

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

..... Name of Property
..... County and State
..... Name of multiple listing (if applicable)

Section number _____ Page 1

Supplementary Listing Record

NRIS Reference Number: SG100002692

Date Listed: **07/23/2018**

Property Name: Jefferson Canyon Highway Historic District

County: Jefferson

State: MT

This Property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation



Signature of the Keeper

7/23/2018

Date of Action

=====

Amended Items in Nomination:

Bibliographical References:

The box for *Previously Determined Eligible* should not be checked. [The property was previously determined to meet the criteria by consensus between the SHPO and a federal agency, not by the Keeper.]

DISTRIBUTION:

- National Register property file**
- Nominating Authority** (without nomination attachment)

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.



1. Name of Property

Historic name: Jefferson Canyon Highway Historic District
Other names/site number: US Highway 10-South/MT Highway 2, 24JF1883
Name of related multiple property listing:
N/A
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Milepost 0.5 to 12.3 on MT Highway 2
City or town: East of Cardwell State: MT County: Jefferson
Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this x nomination request for determination of eligibility meets
the documentation standards for registering properties in the National Register of Historic
Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
In my opinion, the property x meets does not meet the National Register Criteria. I
recommend that this property be considered significant at the following
level(s) of significance:

 national X statewide X local
Applicable National Register Criteria:

 X A B X C D

Mick F. Zaunber/SHTPO 6/4/2018
Signature of certifying official/Title: Date
MONTANA STATE HISTORIC PRESERVATION OFFICE
State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register
criteria.

Signature of commenting official: Date

Title : State or Federal agency/bureau
or Tribal Government

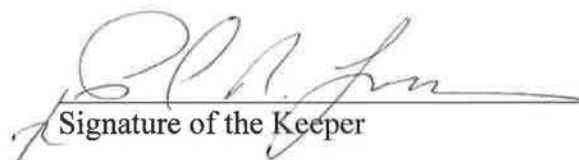
Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

4. National Park Service Certification

I hereby certify that this property is: X

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)


Signature of the Keeper

7/23/2019
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	buildings
<u>6</u>	_____	sites
<u>13</u>	_____	structures
_____	_____	objects
<u>19</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/road-related (vehicular) = highway

Current Functions

(Enter categories from instructions.)

TRANSPORTATION/road-related (vehicular) = highway

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER: highway segment

Materials: (enter categories from instructions.)

Principal exterior materials of the property:

CONCRETE

ASPHALT

STONE

METAL

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Jefferson Canyon Highway Historic District consists of an 11.8-mile linear segment of paved highway and its associated features within and adjacent to the existing highway right-of-way in southern Jefferson County, Montana. Bypassed in 1970 by Interstate 90 (I-90), from 1929 to 1970 the Jefferson Canyon Highway was part of US Highway 10-South, a component of the primary east-west route through Montana. The Montana Department of Transportation (MDT) re-designated the route Montana Highway 2 in 1971 after the completion of I-90. The Jefferson Canyon Highway Historic District begins at the east end of the Boulder River Bridge (MP 0.5), about 1¾ miles northeast of the community of Cardwell, and winds southeasterly and easterly through the scenic Jefferson River Canyon and through rolling hills to the junction of Montana Highway 2 and US Highway 287 at Sappington Junction (MP 12.3), about 7 miles southwest of the City of Three Forks.¹ The roadway shares the corridor through the Jefferson River canyon with the Montana Rail Link (MRL) Railway (formerly the Northern Pacific Railway's Butte Short

¹ The highway from the junction of Montana Highway 2 and Montana Secondary 359 to Milepost 1.0 was reconstructed during the building of Interstate 90 in 1970. The westernmost 1,443± ft. of the Jefferson Canyon Highway was constructed in 1970. It is included here as the western terminus of this linear historic district as a logical boundary for the district. Likewise, the MDT reconstructed 200 ft. of Jefferson Canyon Highway from MP 12.309 to 12.347 in 2009 to improve the junction of MT 2 and US Highway 287. Approximately 2,500 ft. of the highway was abandoned with the junction improvement project.

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

Line). In addition to the highway, the historic district includes eighteen contributing features: a rock retaining wall, three culverts, four rock cuts, two stone sign bases, an historical marker pullout, the Lime Spur site, and six sections of wire cable guardrails totaling approximately 6,652 linear feet. Sites adjacent to the highway include the site of the Mountain View Inn, the Lewis and Clark Lodge Motel at LaHood Park, and the Lime Spur railroad siding.

Narrative Description

For discussion purposes, the Jefferson Canyon Highway Historic District is divided into three segments with the resources associated with each segment presented after the larger segment discussion.

Jefferson Canyon Highway (segments one, two, three, and four counted as one contributing structure)

The Jefferson Canyon Highway Historic District begins at the east end of the Boulder River Bridge at Milepost (MP) 0.5. As the roadway moves east and south, it measures 32 ft. wide from MP 0.5 to MP 0.8, where it narrows to 24 ft. in width. The highway from MP 0.5 to 0.8 was constructed in 1970.² The highway for the next 6.5 miles is sandwiched between the Jefferson River, the MRL Railroad tracks, and the canyon wall. From MP 6.5 to 12.3, the road passes through rolling hills east of the Jefferson River Canyon. The last 200± ft. of the highway (where it intersects US 287) was reconstructed in 2009 to create a safer connection to US Highway 287.

Segment One runs from Milepost 0.6 (Latitude: 45.87002 Longitude: -111.94266) to Milepost 3.0 (Latitude: 45.84388 Longitude: -111.91700). From the east end of the Boulder River Bridge (MP 0.6), the highway proceeds easterly 0.15 miles before curving to the southeast. From MP 0.65 to 1.7, the highway travels in a straight line to the southeast through open country with alfalfa fields bordering the highway right-of-way. At MP 1.7 the roadway curves to the east-southeast along the base of the cliffs east of the roadway. At MP 2.25 is LaHood Park Steakhouse and the remains of the Mountain View Inn located west of the highway and outside the district boundary. Directly east and across the highway from LaHood Park and the remains of the Mountain View Inn stands the Lewis and Clark Lodge Motel. Immediately west of the Lewis and Clark Lodge Motel and fronting the highway stands an MDT historical marker pull-out. Shadan "Dan" LaHood built the hotel (inn) in 1928 and constructed the Lewis and Clark Lodge across the highway from the hotel in 1933. The Morrison Civilian Conservation Corps (CCC) camp was located just west of the hotel from 1935 to 1941. The existing restaurant, the LaHood Park Steakhouse, was built in 1935 and originally functioned as a dining hall for the CCC camp. The hotel burned down in 2001 and the motel is long closed. The road continues past the LaHood Park site for 0.8 miles to MP 3.0 and enters the canyon.

Historical Marker Turn-Out (Feature 1; one contributing site)

The feature consists of an historical marker pullout located at MP 2.2 (Latitude 45.85326 Longitude - 111.92205). The pullout occurs at LaHood Park across the highway to the east from the site of the

² Interstate 90 bisects an approximately 1,100-ft. segment of the old highway. The frontage road on the north side of I-90 was originally a part of US Highway 10-South. The segment includes a Warren pony truss bridge across the Boulder River built in 1928. The segment is not connected to the Jefferson River Canyon Highway and is not included in this nomination.

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

LaHood Mountain View Inn and LaHood Park Steakhouse and adjacent to the Lewis and Clark Lodge.³ The Montana Highway Department constructed the pullout in 1936, the year after the State Highway Commission approved the roadside historical marker program in 1935. The pullout measures approximately 255 ft. north-south and extends 25 ft. from the edge of pavement to a mortared rock retaining wall, which measures 18 ft. in length and 3 ft. in height. A concrete ledge projects 1 ft. to the west from the base of the wall.

There are two historical markers mounted on two vertical posts set into the ground behind the mortared retaining wall. The historical markers originally hung from log posts with log crossbeams until 2013 when MDT Maintenance replaced the log posts with the existing stained wood posts and the log crossbeams with boards with serrated ends. The subject of the original signs were “Lewis and Clark Expedition Campsite” and “Father DeSmet.”⁴ The original wood sign boards were also replaced in 2013 with the existing heavy plastic boards; the “Lewis and Clark Expedition Campsite” sign discussion remained the same but the “Father DeSmet” sign topic changed to “LaHood Park.” Although the signs and supports have been replaced, resulting in a loss of integrity, the pullout and rock retaining wall retain their historic associations and are original to 1936, providing sufficient integrity to count the feature as a contributing resource.

Segment Two begins at Milepost 3.0 (Latitude: 45.84388 Longitude: -111.91700) and continues to Milepost 3.8 (Latitude: 45.83477 Longitude: -111.91091). This segment includes the first and most spectacular series of rock cuts along this segment of the Jefferson Canyon Highway (US 10-South).

Beginning at MP 3.0 the highway enters the canyon, squeezed between the canyon walls, the MRL railroad, and the Jefferson River. From MP 3.1 to 3.8, the highway passes through four rock cuts carved out of the canyon in 1928 and 1929. The railroad averages approximately 35 ft. from the centerline of highway to the edge of the railroad grade. The highway/railroad corridor is about 100 ft. in width and bordered on the north and northeast by steep LaHood geological formation⁵ cliffs that required extensive blasting by the Montana Highway Department contractor in 1928 to fit the highway into the canyon.

From MP 3.3 to 3.8, the highway occupies a higher grade than the railroad bed with much of the highway separated from the railroad by cable guardrail.

³ Built in 1928 by Dan LaHood, the Mountain View Inn was a 2½ story vernacular Craftsman style hotel that included a restaurant. A striking pyramid roof canopy sat in front of the hotel sheltered four gas pumps (two of the canopy’s brick piers still stand). The underside of the canopy included hand painted signs that advertised businesses in Butte, Three Forks, and Cardwell. Other signs advertised such products as Highlander Beer and there were several painted scenes of Lewis and Clark Cavern and sights in Yellowstone National Park. One sign proclaimed LaHood’s support of President Roosevelt’s New Deal. A strip map of the Yellowstone Trail/US Highway 10 encircled the base of the signs under the canopy roof. The signs were painted by Frank Bliss of Whitehall. The hotel and canopy were destroyed by fire in 2001. The now vacant Lewis and Clark Lodge consisted of seven units.

⁴ The Montana Highway Department installed the Father DeSmet sign in 1936 and the Lewis and Clark Expedition Campsite sign in 1951.

⁵ The LaHood Formation is a conglomeration of igneous and metamorphic rock that was formed during the Precambrian era about 600 million years ago. The rock is set in a matrix of dark greenish mudstone. David Alt and Donald W. Hyndman, *Roadside Geology of Montana*, (Missoula: Mountain Press Publishing Company, 1986), 177-178.

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

Cable Guardrails (four contributing structures)

Between MP 3.1 and MP 3.8 are four sections of cable guardrails consisting of a steel cable threaded through treated round timber posts. The posts measure 9 in. in diameter, approximately 3 ft. in height, and are spaced 8 ft. apart. Each end of the cable connects to an eyebolt ground anchor by a turnbuckle used to adjust tension. Reflectors are attached to every fourth post. The posts were originally painted white, but the paint has mostly weathered off since their installation.

Cable Guardrail #1 (Feature 2)

Consists of 0.44 miles of guardrail on the west side of the highway between the highway and the railroad grade (center point Latitude: 45.84852 Longitude: -111.91853). An approximately 264-ft. section of cable guardrail also occurs on the east side of the highway (center point 45.85093/-111.91990).

Cable Guardrail #2 (Feature 3)

A 0.18-mile section of guardrail occurs on southwest side of the highway between the highway and the railroad grade (center point Latitude: 45.83937 Longitude: -111.90892).

Cable Guardrail #3 (Feature 4)

A third segment of guardrail that measures 0.33 miles in length runs along the west side of the highway between the highway and a road cut (center point Latitude: 45.82907 Longitude: -111.90332).

Cable Guardrail #4 (Feature 5)

A 0.18-mile guardrail section occurs on southwest side of the highway between the highway and the railroad grade (center point Latitude: 45.84184 Longitude: -111.91412).

Rock Cut (Feature 6; one contributing site)

The rock cut begins at MP 3.1 and continues southerly 0.13 miles to MP 3.23 (center point Latitude: 45.84889 Longitude -111.91807). This rock cut was required to construct the highway. The work was conducted in 1929 by contractor Leo T. Lawler Company, with the rock taken from the construction of the cut placed into the river to create enough space to realign the railroad grade. This cut is approximately 75 ft. in height.

Retaining Wall (Feature 7; one contributing structure)

This hand-stacked rock retaining wall is located at MP 3.66. It measures approximately 580 ft. in length, 20 ft. in height, and is located on the west side of the roadway near Latitude: 45.83830 Longitude: -111.90900. There are two 5-ft. high extensions on the east end. The retaining wall serves to reinforce the roadway which lies above the railroad grade.

Segment Three begins at Milepost 3.8 (Latitude: 45.83477 Longitude: -111.91091) and continues to Milepost 6.6 (Latitude: 45.82127 Longitude: -111.86485).

The highway passes through a more open area of the canyon from MP 3.8 to 4.2 where it enters a second series of rock cuts. The 24-ft. wide highway then proceeds southerly for 0.4 miles where it makes a sharp turn to the east at MP 4.2. High limestone bluffs border the highway ROW on the north beginning at MP 4.8 for a length of 1.3 miles to MP 6.1 (Latitude: 45.825638 Longitude: -111.87698641908658). The railroad grade again closely parallels the highway alignment, averaging approximately 35 ft. from the

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

centerline to the railroad grade. Two sections of cable guardrail occur within Section 3 of the highway. At MP 6.6, the roadway curves to the east and begins to exit the canyon. At MP 6.2 (Latitude: 45.81972 Longitude: -111.87177), the highway passes the site of the Northern Pacific Railway's Lime Spur.

Rock Cut #2 (Feature 8; one contributing site)

This rock begins at MP 3.39 and continues southeasterly and southerly 0.341 miles to MP 3.73 (center point Latitude: 45.84010 Longitude -111.90908). This rock cut was required to construct the highway. The work was conducted in 1929 by contractor Leo T. Lawler Company, with the rock taken from the construction of the cut placed into the river to create enough space to realign the railroad grade. This cut is approximately 100 ft. in height.

Rock Cut #3 (Feature 9; one contributing site)

This rock cut begins at MP 4.84 and continues easterly 0.43 miles to MP 5.25 (center point Latitude: 45.83150 Longitude: -111.89364). This rock cut was required to construct the highway. The work was conducted in 1929 by contractor Leo T. Lawler Company, with the rock taken from the construction of the cut placed into the river to create enough space to realign the railroad grade. This cut itself measures approximately 100 ft. in height. The construction of this cut garnered statewide attention as it was documented in the *Butte Montana Standard* on March 21, 1929, in other state newspapers over the following weeks, and in newsreels (now lost):

One of the most gigantic spectacles of highway engineering in Montana, which is expected to attract dozens of motion picture news reel photographers, will be consummated in about two seconds when 1,600-feet of the 100-foot high Jefferson Canyon wall is dynamited to make for a Yellowstone Trail shortcut next month.⁶

Cable Guardrails (two contributing structures)

Two short sections of cable guardrails occur at MP 4.18 and MP 5.42. The two sections consist of a steel cable threaded through treated 9 in. diameter x 3-ft. tall round timber posts spaced 8 ft. apart. The ends of the cable of each section connects to an eyebolt ground anchor by a turnbuckle used to adjust tension. Reflectors are attached to every fourth post. The original white paint on the posts has mostly weathered off since their installation.

Cable Guardrail #5 (Feature 10)

Consists of a 0.06-mile segment of guardrail on west side of the highway between the highway and the railroad grade at MP 4.18 (center point: Latitude: 45.84229 Longitude: -111.91487).

Cable Guardrail #6 (Feature 11)

This 0.07-mile segment of guardrail stretches along the southwest side of the highway between the highway and the railroad grade at MP 5.42 (center point: Latitude: 45.84887 Longitude: -111.91871).

Rock Cut #4 (Feature 12; one contributing site)

This rock cut begins at MP 5.91 and continues southerly 0.23 miles to MP 6.14 (center point Latitude: 45.82675 Longitude: -111.877.44. This rock cut was required to construct the highway. The work was

⁶ "Gigantic Spectacle to be Seen in Jefferson County," *The Montana Standard*, March 21, 1929.

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

probably conducted in 1928 by contractor Leo T. Lawler Company, with the rock taken from the construction of the cut placed into the river to create enough space to realign the railroad grade. This cut measures approximately 75 ft. in height.

Lime Spur Site (one contributing site)

The Lime Spur Site is located on the south side of the highway at MP 6.2 (Latitude: 45.81972 Longitude: -111.87177) about one mile west of the entrance to Lewis and Clark Cavern State Park. The Lime Spur was the location of a Northern Pacific Railway-owned and operated lime processing plant from 1890 to circa 1955. At its peak in the first decade of the twentieth century, the site included approximately 3,500 linear feet of railroad spur track, a processing plant and storage area, bunkhouses for the workers and sheds. During the construction of the Jefferson Canyon Highway, Lime Spur was the site of a staging area for the contractor's road construction equipment.⁷ The size of the area and its flat topography allowed for the easy movement and placement of materials necessary for the construction of the highway. While the Lime Spur site is not considered as a contributing resource of the district in relation to its railroad antecedents, it is considered contributing for its highway construction association.

