SIGNIFICANCE

The Downtown Missoula Historic District retains its integrity and is eligible for listing in the National Register of Historic Places under Criteria A, B, and C. The period of significance begins in 1864 with the first town site development moving from Hell Gate Village to Missoula and ends in 1956, the National Register cut-off date.

The established historic period is conclusive of the initial development of the downtown around the mill located along the Mullan Military Road (Front Street) and the southeast corner of what would become Higgins Avenue. It includes the pre-railroad era from 1864-1883 with its slow but steady growth, and the incorporation of the town in 1883, followed by a period of significant expansion of the downtown in an east, west and northerly direction. It explores the building boom of the late 1880s through 1895, a period when a number of important buildings were constructed in the downtown core, which began expanding into a mix of commercial and residential confined only by the physical barrier of the Clark Fork River on the southern boundary. The historic period includes the years of retrenchment after 1895 when a national business depression began to be felt in Missoula and construction projects slowed until resurgence occurred in the late 1890s. The historic period also includes the return of prosperity in the late 1890s that carried forth well into the 1920s and witnessed the building of the majority of Missoula's landmark buildings in the downtown core. The historic period continues through the national financial depression of the 1930s, when federal projects brought impressive civic building additions to the downtown. The WWII era and its aftermath of construction projects brings the historic period up to 1955, a date chosen arbitrarily as the end of the historic period based on National Register guidelines that require that "generally properties must be fifty years of age or more to be considered historic places."

The Missoula Downtown Historic District is significant under National Register Criterion A for its strong association with the city's evolving patterns of political, economic and social history during the nineteenth and twentieth centuries. Front Street, which grew with the establishment of the Mullan Military Road and Front Street's counterpart, Higgins Avenue, together became the center of retail trade in Western Montana with the establishment of Missoula Mills in late 1864. As the downtown grew, it became an important site for financial and governmental institutions as well as social and transportation related facilities. The downtown always contained a significant residential aspect and continues to do that today. All of Missoula's historic functions remain in place and its historic infrastructure remains vital in the city's role as a regional trade, social, educational and governmental center.

Under National Register Criterion B, the district is significant as a reflection of the professional activities of Christopher P. Higgins, Francis L. Worden, and Andrew B. Hammond, three of western Montana's most prominent nineteenth century capitalists, and with one of the twentieth century's most powerful political figures, Joseph M. Dixon. All contributed greatly to the physical and economic growth of Missoula's downtown, and Dixon significantly changed the look of East Pine Street, when in 1915, he initiated a petition to create a center median strip to divide the north and south sides of that street. That grassy median helps set the quiet residential tone of the East Pine Street Historic District.

The Downtown Missoula Historic District is significant under National Register Criterion C for its status as a representation of the broad patterns of architectural evolution in western Montana during the late nineteenth and twentieth centuries. Missoula's historic downtown core features an eclectic, yet largely historic architectural mix that includes excellent examples of a variety of commercial, civic, fraternal, transportation-related and residential building types. It contains individual resources dating to almost every major period of the city's history and displays architectural details and construction techniques representative of those eras. Individually and in combination, these structures are evocative of the long and rich history of commercial construction in Missoula and comprise the largest historic commercial district in western Montana. The downtown also derives significance under Criterion C for its outstanding examples of the works of important architects. These include local architects A.J. Gibson, Ole Bakke and H.E. Kirkemo, who, taken as a group, dominated a fifty year period as they designed a significant number of Missoula's most elegant landmark buildings.

HISTORIC CONTEXT (Criterion A and B)

Physiographic Features and Background to Initial Euro-American Activities in Western Montana and Particularly, in the Missoula Valley

The Missoula Valley's geologic features display evidence of Glacial Lake Missoula, a huge body of water stretching past Garrison, some 60 plus miles to the east, south past Hamilton, north to the shores of Flathead Lake and west hundreds of miles to Lake Pend d' Oreille in Idaho, where the lake narrowed and was damned by an ice jam. After a climate change brought a long period of warming, the natural ice damn gave way and an immense volume of water and rock exploded across eastern Washington and down the Columbia River to the sea, ripping miles and miles of earth into what became known as the "scab lands," and nearly emptying the Missoula Valley of its lake waters. Over the following centuries as glaciers continued to melt and move southward, the ice dams formed again at the narrows of Lake Pend d' Oreille. Glacial Lake Missoula again filled with a volume of water approximating half of that in Lake Michigan and covering at times up to 2,900 square miles. This process of draining and filling repeated itself over and over with dynamic floods changing the landscape dramatically with each event. Traces of glacial lake shorelines mark the hillsides of the east entrance to the Missoula valley, displaying horizontal lines across the face of Mount Jumbo and Mount Sentinel.

As the geographic hub of five mountain valleys, the Missoula Valley became a natural travel corridor for Native Americans from the Pacific Slope, the Columbia Plateau and the intertwined mountain ranges of western Montana and Idaho on their journeys to hunt the vast herds of buffalo grazing on the plains west of the Continental Divide. These hunting expeditions by the Nez Perce, Flathead, Kootenai, Pend d' Oreille, Shoshone, Coeur d' Alene, Spokane and others, brought them into direct conflict with the Blackfeet and their allies the Gros Ventres. The tight canyon at the east entrance to the Missoula Valley often became the site of bloody confrontations over the bounty of the buffalo as the western tribes hauled their treasure back to the Bitterroot Valley and beyond.

The Missoula Valley also served as an important area from which to harvest bitterroot, a plant whose roots were used medicinally and as seasoning. The spring gathering of the bitterroot became an annual event for the Salish who wintered in the mountain valley to the south, which took on the name Bitterroot.

As Euro-Americans began to explore the western regions of the continent, they followed the clearly established Native American trails. In July of 1806 Meriwether Lewis and his party, guided by Nez Perce and Flathead, left Travelers' Rest near Lolo, crossed the Bitterroot and Clark Fork rivers and set up a campsite near Grant Creek. The following day, July 4th, Lewis bid farewell to his Native American guides and proceeded to follow the "Road to the Buffalo," east through the Missoula Valley and into the Blackfoot Valley. With the Blackfoot River as a landmark, Lewis headed for his rendezvous with William Clark, eventually meeting him near the mouth of the Yellowstone River.

Less than a decade later, trapper and explorer for the Hudson Bay Company, David Thompson, followed the main north-south trail (which would later be known as the Jocko to Fort Owen Road), entering the Missoula Valley and climbed Mount Jumbo. Looking down at the Missoula Valley, he sketched a map on which he labeled the wide expanse as NEMISSOOLATAKOO, a name that Father Palladino, founder of St. Patrick's Hospital, believed incorporated Salish references to "cold or chilly waters." Thompson's visit coincided with the growing fur trade industry, which was already dramatically impacting the region's natural resources and the native cultures. The origin of the shortening of the name to Missoula and its meaning is still debated. Paul C. Phillips, editor of "Forty Years on the Frontier," the autobiographical book by legendary miner, rancher, trader, politician and merchant, Granville Stuart, wrote the following:

> One of these daughters (referring to Captain Richard Grant's daughter, Julia) married C.P. Higgins of Hell Gate and Missoula. Angus MacDonald, a son of the old trader at Fort Connah believes that Mrs. C. P. Higgins made the contraction of an Indian sentence meaning, "where the waters flow from opposite directions" to form the word Missoula. On the other hand his half-brother Duncan MacDonald assets that Missoula came from the Indian expression In *May soo let que* meaning Quaking river. Father Palladino gives still another meaning. He believes that the expression *Im-i-sul-e* meaning "by the cold chilling waters," is the origin of the word (Phillips, 1977:126)."

