A Brief History
of
Albuquerque Housing Development & Architectural Styles

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A Note to Readers: *The following paper was prepared for the Greater Albuquerque Association of REALTORS® 100-year anniversary celebration. The topic of residential housing in Albuquerque is complex, with many characters playing a role in developing and selling the city's housing market over the past onehundred years. In this paper, I have attempted highlight some of these achievements and trends by decade. A formal study of this subject has yet to be undertaken; however, recent research is making significant progress in examining this important part of the city's social history. For ease of reading, I have omitted citations and footnotes. I will include a Recommended Reading list at the end of the paper to guide readers who are interested in further pursuing the topic. WAD (February 2021)*

PROLOGUE: 1880 – 1919

Development of New Town Albuquerque

The founding and subsequent growth of New Town Albuquerque (sometimes referred to as New Albuquerque) in 1880 was in essence one large real estate deal that paired the company executives of Atchison, Topeka & Santa Fe Railroad (AT&SF) with some of the fledgling city's most prominent civic leaders, most notably Franz Huning, William C. Hazeldine, and Elias Stover. In 1879, railroad surveyors began work in the Middle Rio Grande Valley in anticipation of reaching Albuquerque the following spring. It soon became clear to the local citizenry that the new tracks would be laid about one and one-half miles east of the *Villa de Alburquerque* (founded by Spanish colonists in 1706 and today fondly known to residents as "Old Town"), which lay in the crook of the river's bend to the west. This would necessitate swinging the tracks west to reach the *villa,* but this plan was incompatible with the railroad's desire to lay tracks directly south.

Seeing this predicament, and not wanting the railroad to bypass his hometown, Franz Huning, already a mini-real estate magnate, together with Hazeldine and Stover, approached railroad executives about a scheme for acquiring the necessary land for railroad facilities. Together they formed the New Mexico Town Company with the expressed purpose of buying land. Legally,

the Town Company was a subsidiary of the New Mexico and Southern Pacific Railroad Company (which was an auxiliary of the AT&SF) and Huning, Hazeldine, and Stover were their registered agents.

In the winter and spring of 1880, the trio was busily buying land along the eastern edge of the valley and on April 5th the citizens enthusiastically welcomed the railroad to New Town Albuquerque. As it turned out, Huning, Hazeldine, and Stover had acquired more land than was necessary for the railroad's needs and in accordance with their agreement with the Town Company, the three agents could sell the excess land at inflated prices and retain one-half of the profits. An excellent business deal for all concerned.

The original townsite was laid out in grid pattern bounded on the east by the newly laid railroad tracks, on the west by Sixteenth St, on the north by Copper Ave., and on the south by Coal Ave. Soon after its founding, the new townsite was divided administratively into four quadrants or wards. The wards, labeled First, Second, Third and Fourth (starting from the northeast quadrant and moving clockwise) were formed by the intersection of Railroad Ave. (New Town's main east-west street and renamed Central Ave. in 1912) and the railroad tracks. In the weeks following the railroad's arrival, the townsite consisted of hastily erected wooden shacks and canvas tents irregularly arranged along dirt streets. As building materials arrived by rail, however, the burgeoning town began to develop quickly – both architecturally and economically.

The key to this development was, of course, the railroad. In addition to it being a depot stop, the railroad had made the economically important decision to make the town an "AT&SF division point." This meant the construction of a large locomotive maintenance shop and regional administrative offices at the south edge of town in the community of Barelas. Even as the depot was being finished, the AT&SF shops and maintenance yards were under construction. By the mid-1880s, the locomotive and car-repair shops, and the roundhouse were completed. Within twenty years, 52,000 freight cars were passing through the city annually, and its shops and passenger facilities represented an investment by the company of more than $3.5 million. As a result, AT&SF quickly became the town's largest employer.

Locomotive shops at the AT&SF rail yards in the Barelas neighborhood.

In addition to the employment opportunities provided by the railway company, its presence opened-up numerous economic opportunities for other businesses to flourish. By 1900, New Town Albuquerque (now a fully incorporated town of more than 6,000 people) supported a wide range of small manufacturing and service industries including: foundries and machine works, brickyards, tanneries, flour mills, packing houses, wagon factories, steam laundries, bottling works, ice companies, and a cement plant.