Segment Four begins at Milepost 6.6 (Latitude: 45.821270 Longitude: -111.864850) and continues in a nearly straight line to the east-southeast for 5.7 miles to MP 12.3, the junction of US Highway 287 (Sappington Junction) [Latitude: 45.816160 Longitude: -111.750050]. The entrance to Lewis and Clark Caverns State Park is at MP 7.37 (Latitude: 45.821743 Longitude: -111.851903). The Jefferson Canyon Highway's eastern terminus is the junction of MT 2 and US Highway 287 at MP 12.3.

Sign Base I (Feature 13; one contributing structure)

Located on a hillside just less than $\frac{3}{4}$ mile to the west of the Lewis and Clark Cavern turn off, this feature consists of a former Lewis and Clark Cavern entrance sign base. The feature measures 7 ft. long x 2 ft. wide x 3 ft. high and is constructed of limestone boulders set with concrete resting on a concrete base. The base sits on the north side of the road at a slight angle. The feature likely dates to the 1930s. Three vertical posts provide a barrier between the sign base and the roadway. The sign base is located at Latitude: 45.821255 Longitude: -111.866445.

Culvert (Feature 14; one contributing structure)

A reinforced concrete culvert crosses under the highway at MP 7.67 (Latitude: 45.82197 Longitude: -111.84603). The culvert consists of a 4-ft. high x 16-ft. wide concrete bulkhead with two concrete pipe pass-throughs. The pass-throughs measure 3 ft. in diameter and extend 70 ft. under the highway.

Sign Base II (Feature 15; one contributing structure)

Located on the flats east of the Lewis and Clark Cavern turn off, this feature consists of a former Lewis and Clark Cavern entrance sign base. The feature measures 4 ft. long x 2 ft. wide x 3 ft. high constructed of limestone boulders set with concrete. Similar to the sign base west of the entrance, it likely dates to the 1930s. The base stands on the south side of the road and sits at a slight angle. It is located at Latitude: 45.822039 Longitude: -111.84214614981984.

⁷ Office of Chief Engineer, NP RY Track Profile, Main Line, Logan to Butte, MP 21 to 41. Viewed at <http://www.mft.mt.gov/other/mdtexrepo/rrplans>.

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

Culvert/Stockpass (Feature 16; one contributing structure)

A large concrete culvert that functions as a stockpass in addition to its use to allow the passage of water, crosses under the roadway at MP 8.32 (Latitude: 45.821193 Longitude: -111.83237554781164). The poured concrete structure is 6 ft. in height and 18 ft. wide. A concrete header that supports the roadway above joins the two sides of the culvert. The structure has 8-ft. long concrete wing walls. The culvert was likely installed circa 1928.

Culvert (Feature 17; one contributing structure)

A poured concrete culvert with wingwalls is located at MP 11.27 (Latitude: 45.81599 Longitude: -111.77246) a short distance west of Sappington Junction. The culvert is 3 ft. in height and 3 ft. wide; it measures 34 ft. in length crossing under the highway. An 18-inch concrete header joins the two sides of the culvert. Hand-laid stone riprap has been placed over the header on the south face of the culvert. The culvert was installed in 1928.

Integrity

This 11.8-mile segment of the Jefferson River Canyon section of U.S. Highway 10-South in Jefferson County retains excellent integrity of location, design, setting, materials, workmanship, feeling, and association. Designed and built under three contracts between 1928 and 1931, the existing roadway retains the original alignment, road width, and most of the features associated with that initial period of construction. This includes the original alignment and roadway width, wire cable guardrails, retaining walls, rock cuts, historical marker turnout, rock sign bases for the Lewis and Clark Caverns, and culverts. The roadway, therefore, retains the original construction standards developed by the American Association of State Highway Officials, Bureau of Public Roads, and implemented by the Montana Highway Department. The historic district traverses a scenic and rugged canyon a little over half its length and continues to provide access to one of Montana's premier tourist destinations, Lewis and Clark Caverns. Indeed, part of the reason for the construction of the road was to provide access to the attraction. The roadway conforms largely to the topography with some sections, especially those through the Jefferson River Canyon itself, displaying impressive evidence of the effort required to construct the road. The setting of the historic district is also largely intact for much of its length. The Jefferson River Canyon Highway Historic District, moreover, retains its spatial association with the Northern Pacific Railway's Butte Short Line and the Jefferson River.

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

ENGINEERING

Period of Significance

1928-1968

Significant Dates

1928

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Montana Highway Department/Designer
Leo T. Lawler Company/Builder; James Crick & Max Kuney/Builders;
Stevens Bros./Builder

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Jefferson Canyon Highway is eligible for listing in the National Register of Historic Places under Criterion A. The road represents the Montana State Highway Commission's efforts to improve the state's highway system in the wake of the passage of the Good Roads Law in November 1926 and the enactment of a gasoline tax. The Jefferson Canyon Highway was one of the first projects built with that new revenue source and reflects the state's first major attempt to provide Montana with a modern highway system that best served the needs of its citizens, commercial traffic, and tourists. The highway shortened the distance between Butte and Three Forks and eliminated a dangerous mountain pass. It also enabled the state to develop Lewis and Clark Caverns as a tourist attraction. Indeed, the caverns were Montana's first state park and the construction of the Jefferson Canyon Highway enabled that designation. The highway is also eligible for the National Register under Criterion C. The highway represents highway construction standards developed in the late 1920s and utilized by the Montana Highway Department until 1941, the beginning of the United States' involvement in World War II. The 12-mile highway displays its original alignment, roadway width, guardrails, and other features associated with its original function, and enhanced by the rock cliffs that dominate the setting of the highway. The highway retains its association

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

with Lewis and Clark Caverns. There have been no significant changes to the highway, other than routine maintenance, since its construction between 1928 and 1931.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The Jefferson Canyon Highway Historic District represents the Montana Highway Department's efforts to provide a modern highway infrastructure in the state beginning in 1927. Prior to 1926, the state had the unenviable reputation of having the worst roads in the United States, a reputation that was, apparently, well deserved. The lack of a funding mechanism to provide matching money for Federal Aid funds had suffered because of partisan bickering in the state legislature and lingering effects of a drought and economic depression that plagued the state for much of the 1920s. In 1926, however, Montana voters overwhelmingly passed a referendum that created a pot of money garnered from a three cent-per-gallon gasoline tax and targeted specifically for highway projects. The Jefferson Canyon Highway represents one of the first large-scale projects developed by the Montana Highway Department in the wake of the referendum.

The Montana State Highway Commission and the highway department planned the project to bypass and shorten an older segment of US Highway 10-South that included dangerous curves, problems with drifting snow and ice, and a poor alignment. They also intended the project to provide access to Lewis and Clark Caverns, which was, at that time, beginning to be an important tourist destination in the state. The plan, however, caused considerable controversy among locals and it took well over a year before the highway commission finally made the decision to place a new highway in the canyon. The proposed project also had to contend with the Northern Pacific Railway, which operated its Butte Short Line through the canyon. The Jefferson Canyon Highway, thus, is significant on a statewide level for its association with the Good Roads Law, a momentous piece of state legislation that would have a profound impact on highway construction in the Treasure State. The highway is also significant on a local basis for the above stated reasons. Because of the highway's significance to the history of highway transportation in Montana, its association with the pre-Great Depression era make-work projects, and its connection to the development of the Jefferson River Canyon as an important recreation and tourism destination, the Jefferson Canyon Highway Historic District is eligible for listing in the National Register of Historic Places under Criterion A.

The Jefferson Canyon Highway Historic District is also eligible for listing in the National Register of Historic Places under Criterion C. The highway and its associated features retain excellent integrity and are representative of a pre-Great Depression era roadway designed, at least partially, to function as a tourism facility. The 1928-1931 alignment of the roadway, its original width, and most of the features associated with it (i.e. culverts, cable guardrails, historical marker pullout, and retaining wall) remain intact and unchanged. Three contributing sites associated with the highway when originally built also remain (a historical marker turnout, a large rock cut, Lime Spur). Other resources outside the district boundary (the highway right-of-way) also remain (ruins of the Mountain View Inn, Lewis and Clark Lodge); while these are not contributing resources of the district as they lay outside the district boundary, their presence enhances the overall integrity of the Jefferson Canyon Highway Historic District. The existing roadway represents highway design standards developed in the 1920s as the automobile became

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

more prevalent in American life. The cable guardrails represent an early iteration of automobile safety technology and embody the type of guardrails designed by the Montana Highway Department at the time of the Jefferson Canyon Highway construction; with improvements to existing highways and the practice of replacing original materials, this type of guardrail is becoming much less common. The setting of the historic district has not changed significantly since the 1930s.

Although the highway received a paved surface in 1931, it consisted of a road oil surface similar to asphalt. It has been repaved several times since 1931, but that activity can be attributed to routine maintenance due to its use as an active highway. The pavement overlays, however, did not alter or widen the existing footprint of the roadway. The original concrete culverts built as part of the highway project remain and function in their historic capacity. The roadway continues to serve as a two-lane highway that provides access to Lewis and Clark Caverns and its association with that early twentieth century development is intact and unchanged.

History

In August 1805, Meriwether Lewis of the Lewis and Clark Expedition provided the first written description of the Jefferson River Canyon. On August 1st, Lewis and three men from the Corps of Discovery cut southwesterly across the Elkhorn Mountains in advance of the main party, which was laboriously making its way up the Jefferson River from the headwaters of the Missouri River near present Three Forks. The stifling hot temperature and lack of shade aggravated a slight case of dysentery that Lewis had suffered from for a few days. Lewis and his party shot a couple elk, which they left by the river for Clark and the main party. Lewis described Clark's journey through the canyon:

[We proceeded] on and passed through the mountains; they form tremendous cliffs [sic] of ragged and nearly perpendicular rocks; the lower part of the rock is of the black granite [sic] . . . and the upper part a light coloured freestone. [T]hese cliffs [sic] continue for 9 miles and approach the river very closely on either side.⁸

Captain Clark found the river's current "very strong," before entering the Jefferson River valley west of the canyon. Lewis described the valley as "beautiful" and the river course "crooked and [crowded] with islands." The expedition camped on the south side of the river opposite the site of the Mountain View Inn at LaHood.⁹

The valleys on the east and west ends of the Jefferson Canyon developed early in Montana history. Both valleys were well watered by the river with dozens of tributary streams that made agriculture the dominant economic activity in the area beginning in the early 1860s. Hard rock mining occurred in the Elkhorn mountains north of the canyon and the Tobacco Root Mountains south of the canyon beginning in the 1860s. The east and west valleys were also located on natural travel corridors that had been used by Native Americans for thousands of years. By 1864, wagon roads between Virginia City, Helena, and the Gallatin valley crisscrossed the area. The 1900 General Land Office map for the canyon shows only the Northern Pacific Railway's Butte Short Line with a wagon road paralleling the tracks through the canyon.

⁸ Gary E. Moulton, ed., *The Definitive Journals of Lewis and Clark: Through the Rockies to the Cascades*, vol. 5 (Lincoln: The University of Nebraska Press, 2002), 27.

⁹ Moulton, *Ibid.*

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

The narrow, rugged canyon precluded any agricultural development, but a limestone quarry was active near Lewis and Clark Caverns beginning about 1890. The canyon was also a destination for fishermen during the late nineteenth and early twentieth centuries. Largely accessible only by railroad, the *Butte Inter Mountain* promoted it for several years between 1894 and 1900:

The Jefferson Canyon is notable for its awe-inspiring beauty. As one rides along the Northern Pacific, a few miles beyond Whitehall, the river suddenly bends and rushes down between sheer walls of granite and lime rock that rise to a great height. At Lime Spur, the canyon's walls rise to a height of 1,800 feet, and during the winter months completely shuts off the sun's rays from the river.¹⁰

For a time in the late nineteenth and early twentieth centuries, the Northern Pacific operated special excursion trains from Butte, dropping off anglers at Lime Spur to fish the waters of the Jefferson River, then picking them up later in the day for the return trip to Butte.¹¹

The Butte Short Line Railroad

The expansion of the silver and copper mines at Butte proved an irresistible draw for the Northern Pacific Railway (NP). The NP completed its transcontinental line across Montana in September 1883 and built a short line to the main line from Butte to Garrison in 1886. The financial possibilities for a more direct line to Butte, however, proved an irresistible lure for the railroad. In April 1888, the NP formed the Northern Pacific and Montana Railroad Company to build a railroad to Butte from its main line in the Gallatin Valley. After some debate about the route of the line, the company's directors, in early April 1889, decided on a route between Logan in the Gallatin Valley to Butte. Survey of the 71-mile line began almost immediately and in May 1889, the railroad let a contract to Keefe and Green to build the line with a deadline of one year to complete it.¹²

Keefe and Green began construction of what would become known as the Butte Short Line in early June 1889 and worked from the east and west ends of the route. The railroad occupied several miles of railroad grade built by the Union Pacific Railroad through the Jefferson Canyon in 1882.¹³ The company employed primarily Italian immigrants to build the railroad. Completed in March 1890, the short line never carried the freight anticipated by the NP executives. Instead it functioned primarily as a passenger line until the 1970s. The Burlington Northern Railroad (BN) acquired the Butte Short Line in 1970. The BN embargoed the line in 1982 and sold it to Montana Rail Link in 1987. Although not abandoned, MRL uses the railroad between Three Forks and Whitehall on an irregular basis.¹⁴

¹⁰ "Montana Scenery Rivals Switzerland's Alps," *The Butte Inter Mountain*, January 1, 1903.

¹¹ "Saturday and Sunday Excursion Rates," *The Anaconda Standard*, August 5, 1900.

¹² Donald B. Robertson, *Encyclopedia of Western Railroad History*, vol. 2 (Dallas: The Taylor Publishing Company, 1991), 330, 327; Bill and Jan Taylor, *The Northern Pacific's Rails to Gold and Silver: Lines to Montana's Mining camps, 1888-1898*, vol. 2 (Missoula: Pictorial Histories Publishing Co., 2008), 35-36.

¹³ In 1882, the Union Pacific Railroad (UP) made plans to construct a line from Dillon through Twin Bridges and Boulder to Helena. The railroad graded about 15 miles of the line in 1892 and then abandoned the project. When the NP announced plans to build the Butte Short Line, the UP suddenly revived their old project and made plans again to build to Helena, denying the NP the opportunity to use the unfinished grade. The UP and NP came to an agreement in 1889 and abandoned its claim to the grade. Taylor and Taylor, *Northern Pacific's Rails to Gold and Silver*, 35-36.

¹⁴ Taylor and Taylor, *Ibid*, 37, 39.

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

Lewis and Clark Caverns

In 1892, Bert Pannell and Tom Williams re-discovered the extensive caverns in the limestone mountains overlooking the Jefferson River canyon while deer hunting. The men explored a little of the caverns, but inaccessibility issues initially failed to excite much interest in development. That is until 1902 when Dan Morrison took an interest in developing the site as a tourist attraction. Morrison was the Northern Pacific Railway's (NP) manager of a limestone quarry situated a few miles southwest of the caverns' entrance. Unfortunately for Morrison, the caves were located on land claimed by the Northern Pacific Railway. He did some development work at the caverns, including a spiral staircase that led down from the opening to the cavern floor directly below the entrance. He conducted candle light tours for adventurous visitors beginning in 1903. In 1908, the railroad donated the section to the federal government and President Theodore Roosevelt declared the caverns a national monument later that year. From 1908 to 1935, however, the federal government made no improvements to the caverns to enable visitation. The government did appoint a superintendent to manage the caverns, but no work occurred to make them more accessible to the public. That didn't stop Morrison from conducting unauthorized tours of the caverns, which soon acquired Morrison's name. Visitors to the site were advised that "the full journey requires vigor, sure-footedness, and a readiness to cling and sometimes crawl by the light of a miner's lantern." In July 1927, Morrison and other local promoters formed the Morrison Cave Development Association to promote the construction of a highway through the Jefferson Canyon. The group believed that a modern highway was critical to the development of the cave as a tourist attraction.¹⁵

Lime Spur

In 1890, Dan Morrison and two partners formed the Jefferson Lime and Flux Company and established a lime quarry in the NW¹/₄ NW¹/₄ of Section 19, T1N, R2W. Lime quarried there was used for flux in Butte and Anaconda smelters and at the sugar refinery in Billings.¹⁶ The NP built a spur line to the works in 1890 and the operation became known as Lime Spur. Lime Spur is located about a mile west of the future entrance to Lewis and Clark Caverns State Park. In 1896, the company reorganized as the Jefferson Lime Company. In addition to the quarry, Lime Spur was the site of a kiln, crushing plant, several bunkhouses, a large warehouse, and several sheds along with approximately 700 linear feet of trackage. The company mined the lime from an open pit north of the plant and either utilized a tram or railroad cars to haul the material to the kiln. The kiln could process 300 bushels of limestone in 24 hours. By 1891, enough people lived at the site and in the surrounding area to warrant opening a post office (it closed in 1908), with Dan Morrison serving as the first postmaster for the tiny community. In May 1909, Morrison sold the operation to the Pittsmont Copper Company of Butte. Over the years, the limestone quarry and plant were operated by a variety of owners, including the East Butte Mining Company. Lime Spur eventually began

¹⁵ *Montana Place Names from Alzada to Zortman: A Montana Historical Society Guide*, (Helena: Montana Historical Society Press, 2009), 152; Don Spritzer, *Roadside History of Montana*, (Missoula: Mountain Press Publishing Co., 1999), 242, 243; Federal Writers' Project, *Montana: A State Guidebook*, (Helena: Department of Agriculture, Labor and Industry, 1939), 204; "Northern Pacific Donates Historic Cavern to Public," *The Wibaux Pioneer*, April 21, 1911; "Montana's Mammoth Cavern," *The River Press*, July 1, 1908.