French trappers, observing the human bones strewn on the valley floor at the eastern canyon entrance was a reminder of the bloody ambushes there and started referring to the site as "Porte d' Enfer," translated as Hell's Gate. The trappers claimed that it was "safer to enter the gates of hell than pass through this narrow confine." The name Hell Gate would remain from that time on and be used to designate both the larger valley area where trading parties gathered known as Hell Gate Ronde, and Hell Gate Village, the predecessor of the city of Missoula.

In the 1840s Catholic missionaries led by Father Pierre-Jean DeSmet brought the first wheeled vehicle through Hell Gate Canyon on their way to St. Mary's Mission, located south in the Bitterroot Valley near present-day Stevensville. Father Anthony Ravalli carried on Father DeSmet's work throughout western Montana and Idaho. When the Jesuits abandoned St. Mary's for a short time, John Owen bought the facilities, established a trading post, and renamed it Fort Owen. That fort became a focal point for trade along the main trail into the Missoula Valley.

During the 1850s Congress directed Isaac Stevens, governor of Washington Territory, to survey western lands for development of a transcontinental rail route. Assisted by Lieutenant John Mullan, Stevens' mission included negotiating a series of treaties with Native American tribes with the goal of providing peaceful access for the railroad and title to the land over which it was to be built. In July of 1855 Stevens met with leaders of the Salish, Kootenai and Pend d' Oreille at Council Groves located a few miles west of present-day Missoula, and after several days of discussions the Hellgate Treaty was signed by all of the representatives except Chief Victor of the Salish. The treaty established the Flathead Indian Reservation, but Victor and his followers remained in the Bitterroot until they were forced out. In 1891 Missoulians gathered to watch Chief Charlo lead his people across the Clark Fork River on their way to the Flathead Reservation. That event is commemorated in a mural painted by Edgar Paxson, which hangs in the Missoula County Courthouse, located in the heart of the downtown.

The Hell Gate Village Era and Initial Euro-American Settlement of the Missoula Valley (1860-1865)

With the signing of the Hellgate Treaty and others across the West in the mid-1800s, native populations throughout western Montana were promised financial rewards, modern schools and services in exchange for vast amounts of land and agreements to relocate onto much smaller tracts of land. Reservations in the Flathead Valley and to a lesser extent, in the Bitterroot Valley, resulted. However, the latter became coveted by white settlers and in 1891, after years of deprivation resulting from broken promises of food, shelter and educational facilities, the Flatheads were forced from the Bitterroot Valley to relocate and settle onto the northern Flathead Reservation.

With the completion of the treaty, the opportunities for building a railroad through the Missoula Valley seemed assured. Christopher P. Higgins, a young Irishman who had served as wagon master for the Stevens survey party, and who had been present at the Hellgate Treaty signing, believed strongly in the potential of the Missoula Valley to become a major trading center. In the summer of 1860 Higgins and his business partner, Francis L. Worden, who owned a general store in Walla Walla, Washington, brought some six-dozen mules loaded with supplies to the Missoula Valley. There they built a trading post just to the east of Council Groves near a Native American river crossing and the Jocko trail.

While Higgins, Worden, and their clerk Frank Woody worked to establish the store, Lieutenant John Mullan pushed ahead with construction of a military road connecting Fort Walla Walla in Washington to Fort Benton, located at the end of river traffic on the Missouri in Montana. Mullan's Military Road followed the main Salish trail passing within feet of the Worden and Higgins trading post in that same summer of 1860. Soon other buildings began to be constructed around the trading post and the cluster became known as Hell Gate Village.

Hell Gate soon grew to around a dozen buildings and in December of 1860 it became the Missoula County seat. During the next few years Hell Gate prospered as prospectors headed through the valley for the gold fields at Gold Creek to the east and later up to strikes at the Kootenai mines northwest of Hell Gate. It was a rough and dangerous place. During Hell Gate's first five years of existence all ten of the deaths that occurred there were the result of acts of violence. In January of 1864, a group of 21 men known as the Vigilante Committee left Virginia City on horseback in search of persons involved in a gang of road agents and thugs who had terrorized the

people of that town and nearby Bannack. Their journey led them to Hell Gate Village, where with great expediency they apprehended, tried and hanged Cyrus Skinner, Aleck Carter and Johnny Cooper, three suspected outlaws. Shortly thereafter, the Vigilantes tracked down two more suspects in the vicinity by the names of Bob Zachary and George Shears, both of whom were tried and hanged. Leaving Hell Gate Village, the Vigilantes rode south to the Bitterroot and Fort Owen. There they caught up with Bill Graves, better known as "Whiskey Bill," and dispensed the usual brand of justice with a swift trial and hanging. The Vigilantes were both judge and jury and a defendant's claim of "I'm innocent," was thought to be the secret code word of the road agents, and therefore just another piece of condemning evidence.

Missoula Mills and the Early Development of Missoula (1864-1883)

By 1864 it became evident to Higgins and Worden that the need existed for a lumber and flourmill to supply building materials and food for the increasing number of settlers arriving in the Missoula Valley. Looking for a water source to power the gristmill, the entrepreneurs first considered nearby Grant Creek, but soon realized that its summer flow would be inadequate. The next obvious power source was Rattlesnake Creek, some four miles to the east. Because the land immediately adjacent to that creek was already owned, Higgins and Worden, with a third partner by the name of David Pattee, constructed a grist mill and lumber mill near where the Mullan Road intersected with present day Higgins Avenue. To bring the necessary waterpower, the businessmen dug a race from Rattlesnake Creek, effectively channeling the water to the gristmill. Physical evidence of that first mill race can be found in the basement of the National Register listed Missoula Mercantile Warehouse, where brick arches that allowed the water to flow under that site still exist.

The construction of the mills began in 1865 and continued into 1866. Worden and Higgins also built a frame structure for their business about a block west of the mill site. Soon other businesses appeared along Front Street, which roughly followed the east-west route of the Mullan Military Road. During 1866 and the years immediately following, Missoula, which was called Missoula Mills for a time, grew in a haphazard manner with settlers choosing sites primarily for the convenience of water rights. For the most part, however, buildings generally followed the contours of the Clark Fork River, whose banks were just a few yards south of Front Street. As Missoula grew, Hell Gate Village diminished. Governmental and trade activities moved to Missoula and by 1866, Hell Gate had lost its county seat status to Missoula.