Soon after the turn of the century, a second major industrial employer arrived in the city – the American Lumber Company – whose fortunes were also tied to the railroad. Incorporated in 1901, the company purchased timber lands in the Zuni Mountains, some 100 miles west of Albuquerque, and in 1903 the company was ready to build a sawmill and associated wood-working factories on 110 acres of former agricultural land just northwest of the city (commonly referred to today as the Sawmill District). By 1908, the American Lumber Company was reportedly the largest lumbering enterprise in the Southwest. Within three years of opening its mill, the company employed more than 850 people.

Concurrent with its industrial growth, New Town's commercial center, situated west of the tracks along Railroad and Gold avenues between 1st and 4th streets, began to build out with permanent structures. As seen in historic photographs, the commercial district featured densely packed blocks of hotels, banks, mercantile shops, dry goods stores, saloons, and professional offices housed in one, two and occasionally three-story brick and wood frame buildings that typified the Victorian and Italianate styles of the period.

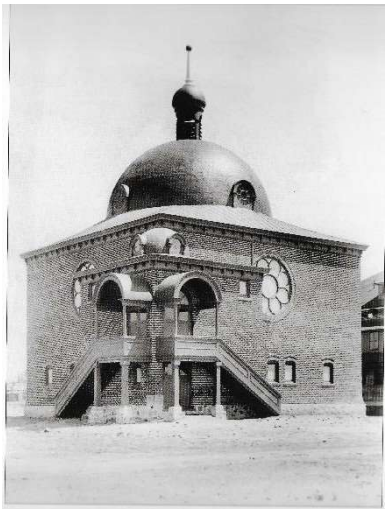
Parade down Railroad Ave. in 1892

As businesses expanded, other urban-style amenities soon followed. The city was served by a relatively expansive streetcar line beginning in 1881. The main line connected Old Town with New Town with branches leading to the railyards, the lumber company, the Santa Barbara-Martineztown neighborhood, and the East Mesa where it served the new University of New Mexico (founded 1889) and early housing subdivisions, such as University Heights (platted in 1906).

To serve the growing population of New Town, numerous institutional buildings – schools, churches, synagogues, hospitals, and government office buildings – were constructed early in the city's history. In 1880 the Territorial legislature formally established a public education system, and the Albuquerque Academy (founded by Colorado College in 1879) became the city's first high school. Within two years, a public elementary school was opened within each of the city's four wards. In 1914, Albuquerque Public Schools opened a new high school on the northeast corner of Central and Broadway.

The Albuquerque religious community also made its presence known in New Town, bolstered in part by the New Mexico Town Company's offer of free lots for religious institutions. The First Congregational Church was erected in Huning's Highland Addition in 1881 and a Methodist Episcopal Church (later renamed the First Methodist Church) was built downtown later that year. The following year, St. John's Episcopal Church was also erected downtown. The Roman Catholic Church, the dominant religious sect in Albuquerque whose ties went back to the founding of the Spanish *villa* in 1706, also established a parish church in New Town in 1882 – Immaculate Conception – to serve newcomers who came to work at the rail yards and the sawmill.

Other denominations continued to establish churches in New Town throughout the end of the nineteenth century, including the Presbyterians (early 1880s); the Baptists (1887); and the Lutherans (1891). African American residents constructed a building for their African Methodist Episcopal congregation in 1897; and the Jewish community, whose membership was comprised of many of the city's early merchants and civic leaders, erected a distinctive domed synagogue in downtown – the first Temple Albert in 1900 (pictured left).



Health care services in Albuquerque also arrived with the railroad in 1881. The AT&SF constructed the first hospital along South Broadway to serve their employees. The city's health care facilities expanded at the turn of the century when word of Albuquerque's favorable climate for the treatment of tuberculosis began to spread across the country. People with the disease, "lungers" in the parlance of the times, soon arrived in droves by train to "chase the cure" through exposure to the dry air and sunshine. Many of Albuquerque's prominent citizens (for example, Clyde Tingley) moved to the city for treatment, and stayed, in the first half of the twentieth century.

The first TB sanatorium, St. Joseph's, was founded by the Sisters of Charity and opened on Grand Ave. (now Martin Luther King [MLK] Blvd.) in 1902 – just north of Huning's Highland Addition. This was followed by the opening of the Southwest Presbyterian Sanatorium at the corner of Oak St. and Railroad Ave. in 1908. Four years later, the Methodist Deaconess Sanatorium opened its doors further east on Railroad Ave. near the University of New Mexico campus – giving East Central the moniker "TB Row."