¹⁶ Flux is used in the smelting process to purify to purge the metal of chemical impurities and rendering the slag more liquid.

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

manufacturing gypsum, used in the production of Plaster of Paris, wall plaster, dry wall, lath, and as a binder for asbestos. The Lime Spur quarry closed in the 1950s.¹⁷

The Jefferson Canyon Highway

President Warren G. Harding signed legislation enacting the Federal Aid Road Act of 1921, which created the first interstate Federal Aid highway system in 1922. The legislation initiated a period of profound change in the development of state highway systems. The 1922 road act required each state to designate seven percent of its entire road mileage as roads eligible for federal funds for improvements. In Montana, that equated to 4,742 miles of road on which Federal Aid dollars could be spent for highway improvements. Like the 1916 Federal Aid Road Act, the 1922 legislation required the states to provide matching funds for the federal money. Initially in Montana, those funds were provided by the counties. The post-World War I economic depression, drought, and the subsequent exodus of people from the state severely reduced the counties' ability to provide matching funds for road work. In 1925, Montana was the only state in the union to return money to the federal government because it couldn't raise the necessary matching funds. As a result, the Montana Highway Department (MHD) earned the dubious honor of overseeing one of the country's worst highway systems.¹⁸

Salvation came quickly to the state in 1926. In November that year, Montana voters passed Initiative No. 31, the Good Roads Law, which enacted a three cents-per-gallon gasoline tax. Revenue from the tax went directly into the State Highway Fund, which the highway commission used to match Federal Aid highway funds. The passage of the referendum marked a significant change in how the highway commission functioned as it removed the counties from the funding and planning process. The commission began funding projects under the Good Roads Law in March 1927. The new law also enabled the highway commissioners to look at long range projects that meshed with the federal government's desire to create an interstate highway system. Improvements to US Highway 10 (formerly the Yellowstone Trail), the primary east-west route through Montana, was a priority for the Montana highway commission.¹⁹

The new "Big Picture" policy followed by the highway commission was not without controversy. In February 1927, the highway department's engineers and the commissioners discussed a plan proposed by Jefferson County promoters to reroute US Highway 10 through the Jefferson River Canyon, thereby bypassing the old Yellowstone Trail route between Willow Creek, Harrison, and Cardwell. The proposed route, while more expensive to build and maintain, provided a more direct connection between Whitehall

¹⁷ "A Growing Industry," *The Helena Independent*, May 5, 1897; Station Map: Danmor and Lime Spur, Rocky Mountain Division, Northern Pacific Railway's Butte Line, February 9, 1932. Viewed at <http://www.mdt.gov/other/mdtexrepo/rplans>; *Progressive Men of the State of Montana*, Chicago: A. W. Bowen, 1902), 765; "Pittsmtont Company Purchases a Plant," *The Anaconda Standard*, May 23, 1909; Roberta Carkeek Cheney, *Names on the Face of Montana: The Story of Montana's Place Names*, (Missoula: Mountain Press Publishing Company, 1990), 167; "Montana Gypsum Becoming More Important," *The Montana Standard*, October 27, 1947.

¹⁸ Jon Axline, *Taming Big Sky Country: The History of Montana Transportation from Trails to Interstates*, (Charleston, SC: The History Press, 2015), 62, 69.

¹⁹ In 1932, the American Association of State Highway Officials (AASHO), the federal Bureau of Public Roads, and the Montana Highway Commission split US Highway 10 at Three Forks. US 10-North followed the current alignment of US 287 through Toston to Townsend and US 12 from Townsend through Helena over MacDonald Pass to Garrison. US 10-South followed the current alignment of Interstate 90 from Three Forks through Whitehall, Butte, and Deer Lodge, joining the other alignment at Garrison. Instead of crossing the divide at Homestake Pass as I-90 does, the route crossed Pipestone Pass and entered Butte along today's Harrison Avenue. MSHC, book 5, p. 120; Axline, *Taming Big Sky Country*, 71-72.

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

and Three Forks and took advantage of the proximity of Lewis and Clark Caverns by providing better access to the natural wonder for tourists.²⁰ The highway commissioners, however, initially believed that the old Yellowstone Trail route was the better road even though it was three miles longer and included the ten percent grade of Harrison Hill.²¹ It also included a pass that was blocked by snow in the winter and slippery during the spring thaw and following rainstorms. Some highway department engineers claimed that by keeping the highway where it was, it would avoid conflicts with the Northern Pacific Railway and the old route would be \$120,000 cheaper to reconstruct.²²

At first, the highway commission opted to keep the route on the original alignment, but that decision proved unpopular with area businessmen and tourism promoters. By the first week of June 1927, the commissioners received the first of many telegrams protesting their decision. The Missoula Chamber of Commerce and the Joint County Affairs Committee of Gallatin County both protested the Yellowstone Trail routing of the highway and “urged further consideration of the route thru [sic] the Jefferson Canyon.” The telegrams were followed up the next day at the Commission’s monthly meeting by delegations from Whitehall, Bozeman, and Three Forks. The delegates all argued that the proposed route through the canyon would “make Lewis and Clark Cavern directly accessible to persons traveling on the main highway and will be more free of snow in the winter time...” The highway commissioners stuck to its original argument and hiked the construction costs of the new road up to \$150,000. The commission did, however, promise to survey both routes before it made a final decision.²³

In July 1927, a group of citizens from Bozeman, Three Forks, Whitehall, Butte, Deer Lodge, and Helena formed the Morrison Cave Development Association (MCDA) to open Lewis and Clark Caverns to the public and promote the construction of a new highway through the Jefferson River canyon. One letter from the organization to Governor John Erickson has survived. In it, the MCDA stated that “an automobile highway to the Cave is absolutely vital.”

A highway will be built down to the Cave sooner or later. The State Highway Commission now has before it two alternative routes in bettering the arterial highway known and the Yellowstone Trail. One of them is the Jefferson Canyon road by Morrison Cave. The other is the circuitous road of Antelope Creek s . . . involving four dangerous railroad crossings, several miles longer, through interminable hills, blocked by snow in winter and condemned by all familiar with local conditions. The citizens working for the opening of the Morrison Cave and the Commercial Clubs of this part of Montana are unanimous in condemning the Antelope Creek routes and in demanding the Jefferson Canyon route.

²⁰ Prior to the completion of the Jefferson Canyon Highway, motorists wishing to visit the caverns drove up a tortuous road that reached the hilltop north of the cave. They then had to hike nearly a mile to the cave entrance. “Morrison Cave Journey Today,” *The Anaconda Standard*, October 2, 1927; “Scenic Beauties of Morrison Cave Seen by Hundreds,” *The Anaconda Standard*, October 3, 1927.

²¹ The Montana Highway Commission designated the old Yellowstone Trail route Secondary Highway 359 in November 1945. Montana Federal-Aid Road Log, 1960.

²² MSHC, book 3, pp. 160-161, 165, 167-168.

²³ MSHC, book 3, pp. 172, 264-65, 270-71; *Ibid*, book 4, pp. 59, 69.

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

MCDA Secretary James Gnose of Anaconda threatened “bitter animosities” if the highway commission didn’t choose the canyon route. He even went as far as to invoke former highway commissioner Frank Conley’s support of the canyon route.²⁴

While delegations from Gallatin and Jefferson counties supported the canyon route, the Madison County Commissioners, and especially State Senator Monte Duncan, were vehemently opposed to a road through the Jefferson canyon. They threw their support behind the existing route via Antelope Creek because it traversed their county and served more people than the proposed canyon route. Duncan continued the fight against the canyon route long after construction was underway in the canyon. Duncan protested the new alignment in the state legislature, claiming that it passed “through a place called Morrison Cave, which is inhabited by rattlesnakes, bats, and owls.” In early March 1929, Duncan sought to deny the use of gasoline tax money on the canyon route and loudly argued his case to his fellow legislators, newspaper reporters, and anybody else who would listen.²⁵

The battle between the road supporters and those against it, led by Senator Duncan, heated up in the legislature. In late February 1929, a group of Republican representatives headed by Elmer Johnson of Glasgow introduced House Bill 150 which provided for the amendment of a law passed by the 1927 state legislature. It stipulated how the state would distribute the money collected by the gasoline tax. Duncan, with the support of the Senate Committee on Highways, managed to tag an amendment onto the bill that prevented the spending of gasoline tax money on the Jefferson Canyon road, then under construction. A fiery speaker who loudly opposed the highway in no uncertain terms, Duncan enlisted the support of enough of his fellow legislatures to also jeopardize the passage of House Bill 94 which would raise the state’s existing three cent gasoline tax to five cents per gallon.²⁶

At the time of this political wrangling, the Montana Highway Department was in dire financial straits. In January 1929, state auditors discovered a discrepancy in the amount of gasoline tax refunds due to the counties. When the problem was corrected, the highway commission discovered that virtually no money was left in the State Highway Fund to match federal money for road construction or for the continued operation of the highway department. The highway commission cut the department’s operations to the bare bones, laying off most of its employees and significantly reduced the department’s construction program and maintenance operations. Duncan’s activities had the potential to further cripple the commission’s activities.²⁷

²⁴ Letter, James B. Gnose, Secretary, Morrison Cave Development Association, to Governor John E. Erickson, 9 December 1927. Montana Governors’ Papers. Manuscript Collection No. 35, box 45, file 3. Montana Historical Society’s Research Center. Helena, Montana.

²⁵ MSHC, book 4, pp. 59, 69; “Jefferson County Road is Center of Controversy as Three Measures are Passed,” *The Montana Standard*, March 6, 1929; *House Journal of the Twenty-First Legislative Assembly of the State of Montana*, (Helena: State Publishing Co., 1929), 227; “A Communication from Above the Jefferson,” *The Montana Standard*, November 10, 1929.

²⁶ *House Journal*, 227; Jefferson County Road is Center of Controversy as Three Measures are Passed,” *The Montana Standard*, March 6, 1929; “Legislative Whoopee,” *The Helena Independent*, February 27, 1929; “Senator Duncan’s Jefferson Canyon Speech Threatens State Highway Plan,” *The Helena Independent*, March 6, 1929; “Senator Duncan Made Big Whoopee at Helena But Fa’ Down Go Boom,” *The Jefferson Valley News*, March 14, 1929.

²⁷ SHC, Book 4, pp. 148-149, 158, 160-161, 175-176; Axline, *Taming Big Sky Country*, 76.

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

Fortunately, cooler heads prevailed in the controversy. Montana's newspapers were generally pro-Good Roads and opposed to Duncan's proposed legislation and his antics at the legislature. Good roads clearly benefitted the state, while Duncan's grudge against the highway could be catastrophic to the improvement of the state's Federal Aid highway system. Editorials in the *Helena Independent*, *Kalispell Daily Inter Lake*, and *Butte Montana Standard* chided Duncan for his continued support of the old Yellowstone Trail route. The federal Bureau of Public Roads also made it clear that the passage of HB 150 would have dire consequences for the highway commission's programs and would, essentially, further eviscerate the highway department. Undeterred, Duncan, in a clever parliamentary maneuver, managed to get the hearing for HB 150 placed ahead of HB 94 for the gasoline tax and made HB 94 dependent on HB 150. He also made it clear to his fellow legislators that if HB 150 failed, he would oppose HB 94. While the senate seemed to support Duncan's amendment at first, the House clearly did not. The House defeated HB 150 in a 43-13 vote and the five-cent fuel tax law overwhelmingly passed. Although beaten, Duncan vowed to continue the fight the against the Jefferson Canyon road – even after the road was completed and open for traffic.²⁸

The most vocal supporter of the Jefferson Canyon proposal first appeared at the highway commission's December 1927 meeting. Shadan "Dan" LaHood owned a small wayside convenience store on the original US 10 route and had recently purchased property near the mouth of the canyon. He planned to build a hotel and restaurant there once the new route was constructed. The debate between the routes persisted through 1927 and into 1928 with the highway commissioners receiving petitions and hearing delegations from those in favor of the Jefferson Canyon route and those opposed to it. Throughout the long process, however, the commission was locked in negotiations with the Northern Pacific Railway about the type of easements the railroad was willing to grant the highway department for a new road paralleling its tracks through the canyon.²⁹

Construction of the Jefferson Canyon Highway (1928-1931)

The highway commissioners decided on the route to build through the canyon by February 1928 when it approved Federal Aid Project No. 248 between Cardwell and Sappington. It wasn't until July 19, 1928, however, that the state highway commission awarded a contract to the Leo T. Lawler Company of Butte for the construction of the road through the canyon.³⁰ The total price for the project projected at just under \$121,000.³¹

²⁸ "Amendments Turned Down, *The Helena Independent*, March 7, 1929; *Laws, Resolutions and Memorials of the State of Montana Passed by the Twenty-First Legislative Assembly in Regular Session*, (Helena: State Publishing Company, 1929), 373-374; *House Journal*, 227; "The Scenic Jefferson River Canyon," *The Montana Standard*, November 3, 1929; "A Communication from Above the Jefferson," *The Montana Standard*, November 10, 1929.

²⁹ Jon Axline, "Dan LaHood and the Jefferson River Canyon Road," *Newsline: Newsletter of the Montana Department of Transportation Rail, Transit and Planning Division*, (September 2008), 7; Axline, *Taming Big Sky Country*, 74.

³⁰ The two bridges are not located on this segment of the US Highway 10-South. When I-90 was completed in 1970, the segment of the highway upon which the bridges are located was separated from the old highway by the Interstate. The Greer Gulch Bridge no longer exists, but the Boulder River Bridge (a single span steel pony truss) still spans the river and is still owned by the Montana Department of Transportation – even though it provides access to only one property owner.

³¹ MSHC, book 3, p. 253; *Ibid*, book 4, pp. 96, 98.

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

While Madison County senator Monte Duncan remained steadfast in his opposition to the canyon route, even after the trouncing he received in the legislature, public opinion proved solidly in favor of the new road. A February 1928 editorial in the *Butte Montana Standard* stated:

Discussion of this highway project engendered some acrimonious states and brought no little unjust criticism to the hard-working, conscientious members of the state [highway] commission. Some people demanded an immediate decision in line with their wishes even before accurate estimates of engineering difficulties and costs could be worked out. The experience should be a lesson to us all in the virtues of harmony, co-operation and consideration for each other. If we are to build up Montana we never can accomplish it by dissension, quibbling, fault-finding and destructive criticism.... It is a matter of satisfaction to many that under the highway route selected, Lewis and Clark Cavern, a government monument and a wonderful spectacle, will have the summer parade of tourists passing close by. The route and the substantial obstacles within the canyon certainly guaranteed a "wonderful spectacle" just in the construction of the road for the next two years.³²

The Lawler Company had a difficult task ahead of it: the removal of thousands of cubic feet of rock in the canyon to make way for the highway within its five-mile segment. The company began construction on the project shortly after winning the contract in July 1928 and completed most of the clearing for the proposed route by September and graded in a 2-mile road westward from the junction of US Highway 287. By early October, the 75-man crew was aided by the addition of a gasoline-powered shovel and several dump trucks "working down the cliff two miles east of Cardwell." The contractor anticipated that, as long as the weather held, most of the work on the new route would be completed – with the exception of the heavy rock work in the vicinity of Lime Spur.³³

The weather certainly didn't cooperate with Lawler's efforts to complete his segment of the road by the highway commission deadline. The company rushed the excavation of rock close to the railroad tracks and continued grading the road. In late November 1928, the blasting of a cliff dropped 300 tons of rock onto the railroad tracks, forcing the NP to temporarily use the Milwaukee Road line on the south bank of the Jefferson River. The work, the *Montana Standard* happily reported "[denoted] activity on the part of the contractor in preparation for grading operations next summer." Winter did eventually impose itself on the project, slowing progress, but not completely shutting it down. While debate raged in the Montana legislature during the 1929 session about the road, Lawler began drilling for what would be the biggest shot of his time on the road. The company scheduled the dynamiting of 1,600 feet of the of 100-foot cliff (Feature 9) for April 1929. In what was shaped up to be a media event, the *Montana Standard* claimed that the blast would "attract a swarm of news reel cameramen." Debris from this particular blast would be placed in the river and the railroad tracks moved on top of it to make room for the highway. The arrival

³² "Selecting a Highway Route," *The Anaconda Standard*, February 8, 1928.