Gold discoveries occurring both east and west during the latter years of the 1860s brought fortune seekers and others through Missoula by way of the Mullan Military Road, which was the only major transportation link between the Missouri River at Fort Benton and the Columbia River. In 1869 a gold strike west of Missoula at Cedar Creek, near present day Superior, brought thousands to the area. When claims soon played out many of the Cedar Creek miners came to Missoula. However, most moved on following the rushes to newly discovered gold strikes. As a result, Missoula never boomed the way true gold rush towns like Helena did. The population of Missoula in 1869 was around 100.

By 1872 there were 66 occupied buildings in Missoula with half of them having been constructed during the previous three years. By that time, Higgins & Worden had moved their business, which was now known as Worden and Company, a block north and a block east of Front Street to the northwest corner of Main Street and Higgins Avenue. The following year Higgins organized the Montana National Bank and located it in the new brick Worden & Company Store.

Higgins and Worden faced growing competition from the firm of Bonner and Welch, established by Richard Eddy, Edward Bonner and David Welch. By 1876 the company had welcomed Andrew Hammond, an enterprising young salesman from New Brunswick, Canada, into management and the store became known as Eddy, Hammond and Company. In 1877 that company began constructing a new building at the northeast corner of Front Street and Higgins Avenue. That building would evolve through the years and the company would become the most powerful business entity in western Montana under the name of the Missoula Mercantile Company. The store, greatly expanded through the years, still stands today and is listed in the National Register.

The expansion of Hammond's business coincided with the hasty establishment of Fort Missoula, which was built in reaction to the threat of hostilities between Native Americans and white settlers. That fort came about primarily because of a general atmosphere of

fear generated by the Battle of the Little Bighorn, which had taken place the previous summer, and the Nez Perce War of 1877, which brought Chief Joseph and his followers to within a few miles of Missoula. As word of Chief Joseph's approach spread panic, some Missoulians hid in the half finished Missoula Mercantile building while others volunteered to join the forty-five soldiers who were sent out to confront the feared Nez Perce leader. When Chief Joseph simply avoided the soldiers who were encamped at a location southwest of present day Lolo, that site became known as Fort Fizzle. Still, Missoula had its new fort and the soldiers stationed there would help the local economy by among other things, frequenting the row of "honkytonks" that began to appear along West Front Street.

The Arrival of the Northern Pacific Railroad, the Incorporation of Missoula and the Resultant Boom (1883-1893)

The effects of a national recession and the lack of a railroad to transport goods teamed to keep Missoula's growth slow during the rest of the 1870s and into the early 1880s. However, with the arrival of the Northern Pacific Railroad in 1883, the village of approximately 400 boomed. In March of 1883 Territorial Governor, Benjamin Franklin Potts, approved a charter for the Town of Missoula. Businessmen C.P. Higgins, Francis Worden, and Washington J. McCormick owned most of the land to the west and north of the mill site. Together with A.J. Urlin, who owned property north of those businessmen's holdings, they enticed the Northern Pacific into setting up its shops and division headquarters in Missoula by giving the railroad choice lots throughout the town site. Though the owners of Eddy, Hammond and Company had not given the Northern Pacific any property, their skillful political lobbying gained them the contract to supply ties and bridge timbers for the railroad, assuring financial security for the firm in the near future. Under the direction of Hammond, crews cut massive amounts of timber around Missoula, especially up the Blackfoot River corridor. Hammond, Eddy and Bonner joined other wealthy investors, including Marcus Daly of the Anaconda Company and principals in the Northern Pacific Railroad, in forming the Montana Improvement Company. That company built an enormous sawmill along the Blackfoot River a few miles northeast of Missoula at a site named for Bonner. Supplying timbers for the construction of railroad bridges such as the Marent Trestle in 1883, a huge structure located near present-day Evero, and for the rapacious Butte mines, brought incredible wealth to those involved.

When the federal government initiated legal action to prosecute the investors for the illegal cutting of trees on public lands, Hammond and Eddy moved to protect their personal fortunes by incorporating the Missoula Mercantile Company to take the place of Eddy, Hammond and Company. Legal proceedings did little to slow the incredible pace of the timber harvest of the late 1880s. The timber industry in western Montana continued to grow as railroad branch lines extended into the Bitterroot and Flathead valleys. Charges against Hammond and the others were eventually dropped, and Missoula's economy benefited directly from Hammond's use of the city as his base of operations.

Copper King Marcus Daly also had business dealings in Missoula and at first joined with Hammond in such endeavors as the Montana Improvement Company, the First National Bank of Missoula, and the South Missoula Land Company, which intended to develop properties on the south side of the Clark Fork River. However, after a political falling out in 1889 Daly declared war on Hammond and his business enterprises, threatening to "make grass grow in the streets of Missoula." Daly divested his interests in Hammond related projects and brought D.J. Hennessey's department store to Missoula to compete with the Missoula Mercantile. After his attempts to thwart Hammond's power in Missoula proper failed, Daly built a competing sawmill up the Bitterroot and turned his attention to the founding of Hamilton and the construction of a mansion and stock farm outside of that town.

The Northern Pacific Railroad's arrival in Missoula in 1883 set off a frenzy of economic activity and population growth. A construction boom ensued and by the end of the decade grand commercial buildings such as the First National Bank and the Higgins Block created a big-city-like urban streetscape in the downtown. The railroad and its repair shops, located on the northern edge of the downtown, employed a large work crew and spurred the development of working class neighborhoods north of the tracks. This in turn, fueled a building boom of more upscale housing throughout other sections surrounding the commercial city center. As the businesses prospered, mansions appeared on the scene, especially along the streets of the newly platted areas south of the Clark Fork River. The Frances Worden family gained neighbors in their formerly rural feeling blocks along East Pine Street, just east of Higgins Avenue.

The commercial center of the downtown radiated from the intersection of Front Street and Higgins Avenue, the site of the Missoula Mercantile, the towering First National Bank, the castle-like Hammond Building and the Florence Hotel, all controlled by A. B. Hammond. Residential dwellings were scattered throughout the blocks to the east and west of that intersection with the highest concentration appearing to the east between Higgins and Rattlesnake Creek. As travelers entered Missoula along East Front Street, they passed by the lush gardens of Cyrus and William McWhirk. In 1885 a history of Montana referred to Missoula as "the very garden of all Montana." Later, city boosters adopted the slogan of "The Garden City," a name that has stuck since that time and appears on the official seal of the city.

As the decade of the 1880s waned, C.P. Higgins began construction of a bank building that would rival that of the First National Bank, owned by his business and political nemesis, A.B. Hammond. Hiring the highly respected architectural firm of Paulsen and McConnell from Helena to design the building, Higgins spared no expense in creating his monument. The result was a majestic mix of classical Richardsonian Romanesque and commercial Queen Anne styling that became a Missoula landmark that remains today. Overall the Higgins Block appeared as two buildings, with the corner bank building featuring gray granite, beautiful Romanesque-arched windows, brown terra cotta banding and a copper clad domed turret. The section to the north, which became the home of the D.J. Hennessy Mercantile Company, shared a common wall with the bank building but contrasted distinctly due to its polychrome red brick exterior, Italianate style balconies, and a squared tower with a tent shaped roof. Missoula had never seen such a dazzling building. In 1889 C.P. Higgins fell ill and died before the doors opened on his gift to Missoula's downtown.

