore
Speech, Glenn D. Macy, State Highway Engineer
Song in Spanish, Kiwanis Quartet
Speech, Henry Dandell, President, Chamber of Commerce
Music, Band
Speech, on the old Bridge, F. Anderson, County Commissioner
Speech, for the State Park Commission, J. L. Mabram
Chorus of the Bridge
Music, Band
Dancing, and lik.

Don Gaspar Street Merchants invite you to be their guests tonight at the opening of "Santa Fe's Newest Thoroughfare"

Our only rewards for service are the increasing Opportunities to give it . . .

Santa Fe Book & Stationery Co., Inc. San Francisco at Don Gaspar Complete Office Supplies.	Kansas City Waffle House 121 Don Gaspar Avenue Famous from Coast to Coast
De Vargas Drug Company 209 Don Gaspar Avenue Filling Every Drug Need	New Mexico Power Co. 201 Don Gaspar Avenue General Electric Refrigerators
De Vargas Barber Shop 206 Don Gaspar Avenue Large, Clean and Modern	Quicker-Hook Motor Co. 227 Don Gaspar Avenue Ford Sales and Service
De Vargas Hotel & Dispensary 210 Don Gaspar Avenue Try a Mint Julep on the Patio	Perry's Bakery 233 Don Gaspar Avenue Try Perry's Sunny Bay Bread
Chasen & Chasen 234 Don Gaspar Avenue Buick-Oldsmobile-Pontiac	Kelley's Super Service Station 235 Don Gaspar Avenue Chevy & Plymouth Sales and Service

Figure 6: June 23, 1934, advertisement in *Santa Fe New Mexican* for Don Gaspar Bridge opening event.