³³ Lime Spur served as the construction camp and staging area for Lawler's crews. "Work is Progressing on the Jefferson Canyon Road," *The Montana Standard*, September 13, 1928; "Equipment Added for Road Project," *The Montana Standard*, October 10, 1928; "Two Miles of Grading Done on New Highway," *The Montana Standard*, November 22, 1928.

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

of late April witnessed the successful blast allowing Lawler to complete his 5-mile segment of the new highway by the 1929 deadline imposed on the company by the state highway commission.³⁴

On April 26, 1929, the highway commission awarded the next phase of the project to Max Kuney and James Crick of Spokane to build 8 miles of highway from Milepost 4 to 12. The partners won the contract with their low bid of \$107,962. Work began on the segment in May and continued into December 1929. This section also required carving a road between the railroad tracks and the canyon walls, but mostly involved building a road across the relatively flat landscape east of the intersection of the road to Lewis and Clark Caverns. Crick and Kuney's work crew arrived in the area by the end of May 1929 and quartered at the construction camp at Lime Spur. The clearing and grubbing of the proposed highway alignment began in May and construction of the road began in earnest in mid-June 1929.³⁵

Unlike the 5-mile section (A) of the project, Crick and Kuney's activities garnered lesser media attention. Occasionally reports appeared in the Butte *Montana Standard* and the Helena *Independent*, that usually just reported that work on the highway was "progressing rapidly." As completion of section B and the opening of entire 13-mile length of the new highway neared, however, more articles appeared in local newspapers. Initially, Butte District Engineer Homer Smith stated that the road would open by mid-November 1929, but unforeseen delays pushed back the official opening until mid-December. Regardless, a Helena *Independent* reporter called the new highway "a scenic road of unusual attraction." It would, the reporter claimed, snip 14 miles off the old distance between Three Forks and Whitehall and "eliminate entirely the long route up to Harrison and back down the river which, it is said, has been the [cause] of more complaint than any road stretch along [US Highway 10] through Montana."³⁶

In early November 1929, the *Montana Standard* interviewed highway department District Engineer Homer Smith at his office in the Owlsley Block on Park Street in Butte about the new highway. The interview also illuminated the lingering resentment against state senator Monte Duncan. Smith, who was in a particularly good mood that day, gladly answered all the reporter's questions about the project. The largest project then under construction on US 10, Smith said that the Jefferson Canyon segment would "have the effect, as soon as it is opened to traffic, of drawing Montana cities located on [US 10] closer together, spiritually and physically, as a result of the activities of the State Highway Commission." It was not, he stated, a particularly difficult road to build, but it did "represent a lot of hard work." The newspaper reporter asked Smith how the grade of the new highway compared to the old Yellowstone Trail alignment.

³⁴ MSHC, book 4, p. 223; "Two Miles of Grading Done;" "Blast Sends 300 Tons of Rock on Track Near Here," *The Montana Standard*, December 1, 1928; "Spectacular Shot in Jefferson Canyon to Draw the Cameramen," *The Montana Standard*, March 20, 1929; "Thriller in Store When Canyon Wall is Dynamited for Jefferson Canyon Road," *Three Forks Herald*, March 21, 1929; "Big Blast to be Set Off in Jefferson Canyon," *The Jefferson Valley News*, March 28, 1929.

³⁵ Clearing and grubbing consists of removing vegetation (trees, shrubs) and other obstacles to construction prior to the initiation of excavation. MSHC, book 4, pp. 196, 199; "Willow Creek," *The Montana Standard*, May 26, 1929; "Cardwell Notes," *The Montana Standard*, August 30, 1929.

³⁶ "Gallatin Valley Said Prospering," *The Montana Standard*, July 6, 1929; "Jefferson Road to be Finished Soon," *The Helena Independent*, October 17, 1929; "New Scenic Highway to be Finished Soon," *The Kalispell Daily Inter Lake*, October 19, 1929.

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

[The] engineer carefully placed himself out of earshot of a picture of Senator “Monte” Duncan of Madison [County], who blocked the building of the Jefferson Canyon road for a time in the legislature last winter in the interest of the present route over Harrison hill and said cautiously “Very much better.”

Smith was clearly proud of the new highway and eagerly awaited the completion of Segment B.³⁷

Of course, Senator Duncan didn’t miss an opportunity to respond to the newspaper article and Mr. Smith’s comments in particular. In a newspaper editorial that appeared a few days after the November 3rd *Montana Standard* article, Duncan reiterated his support for the old route. He once again restated his opposition to the Jefferson canyon route, referring to the “naturally putrid waters of the Jefferson river” and the suckers “wallowing therein” and the bats, rattlesnakes and owls that lived in the caverns. He said that the photos accompanying the November 3rd *Montana Standard* article gave people a false sense of the scenic qualities of the canyon, comparing it to views of the Arctic and Antarctic regions – it looks good in photographs, but the actual experience of being there was far different. The editorial was part tongue-in-cheek and part attack on those who supported the canyon route. All to no avail, however, as the road officially opened to traffic on December 9, 1929. The old Yellowstone Trail route was relegated to county road status, but later designated a secondary highway in 1945 (Secondary Highway 359).³⁸

Post-Construction (1931-1941)

Despite the highway commission’s plans, it was not until April 1931 that it awarded contracts for the gravel surfacing of the Jefferson Canyon highway. Stevens Brothers of Minneapolis won the contract. Unfortunately, the company soon had a significant problem with the highway commission: it paid its workers significantly less than the prevailing wage scale (determined by federal law) on the Jefferson Canyon project. The company also had projects in Garfield and Custer counties with which they were woefully behind schedule. Letters from the commission and highway department had no effect on Stevens Brothers. Consequently, in June 1931, the highway commission disqualified the company from bidding on future highway contracts. The Montana Highway Department paved the 12-mile section of the highway by 1935.³⁹

The completion of the new US 10-South alignment through the Jefferson Canyon created new opportunities for entrepreneurs in the area to tap into the tourist trade. Foremost among these men was Dan LaHood. Born in Lebanon in 1878, he immigrated to the United States in 1899. After arriving in the Whitehall area in 1902, he solicited sales orders for businesses in southwestern Montana until 1909, when he and his wife, Fannie, opened a grocery store at Jefferson Island, a small community on the busy Yellowstone Trail (now Secondary 359) 1½ miles south of Cardwell. Even before the state highway

³⁷ “The Scenic Jefferson Canyon,” *The Montana Standard*, November 3, 1929; “Gallatin Valley Said Prospering,” *The Montana Standard*, July 6, 1929; “Jefferson Road to be Finished Soon,” *The Helena Independent*, October 17, 1929; “New Scenic Highway to be Finished Soon,” *The Kalispell Daily Inter Lake*, October 19, 1929.

³⁸ “A Communication from Above the Jefferson,” *The Montana Standard*, November 10, 1929; Letter, W. H. Lynch, Bureau of Public Roads District Engineer, to Montana State Highway Commission, December 16, 1929, Construction File; Road Log (1946), Montana Department of Transportation, Helena, Montana.

³⁹ MSHC, book 4, pp. 464, 467, 482; “Cardwell,” *The Montana Standard*, June 24, 1931, July 26, 1931; “All Highway Building Records Smashed in Montana During 1931 with Nearly Ten Millions Expended,” *The Montana Standard*, October 25, 1931.

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

commission made its decision on which route US 10 would follow, LaHood had purchased 164 acres at the head of head of the Jefferson River Canyon. In the spring of 1928, he began construction of the imposing 2½ story Mountain View Inn on his property. A carpenter by trade, LaHood built the hotel, gasoline pump canopy, and outbuildings himself and completed them in time to host a banquet for the Yellowstone Trail Association shortly after the completion of the road in 1929. By 1935, he completed construction of several tourist cabins across the new highway from the hotel and christened the new community on Highway 10 “LaHood Park.”⁴⁰

Beginning in 1935, the Montana Highway Department incorporated the Jefferson Canyon Highway into its newly developed tourism programs. In May of that year, the Montana State Highway Commission authorized highway department Plans Engineer Robert H. Fletcher to develop a roadside historical marker program. That first year, Fletcher wrote and the highway department’s sign shop created 30 historical markers. The number of new historical markers increased each year until 1940. The department installed one marker, “Father DeSmet,” at LaHood Park in the spring of 1936.⁴¹ The marker was located across US Highway 10 from the Mountain View Inn.⁴²

In about 1935, Dan LaHood hired Whitehall sign painter Frank Bliss to create signs that were placed on the underside of the canopy protecting the gasoline pumps in front of the hotel. The signs, all wonderful examples of folk art, advertised local sights, businesses, and expressed LaHood’s support of President Roosevelt’s New Deal. A strip map of US Highway 10 (still called the Yellowstone Trail by LaHood), encircled the base of the canopy.

The federal government established Civilian Conservation Corps (CCC) camp No. 574 (Camp LaHood) at LaHood Park in July 1935. The camp, located just to the west of the hotel, housed 225 men in barracks-type structures. Also included at the camp were a mess hall, recreational hall, and warehouses. Two US Army officers and 28 men managed the boys based at the camp.⁴³ The CCC built the road to a spot near the entrance of Lewis and Clark Cavern, a trail to the entrance, and steps inside the cavern. The CCC also constructed a campground adjacent to the highway. The CCC camp closed in 1941 when the US became embroiled in World War II.⁴⁴

LaHood Park did thriving business on the highway well into the 1950s, catering primarily to tourist traffic. In 1950, LaHood constructed a separate restaurant adjacent to the hotel on the site of the CCC camp. He also converted the tourist cabins across the road into a more modern motel facility and called it the Lewis and Clark Lodge Motel. Ironically, the construction of Interstate 90 in 1966 bypassed

⁴⁰ Jon Axline, “Dan LaHood and the Jefferson Canyon Road,” *Newsline: The Newsletter of the Montana Department of Transportation Rail, Transit and Planning Division*, (September 2008), 7.

⁴¹ In 1951, the highway department installed a second marker at the site entitled “Lewis and Clark Expedition Campsite.”

⁴² Jon Axline, *Montana’s Historic Highway Markers*, (Helena: Montana Historical Society Press, 2008), ix-x.

⁴³ One of those managers was a recently married civil engineer named Edwin J. Axline, the author’s grandfather. He was one of the supervisors on the construction of the road leading up to the entrance of Lewis and Clark Cavern.

⁴⁴ Kenneth W. Karsmizki, “The Lewis and Clark Caverns: Politics and the Establishment of Montana’s First State Park,” *Montana The Magazine of Western History*, vol. 31, no. 4 (Autumn 1981), 41, 44; “Camp at Morrison Cavern is Started,” *The Helena Independent*, July 17, 1935; “Morrison Cave to be Formally Open to Public Saturday,” *The Montana Standard*, March 27, 1938.

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

LaHood's operation. Before then, however, Dan LaHood, "the Syrian Volcano," died in Butte in 1957. He was eulogized at his funeral as "Little in stature but in an age when big railroad jobs, big mining ventures, and big men were the order of the day, Dan LaHood stood his ground."⁴⁵

The hotel closed shortly after LaHood's death and opened only occasionally as new owners attempted to revitalize the roadside business. For the most part, those endeavors failed, but the restaurant remained a popular stopping place for motorists. The hotel remained little changed from its appearance in 1937 until a fire in 2001 destroyed the building.

Conclusion

The completion of the highway and the devastating impacts of the Great Depression contributed to new interest in Lewis and Clark Caverns beginning in the late 1930s.⁴⁶ Originally located on land owned by the Northern Pacific Railway, the cavern was for many years an unofficial attraction for local residents. Difficult to reach and even more difficult to access, the caverns were largely undeveloped by its promoter, Dan Morrison. In 1908, the railroad turned over ownership of the caverns to the US Department of Interior, which did not develop the site other than christen it the Lewis and Clark Caverns National Monument. The federal agency transferred ownership of the caverns to the State of Montana in 1937. The caverns certainly benefitted by the construction of the Jefferson Canyon Highway in the late 1920s. Indeed, part of the justification for the new highway alignment through the canyon was that it would provide access to the caverns for tourists. In 1935, the CCC began improvements to the caverns, including improving the access to and through them. The 27th Montana State Legislature officially created Lewis and Clark Caverns State Park (the first state park) in March 1941 and opened it to the public in May 1941.⁴⁷

With the construction of Interstate 90 and the bypassing of the Jefferson Canyon in 1966, this segment became an "orphan" highway, neither on the Federal Aid system, not relegated to secondary highway status. The Montana State Highway Commission designated it Montana Highway 2 in 1971. The old highway through the Jefferson River Canyon is maintained by the Montana Department of Transportation.

The Road Builders

Leo T. Lawler

Leo Timothy Lawler was a prolific road and bridge builder in Montana for twenty years, from 1917 to 1937. Born in Rochester, Minnesota in 1887, he left Minnesota for Calgary, Alberta shortly after graduating from high school in 1905. In 1906, he moved to Butte, Montana and began work for the Milwaukee Road Railroad as a timekeeper. Three years later, in 1909, the railroad promoted him to Road Master of the Bitterroot Division, headquartered in Butte, Montana. Lawler held that position until 1912 when the Anaconda-based contracting firm of Clifton, Applegate and Toole hired him. Lawler supervised

⁴⁵ Axline, "Dan LaHood," 7.

⁴⁶ By 1909, the site was known as Lewis and Clark Cavern (even though the explorers never knew of its existence). But it was popularly known as Morrison Cave until well after the death of its namesake in 1932.

⁴⁷ *Montana Place Names*, 152; Spritzer, *Roadside History of Montana*, 243; Karsmizki, "Lewis and Clark Caverns," 36, 41, 44.

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

the construction of the Knights of Columbus Hall and the Mueller apartment building on West Granite Street in Butte. In 1917, he left the company to form his own contracting firm.⁴⁸

From 1927 to 1936, the Montana Highway Commission awarded Lawler 34 projects to build roads and bridges, primarily in southwestern Montana, under contract to the Montana Highway Department. In addition to the Jefferson Canyon Road, he also reconstructed a portion of the Butte-Anaconda Highway, long segments of US Highway 91 between Dillon and Helena, segments of the Yellowstone Trail west of Butte. Lawler also constructed a section of the Going-to-the-Sun Highway in Glacier National Park. Lawler incorporated his company in 1932. The court dissolved the corporation in September 1937 when he and his wife moved to Los Angeles County, California.⁴⁹

Lawler and J. C. Maguire organized Pacific Constructors, Inc. in California in 1938. The company built the \$36 million Shasta Dam in northern California and were in the process of building the San Gabriel Dam in Los Angeles County in July 1940 when Lawler died of a heart attack in his office.⁵⁰

Max Kuney and James Crick Company

Spokane, Washington-based contractors, Max Kuney and James Crick, were active Montana road and bridge builders as a partnership from 1928 to 1930. Crick then, apparently, struck out on his own and continued to win contracts from the Montana State Highway Commission until 1937. Among his many projects is the Mossmain Overpass (24YL0698) in Yellowstone County in 1936. The grade separation structure was listed in the National Register of Historic Places on March 26, 2012 (NR ref. # 12000174).⁵¹

⁴⁸ "Leo T. Lawler, Ex-Butte Man, Taken by Death," *The Montana Standard*, July 28, 1940.

⁴⁹ *Ibid*; "Contract is let for Storage Dam," *The Montana Standard*, June 4, 1938.

⁵⁰ "Leo T. Lawler."

⁵¹ MSHC. Books 4-7 (1928-1941).

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

- “A Communication from Above the Jefferson.” *The Montana Standard*, November 10, 1929.
- “A Growing Industry,” *The Helena Independent*, May 5, 1897.
- “All Highway Building Records Smashed in Montana During 1931 with Nearly Ten Millions Expended,” *The Montana Standard*, October 25, 1931.
- Axline, Jon. *Montana’s Historical Highway Markers*. Helena: Montana Historical Society Press, 2008.
- _____. “Dan LaHood and the Jefferson Canyon Road.” *Newsline: Newsletter of the Montana Department of Transportation Rail, Transit and Planning Division* (September 2008).
- _____. *Taming Big Sky Country: The History of Montana Transportation from Trails to Interstates*. Charleston, SC: The History Press, 2015.
- “Big Blast to be Set Off in Jefferson Canyon.” *The Jefferson Valley News*, March 28, 1929.
- “Blast Sends 300 Tons of Rock on Track.” *The Montana Standard*, December 1, 1928.
- “Camp at Morrison Cavern is Started,” *The Helena Independent*, July 17, 1935.
- “Cardwell.” *The Montana Standard*, August 30, 1929; June 24, 1931, July 26, 1931.
- Cheney, Roberta Carkeek. *Names on the Face of Montana: The Story of Montana’s Place Names*. Missoula: Mountain Press Publishing Company, 1990.
- Construction File. FAP 248-A, Unit 1 and FAP 248-B, Unit 1. Microfilm copy at Environmental Services, Montana Department of Transportation. Helena, Montana.
- “Contract is let for Storage Dam,” *The Montana Standard*, June 4, 1938.
- “Contracts are Large.” *The Montana Standard*, April 27, 1929.
- “Equipment Added for Road Project.” *The Montana Standard*, October 10, 1928.
- Federal Writers’ Project. *Montana: A State Guide Book*. Helena: Department of Agriculture, Labor and Industry, 1939.
- Fletcher, Robert H. *Montana Highway Historical Markers*. Helena: Montana State Highway Commission, 1938.
- “Gallatin Valley Said Prospering.” *The Montana Standard*, July 6, 1929.
- “The Good Roads Job.” *The Montana Standard*, March 23, 1929.
- “Highway to Save \$100,000 a Year.” *The Montana Standard*, December 15, 1929.
- House Journal of the Twenty-First Legislative Assembly of the State of Montana*. Helena: State Publishing Co., 1929.
- Ingram, Patricia M. “Historic Transportation Routes Through Southwestern Montana.” Bureau of Land Management, 1976.