By the late 1880s there was no doubt that Missoula had established itself as the trade center of western Montana. Led by A.B. Hammond, the Missoula Mercantile dominated mercantile trade throughout a huge area of influence, with satellite stores springing up from the Bitterroot Valley to the shores of Flathead Lake. The Missoula Mercantile Company became one of the largest mercantile enterprises between Minneapolis and Seattle. The political power that flowed from such a business loomed over Missoula for decades.

With the construction of bridges over the Clark Fork River, Missoula developers began to look to the south of the river for building sites. In 1889 only a few houses existed there, but within a couple of years two subdivisions, South Missoula and the Knowles Addition had been platted. In direct conflict with each other in the directional alignment of their streets, these two subdivisions created a confusing and frustrating clash that confounds and irritates both visitors and residents of the city to this day.

Architects such as A.J. Gibson arrived on the Missoula scene in the late 1880s. The general prosperity, attributed mostly to the railroad, gave Gibson the opportunity to design hospitals, office buildings, mansions and average-to-small size houses. Brick from three local brickyards provided building materials to replace structures lost during two major fires that swept through the heart of the business district in 1884 and 1892. Missoula was transforming itself from a town to a city.

A Business Recession, but Slow and Steady Growth (1893-1900)

The effects of the national economic panic of 1893 did not reach Missoula until about 1895. At that time most of the banks were hit hard and closed their doors. The exception, the A.B. Hammond-controlled First National Bank, backed with the resources of the Missoula Mercantile, survived the crises. Development south of the river stalled when capital dried up, but a rumor that the Great Northern Railroad might run a line through that part of town fueled speculation for lots. Despite economic setbacks, the city continued to slowly grow outward from the mill site north, toward the Northern Pacific tracks. Residents began to build on the blocks of East Pine Street adjacent to the downtown businesses, providing neighbors for the Francis Worden family who had escaped the clamor of the Front Street area by building in that isolated area in the mid 1870s.

After forming an alliance with representatives from Helena for a mutual agreement to support that city over Anaconda in its bid to become the state capital, Missoula won the vote to be the site of the new state university from the 1893 legislature. From that point on, Missoula donned the mantel of sophistication associated with a center of higher education. Classes were temporarily held at Willard School while plans for a campus progressed. As the university population grew, so did the economic and cultural benefits to the city. The South Missoula Land Company, owned by Hammond, Eddy and Marcus Daly joined with the Higgins family in donating land for

the new campus. In June of 1898 the cornerstone for A.J. Gibson designed University Hall was laid and Missoula became "the University City."

By that time the city had recovered from the economic downturn and was beginning a new construction boom that would take it well into the 20th Century. The downtown entered a phase in which buildings lost to a devastating fire in 1892 began to be replaced by brick structures. During this period A.J. Gibson, advertising himself as an "Architect and Practical Builder," designed some of his most grand early works which include: University Hall; University Science Center; the Garden City Commercial College (Bab's Apartments); the T.S. Greenough mansion; and scores of exceptionally elegant row houses and small homes throughout Missoula's growing neighborhoods. Gibson's creations dominated the new downtown streetscape.

Moving Into a New Century (1898-1920)

As Missoula entered the new century, it boasted a population of 4,356, an increase of one-third during the 1890s. While West Front Street was still the "badlands," with twenty-five saloons, numerous gambling establishments and houses of prostitution lining the two blocks west of Ryman Street, the city also offered dozens of restaurants, theaters, opera houses and of course, churches, schools and fraternal organizations. The Missoula Mercantile remained at the top of the retail food chain and the lumber industry began to consolidate into larger operations. An increased demand for lumber from the burgeoning copper mines of Butte assisted in reviving the timber industry from its previous doldrums. With his timber holdings, A.B. Hammond enjoyed the accumulation of a seemingly ever-increasing source of wealth.

During the first decade of the new century and into the teens, Missoula boomed again, primarily as the result of railroad expansion by the Northern Pacific, a nationwide increase in the demand for lumber products and improved agricultural methods and machinery. Lots on the North Side and in the Lower Rattlesnake area became building sites for homes needed by the new railroad workers who were hired for the westward expansion of the Northern Pacific lines. Part of that increased investment can be attributed to the expected competition from the rival Chicago, Milwaukee and St. Paul Railroad that reached Missoula in 1908. The construction of a beautiful new brick depot for the Northern Pacific at the northern end of Higgins Avenue in 1901 attracted more businesses to that area of the downtown. It also led to the construction of almost a dozen hotels within a five-block radius of the depot. An equally impressive Milwaukee depot was built just south of the Clark Fork River and became an anchor for both commercial and residential development on the immediate South Side.

The opportunities for investment that Missoula offered in the late 1890s and the years immediately following attracted the attention of Butte Copper magnate William A. Clark. Always looking for a way to compete with Marcus Daly, who had Missoula holdings, Clark first concentrated on lumber and mining to the west of Missoula in the Nine Mile area. However, he soon acquired the lumber mill at Bonner and in 1906 directed a 150-man work crew to build a dam at the confluence of the Clark Fork and the Blackfoot River. Completed in 1908, just in time to face a ferocious June flood that damaged the structure, Clark's dam was repaired and in use again by the following year. In 1910 Clark incorporated the Missoula Street Railway Company, which began operating two years later with streetcars that ran throughout the city and into outlying areas. The system remained in place until the 1930s, when buses replaced the streetcars.

Missoula saw many of its most impressive downtown buildings constructed during the period of 1908 to 1912. This coincided with the expansion of the Northern Pacific and the establishment of passenger service by the Milwaukee Railroad. In 1908 A.J. Gibson designed the classically elegant Missoula County Courthouse. Taking three years to complete, the majestic sandstone structure rivaled any courthouse in the state and was considered by most people to be Gibson's crowning achievement. Five years prior to his courthouse project, Gibson had designed the Carnegie Library on the corner of East Pine and Pattee Street. Gibson-designed-buildings began to appear throughout the downtown after the Carnegie, and he continued as Missoula's premier architect during the period. While other out of town architects such as Link and Haire left their mark with large ornate fraternal buildings including the Masonic Lodge and the Elks Lodge, it was Gibson that was most prolific and revered by Missoulians during this boom period.

With the development of the fruit growing industry in the Bitterroot Valley in the late 1890s, Missoula became a shipping center for produce. As a result, produce-related businesses grew along Woody and Railroad Streets because of that area's close proximity to the railroad. Large warehouses were built just north of the tracks from the Woody and Railroad corner, and to the west along the Bitterroot spur line of the Northern Pacific Railroad. Orchard Homes subdivision, platted on the city's western edge consisted of five-acre parcels and boasted of sixteen thousand fruit trees, which supplied much of the fruit for local consumption.

The timber industry remained an important player in the Missoula economy and national policy toward the public forests directly affected the city. The creation of the U.S. Forest Service in 1905 led to the designation of the Hellgate, Missoula and Lolo Forests. In 1908 Missoula became the district headquarters for Forest Service Operations in the Idaho-Montana District and later became regional headquarters for the Rocky Mountain District. From that point on, Missoula benefited from the substantial payroll and regional recognition that went along with that designation. An impressive sandstone headquarters building was constructed for the Forest Service on the corner of Pattee and East Pine Street in 1936 and still serves in that capacity.