TB Sanatorium on Central Ave., early 1900s

These businesses and institution offered goods and services to the rapidly expanding population attracted by railroad jobs and other new industries. Within a few short years, the downtown core of commercial looked like many towns and cities found across the western United States. In 1910, Albuquerque resident Harvey Fergusson remarked that, "[the city] was almost a model of what a small American town should be. In all essentials it was just like a town in Iowa or Kansas . . ."

Early Downtown Neighborhoods

The New Town economic boom quickly turned vacant lots into new residential areas. Plats for residential housing west of the tracks appeared almost immediately upon the arrival of the railroad. Houses were soon constructed within the boundaries of the original townsite, both north and south of the commercial district. The Atlantic & Pacific Addition was platted south of Coal and west of the railroad tracks. It attracted home buyers who worked at the adjacent AT&SF rail yards. To the north of Railroad Ave. developers platted several tracts in what was called the North End – north of Tijeras Blvd. and west to Keleher Ave. These two tracts accounted for approximately 250 single family or duplex homes. The housing stock was comprised primarily of small sturdy wood frame cottages in the Queen Anne style or modest, one-story Hipped Box style houses – some of which are still found scattered up and down First, Second, and Third streets.

Most of the houses built in the late 1800s were located on either side of Railroad Ave. to the east of the tracks in the Huning's Highland Addition, where, by 1902, almost 300 homes had been built. Platted by the prominent merchant and early entrepreneur Franz Huning, the addition was touted as "Albuquerque's first subdivision." Construction of homes begun

immediately upon the railroad's arrival in 1880 and within eight years, sixty-three percent of its 536 lots had been sold. Part of its attraction was that the housing was situated slightly above the lower-lying valley, which was marked by the feverish noise and activity accompanying the industrial and commercial development occurring across the tracks.

Huning's Highland Addition was developed primarily for Albuquerque's Anglo residents and its housing styles and landscaping reflected their traditional Anglo-American values and Victorian tastes in home design – styles such as Queen Anne, Italianate, Hipped Box, and Colonial Revival, often designed from popular "pattern books," which frequently allowed the owner/builder to sometimes mix and match styles.

North of the First Ward were the Hispanic communities of Martineztown and Santa Barbara. Martineztown, sometimes referred to as "Dog Town" by early city residents, centered on Edith Blvd. (the main road north to the town of Bernalillo) and the Second Presbyterian Church. In the early 1900s, the community of Santa Barbara was developed immediately south of Martineztown and centered around San Ignacio Catholic Church (built slightly later in 1916). Both neighborhoods (unincorporated until 1948) were characterized by simple, single-family adobe structures laid out in a dense, often irregular, housing pattern.

The Second Ward included the South Broadway neighborhood that extended to what is now Avenida Cesar Chavez (the eastern extension of Bridge Blvd.). In the 1880s, South Broadway was comprised of a series of housing subdivisions appealing to the newly created workforce employed by the AT&SF. This primarily Anglo community replicated the Victorian house styles found in Huning's Highland Addition but on a more modest scale. Some adobe homes were also found in the neighborhood which probably represented a scattering of earlier homes once connected with the Barelas neighborhood and subsequently separated by the railroad tracks.

The Perea Addition, located in the Fourth Ward, was a more upscale residential area situated between New Town and Old Town, was platted in 1881 with 800 lots. Surprisingly, development was slow to get started, possibly because of its distance from the AT&SF rail yards and early businesses which were situated close to the railroad tracks. These early homes were designed in a variety of styles like those found in the Huning's Highland neighborhood, with the addition of early Revivalist, Neoclassicals and Vernacular styles.

As the American Lumber Company grew, its employees often chose to live in nearby subdivisions located north of Lomas Blvd. Ninety-eight homes had been built north of Mountain Road and east of Twelfth St. by 1902. By 1910, however, construction had spread

south of Mountain to Tijeras Avenue and grown to 766 homes. These houses were primarily modest homes representing simple vernacular styles indicative of their working-class owners.

The 33-acre Raynolds Addition was platted in 1912 by P. F. McCanna. It was located south of Central west of 8th St., just southwest of downtown. Like the Perea Addition its home construction started slowly and did not become successful until after World War One. It featured Craftsman style Bungalows and Prairie style homes. It was also the area of some of the city's earliest apartment houses, such as, the Washington Apartments (pictured at right).

