NPS Form 10-900
(Rev. Oct. 1990)

1178

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

1. Name of Property

historic name: Theodore Roosevelt Memorial Bridge

other name/site number: Troy Bridge

2. Location

street & number: Crossing the Kootenai River at Riverside Drive — not for publication: n/a

city/town: Troy — vicinity: n/a

state: Montana — code: MT — county: Lincoln — code: 053 — zip code: 59935

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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 __ nationally __ statewide X locally.

Mark F. Baumler/SHPO — 6 November, 2006

Signature of certifying official/Title — Date

Montana State Historic Preservation Office
State or Federal agency or bureau — (__ See continuation sheet for additional comments.)

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

Signature of commenting or other official — Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:
✓ entered in the National Register
__ see continuation sheet
__ determined eligible for the National Register
__ see continuation sheet
__ determined not eligible for the National Register
__ see continuation sheet
__ removed from the National Register
__see continuation sheet
__ other (explain): _____

Signature of the Keeper — Date of Action

Edson H. Beall — 12.27.06

5. Classification

Ownership of Property: Public—local

Category of Property: structure

Number of contributing resources previously listed in the National Register: n/a

Name of related multiple property listing: n/a

Number of Resources within Property	Contributing	Noncontributing
buildings	0	0
sites	0	0
structures	1	0
objects	0	0
Total	1	0

6. Function or Use

Historic Functions: TRANSPORTATION/road-related

Current Functions: TRANSPORTATION/road-related

7. Description

Architectural Classification:
OTHER/Parker-through truss

Materials:
foundation: cement
walls: n/a
roof: n/a
other: Steel; wood

Narrative Description

Troy is located at the mouth of Lake Creek, on the Kootenai River in Northwestern Montana, only about ten miles from the Idaho border, and fifty miles south of the Canadian border. Lush forested mountains encircle the town, and create a particularly scenic effect. Rushing creeks and gem-like lakes abound in the rugged and beautiful area.

A majority of the town is nestled between the Great Northern railroad tracks to the east and the foot of Preacher Mountain to the west. The historic commercial area faces east to the tracks along Yaak Avenue. East of the tracks is the Riverside residential area, bounded on the other side by the Kootenai River. Old Highway 2 crossed the river just north of this addition via the Roosevelt Bridge.

The Theodore Roosevelt Memorial Bridge, built in 1912 by the Coast Bridge Company of Portland, Oregon, is an example of a Parker-through truss bridge style. It features two spans, and is built on a northeast-southwest axis. The bridge measures twenty five feet wide, three hundred forty-five feet long, and the spans rise thirty-two feet high. The single lane bridge has steel girders for support as well as two massive concrete abutments at the east and west ends. A large concrete pillar supports the doubled arched structure in the middle of the Kootenai River. Its single lane is composed of wood planks laid horizontally while two raised tire lanes vertically span the length of the bridge. The materials used to construct the bridge were steel, wood, and concrete. Today, the bridge has guardrails for added safety.[1]

INTEGRITY

The Theodore Roosevelt Memorial Bridge retains an extremely high degree of integrity. Its location, setting, feeling, and association remain intact. The Parker through-truss design, materials, and workmanship are largely unchanged since its construction in 1912. Modern guardrails were installed after the historic period, and the decking has been maintained through the years, but these updates do not interfere with the overall integrity of the bridge.

(see continuation sheet)

1 Christine Amos and Gary Williams, *Theodore Roosevelt Memorial Highway Bridge*, Montana Historical Architectural Inventory, 1980, Troy: 1982 NR Nomination.

8. Statement of Significance

Applicable National Register Criteria: A, C	Areas of Significance: TRANSPORTATION; ENGINEERING
Criteria Considerations (Exceptions): n/a	Period(s) of Significance: 1912-1955
Significant Person(s): n/a	Significant Dates: 1912
Cultural Affiliation: n/a	Architect/Builder: Coast Bridge Company of Portland, Oregon

Narrative Statement of Significance

The Theodore Roosevelt Memorial Bridge stands as a memorial to the boom years experienced in Troy. During the early 20th century, the bridge replaced ferries as the primary means of crossing the Kootenai River thus enabling swifter transport of mining materials to workers, access to homesteads, and safer means of transportation during the nascent automobile age. Constructed during the heady days of boosterism and development in Montana, it is reminiscent of the potential and significance of the community as a whole. During the historic period, the bridge was part of Highway 2, and acted as a link from the West Coast to Glacier Park. It was touted as part of the "Park to Park Highway" to encourage tourism and economic development. For these reasons, the bridge is eligible for listing in the National Register under Criterion A. The Theodore Roosevelt Memorial Bridge is significant on the local level under Criterion C. It is an excellent example of a Parker-through truss, popular during the late 19th and early 20th century. Of the three identical bridges constructed in the Kootenai Valley in 1912-1913, the Troy Bridge is the only one that remains.[2]