Transition Years: WWI and Its Aftermath (1917-1930)

WWI had little economic effect on Missoula other than to increase demand for agricultural products and to make labor more expensive. Missoula continued a slow but steady growth during the teens and the twenties. Primarily a trade center that reached out for a 150-mile radius, the railroad shops, the university, lumber and flourmills and the presence of the Forest Service and other governmental agencies diversified the city's economy. Missoula was never a manufacturing center, with the exception of a brief experiment with a sugar beet factory from 1915 to 1918.

The WWI years and after saw a slowdown in the economy for a time, but neighborhoods south of the river saw steady growth. The University area neighborhood continued to spread from the campus to the west and south, filling in the lots from the Clark Fork River, to McLeod and from Arthur at the University's edge, to Higgins Avenue. The popularity of large California style bungalows and more diminutive Craftsmen bungalows provided a counterpoint for the huge mansions along Gerald Avenue and the towering Queen Anne style houses along the more northern streets of the University area neighborhood. A similar development of vacant lots occurred to the west of the University neighborhood across Higgins and in other areas of the city. Building space in the downtown was nearly nonexistent, so there was little activity as far as large-scale commercial construction.

From the Great Depression into another Century (1930-2005)

The balanced economy and the presence of governmental agencies lessened the impact of the Great Depression of the 1930s on Missoula. As federal relief and construction programs came into being the city benefited. Fort Missoula became the site of the Civilian Conservation Corp District Headquarters for the Rocky Mountain Region. With its pacific front weather patterns, agricultural resources were hardly affected by the drought that ravaged much of the rest of the state. The local economy gained an unexpected boost in construction jobs when three major fires involving significant buildings that were insured provided the capital to fund rebuilding in the downtown.

Missoula captured fourteen Civil Works Administration (CWA) projects during the 1930s, including the huge Missoula County Airport construction project that cost over a million dollars. The Works Progress Administration (WPA) funded the building of the Parkway (Orange Street) Bridge across the Clark Fork, the new Central School, an addition to Lowell School on the West Side, and improvements and construction of numerous parks and playgrounds. The University campus saw construction of four major buildings, all funded by the WPA. The most noticeable of the WPA projects in downtown Missoula was the northern addition to the United States Post Office in 1936.

Missoula's economy remained solid during the World War II years. In fact, two major building projects in the heart of the downtown started just before the United States became directly affected by the war. They were the seven-story Florence Hotel located across from the Missoula Mercantile, and the six-story Savoy Hotel, built as a companion building to the 1909 Palace Hotel at the corner of Ryman and Broadway streets, near the Missoula County Courthouse.

Like most cities throughout the country, Missoula experienced a post-war residential housing boom as soldiers took advantage of the GI Bill. Enrollment at the University also increased as a result of the educational benefits related to that legislation. After the war, the faces of many of the downtown businesses changed as modern construction materials were utilized to "modernize" the facades. This alteration of historic building stock continued, reaching a fever pitch during the 1960s. The First National Bank Building, a grand monument of granite and brick and located across the street to the south from the Missoula Mercantile, was demolished in 1962 to make way for a modern bank building of steel, glass and stucco. During this same period a minimalist modern addition was attached to the classically elegant Missoula County Courthouse. Despite these and many other changes, Missoula did not experience the massive loss of historic buildings that many cities such as Helena did under a federal program known as "Urban Renewal." It was the backlash from that program that triggered the passage of the National Historic Preservation Act and the creation of state and local preservation programs throughout the nation.

It took over twenty years for Missoula to create a local preservation ordinance and join the Certified Local Government program overseen by the State Historic Preservation Office. During those interim two decades, business fled the downtown to take their place along the automobile dominated business strips and malls. As a result, the downtown suffered a business recession with buildings partially or totally empty. Many of the businesses that remained attempted to compete with the malls by applying modern materials to the facades of historic buildings. However, the formation of the historic preservation program and funding assistance managed by the newly created Missoula Redevelopment Agency began to convince business owners that the historic architecture was a valuable and unique asset in attracting customers back to the downtown. Educational efforts by the preservation office and the monetary incentives offered to those owners of buildings listed in the National Register, led to the restoration of dozens of downtown historic buildings.

Missoula has continued to grow and prosper during the 1990s and into the new century. While the lumber industry has waned and governmental staffing decreased, an increase in medical related facilities and service industries has taken up the slack. Historic surveys have continued and are supported by the downtown and neighborhoods that realize the value of historic architecture for both aesthetics and economics. One of the fastest growing cities in the state, with accompanying sprawling commercial strips on its periphery, Missoula has come to embrace the idea of historic preservation in its downtown and older residential neighborhoods.

A Downtown of Significance (Criteria A, B & C)

The majority of commercial buildings within the boundaries of the Missoula Historic Downtown District display property types that clearly relate to the historic contexts of commercial development in Missoula during the historic period of 1864-1955 and commercial architecture in Missoula from 1888-1955. The buildings currently listed in the National Register and the additional contributing commercial buildings discussed in this nomination are solid and strong representations of the long-term commercial and architectural developments that occurred in Missoula between 1864-1955. The residential buildings included in this nomination have either been converted for commercial use, or are by their location within a broader downtown area, strongly associated with the commercial area's development and activity.

The commercial buildings in downtown Missoula that are significant due to their association with development of the downtown, persons associated with that development, and activities and events associated with that development (Criteria A & B) include a wide range of commercial uses and trends. The Missoula Mercantile acted as the epicenter of wholesale and retail trade during the late nineteenth century and throughout the first half of the twentieth century, and is associated with Andrew B. Hammond. Hammond is the force behind that dominant commercial and political force known as "the Merc," as well as other prominent industrial enterprises such as the Montana Improvement Company and the Big Blackfoot Milling and Manufacturing Company, both of which joined the Missoula Mercantile in defining Missoula as the major trade center that served an area in excess of several hundred miles. The two railroad depots provided the Missoula Mercantile with the physical means by which to transform Missoula into the major shipping and distribution center of regional significance. The Northern Pacific depot (1901), located on the northern edge of the Missoula Downtown Historic District, represented a visual statement as to Missoula's growth from a village of less than 500 inhabitants to the largest city in western Montana. The depot provided the structure for increasing Missoula's trade area by providing direct access to the Midwest and Pacific Coast, thereby increasing area capital investment to a degree that insured Missoula's place as an important

regional trade center. In 1883 the Northern Pacific Railroad completed its transcontinental line and Missoula established itself as an incorporated town, with the depot as the symbol of the railroad's importance in that transformation from village to town.