Old Town has typically been thought of as a remnant of the Spanish Colonial era with its distinctive flat-roofed, adobe architecture. In fact, most of homes seen today reflect architectural development initiated during the late nineteenth and early twentieth centuries. Following the railroad's arrival, and concurrently with the arrival of eastern-style building materials, prominent Old Town residents began to build new "modern" houses that reflected contemporary Victorian styling, such as Queen Anne or Italianate cottages, or used the newly imported building materials to construct New Mexico Vernacular style houses, featuring pitched metal roofs, and tall narrow windows.

Herman Blueher's Queen Anne style house in Old Town, 1898. The home's second story was removed in the late 20th century and the building incorporated into the Spanish-Pueblo style La Hacienda.

Fifty years later, most of these structures were significantly altered as the city reacted to the new push for increasing tourism by emphasizing Spanish hacienda designs. Old Town was not incorporated into the city until 1949.

To the south of downtown and adjacent to the AT&SF locomotive shops was the village of Barelas. Established by the Pedro Varela (Barela) family in 1662 as a farming community it lay astride the *Camino Real*. The AT&SF railroad tracks and the development of the locomotive

shops in 1880 separated the village from its easternmost fields and more importantly from its *acequia madre*, thus effectively putting an end to its agricultural heritage. While the north end of the neighborhood featured Victorian style cottages and simple working- class homes (including some so-called "shotgun houses"), houses located in the south end of Barelas continued to reflect the community's Hispanic heritage with the use of more adobe construction.

City Map 1889

In large part because of its "boom town" beginnings, and perhaps because of its somewhat transient population initially, single-family houses in New Town were supplemented by multi-unit dwellings. Within ten years of the town's founding, there were thirteen hotels, lodging

houses, and houses offering "furnished rooms" advertising in the *Albuquerque Business Directory* and *Albuquerque Evening Democrat*. The first true apartment building (spaces with a living area, kitchen, and bath) made its appearance in the city in the 1910s.

The early Spanish colonial settlements adjacent to Old Town, such as Los Duranes, Los Candelarias, Los Griegos, and Ranchos de Albuquerque in the North Valley; and Atrisco, Armijo, and Los Padillas in the South Valley were originally self-sufficient villages with their own plazas and Catholic parish churches. Their housing stock consisted of modest adobe houses or wood-frame dwellings. Over time, however, many of these villages were subsumed by urban expansion (this was particularly true for the North Valley) and incorporated by the city in the late 1940s, while others, although lying outside the city limits, are still considered part of Albuquerque's metropolitan area.

Suburbanization

As noted earlier, Huning's Highland neighborhood is often referred to as the city's first "suburb" because it was located east of the railroad tracks on the lower sand hills of the East Mesa. Further expansion eastward was not considered practical due the soft, sandy soils, steep arroyos, and lack of hard surfaced roads that made vehicular travel difficult. However, with the growth of the university, the establishment of TB sanatoriums, and improvements to Railroad Ave., by turn of the twentieth century residential housing tracts east of High Street were being planned by local developers.

A word about Albuquerque suburbs. In the second half of the nineteenth century, as industrialization in America's eastern and midwestern cities was ramping up, many upper-class urban residents began moving out of their city residences into neighboring towns and villages. Transportation to and from downtown offices was often by streetcar or interurban rail lines; hence, these new housing areas were called "streetcar suburbs." In Albuquerque, the situation was slightly different. Surrounded by tribal lands and the imposing Sandia Mountains, there were no earlier villages on the East Mesa. Therefore, as housing began to spread onto the sand hills the new housing tracts, which were really just neighborhoods, were referred to as "suburbs," most of which were eventually incorporated into the city.

By the turn of the twentieth century, there were several developers platting both small and large housing developments on the East Mesa. There were also housing additions being developed in the North and South valleys; however, in this early period, most of the valley lands were still reserved for agricultural practices. The East Mesa, on the other hand, was primarily grazing land with only a few scattered homesteads and was ripe for land speculation and development once the terrain difficulties were overcome.

Residential plats were both large and small – some consisting of only a block or two. The two earliest "Highland Additions" were recorded by Brownwell and Lail and E. H. Dunbar in 1886; however, for the most part, they were unsuccessful.

By 1900 the population of Albuquerque was 6,335 people and the city was quickly growing outside its Original Townsite boundaries. To accommodate this growth, not only were house lots inside the city filled in, but thirteen new housing developments were platted or re-platted outside of the city's boundaries. These included areas near the American Lumber Company north of Downtown (1905-06), the Raynolds Addition southwest of Downtown (1912), University Heights (1906) and the Terrace Addition (1910), just south of the University, and to the northeast Heights, Netherwood Park (1913). While some of these began to build homes immediately; albeit on a small scale, some, such as Netherwood Park were not developed until after World War Two.