Early History of Northwestern Montana

The earliest inhabitants of Northwestern Montana planned their camp movements in terms of seasonal availability of plants. Generally, they used the lower elevations in the winter and moved to the uplands in the summer and fall. Spring campsites were located near camas beds.[3] These early peoples had base camps and special purpose camps. Base camps were often located on a river terrace that was cut by a tributary stream. At base camp, people harvested plants and fish. They prepared and processed plants and fish for immediate use and for storage. They also processed the game brought to the camp by hunters. Hunters, fishermen, mineral and plant gatherers also went to other locations. There they set up special purpose camps designed to take advantage of the natural resources in these locations. They hunted animals, harvested the plants and collected raw materials available in these locations. These earliest peoples are ancestors to the Salish and Kootenai tribes of the region.[4] In the 18th and 19th centuries, Kootenai tribal members lived at the head of Flathead Lake and hunted and fished in the upper Flathead Valley and into the Kootenai Valley.

Elders and written histories indicate the Qlispe or Pend d'Oreille people traditionally inhabited a vast area of western Montana, including the area now encompassed by the Flathead Indian Reservation, the Flathead Valley to the north, the Swan Valley and the South Fork of the Flathead River (the Bob Marshall Wilderness). Some major Pend d'Oreille camps were located along the Sun River on the eastern front of the Rocky Mountains. Pend d'Oreille hunting grounds included the Sweetgrass Hills.[5]

"The Flathead Valley was one of the last areas in the trans-Mississippi west to be settled by non-Indians, primarily because of its geographic isolation. Surrounded by rugged mountains and a large lake and characterized by long, harsh winters, the valley remained difficult and hazardous to access for decades after the first whites came through the area in the early 1800s. The establishment of the Blackfeet and Flathead Indian Reservations in 1855 insulated the region further. A few trappers and traders passed through the area in the early 1800s and around 1812, Hudson's Bay Company established an outpost, Howse House, near the head of Flathead Lake. Following the Treaty of 1846, which designated land south of the 49th parallel as United States soil, various prospectors, trappers,

(see continuation sheet)

2 Jim Hammons, Theodore Roosevelt Memorial Bridge, Montana Historic Property Record, January 2005.
3 A member of the Lily family, the edible camas bulb grows in moist meadows and along stream banks. The bulbs can be baked, roasted, dried or eaten raw. Many Northwest Indians used Camas bulbs as their principal sweetening agent.
4 Cultural Resources Management Group, "Clark Fork Heritage Resource Management Plan, Volume 1 – Public," prepared for the Clark Fork Project, Avista Corporation, January 2000; on file at the Montana State Historic Preservation Office (SHPO), Helena, MT, Chapter 1, pp. 6, 9, 24-29. The Cultural Resources Management Group is made up of representatives of the Kootenai Tribe of Idaho, the Confederated Salish and Kootenai Tribes of the Flathead Reservation in Montana, the Coeur d'Alene Tribe, and the Kalispel Tribe, the U.S. Forest Service, Idaho SHPO, Montana SHPO, and Avista.
5 Ibid.

9. Major Bibliographic References

(see continuation sheet)

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 # _____

Primary Location of Additional Data:
_X_ State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
___ Other
Specify Repository:

10. Geographical Data

Acreage of Property: less than one

UTM References:	**Zone**	**Easting**	**Northing**	
UTM Zone	11	582309	5368927	(NAD 27)

Legal Location (Township, Range & Section(s)): SE ¼ NW ¼ NE ¼ of Section 12, T31N, R34W

Verbal Boundary Description: The Theodore Roosevelt Memorial Bridge is located at the northeast corner of Troy City Proper, crossing the Kootenai River at the end of Riverside Drive, Troy, Montana. The National Register boundary is a rectangle, centered on the bridge at UTM point "A"(11/582309E/5368927/NAD 27). The rectangle is thirty feet wide and three hundred sixty feet long.

Boundary Justification: The boundary is drawn to encompass the two spans of the bridge, its immediate approaches and that portion of the Kootenai River spanned by the bridge. The width is increased beyond the measurements of the structure to include the piers and abutments.