The C.P. Higgins Block (1889) is significant under Criteria A and B due to its association with the co-founder of Missoula and because of its construction during the first building boom in Missoula, which announced a shift in the development of the downtown from the riverfront north, toward the Northern Pacific depot. Constructed as Missoula's first high-style commercial block, the Higgins Block contained C.P. Higgins' Western Bank, the D.J. Hennessey Company mercantile store and dozens of professional offices, making it representative of the business optimism and dynamics of that era. The Dixon-Duncan Block, part of the same block as the Higgins buildings and built during that same time period, is also significant under Criterion A because of its association with Missoula's emergence as a city supporting a growing professional class, and significant under Criterion B for its association with attorneys Joseph Dixon and Asa L. Duncan, who commissioned the construction of the building during the beginning of a major building boom in Missoula. That same city block contains the Bluebird Building (1891), also important under Criterion A as representative of a building that was first constructed for professional office space during that expansion period in downtown Missoula and later became a theater, and the Dixon-Duncan building (1897), significant under both Criterion A for its connection with Missoula's emergence as a city supporting a prominent professional class and Criterion B for its association with attorney Joseph M. Dixon, who, along with fellow attorney, Asa L. Duncan, had the building constructed for their offices and for retail space.

Joseph Dixon, born in North Carolina, came to Missoula in the 1890s and started a career in law and politics by being elected county attorney. During his distinguished career he served Montana as Congressman, U.S. Senator and governor. He also managed Teddy Roosevelt's unsuccessful third party "Bull Moose" run for president in 1912. Dixon left his mark on Missoula by, among other things, securing appropriations to expand Fort Missoula and construct the Federal Building (U.S. Post Office – at the northeast corner of Pattee and Broadway streets). His hiring of architect A. J. Gibson led to the transformation of his modest home at 312 East Pine Street into a palatial mansion that remains a stunning landmark.

The many hotels in the Downtown area constructed during the historic period that are still extant and are significant under Criterion A for their connection with the arrival of the Northern Pacific Railroad and the explosion of growth in Missoula thereafter, include: the Montana Hotel (1887) (331 West Railroad Street); the Brunswick Building (1891) (223 West Railroad); the Grand Pacific (1902) (later known as the Kennedy and then the Park Hotel) (118 West Alder); the Atlantic (1902) (519 North Higgins Avenue); and the Belmont (1905) (424-432 North Higgins Avenue). Hotels still standing, though converted for other uses that apply under Criterion A for their association with the arrival of the Milwaukee Railroad in 1909, include the Norden Hotel (now The Depot Restaurant) (1909) (201 West Railroad Street), and the Palace Hotel (1909) (147 West Broadway).

There are clusters of residences within the Missoula Downtown area that are significant under Criterion A & C for their connection with the railroad and their architectural characteristics denoting "railroad housing." They provided inauspicious housing for railroad workers and are located in the first block to the south of the rail yards. The first grouping includes 301, 303, and 305 East Alder Street, all constructed as part of the period after the turn of the century when the Northern Pacific Railroad was expanding and employing more workers in Missoula. The second cluster is at 633, 635, and 637 Owen Street and is representative of the years leading up to that expansion. These houses are all constructed with pyramidal hip roofs and overall mimic the railroad worker housing that is the predominant on the north side of the tracks within the Missoula Northside Historic Railroad District.

As mentioned previously, most of the popular architectural styles appearing in other cities during the late 19th Century through the mid-20th Century are represented within the boundaries of Missoula's Downtown. As is true with most of the historic neighborhoods in western Montana, there are very few "pure" styles. Instead, the styles found in Missoula's urban core neighborhoods draw characteristics from several styles to form an eclectic mix. The styles that are most representative of the neighborhood are discussed below:

Late Nineteenth Century Styles

Queen Anne: The Queen Anne style contains varied, exuberant architectural elements. Details from many other styles are reinterpreted and captured in Queen Anne design. Queen Anne houses have irregular floor plans, large porches, and elaborate decoration on exterior surfaces. Roofs are steeply pitched, some with coverings of colored slate, patterned oversize asphalt shingles, or terra cotta tiles. Ornamental wood shingles, with a diamond, square or fish scale pattern, are often used on gables. Turned wood porch columns usually have trim of elaborately sawn wood, lacy spandrels, spindle work, beaded balusters, and ornamented attic vents or windows. Windows may be leaded and stained glass, and transoms and sidelights are often found. The expanding railroads helped to popularize it by making pre-cut architectural details widely available

Queen Anne Cottage: The Queen Anne Cottage grew out of the Queen Anne style. It probably was not designed by an architect, but was a builder form. One or one and one-half stories in height, it usually has a hip and gable roof, corbelled interior chimneys, and sawn wood ornamentation. The Queen Anne Cottage has a large front porch. The porch roof usually has wooden columns that may be turned, chamfered or rounded.

Gothic Revival and Folk Victorian: Features of these "non-pure" styles include steeply pitched roofs, usually with side gables and cross gables which are centered or paired, decorated barge boards at eaves, and one story porches with arched trim. Folk Victorian houses usually feature a front gable and trim derived from Queen Anne styles. Full-length porches with chamfered or turned posts are common, as are double-hung windows.

Early Twentieth Century Styles

After 1900 the styling of buildings began to change from the elaborate Victorian-era designs to simpler designs. Some of these were revival styles, based on earlier historic precedents. Particularly popular was Colonial and Neoclassical Revivals, but an interest in history also encouraged styles drawn from the Spanish Colonial, Dutch Colonial, Tudor and Italian Renaissance periods. Another stylistic emphasis involved the Prairie, Bungalow, and Craftsman designs. These latter designs evolved as some of the first purely American architectural styles.

Craftsman/Bungalow: Buildings of this style have low-pitched gable roofs with wide eave overhangs. Roof rafters are visible. Decorative beams and knee braces are widely used on Craftsman houses. Porches usually stretch across all or most of the front facade, with a roof supported by tapered or square columns, or by posts resting on piers or a balustrade. Dormers are used extensively. Weatherboard is a common wall surface material. Windows are usually double hung. The upper sash has three, four, or more panes, while the lower sash has one. Roof pitches and gables tend to be more horizontal than the Victorian building types, with a 6/12 pitch quite common.

American Four Square: This house style was used from the 1900s until the 1930s, and is recognized by its square appearance and often hipped, pyramidal roof. Front dormers are often used. It is almost always one and one-half or two stories in height, and interior spaces are often arranged into four main, square or nearly square, spaces. A full front porch is most common in these buildings. Detailing on the house may be from any of the styles common in the early twentieth century. Sidelights and transoms are often used on an American Four Square, and these may be of leaded, stained or beveled glass. Double hung windows are used, and they may have a patterned upper sash or may be in a one over one configuration.

Tudor Revival: Tudor Revival was an uncommon revival style in Missoula. Walls are primarily clad in stone, stucco, or brick. Other exterior wall surface materials include weatherboard, wood shingles and applied half timbering. Half timbering uses horizontal, vertical, or curvilinear wood members with either brick or stucco infill. Tudor Revival houses commonly feature steeply pitched roofs, often with side gables or multiple gables.

Colonial Revival: This revival style reflects a number of architectural features that first gained popularity in America in the 17th and 18th Centuries. Colonial Revival houses typically have symmetrical facades and floor plans. Porticos are used to emphasize the front

entrance, and usually feature pilasters or supporting columns. Entries often have distinctive sidelights and fanlights, and decorative door crowns and pediments. Double hung windows with multiple panes are standard, with their placement typically reflecting a balanced design.