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

- “Jefferson Canyon Road is Center of Controversy as Three Measures are Passed.” *The Montana Standard*, March 6, 1929.
- “Jefferson Canyon Road Open to Cars.” *The Helena Independent*, December 11, 1929.
- “Jefferson Road Open to Travel.” *The Montana Standard*, December 8, 1929.
- “Jefferson Road to be Finished Soon.” *The Helena Independent*, October 17, 1929.
- Karsmizki, Kenneth W. “The Lewis and Clark Caverns: Politics and the Establishment of Montana’s First State Park,” *Montana The Magazine of Western History*. Vol. 31, no. 4 (Autumn 1981).
- Laws, Resolutions and Memorials of the State of Montana Passed by the Twenty-First Legislative Assembly in Regular Session*. Helena: State Publishing Company, 1929.
- Legislative Whoopee.” *The Helena Independent*, February 27, 1929.
- “Leo T. Lawler, Ex-Butte Man, Taken by Death.” *The Montana Standard*, July 28, 1940.
- Malone, Michael P., Richard B. Roeder, and William L. Lang. *Montana: A History of Two Centuries*. Rev. ed. Seattle: University of Washington Press, 1992.
- Montana Governors’ Papers. Manuscript Collection No. 35, box 45, file 3. Montana Historical Society’s Research Center. Helena, Montana.
- Moulton, Gary E., ed. *The Journals of the Lewis and Clark Expedition*. Eleven volumes. Lincoln: The University of Nebraska Press, 2002.
- “Montana Gypsum Becoming More Important.” *The Montana Standard*, October 27, 1947.
- Montana Place Names from Alzada to Zortman: A Montana Historical Society Guide*. Helena: Montana Historical Society Press, 2009.
- Montana State Highway Commission Meeting Minutes. Director’s Office. Montana Department of Transportation. Helena, Montana.
- “Montana’s Mammoth Cavern.” *The (Fort Benton, Mont.) River Press*, July 1, 1908
- “Montana’s Scenery Rivals Switzerland’s Alps.” *The Butte Inter Mountain*, January 1, 1903.
- “Morrison Cave Journey Today.” *The Anaconda Standard*, October 2, 1927.
- “Morrison Cave to be Formally Open to Public Saturday.” *The Montana Standard*, March 27, 1938.
- “New Scenic Highway to be Finished Soon.” *The Kalispell Daily Inter Lake*, October 19, 1929.
- Northern Pacific Donates Historic Cavern to Public.” *The Wibaux Pioneer*, April 21, 1911.
- “Pittsmtom Company Purchases a Plant.” *The Anaconda Standard*, May 23, 1909.
- Progressive Men of the State of Montana*. Chicago: A. W. Bowen, 1902.
- Report of State Highway Commission for Period Ending December 1928*. Helena: Montana State Highway Commission, 1928.
- Robertson, Dale. *Encyclopedia of Western Railroad History*. Three volumes. Dallas: The Taylor Publishing Company, 1991.
- “Scenic Beauties of Morrison Cave Seen by Hundreds,” *The Anaconda Standard*, October 3, 1927.
- “The Scenic Jefferson Canyon.” *The Montana Standard*, November 3, 1929.
- “Senator Duncan Made Big Whoopee at Helena But Fa’ Down Go Boom.” *The Jefferson Valley News*, March 14, 1929.

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

- “Senator Duncan’s Jefferson Canyon Speech Threatens State Highway Plan,” *The Helena Independent*, March 6, 1929.
- “Spectacular Shot in Jefferson Canyon to Draw the Cameramen.” *The Montana Standard*, March 20, 1929.
- Spritzer, Don. *A Roadside History of Montana*. Missoula: Mountain Press Publishing Company, 1999.
- State Wide Planning Survey. *History of the Montana State Highway Department, 1913-1942*. Helena: Montana State Highway Commission, 1943.
- Station Map: Danmor and Lime Spur, Rocky Mountain Division, Northern Pacific Railway’s Butte Line, February 9, 1932. Viewed at <http://www.mdt.gov/other/mdtexrepo/rplans>.
- Taylor, Bill and Jan. *The Northern Pacific’s Rails to Gold and Silver: Lines to Montana’s Mining Camps, 1883-1887*. Missoula: Pictorial Histories Publishing Company, 1999.
- _____. *The Northern Pacific’s Rails to Gold and Silver: Lines to Montana’s Mining Camps – Volume 2, 1888-1898*. Missoula: Pictorial Histories Publishing Company, 2008.
- “Thriller in Store When Canyon Wall is Dynamited for Jefferson Canyon Road.” *The Three Forks Herald*, March 21, 1929.
- “Two Miles of Grading Done on New Highway.” *The Montana Standard*, November 22, 1928.
- Unites States Census Records, 1920-1940. Viewed at www.ancestry.com.
- “Willow Creek.” *The Montana Standard*, May 26, 1929.
- “Work is Progressing on the Jefferson Canyon Road.” *The Montana Standard*, September 13, 1928.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: Montana Department of Transportation

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreege of Property 121.27

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- | | |
|-----------------------|-----------------------|
| 1. Latitude: 45.87002 | Longitude: -111.94266 |
| 2. Latitude: 45.84388 | Longitude: -111.91700 |
| 3. Latitude: 45.83477 | Longitude: -111.91091 |
| 4. Latitude: 45.82127 | Longitude: -111.86485 |
| 5. Latitude: 45.81616 | Longitude: -111.75005 |

Verbal Boundary Description (Describe the boundaries of the property.)

The Jefferson River Canyon Highway Historic District is separated into four segments. Numerous Latitude/Longitude points are presented above providing a detailed plot of the nominated property; however, because of the winding nature of the property the verbal boundary description describes the property location in more general terms focusing on a description based on the beginning and end points of the individual segments. The beginning and ending segment points are referenced as Latitude/Longitude Reference points 1 (beginning of Segment 1), 2 (end of Segment 1/beginning of Segment 2), 3 (end of Segment 2/beginning of Segment 3), 4 (end of Segment 3/Beginning of Segment 4), and 5 (End of Segment 4 and eastern terminus of the linear historic district).

The entire length of the Jefferson River Canyon Historic District proceeds in an easterly-southeasterly-easterly direction all of which is located within Jefferson County. It begins at Lat. 45.87002 Long.-111.94266 (NW¼ SE¼ NW¼ of Section 2, T1N, R3W) at the east end of the Boulder River Bridge on MT Highway 2 (Milepost 0.5). From this point, it proceeds east and then southeasterly to Lat. 45.84388 Long. -111.91700 (NW¼ NW¼ NE¼ of Section 13, T1N, R3W), the end point of Segment 1 (MP 3.0) and the start of Segment 2 (Milepost 3.0). Segment 2 proceeds southeasterly for 0.8 miles to Lat. 45.83477 Long. -111.91091 (Milepost 3.8), the end point of the segment and the beginning of Segment 3. Segment 3 continues to run in a southerly and then easterly direction for 2.8 miles to Lat. 45.82127 Long. -111.86485 (Milepost 6.6), the start of Segment 4. Segment 4 begins there and proceeds 5.7 miles to the junction of US Highway 287 at Lat. 45.81616 Long. -111.75005 (milepost 12.3).

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

Additional latitude and longitudinal information associated with the resources of the Jefferson River Canyon Highway Historic District are found throughout the text of Section 7; these resources are labeled on the maps under "Additional Documentation" of the Continuation Sheets.

Boundary Justification (Explain why the boundaries were selected.)

The boundary is drawn, based on the existing alignment of Montana Highway 1 from Milepost 0.8 to Milepost 12.3. This includes the Right-of-Way on either side of the roadway for a distance of 60 feet. The boundary allows the property to retain its historic setting. The boundary includes only that part of Highway 91 owned by the Montana Department of Transportation. The roadway on the river side of the highway is delineated by the BNSF Railroad Company Right-of-Way and the Jefferson River. There are no fences delineating the opposite side of the roadway.

11. Form Prepared By

name/title: Jon Axline/Historian
organization: Montana Department of Transportation
street & number: 2701 Prospect Avenue
city or town: Helena state: MT zip code: 59620-1001
e-mail jaxline@mt.gov
telephone: 406-444-6258
date: December 1, 2017

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name Montana Department of Transportation
street & number 2701 Prospect Avenue telephone (406) 444-6200
city or town Helena state MT zip code 59620-1001

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
Sketch map for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Jefferson Canyon Highway Historic District
Name of Property

Jefferson, MT
County and State

Photographs

Photo Log, All Photographs except for 10, 13, 25, 28, and 32:

Name of Property: Jefferson Canyon Highway Historic District
City or Vicinity: Cardwell vicinity
County: Jefferson State: MT
Photographer: Jon Axline
Date Photographed: November 30, 2017, May 23, 2018

Photographs 10, 13, 25, 28, and 32:

Name of Property: Jefferson Canyon Highway Historic District
City or Vicinity: Cardwell vicinity
County: Jefferson State: MT
Photographer: Dale Gray
Date Photographed: June 2008

Please See Continuation Sheets

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Jefferson Canyon Highway HD

Name of Property

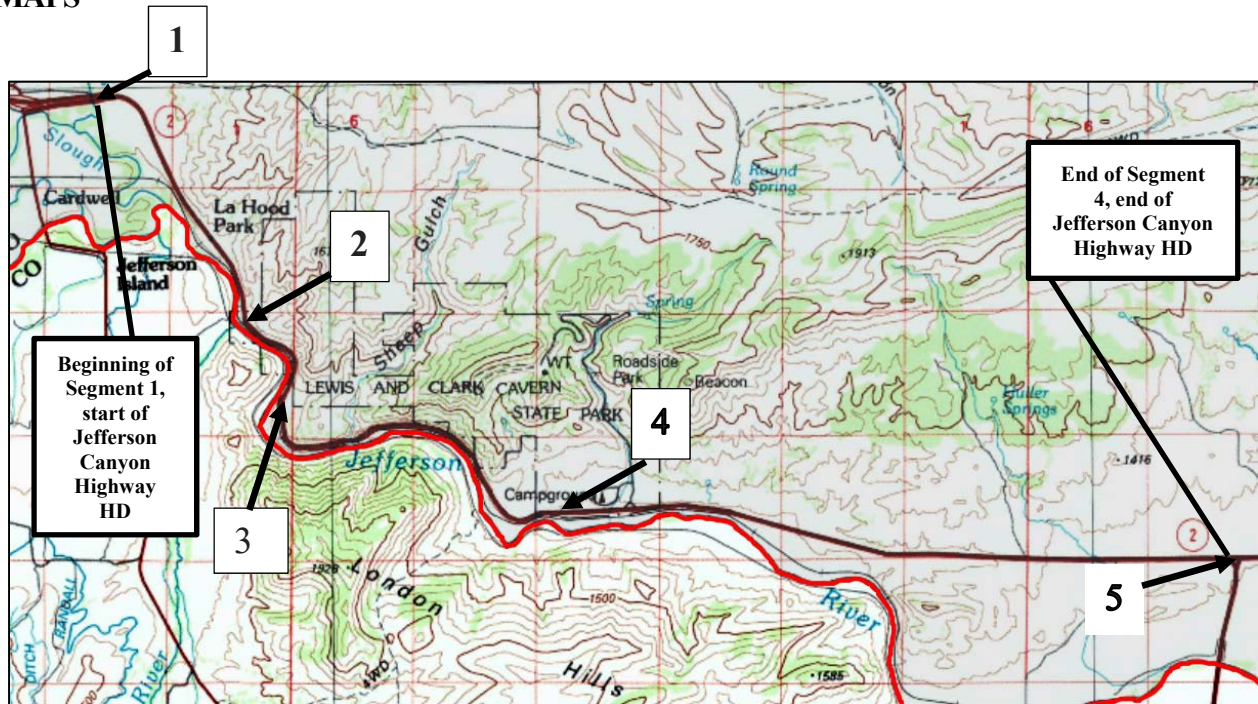
Jefferson County, MT

County and State

Name of multiple listing (if applicable)

Section number Maps Page 33

MAPS



Location of the Jefferson Canyon Highway Historic District (black line). Found on the Jefferson Island and Sappington, Montana, 7.5 ' Provisional Edition topographic maps, 1987.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Jefferson Canyon Highway HD

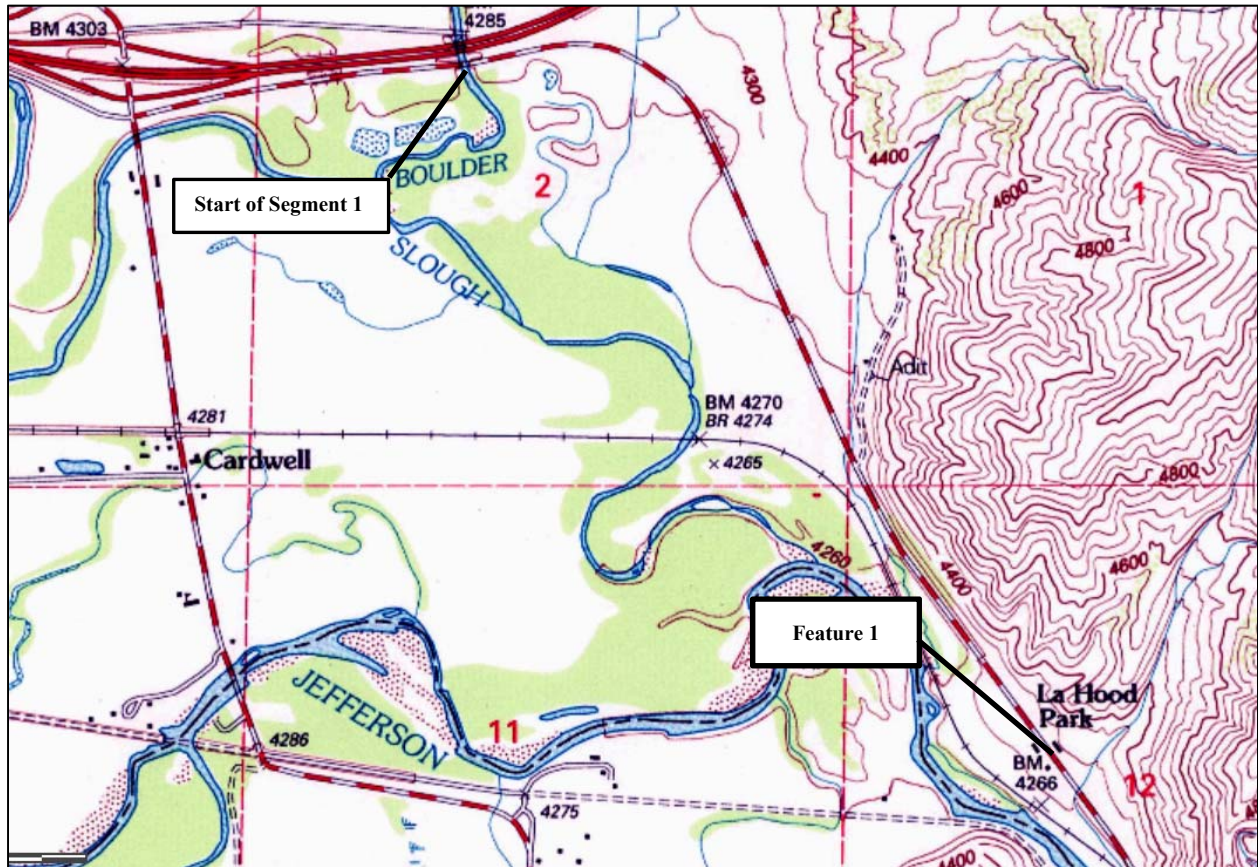
Name of Property

Jefferson County, MT

County and State

Name of multiple listing (if applicable)

Section number Maps Page 34



Location of the Jefferson Canyon Highway Historic District. Found on the Jefferson Island, Montana, 7.5' Provisional Edition topographic map, 1987.