Two of the larger and more prominent early East Mesa's housing additions were the Terrace Addition (now better known as the Silver Hill neighborhood) and the University Heights Addition. In 1891, M. P. Stamm, a successful wholesale grocer turned real estate developer, and a group of investors formed the Terrace Addition Improvement Company and platted the Terrace Addition on land south of Railroad (Central) Avenue to Lead, and bounded on the east by Harvard Street, and on the west by High Street (the far western part of the subdivision – including much of Highland Park – were later cleared for the routing of Interstate 25 and expansion of Presbyterian Hospital).

Stamm envisioned building a middle to upper-class neighborhood with a variety of "modern" architectural styles to attract the city's new residents from back east. The subdivision was still difficult to access in the late 1800s – it reportedly took nearly an hour by horse and buggy to reach the Addition from downtown – and the new company found it difficult to sell its lots. Stamm re-platted the area in 1905 and 1910. He built his own water system (the land was outside the city limits), constructed Highland Park at the western edge of Huning's Highland Addition, and widened Silver and Gold to produce tree-lined boulevards – a distinctive landscape even today. The subdivision slowly began to build out at its western edge; however, it was not until the 1920s that the Addition really began to reach its peak. This will be discussed further in Chapter One.

In 1906, the well-known, self-promoting, real estate developer and soon-to-be mayor (1914-1916) Col. D.K.B. Sellers platted the University Heights Addition, located immediately east of the Terrace Addition and stretching to Girard Boulevard. The neighborhood attracted mostly Anglo residents, many of whom were associated with the university or who were recently recovered TB patients. The most common house type was the nationally popular Bungalow style, with open or screened-in front porches running the width of the house. Examples of this

style can still be seen in the university area, evenly spaced, with standard front-yard setbacks, lining the north-south streets.

Sellers did his best to market the area to people connected with the fledgling university, for instance, naming the Addition's streets after prominent universities and colleges – Harvard, Princeton, Yale, etc. Sellers also came up with colorful marketing slogans to attract customers. He called on newcomers, and older residents as well, to visit the "*Coming aristocratic section of Albuquerque"* and to "*Come up from the low zone to the ozone"* (to avoid the valley's unhealthy coal smoke).

Like Stamm, Sellers built his own water system with a water storage tank located a high point along Carlisle Boulevard. But, also like Stamm, Sellers would have to wait almost two decades to fulfill his development dreams, as we will see in the following chapter. By the way, this water tank was later incorporated into a house at 319 Carlisle SE. Its stuccoed exterior can still be seen today.

Early Albuquerque Housing Styles

The period between 1880 and 1919 includes a wide variety of house styles, from the distinctive Queen Anne cottages in Huning's Highland Addition, to grand Classic Revival and Prairie style homes in the Perea Addition, from New Mexico Vernacular in the Barelas neighborhood to the modest working-man Hipped Box homes in the North End.

The homes were not only a variety of styles, but also variations on a style and combinations of styles. Most of these popular styles originated "back East" and were imported to the city by the influx of new residents following the arrival of the railroad. As such, the building materials were non-native to New Mexico; however, the coming of the railroad made their importation from eastern manufacturers relatively easy.

Another architectural trend taking place at this time was the Revivalist or Eclectic Movement. These homes were copies of domestic architecture found originally in European countries. These styles were first popularized at the turn of the twentieth century, then fell out of favor during in the 1910s. It became popular again around 1920, lasting through the 1930s.

The following is a brief discussion of popular styles found in New Town prior to 1920. A style's national popularity is noted in parentheses.

Queen Anne (1880-1910) This style was exceedingly popular in New Town Albuquerque, as well as across the country in the late 1800s. The houses are generally made of brick, which was locally made, although many were later stuccoed. This house type features an asymmetrical plan, often with projecting bays, with a steep, irregular roofline. The hipped roof usually has cross gables, sometimes with iron roof finials and roof cresting. Corner towers or turrets, dormers, bay windows, and patterned brick chimneys are common. The homes feature prominent full width porches with turned porch spindles.