Dutch Colonial Revival: Dutch Colonial Revival shares most of the characteristics of Colonial Revival, with the exception of one major feature. Gambrel roofs, with either a full or partial second story, are a defining architectural feature. The roof configuration is typically front, side, or cross-gabled. A mix of exterior materials is more common than in Colonial Revival, such as combining stone and wood shingles or stucco and weatherboard.

Neoclassical: Facades of Neoclassical houses may feature columns the full height of the two-story building, although one-story cottages are also common. Houses usually have a full or partial-width porch with columns. Symmetrical front facades and multiple-pane glazing in double sash windows are used, especially on the front facade.

Modernistic: Features include a flat roof with smooth wall surfaces. There are usually horizontal grooves or lines in the walls and other horizontal elements like railings and overhangs off on the main entrance. Modernistic also uses towers and vertical projections to provide additional style elements.

Missoula's Downtown as defined within the boundaries of this nomination contains numerous examples of the works of Missoula's most revered architect, Albert J. Gibson. As such, the following properties are significant under Criterion C and include the following:

Julius Grill residence – ca. 1902 - 517 East Main Street
Frank M. McHaffie Building (front remodel – Oxford Bar) – ca. 1903 – 337 North Higgins Avenue
John M. Keith Building (Keith-Ross Block, Yandt's Men's Wear, Sushi Hanna) – ca. 1903 – 1905 upper story destroyed by fire in 1942 – 403 North Higgins Avenue
St. Francis Xavier Rectory – ca. 1903-1911 – 420 West Pine Street
Charles Henderson double residence – ca. 1903-1912 – 709-711 West Spruce Street
Atlantic Hotel – ca. 1904 – 519 North Higgins Avenue
Oliver L. Juneau residence – ca. 1906-1907 – 532 Pattee Street
Missoula County Courthouse – 1908-1910 – 200 West Broadway – addition by Witwer & Price, 1966.
John M. Lucy & Sons Building (Wyckman's Building) - ca. 1909 – 330 North Higgins Avenue
The Norden Hotel (The Depot) – ca. 1909 – 201-205 West Railroad Avenue
First Baptist Church (Emmanuel Baptist Church) – 1910 – 411 Woody Street
Carnegie Library (Missoula Arts Museum) ca. 1903 – 335 North Pattee Street – upper story addition in 1913 by Ole Bakke – current addition not complete.
Joseph M. Dixon residence remodel - ca. 1902 – 312 East Pine Street
Dildine Flats – ca. 1902 – 410-412 East Broadway
Joseph Redle residence – ca. 1902-1903 – 341 East Pine Street

(A.J. Gibson information provided by H.R. Chacon, publication pending).

Significance Conclusion

The Downtown Missoula Historic District displays a cohesive sense of historic commercial streetscapes with the exception of a few scattered blocks in the central area that contain all modern buildings and/or parking lots. These include the City Hall Block bordered by the north side of the 200 block of west Pine Street, the south side of the 200 block of West Spruce, the west side of the 400 block of Ryman and the east side of the 400 block of Woody Street. The Public Library Block, which was discussed previously, also contains a large modern building and parking. However, for the most part, the wide varieties of architectural styles and influences that came and went during the late 19th century and during the first half of the 20th century are well represented throughout the district.

The works of Missoula's most prominent architects such as A.J. Gibson, Ole Bakke and H.E. Kirkemo are prominent within the Downtown Missoula Historic District. Designs by architects of state-wide and regional note, such as Link & Haire of Great Falls, George Shanley and R.C. Hugenin of Butte and G.A. Pehrson of Spokane, appear in landmark buildings within the district.

Significant themes in Missoula's past are represented by buildings such as the Northern Pacific Railroad Depot along the railroad corridor on the northern edge of the district. Historic automobile-related businesses are concentrated along the 200 and 300 blocks of West Main Street and some, such as both Zip Auto Buildings and the building at 233 West Main (Reynolds Radiator) continue in related functions to that historic theme. Civic buildings are represented by a number of outstanding buildings that serve as strong visual anchors to the historic downtown due to their large massing, location, and impressive architectural sophistication. Three large historic churches, St. Francis Xavier Church at 420 West Pine Street, First Baptist Church at 308 West Pine Street and First United Methodist Church at 300 East Main Street, retain their architectural integrity and speak to Missoula's diverse religious history. The importance of fraternal organizations in the first two decades of the 20th century is well represented by the impressively detailed Masonic Temple at 126 East Broadway, and the Elk's Lodge at the corner of Pattee and East Front Street. The many hotels that were connected with the railroad's arrival are now mostly used for a mix of commercial and residential, yet all retain their architectural integrity. Apartment houses and single family residences, and formerly residential use houses now converted to commercial use, are connected to the historic expansion of what was never a purely commercial downtown. Residences were interspersed throughout the commercial buildings from the city's beginning.

Overall, the Downtown Missoula Historic District retains its integrity and is eligible for listing in the National Register of Historic Places under Criteria A, B and C as supported by the examples discussed throughout this nomination. Its eclectic, yet historic, architectural offerings make a strong statement as to the connection to every major period of Missoula's history, both in architectural details and construction technology characteristic of those eras. Individually and as a whole, the commercial and residential buildings located within the downtown boundaries are evocative of the long history of construction in the city's commercial core, and comprise the largest historic commercial district in western Montana.

Biographical Sketches of Significant Architects

Albert (A.J.) Gibson –

A.J. Gibson was born on a farm in Ohio on April 1, 1862. He arrived in Butte at the age of 21 and worked as a carpenter for architect H.M. Patterson, who designed, among other buildings, the Good Templars Lodge, the Hamilton Block, the Stephens Block and the Mantle Building, home of the original Liberty Theater, Montana's most elegant theater of its time. Gibson came to Missoula and continued working as a carpenter and later became a partner in Selander & Gibson. His next partnership was with Robert Mentrum, at which time he started his architectural career. His first big commission was designing St. Patrick's Hospital. After that, his reputation and business expanded quickly with his designs of the Thomas Greenough mansion, Main Hall and Rankin Hall at the University, Sacred Heart Academy, Lowell School, and Missoula County High School, among others. In 1908 he designed the Missoula County Courthouse. His work reflected a wide range of architectural styles as his designs shaped Missoula from civic buildings to mansions, to middle-class homes. He retired in 1913 but continued to advise Ole Bakke on projects, and came out of retirement in 1915 to design the neo-Gothic, First Presbyterian Church, of which he was a member.

An early "motoring" aficionado, Gibson took his wife with him on a marathon motor trip from Missoula to New York City. Increasing deafness led to a fatal car accident involving a train, which took both Gibson's & his wife's life on New Year's Eve of 1927 (*Missoulian*, March 18, 1983).

Ole Bakke

Born in Norway, Ole Bakke came to Missoula in 1901 and began working for A.J. Gibson. He took over from Gibson in 1913 (advertising himself as Gibson's Assistant). His most significant contributions to the Missoula built environment include: the Smead-Simons Block (the Wilma) (1921), a nine-story Sullivanesque style theater and commercial building at 104 South Higgins Avenue; the second-story Prairie School style addition to the Carnegie Library (1913); the Schreiber Gymnasium at the University of Montana

campus; and Lincoln School (1209 Lolo Street) (Lincoln School Baptist Church). Bakke returned to Norway in 1921 and then returned to Missoula in 1924. He died the following year.