United States Department of the Interior
National Park Service

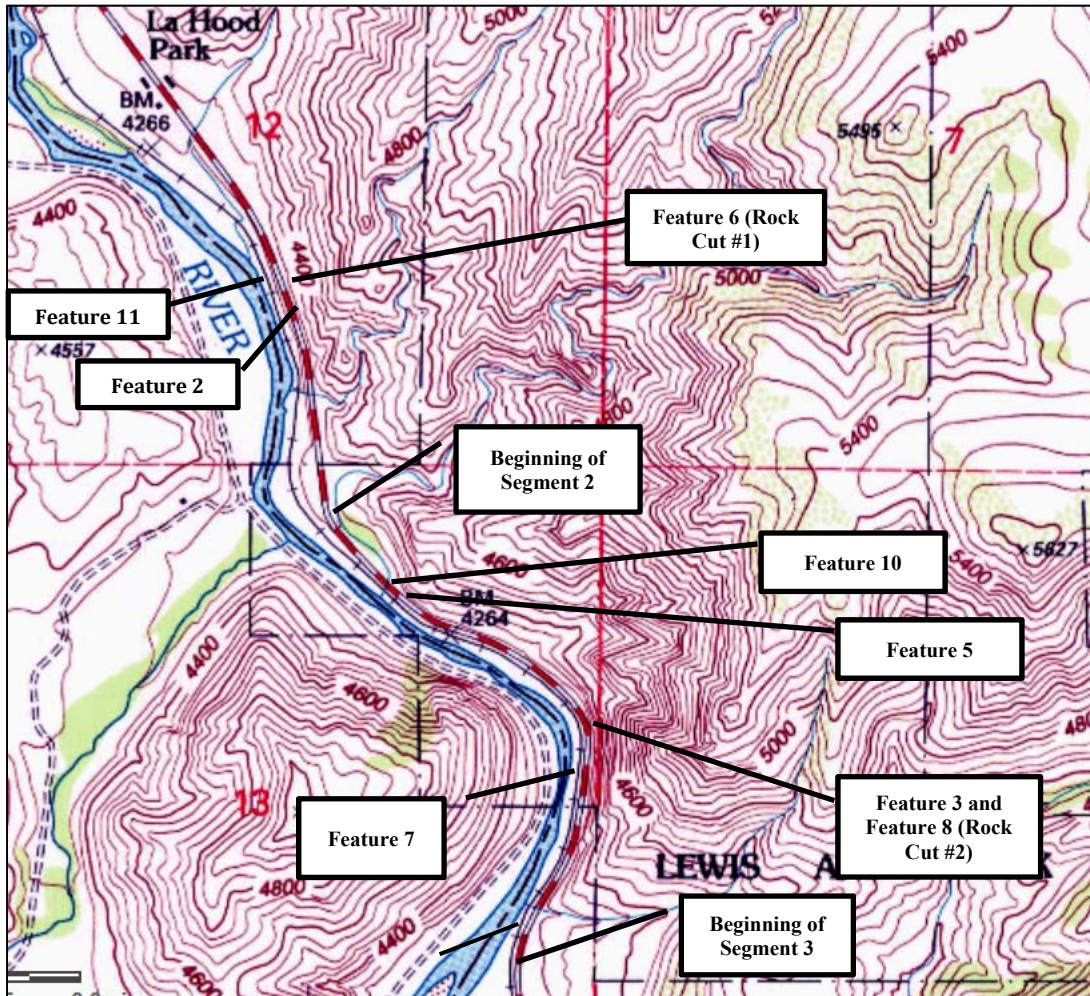
National Register of Historic Places Continuation Sheet

Jefferson Canyon Highway HD

Name of Property
Jefferson County, MT
County and State

Name of multiple listing (if applicable)

Section number Maps Page 35



Location of the Jefferson Canyon Highway Historic District. Found on the Jefferson Island, Montana, 7.5 ' Provisional Edition topographic map, 1987.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Jefferson Canyon Highway HD

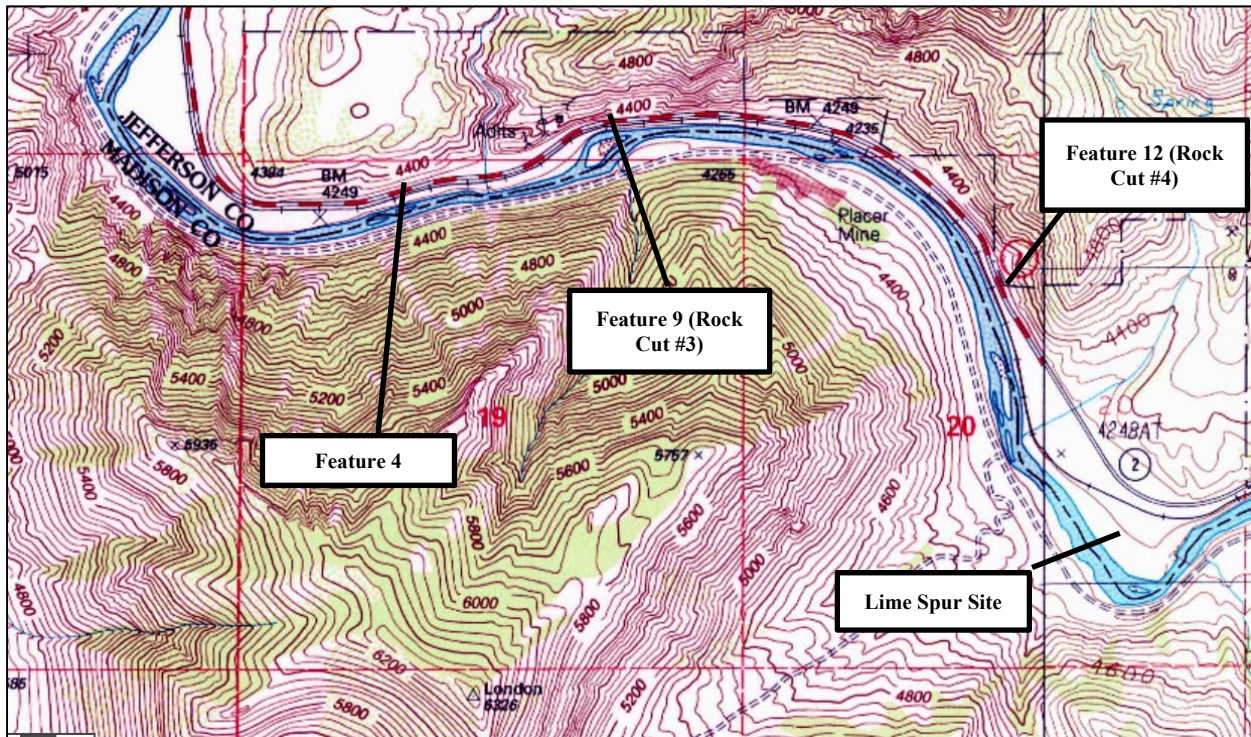
Name of Property

Jefferson County, MT

County and State

Name of multiple listing (if applicable)

Section number Maps Page 36



Location of the Jefferson Canyon Highway Historic District. Found on the Jefferson Island and Sappington, Montana, 7.5' Provisional Edition topographic maps, 1987.

United States Department of the Interior
National Park Service

Jefferson Canyon Highway HD

Name of Property

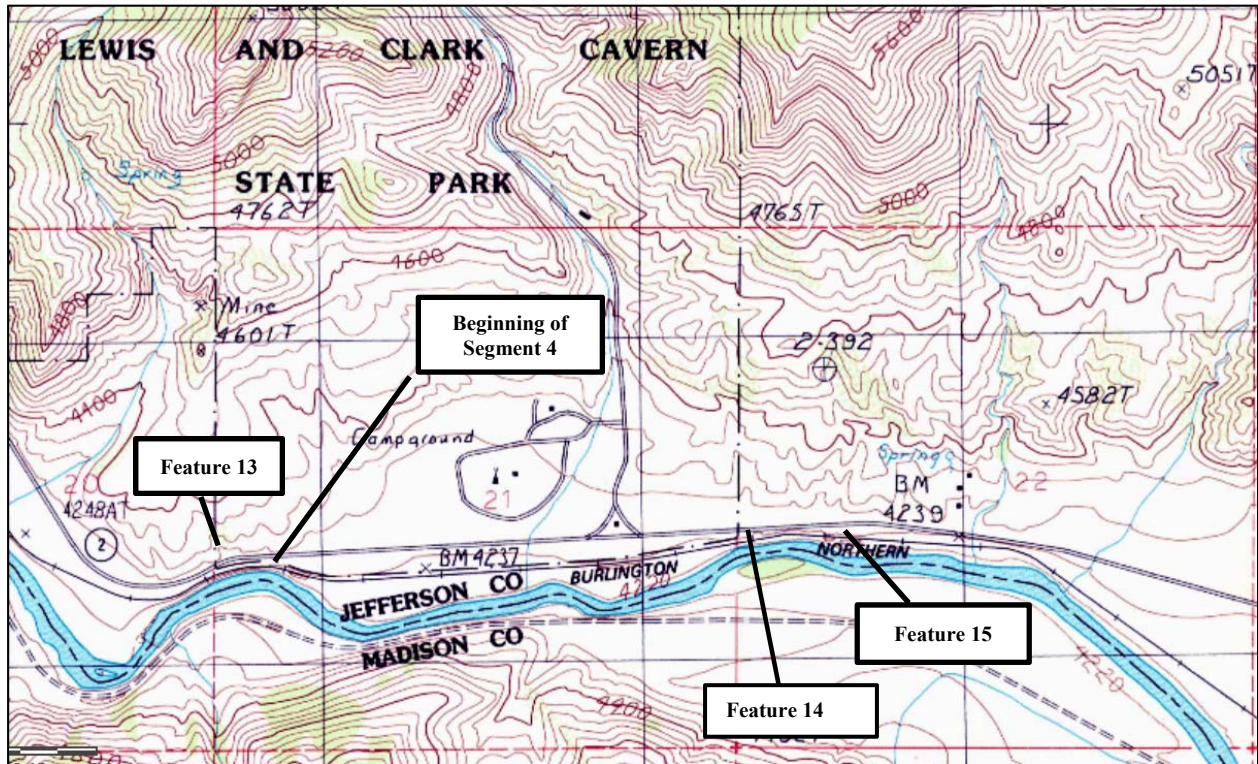
Jefferson County, MT

County and State

Name of multiple listing (if applicable)

National Register of Historic Places
Continuation Sheet

Section number Maps Page 37



Location of the Jefferson Canyon Highway Historic District. Found on the Sappington, Montana, 7.5' Provisional Edition topographic map, 1987.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Jefferson Canyon Highway HD

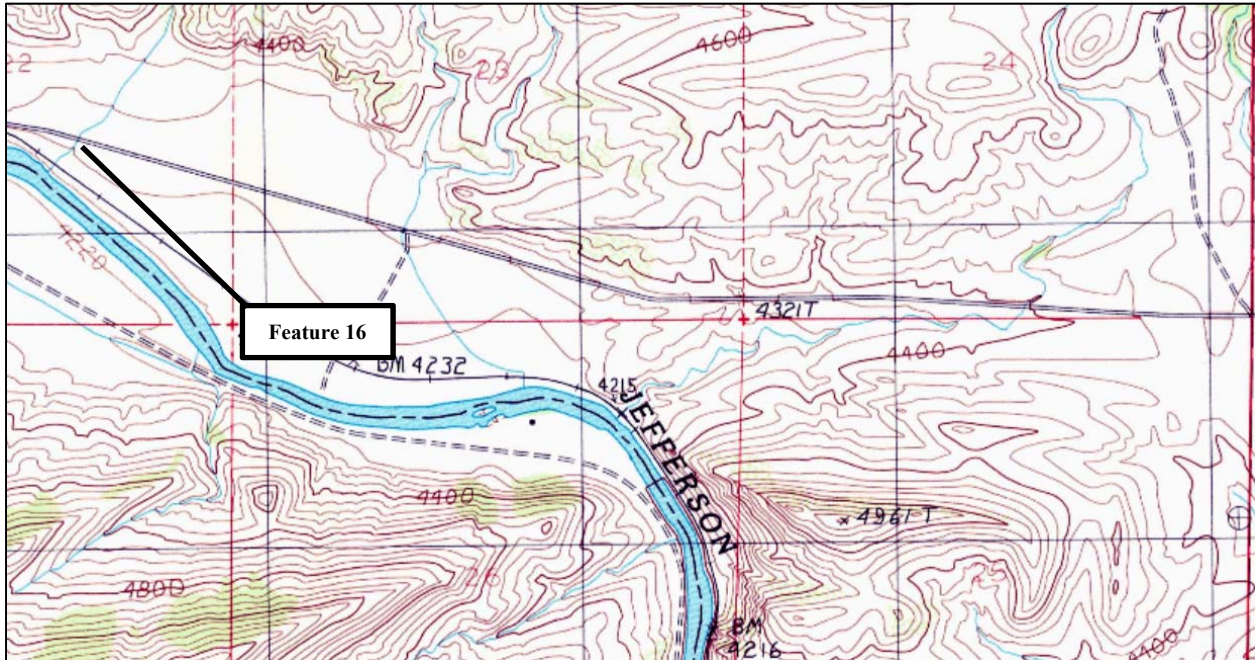
Name of Property

Jefferson County, MT

County and State

Name of multiple listing (if applicable)

Section number Maps Page 38



Location of the Jefferson Canyon Highway Historic District. Found on the Sappington, Montana, 7.5' Provisional Edition topographic map, 1987.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Jefferson Canyon Highway HD

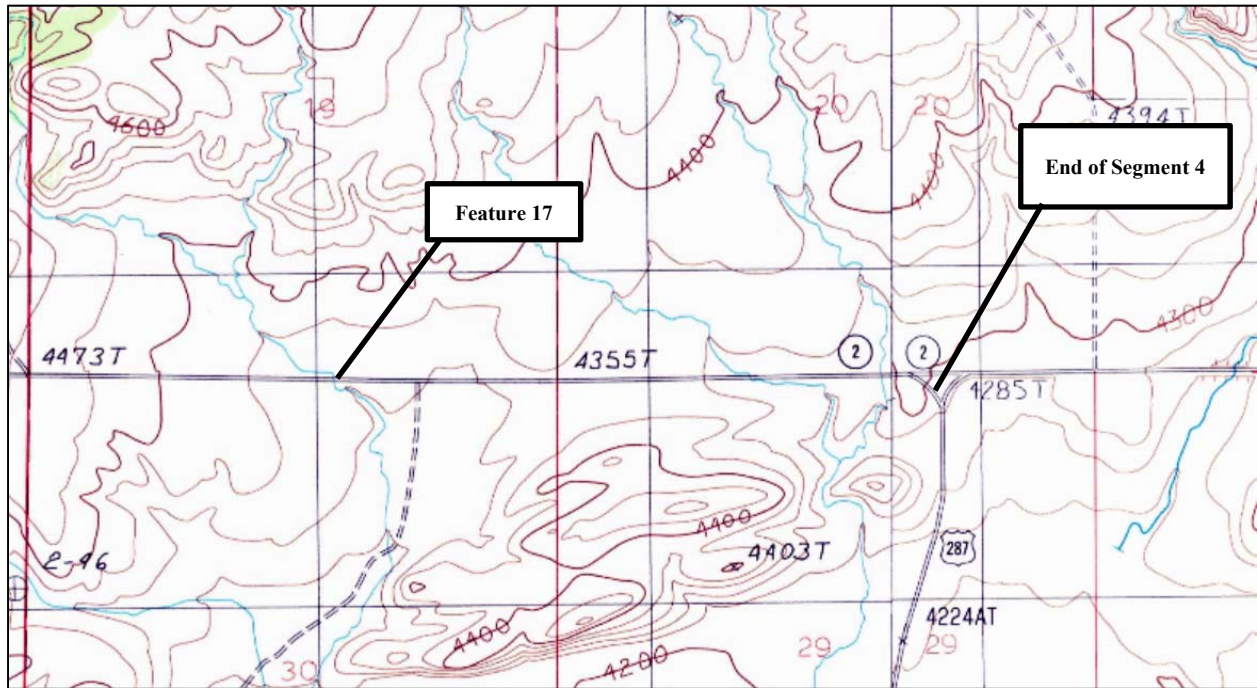
Name of Property

Jefferson County, MT

County and State

Name of multiple listing (if applicable)

Section number Maps Page 39



Location of the Jefferson Canyon Highway Historic District. Found on the Sappington, Montana, 7.5 ' Provisional Edition topographic map, 1987.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Jefferson Canyon Highway HD