Hipped Box (late 1800s-1940s) The Hipped Box style, or Four-Square house, was a popular house style for several decades. It was simple and compact, the antithesis of the ornate Victorian styles, such as the Queen Anne. The Four-Square plan was two rooms wide and two rooms deep with a central doorway. The homes were made of brick, wood-frame, or adobe, often with stucco or clapboard siding and featured milled woodwork. The style is highlighted by a simple square form often with pyramidal corrugated metal or shingle roof, double-hung windows, and sometimes a shed or hipped-roof porch added to the front façade.

Hipped Box cottage on Eighth Street NW, ca. 1898-1902. The building material is cast stone.

Craftsman / Bungalow (1905-1930) The Craftsman style home is characterized by a pitched, gabled roof with exposed rafters, and overhanging eaves supported by brackets. Full-length porches supported tapered piers or square columns are common. The houses can be one and one-half or two stories tall. Roof dormers are common as are paired windows.

A Craftsman style home on Twelfth St. in the Perea Addition, 1906.

Bungalows are a type of building plan that is frequently associated with the rapid growth of the middle class and the rise of a more informal life. The house plan is organized with the public spaces (living room, dining room) to one side and the private ones (bedrooms) to the other usually with a small vestibule just inside the front entry.

Other exterior styles, such as Southwest Vernacular, but with an interior Bungalow plan occur quite frequently in Albuquerque.

Typical Albuquerque Bungalows

Prairie Style (1900-1920) The Prairie Style originated with a group of Chicago architects associated with Modernist architect Frank Lloyd Wright. Homes of this style are composed of strong horizontal planes, low-pitched roofs with broad overhangs, long strips of windows and corner windows that give the home a sense of horizontality. Building materials include stucco over wood and brick in combination with wood. Other features include ribbon windows with wooden casements, massive, rectangular piers which support porches or verandas, and leaded glass windows.

Berthold-Spitz House on Tenth St. Designed ca. 1910 by the renowned architect Henry C. Trost.

Italianate (1840-1885) Usually two to three stories, low-pitched roof, and overhanging eaves with decorative brackets. Tall, narrow windows are a distinguishing feature.

The Hesseldon House (1882) is an Italianate duplex in the Perea Addition.

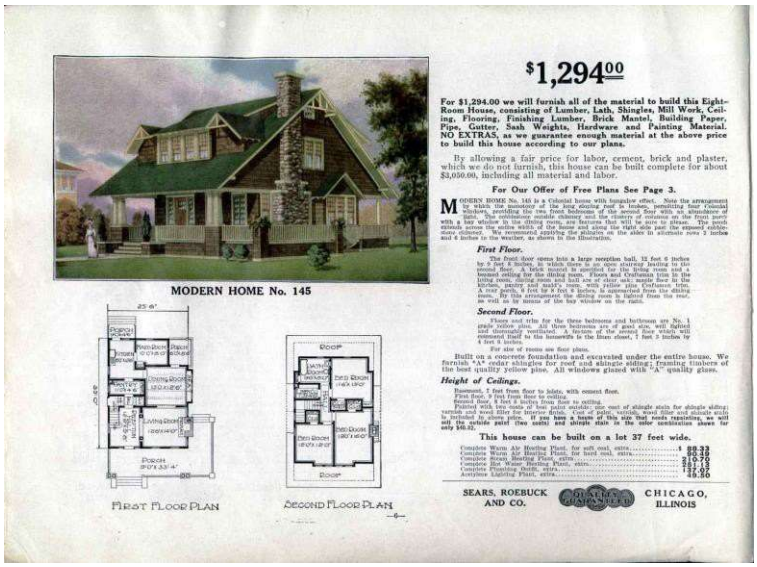
Classical / Neoclassical (1895-1955) This popular, enduring house style comes in a variety of subtypes. The substyle pictured is **World's Fair Classic** built in the Perea Addition in 1906. It was popularized at the 1893 World's Fair in Chicago. Noteworthy features for the Classical style include a symmetrically balanced front entrance and windows with a full-width front porch supported by classical columns.

New Mexico Vernacular (1870s-1940s)
Vernacular building refers to the common, traditional, or popular building types and styles in contrast to architect-designed high style (academic) custom building. This style features a one-story, gable roof often in an L-form. Front porch with simple porch supports. Interior brick chimneys, and little exterior ornamentation.

Tudor Revival (1890-1940) Common characteristics include steeply pitched gabled roofs with a façade dominated by front-facing gables. Windows often occur in groups. Decorative half-timbering is non-structural.