Link and Haire

After 1906 a majority of Montana's most important historic buildings were designed by the firm of Link and Haire. The firm's most important credits include the new wings of the state capitol, the Algeria Temple, the Scottish Rite Temple, and the Montana Life Insurance Building, all located in Helena; the Northern Hotel in Billings; state hospitals at Boulder and Warm Springs; as well as Butte's largest and most elaborate civic and commercial structures.

John Gustave Link was born in Bavaria in 1870 and immigrated to Buffalo, New York, in 1887. Link studied architecture at the Royal Academy at Lindau with William Meyer and Joseph Goetzges. Link worked with architects in Denver and St. Louis before arriving in Billings in 1906. Charles S. Haire was born in Cincinnati, Ohio, in 1857 where he trained as an architect. In 1885 Haire moved to Pocatello, Idaho, where he worked as a draftsman for the Union Pacific Railroad. Haire subsequently moved to Butte to work for the Great Northern Railroad. The firm of Link and Haire employed sixteen architects in Billings, Helena, Miles City, Lewistown, and Butte. In Butte, the firm's work included the Silver Bow Club, the Silver Bow County Courthouse and Jail, and the Temple Theater. Link died in January of 1954 and Haire died in February of 1925.

In Missoula, Link and Haire designed the 1909 Beaux Arts style Masonic Temple at 126 East Broadway, and the 1911 Neoclassical style Elks BPOE Lodge at the corner of Pattee Street and East Front Street. Both buildings are listed in the National Register of Historic Places, and are considered among Missoula's most impressive civic buildings.

George H. Shanley

George H. Shanley was born in Burlington, Vermont, in 1875 and was educated at the University of Vermont. After graduation he worked for various architects in Duluth, Minnesota, and went to Fargo, North Dakota, to help his contractor father build St. Mary's Cathedral. Shanley moved to Kalispell in 1898 and worked in the firm of Gibson and Shanley. The firm designed many buildings in Kalispell during this time. In 1900 Shanley moved to Butte where he became associated with Kent and Shanley. Shanley designed a number of prominent structures in Butte including the Finlen Hotel, the main pavilion at Columbia Gardens, and the Immaculate Conception school and convent. Shanley also did some significant work in Great Falls where he designed the Liberty Theater, the Rainbow Hotel and the First National Bank. His partner designed the Cascade County Courthouse. In 1907 Shanley opened an office in Great Falls. Shanley remained in Great Falls until his death on November 4, 1960. In Missoula, Shanley's work is represented by the Independent Telephone Company building (1910) located at 207 East Main Street.

Roscoe C. Hugenin

Roscoe C. Hugenin was born in Kansas and graduated from the University of Illinois. He came to Montana and worked for the architectural firm of Norman J. Hamill and Associates and Cahill-Mooney Construction Company. During his career he became a partner with noted Montana architect, George Shanley (*The Montana Standard,* June 9, 1962).

H.E. "Kirk" Kirkemo

Born in 1895 H.E. "Kirk" Kirkemo arrived in Missoula from Great Falls in 1920 to work as a draftsman for Ole Bakke. Soon he was involved in the construction of the W.A. Simons (The Wilma Building), helping to finish that building's proscenium arch, the balcony, the exterior gargoyles and other details. During the period from 1920 to the early 1960s Kirkemo became the most prolific architect in Missoula, designing schools, hospitals, laundries, post offices, civic buildings, banks and funeral homes as well as a few houses. Some of his most impressive projects included the University of Montana Forestry Building, the Marcus Daly Hospital and the Citizens Bank in Hamilton. Within the downtown of Missoula, his lasting legacy includes: the Art Deco style Zip Auto Building; the Missoula Laundry (Missoula Textiles); the KGVO Building; and the Livingston, Malletta and Geraghty Mortuary. Kikemo died in Missoula on March 22, 1987 at the age of 92 (*The Missoulian*, March 29, 1987).

Charles A. Reed & Charles A. Stem

Charles Reed was born near Scarsdale, New York, and graduated from the Massachusetts Institute of Technology with a degree in architecture. He subsequently worked as a railroad architect for a number of lines, including the Chicago Great Western, Northern Pacific, Norfolk & Western, New Haven, New York Central, and Michigan Central. He joined Allen Stem in practice in 1891 to form one of the most successful architectural firms in St. Paul. In 1901, Reed went to New York City to supervise design work on Grand Central Station after his firm won the commission for this project, and became an executive architect with their associates, Warren & Wetmore. He died of a heart attack in New York on November 11, 1911, and was buried in Rochester.

Allen Stem was born in Van Wert, Ohio, on January 28, 1856. He was educated at the Indianapolis Art School and practiced from 1876 to 1884 with his father, J.H. Stem, in the same city. He then joined Edgar J. Hodgson in partnership in St. Paul that year, a practice which lasted until Stem formed his partnership with Reed in 1891. After Reed's death, Stem continued his practice with Roy H. Haslund until his retirement in 1920. Stem died in St. Paul on May 19, 1931.

The firm of Reed & Stem prospered because of its ability to capture large commissions and because of Reed's relationship by marriage with a vice-president of the New York Central Railroad. Through this connection, they received the commission for Grand Central Station in New York City and numerous other stations and structures for that railroad company, including the NYCRR Power Station, Port Morris, New York, and the Union Station at Troy, New York (1892). They were also responsible for the designs of the Detroit (Michigan) Union Station; depots for the Great Northern and Northern Pacific Railroads at Missoula, Montana, and Devils Lake and Bismarck, North Dakota; the Lewis & Clark County Court House, Helena, Montana; the West Publishing Company building, Civic Auditorium, Hotel St. Paul, St. Paul Athletic Club, and the Reed and Stem double residence, all in St. Paul; the Denver (Colorado) Auditorium; Wulling Hall, University of Minnesota (Minneapolis); and the White Bear Lake Yacht Club (1913), White Bear Lake, Minnesota.

Gustav (G.A.) Pehrson

G.A. Pehrson of Spokane, Washington, designed the Florence Hotel in 1941. He had previously worked for Kirtland Kelsey Cutter, the architect who designed the landmark Davenport Hotel in Spokane. Gustav Albin Pehrson was a Swedish-born architect who is credited with the design of hundreds of buildings in Spokane and the Inland Empire from 1913 until his death at the age of the age of 85 in 1968. During his long career, Pehrson developed the well deserved reputation of having an unyielding temperament for hard work. He began his Spokane career with the venerable firm of Cutter & Malgren (who coincidentally was also a Swedish immigrant) and served as the project architect for the design of the Davenport Hotel. After a falling-out with K.K. Cutter in 1916, Pehrson established his own firm and continued as Louis Davenport's architect for several decades. During the 1920s and 1930s he operated a diverse architectural practice, designed numerous highly regarded commercial and residential projects and gained regional notoriety. By 1943 Pehrson was clearly among the most well known and established architects practicing in the Inland Empire.