Name of Property

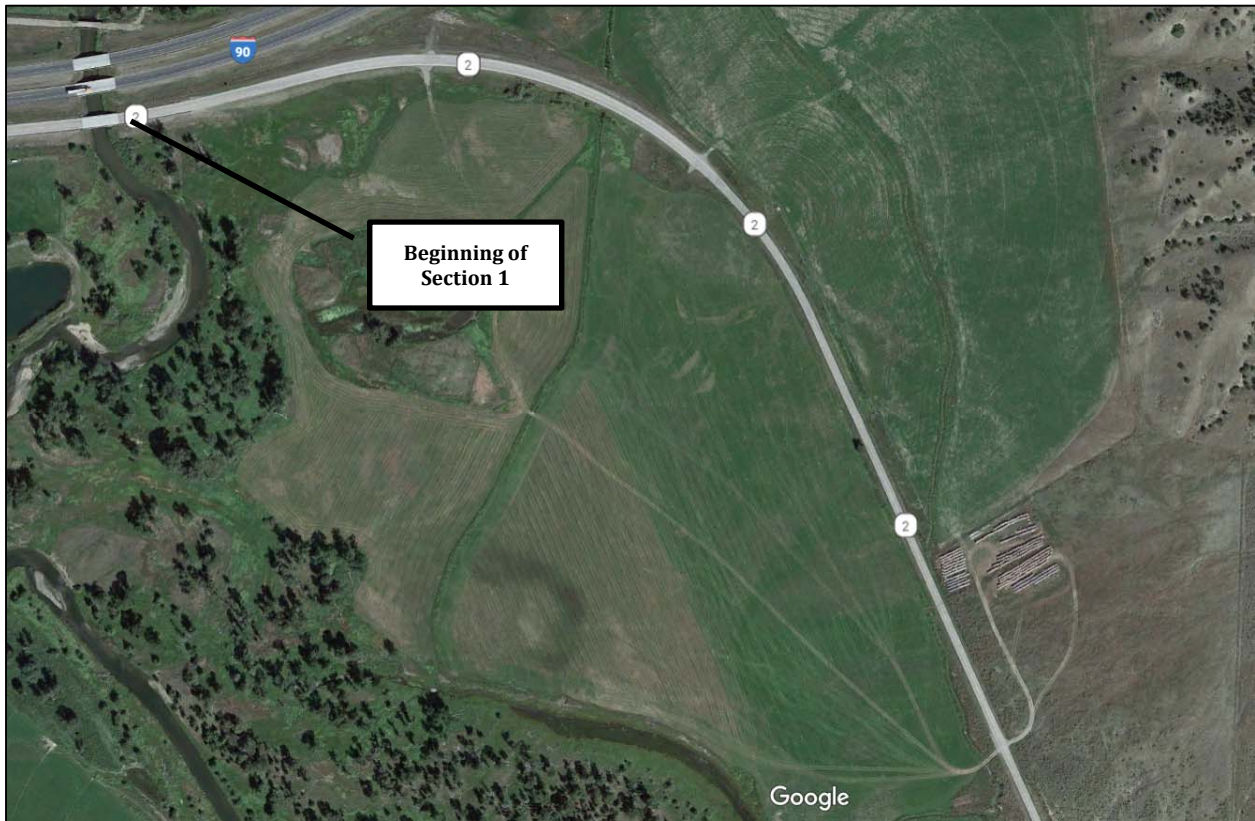
Jefferson County, MT

County and State

Name of multiple listing (if applicable)

Section number Aerials of Jefferson Canyon Highway Historic District

Page 41



**Location of the Jefferson Canyon Highway Historic District. Found on Google Earth.
Beginning of Section 1.**

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, MT

County and State

Name of multiple listing (if applicable)

Section number Aerials of Jefferson Canyon Highway Historic District

Page 42



Section 1 of Jefferson Canyon Highway Historic District.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Jefferson Canyon Highway HD

Name of Property

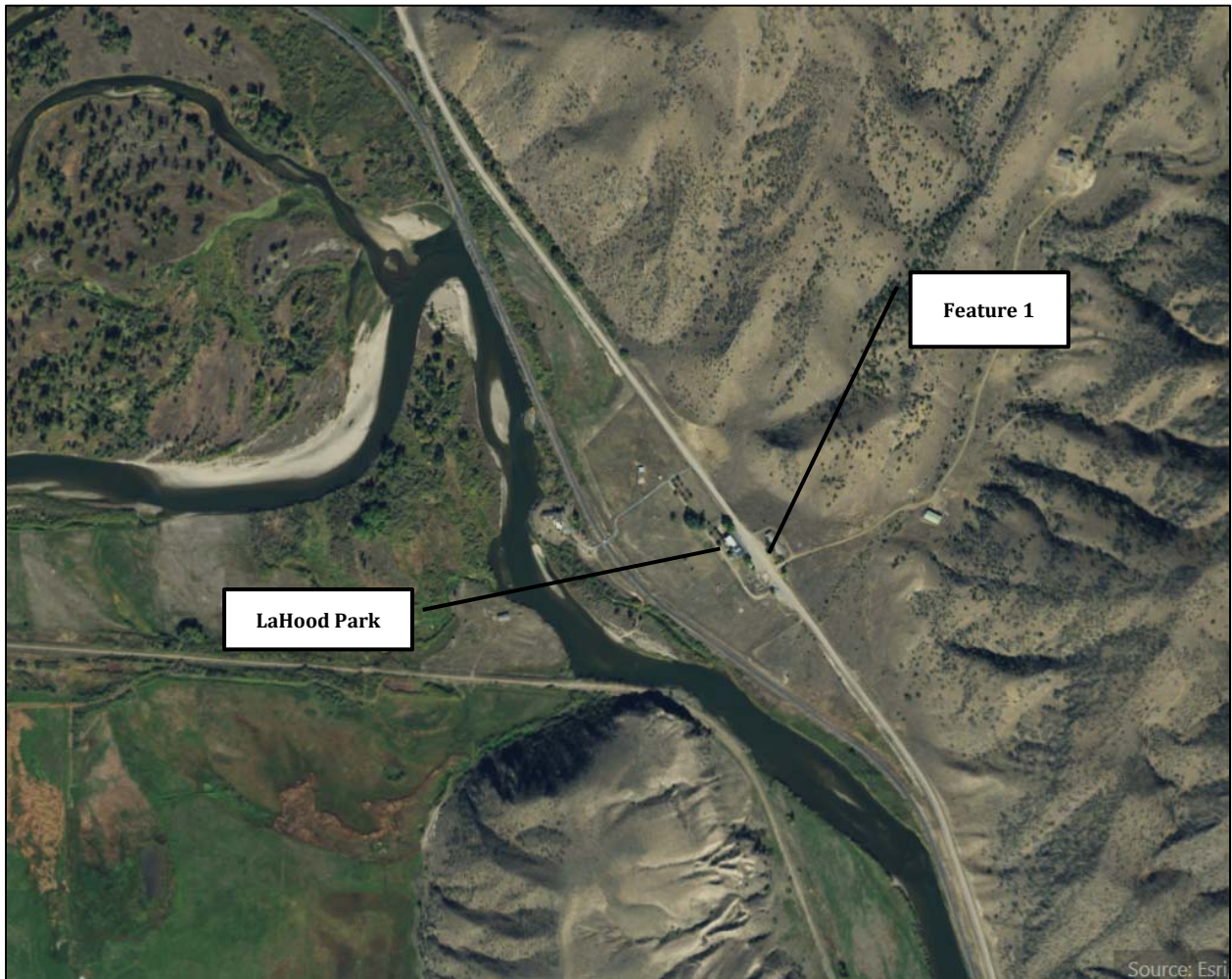
Jefferson County, MT

County and State

Name of multiple listing (if applicable)

Section number Aerials of Jefferson Canyon Highway Historic District

Page 43



Segment 1. Jefferson Canyon Highway Historic District.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Jefferson Canyon Highway HD

Name of Property

Jefferson County, MT

County and State

Name of multiple listing (if applicable)

Section number Aerials of Jefferson Canyon Highway Historic District

Page 44



Segment 2. Jefferson Canyon Highway Historic District.

United States Department of the Interior
National Park Service

Jefferson Canyon Highway HD

Name of Property

Jefferson County, MT

County and State

Name of multiple listing (if applicable)

National Register of Historic Places Continuation Sheet

Section number Aerials of Jefferson Canyon Highway Historic District

Page 45



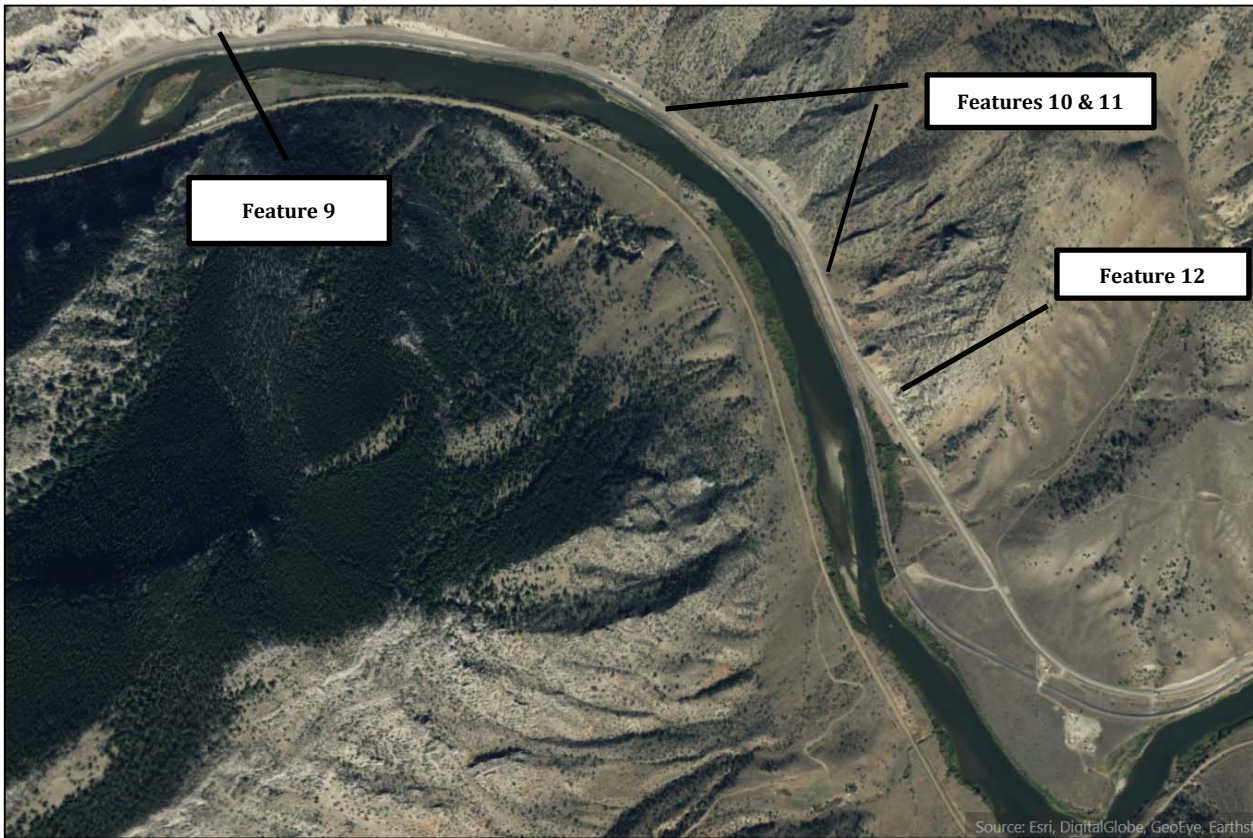
Segments 2 and 3. Jefferson Canyon Highway Historic District.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD
Name of Property
Jefferson County, MT
County and State
Name of multiple listing (if applicable)

Section number Aerials of Jefferson Canyon Highway Historic District Page 46



Segment 3. Jefferson Canyon Highway Historic District.

United States Department of the Interior
National Park Service

Jefferson Canyon Highway HD

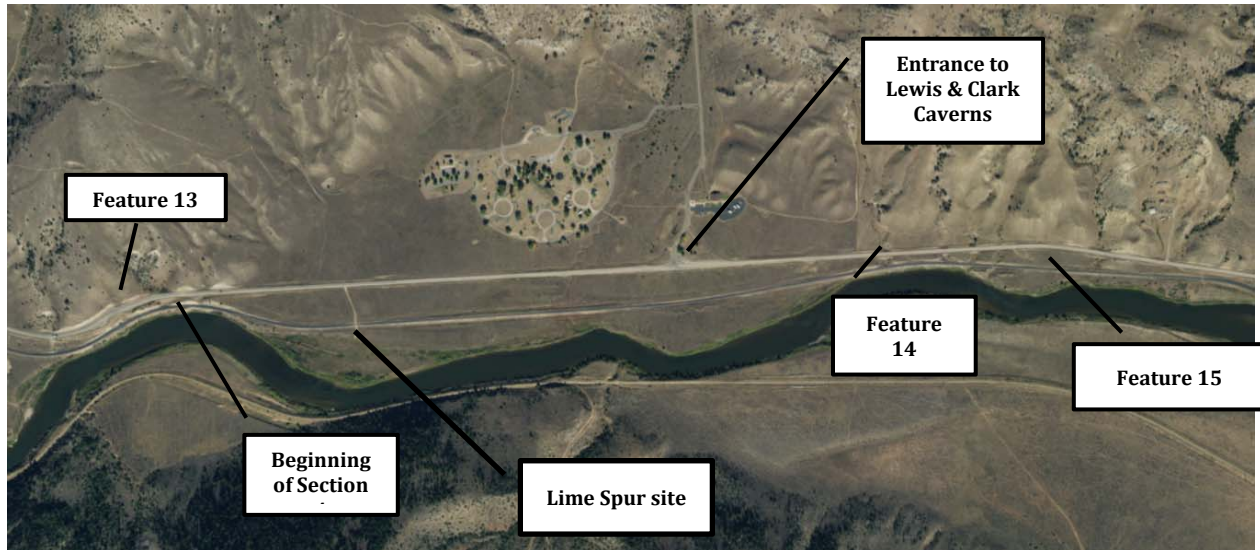
Name of Property
Jefferson County, MT
County and State

Name of multiple listing (if applicable)

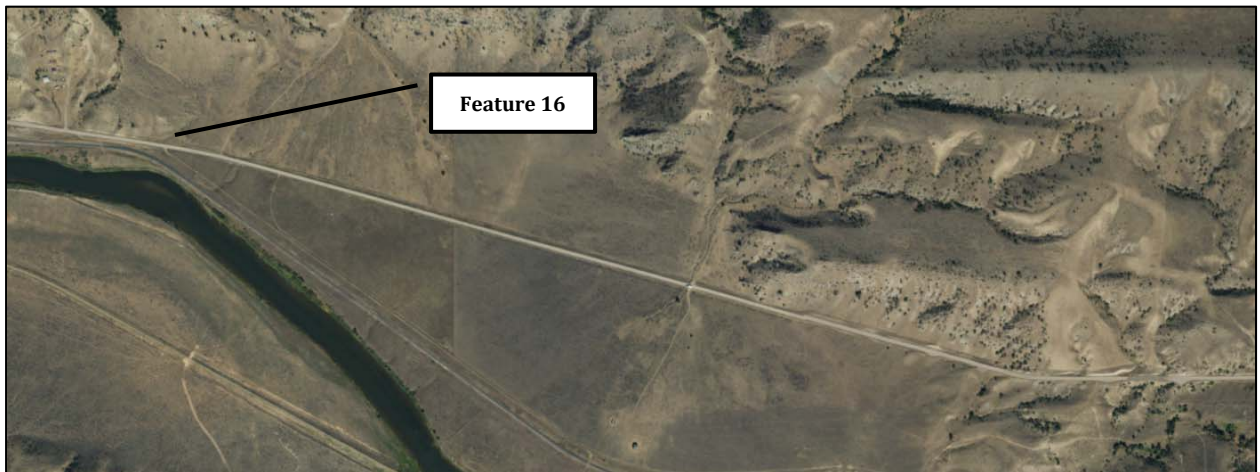
National Register of Historic Places Continuation Sheet

Section number Aerials of Jefferson Canyon Highway Historic District

Page 47



Segment 4. Jefferson Canyon Highway Historic District.



Segment 4. Jefferson Canyon Highway Historic District.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD
Name of Property
Jefferson County, MT
County and State
Name of multiple listing (if applicable)

Section number Aerials of Jefferson Canyon Highway Historic District Page 48



Segment 4. Jefferson Canyon Highway Historic District.