Dutch Colonial Revival (1880s-1940s) This style's gambrel roof is its distinguishing characteristic. This type of roof greatly expands the useable square footage in the second story or attic.

The Early Days of Real Estate in the City



Sears Roebuck catalog house

Home building and buying in the early days of New Town was dramatically different from what we see today, or even fifty years ago. Developers, such as Huning, Stamm, and Sellers, purchased parcels of land, divided them into individual lots, and then sold them to prospective homeowners. The new owners would contract with a builder to construct the house. Occasionally, an architect would be retained to design the house, but in most cases, it was the builder or the homeowner. They drew inspiration from seeing other architect-designed houses, their own preferences, or even from popular "pattern books." Of course, there were also house kits, made famous by Sears Roebuck and Company, whereby the entire house was shipped in pieces to your lot and the owner could build himself or hire a builder to put it together. In many cases, the builder would buy the lot, build a house, and put the "spec home" immediately up for sale, then take a small profit (often less than $500.00), buy another lot, and start the process all over again.

The mass-production of homes in larger subdivisions was hampered in large part by the home financing structure of the times. Home mortgages of the type we see today were unheard of. Banks did not generally offer mortgages. Instead, builders or would-be homeowners borrowed money from private companies, individual investors, or small building and loan associations.

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4000—5-room bungalow, modern, furnace, sidewalks, lawn, trees, North 12th st.

$1000—5-room frame, modern, S Broadway; easy terms.

$2000—4-room brick, modern, lawn, trees, corner lot, Fourth ward.

$3650—6-room brick, well built hot water heat, corner lot, on car line $1500 cash, balance 8 per cent.

$3000—9-room, 2-story brick, modern; lot 72x100; Highlands; close in; easy terms.

$3400 — 5-room brick, modern, hardwood floors, a nice home; Highlands.

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FURNISHED ROOM, telephone, bath, electric light, close in, 427 W. Marquette, phone 383.

Albuquerque Morning Journal
May 4, 1911

And building loans were not homeowner friendly. Loans were usually for only fifty percent of the appraised value, were offered at eight percent interest, and usually required that they be paid in full or refinanced within five years. In addition, the construction had to be significantly underway until the loan was made. Long-term mortgages would not become commonplace until the mid-1930s, after the passage of the National Housing Act of 1934.

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5-room brick, South Second street; $20.00.
5-room frame, South Second street $25.00.
4-room brick house, modern, Marquette ave., $22.00.
7-room brick, modern, South Edith St., water paid by owner, $25.00.
7-room adobe corner 4th and Tijeras ave., modern, $20.00.
5-room frame, Iron ave., $18.00.
3-room frame, North Second street; $16.00.
2-room store rooms, Atlantic avenue; $65.00.
16-room Lodging house, Atlantic avenue; $60.00.

FOR SALE.

Brick house in a fine location near the railroad shops. Cash or easy payments. A good chance to buy a nice property on the installment plan.
5-room frame house on West Baca avenue, $1,000; easy terms.
Hotel and restaurant. One of the best locations in the city; 30 rooms. This is a money maker. Price, $800.
14-room brick, 60 ft. lot, splendid location; $5,250.
7-room brick, 50 ft lot, Highlands, good location, up-to-date; $3,700.
6-room new brick house, with eight lots, South Third street $3,500
5-room brick, 2 lots, on S. Broadway, very cheap.
6-room frame, 2 lots, on John street; $1,300.
Cheap lots on Mountain Road and Fourth.
Two houses on Coal Ave., Highlands, $2,000.
320-acre ranch, hay, alfalfa, grafted fruit trees, good buildings, etc.
Small poultry farm, near in, with or without poultry; easy terms.
7-room frame, 8 lots, N. 3rd street, $2,700.
Seven room brick house in Highlands, South Arno st. $1,850.
Four acres of land three-quarters of a mile from postoffice, with lots of fruit trees and house thereon.
6-room brick house, S. 3rd St.; $3,000; reasonable terms.
5-room house with bath room; North 8th street; $2,000.
5-Room brick house with stable, corner Roma avenue and North Fifth street, at a bargain.

BUSINESS CHANCES.

Good ranches near the city for sale at reasonable prices.
Fire Insurance, Houses for Rent Rents, Collected, Taxes Paid, and entire charge taken of property for residents and non-residents.

E. H. DUNBAR & CO.
Corner Gold Avenue and Third Street.

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