End of Segment 4. Jefferson Canyon Highway Historic District

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, MT

County and State

Name of multiple listing (if applicable)

Section number Historic Photographs

Page 49



Historic photograph of Jefferson Canyon Highway Historic District. Photograph taken above Milepost 3.35. Photograph taken circa 1934.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, MT

County and State

Name of multiple listing (if applicable)

Section number Historic Photographs

Page 50



Historic postcard photograph of the Jefferson Canyon Highway Historic District, circa 1960.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, MT

County and State

Name of multiple listing (if applicable)

Section number Historic Photographs

Page 51



The Mountain View Inn at LaHood, circa 1999.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 52



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0001: The Jefferson Canyon Highway Historic District. Beginning of Segment 1 (Milepost 0.6). View to the east-northeast. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 53



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0002: The Jefferson Canyon Highway Historic District. Milepost 3.04. View to the northwest. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 54



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0003: The Jefferson Canyon Highway Historic District. Looking southeast toward LaHood Park (Milepost 1.9). Photo date: May 23, 2018.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 55



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0004: The Jefferson Canyon Highway Historic District. Milepost 2.24. Historical Marker Turn-Out (Feature 1). View to the northeast. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 56



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0005: The Jefferson Canyon Highway Historic District. Mountain View Inn site (Milepost 2.3). View to the northwest. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 57



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0006: The Jefferson Canyon Highway Historic District. Lewis and Clark Lodge. View to the west. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 58



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0007: The Jefferson Canyon Highway Historic District. Milepost 2.32. View to the southeast. Photo date: May 23, 2018.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 59



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0008: The Jefferson Canyon Highway Historic District. Beginning of Segment 2 (Milepost 3.0). View to the southeast. Photo date: May 23, 2018.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 60



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0009: The Jefferson Canyon Highway Historic District. Milepost 3.79. View to the north. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 61



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0010: The Jefferson Canyon Highway Historic District. Milepost 3.062. View to the southeast. Photo date: June 2008.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 62



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0011: The Jefferson Canyon Highway Historic District. Milepost 3.6. Rock Cut (Feature 8). View to the southeast. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 63



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0012: The Jefferson Canyon Highway Historic District. Milepost 3.54. Rock Cut (Feature 8). View to the north. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 64



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0013: The Jefferson Canyon Highway Historic District. Retaining Wall (Feature 9). View to the northeast. Photo date: June 2008.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 65



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0014: The Jefferson Canyon Highway Historic District. Beginning of Segment 3 (Milepost 3.8). View to the south. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 66



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0015: The Jefferson Canyon Highway Historic District. Milepost 4.03. View to the south. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 67



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0016: The Jefferson Canyon Highway Historic District. Milepost 4.92. View to the west. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 68



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0017: The Jefferson Canyon Highway Historic District. Milepost 5.01. View to the south. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 69



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0018: The Jefferson Canyon Highway Historic District. Milepost 5.22. View to the west. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 70



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0019: The Jefferson Canyon Highway Historic District. Lime Spur Site. Milepost 6.08. View to the east. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 71



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0020: The Jefferson Canyon Highway Historic District. Beginning of Segment 4 (MP 6.6). View to the east. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 72



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0021: The Jefferson Canyon Highway Historic District. Milepost 6.77. View to the east. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 73



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0022: The Jefferson Canyon Highway Historic District. Milepost 6.66. Sign Base (Feature 11). View to the northeast. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 74

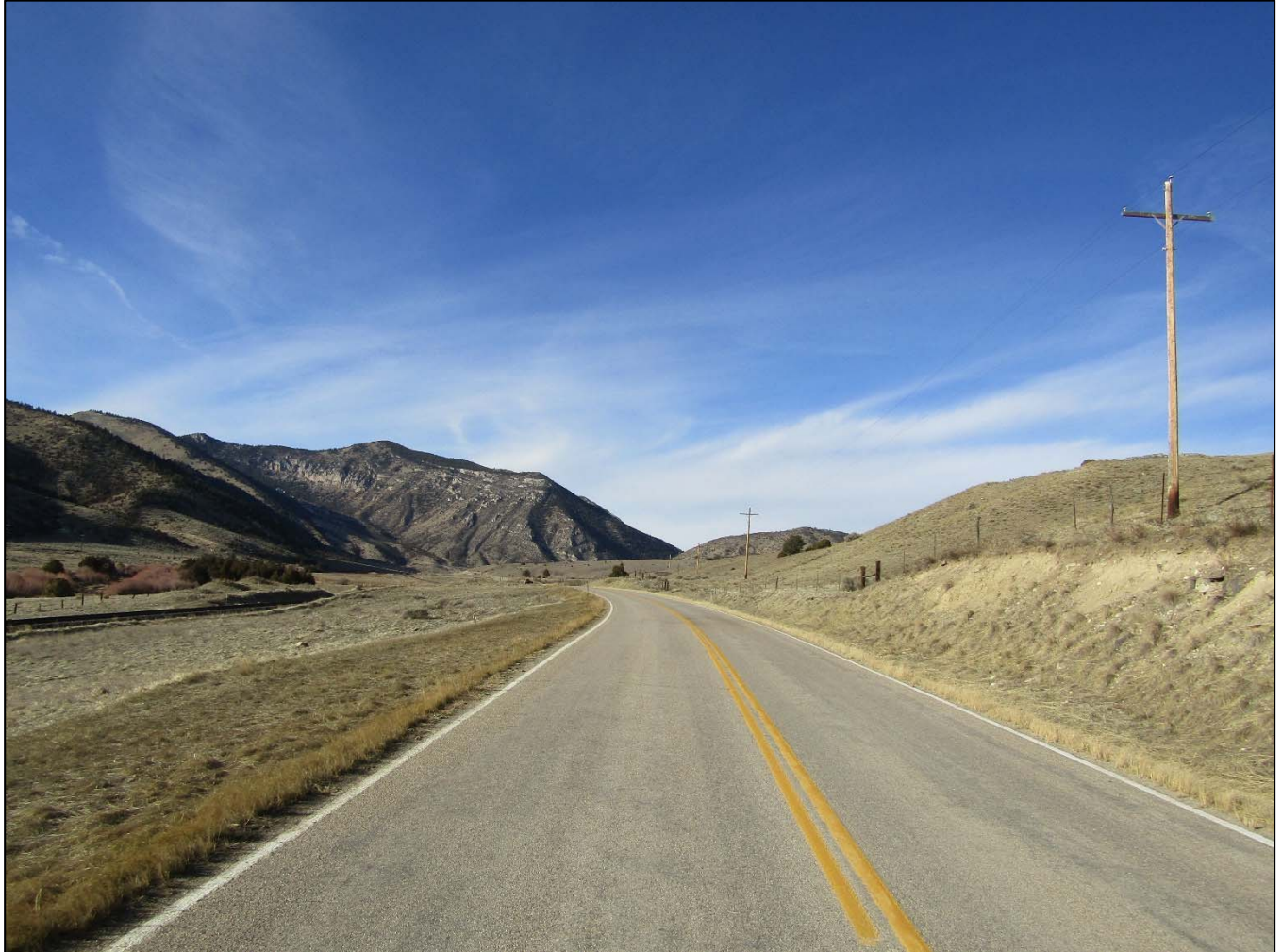


Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0023: The Jefferson Canyon Highway Historic District. Milepost 8.18. View to the west. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 75



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0024: The Jefferson Canyon Highway Historic District. Milepost 7.67. View to the east. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 76



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0025: The Jefferson Canyon Highway Historic District. Milepost 7.6. Culvert (Feature 12). View to the north. Photo date: June 2008.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 77



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0026: The Jefferson Canyon Highway Historic District. Milepost 7.84. Sign Base (Feature 13). View to the northeast. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 78



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0027: The Jefferson Canyon Highway Historic District. Milepost 8.34. View to the east. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 79



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0028: The Jefferson Canyon Highway Historic District. Milepost 8.3. Culvert/Stockpass (Feature 14). View to the north. Photo date: June 2008.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 80



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0029: The Jefferson Canyon Highway Historic District. Milepost 8.89. View to the west. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 81

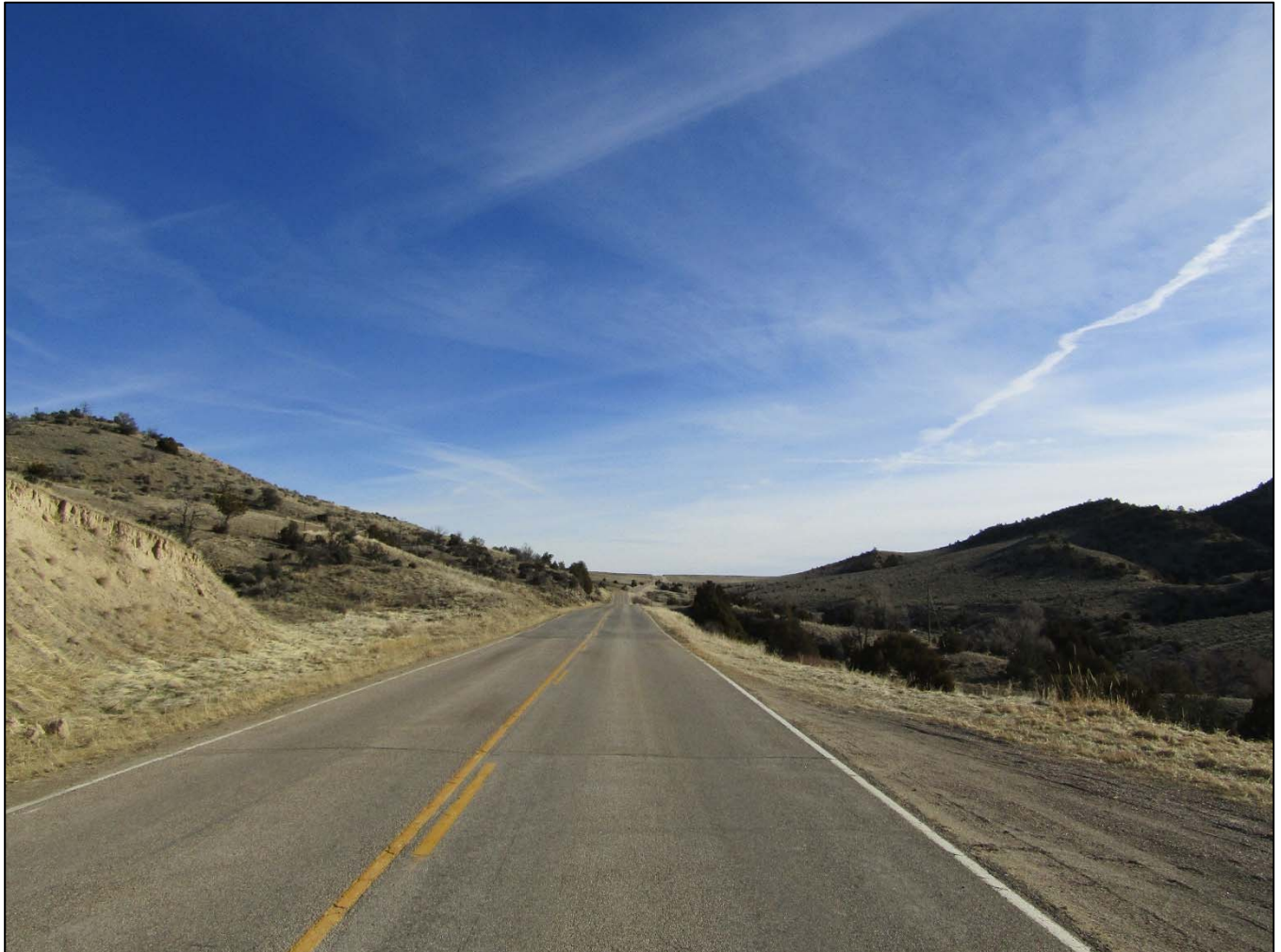


Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0030: The Jefferson Canyon Highway Historic District. Milepost 9.6. View to the east. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 82



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0031: The Jefferson Canyon Highway Historic District. Milepost 10.67. View to the east. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 83



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0032: The Jefferson Canyon Highway Historic District. Milepost 11.2. Culvert (Feature 15). View to the southeast. Photo date: June 2008.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 84



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0033: The Jefferson Canyon Highway Historic District. Milepost 11.7. View to the west. Photo date: November 30, 2017.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Jefferson Canyon Highway HD

Name of Property

Jefferson County, Montana

County and State

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 85



Photo # MT_JeffersonCounty_JeffersonCanyonHighwayHD_0034: The Jefferson Canyon Highway Historic District. Milepost 12.3 (end of Segment 4). View to the northwest. Photo date: November 30, 2017.







LEWIS AND CLARK EXPEDITION

On August 7, 1805, the Lewis and Clark Expedition camped at a point 200 yards west from this spot on the south bank of the river facing the mouth of the creek which flows into the river from the north. Meriwether Lewis and three others, on a scouting expedition in the hope of finding Sacajawewa's people, had crossed the mountains to the northeast of here and coming down the North Boulder valley had reached here at 2:00 P.M. They found a herd of elk grazing on the park here and killed two of them. After taking time out for an elk steak lunch, they headed on upstream leaving the two elk on the bank of the river for the expedition's dinner.

Captain Clark with the expedition reached here late in the evening after a strenuous day spent in pushing the boats up the canyon rapids by means of a long towline low line which had broken in the rapids immediately below here with near calamitous results. At night of the two elk, the hungry men up the creek and along the shore in the winter breaks which caused the stream to be named Clark's Creek, now known as North Boulder. A large brown bear was seen on the south side of the river. Clark shot a big horn sheep in the way back the first September (as known to science). The temperature of sunlight on August 2 was fifty degrees above zero.

LaHOOD PARK

In August 1840, Pierre Jean De Smet, a Catholic missionary of Belgian birth, camped near the mouth of the Boulder River with the Salish Indians and celebrated the holy sacrifice of the Mass. Father De Smet left the Indians soon after to go to St. Louis. He returned the following year and established the original St. Mary's Mission in the Bitter Root Valley, hereditary home of the Salish. Fearless and zealous, his many experiences during the pioneer days have been chronicled and form a most interesting chapter in the frontier annals of Montana.

Nearly ninety years later, in 1928, Shadan' Don' LaHood built a hotel, gas station, and auto camp here to take advantage of tourist traffic on the newly opened highway through the Jefferson River Canyon. Five years after building the hotel, he added several motel units and a roadside cafe to his operation. A tireless supporter of President Franklin Roosevelt's New Deal relief programs, LaHood donated the land adjacent to the hotel for a Civilian Conservation Corps camp in the 1930s. The boys based at the CCC camp improved access to and within Lewis and Clark Caverns, making it one of Montana's premier attractions. LaHood's hotel burned to the ground in 2001.





























































UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Jefferson Canyon Highway Historic District

Multiple Name:

State & County: MONTANA, Jefferson

Date Received: 6/6/2018 Date of Pending List: 7/9/2018 Date of 16th Day: 7/24/2018 Date of 45th Day: 7/23/2018 Date of Weekly List:

Reference number: SG100002692

Nominator: State

Reason For Review:

<input type="checkbox"/> Appeal	<input type="checkbox"/> PDIL	<input type="checkbox"/> Text/Data Issue
<input type="checkbox"/> SHPO Request	<input type="checkbox"/> Landscape	<input type="checkbox"/> Photo
<input type="checkbox"/> Waiver	<input type="checkbox"/> National	<input type="checkbox"/> Map/Boundary
<input type="checkbox"/> Resubmission	<input type="checkbox"/> Mobile Resource	<input type="checkbox"/> Period
<input type="checkbox"/> Other	<input type="checkbox"/> TCP	<input type="checkbox"/> Less than 50 years
	<input type="checkbox"/> CLG	

Accept Return Reject 7/23/2018 Date

Abstract/Summary Comments: The Jefferson Canyon Highway Historic District is of state and local significance under National Register Criteria A and C in the areas of Transportation and Engineering. When completed in 1930, the highway was one of the most scenic routes in Montana and represented one of the Montana Highway Department's earliest efforts to provide a modern highway infrastructure in the state in the wake of the passage of the 1921 Federal Aid Road Act and Montana's state Good Roads Law (1926). Largely bypassed by Interstate 90 in 1968, the highway retains many of the original design features and highway construction standards developed in the late 1920s and utilized by the Montana Highway Department until 1941, including its original alignment, roadway width, guardrails, and other features associated with its original function, all enhanced by the rock cliffs, rock cuts, and valley landscape that dominate the setting of the highway.

Recommendation/ Criteria: Accept NR Criteria A and C

Reviewer: Paul Lusignan

Discipline: Historian

Telephone: (202)354-2229

Date: 7/23/2018

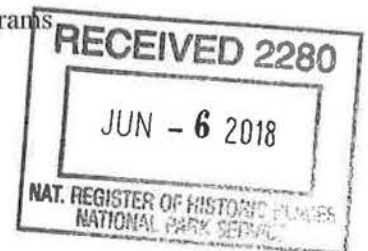
DOCUMENTATION: see attached comments : No see attached SLR : **Yes**

Big Sky. Big Land. Big History.
Montana
Historical Society

Historic Preservation
Museum
Outreach & Interpretation
Publications
Research Center

June 4, 2018

J. Paul Loether, Keeper, National Register and National Historic Landmark Programs
National Park Service
National Register of Historic Places
1849 C St., NW - Mail Stop 7228
Washington, DC 20240



Dear Mr. Loether,

Enclosed please find the following nominations for your consideration for listing in the National Register of Historic Places:

Big Chief (boat)

Glacier County, Montana

Listed under the Glacier National Park Multiple Property Listing Amended (2016)

Jefferson Canyon Highway Historic District

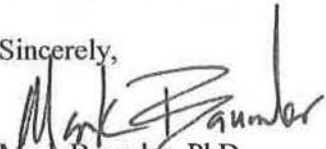
Jefferson County, Montana

The enclosed disks contain the true and correct copy of the National Register nominations for the *Big Chief* and the *Jefferson Canyon Highway Historic District* to the National Register of Historic Places.

Owners and public officials were notified in excess of 30 days prior to the Preservation Review Board meeting. In addition, a courtesy notification was provided to Glacier National Park (who waived their right to comment) regarding the potential listing of the *Big Chief*. The Review Board unanimously recommended that these properties be nominated, and I concur with its recommendation.

Thank you for your consideration.

Sincerely,


Mark Baumlér, PhD
State Historic Preservation Officer

Enclosure

225 North Roberts Street
P.O. Box 201201
Helena, MT 59620-1201
(406) 444-2694
(406) 444-2696 FAX
montanahistoricalsociety.org