11. Form Prepared By

name/title: Historical Research Associates
organization: date: 1982
street & number: telephone: (406)721-1958
city or town: Missoula state: MT zip code: 59802

name/title: Rachel Manley and Kate Hampton
organization: MTSHPO date: March 2005
street & number: 1410 8th Ave. telephone: (406)444-3647
city or town: Helena state: MT zip code: 59620

Property Owner

name/title: Lincoln County
street & number: 512 California Ave. telephone: (406) 295-5590
city or town: Libby state: MT zip code: 59923

settlers and adventurers passed through the Flathead Valley. But, none are known to have settled permanently, and the area remained virtually unknown to the outside world."[6]

> This situation changed when in 1862, gold was discovered in the Kootenai District of British Columbia north of the Flathead Valley. Miners and freighters bringing supplies through Missoula passed through the upper Flathead Valley on their way north. A minor gold rush on Libby Creek in 1867 again brought people through the general area. The trail to the goldfields followed a rough wagon road along the west shore of Flathead Lake, crossed Ahsley Creek near the site of present day Kalispell, then continued north along the Stillwater River which runs through present day Whitefish, and on to the Kootenai River. This north/south route was used for decades to connect western Montana with southern Canada.[7] Some miners stopped to prospect in the Flathead, but little was found. In the 1870s, a number of non-Indian men arrived in the upper Flathead Valley intending to graze cattle. Most were unsuccessful and left soon after, but a few stayed. Both geographic isolation and economic conditions in the cattle industry worked against these stockmen.[8]

Non-Indians in the Kootenai Valley

Along the Kootenai River, the first recorded human inhabitants were the Indian tribes known as the Kutenias and the Piegans. The Kootenai River served these people as a transportation network and as a source of fish. A white settler who arrived at the site of Troy in 1890 found remnants of Indian tipi frames and drying racks. The early Indian inhabitants, however, did not substantially alter the wilderness character of the setting.

The first recorded non-Indian man to visit the area was David Thompson, a noted explorer, geographer, and trader for the Canadian North West Company. Thompson ventured through the region in 1808 in an attempt to secure trade with the local Indians and find a passage to the Pacific Ocean. Although Thompson did not write an extensive description of the site upon which Troy would later be built, he elaborated upon the Kootenai Falls and the difficult portage that he and his crew were forced to make. In August 1808, Thompson returned to the headwaters of the Columbia River. He sent Finlan McDonald and several other men back to the vicinity of Kootenai Falls where they constructed a trading post, perhaps the first non-Indian structure to be erected in what was to become western Montana. The exact location of that post has never been discovered.

Other trappers and traders likely traversed the region between Thompson's first sojourn in that country and the arrival of the first permanent settlers in the latter part of the nineteenth century. They, like the Indians who preceded them and jointly occupied the land with them, left the wilderness relatively untouched with the exception of the animals they captured and whose furs they sent to eastern markets. They are not known to have left anything but footprints in the area that was to become Troy.

In 1843, the Jesuit missionary Father Pierre DeSmet, founder of the first Christian mission in Montana, traveled along the Kootenai River from Kutenais Indian Villages at what was to become Bonner's Ferry, Idaho to another Kutenai camp near the present site of Eureka, Montana. The journey lasted several days, and it is possible that DeSmet may have camped in the vicinity of Troy. In the 1860s, as gold fever swept across the West, a new breed of American adventurer reached the valley of the Kootenai. Prospectors reportedly entered the Libby district as early as 1867. Indians, hostile toward the white intruders, killed several of the prospectors in the vicinity of Libby Creek. Prospecting in the area diminished shortly after white miners avenged the murders by killing five Indians allegedly involved in the original crime.

Following a rush of prospecting and mining activity in the Coeur d' Alene district of Idaho between 1878 and the early 1880s, miners once again drifted into the Kootenai Valley of northwestern Montana in search of placer gold. The first locations were on Libby Creek, and the first permanent white settlement was established there between 1886 and 1887.

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6 Kathy McKay, "Historic and Architectural Properties of Kalispell, Montana Multiple Properties Documentation Form," 1992, Section E, p. 1, on file at the Montana State Historic Preservation Office, Helena, MT.
7 Flora Mae Bellefluer, "The Development of the Upper Flathead and Kootenai Country," M.A. Thesis, Montana State University, 1948, p. 65. McKay, "Kalispell MPD," Section E, pp. 1-2.
8 McKay, "Kalispell MPD," Section E, p. 2.

History of Troy

The first prospectors near the site of Troy were Thomas Baggs, William Doyle, Robert Atkins, and James Freemen. These men cut their own trail in 1888 from Hope, Idaho, down Callahan Creek to the spot where Troy is now situated. Later that same year, prospectors James Stonechest, Robert Hulse, and Bart Downey discovered and filed upon the Banner and Bangle (B&B) Mine, the first significant find in the immediate vicinity, and a mine that would have a dramatic impact on the growth of the town. Although originally located with the intention to produce silver and gold, the mine also yielded lead and zinc.

In 1890, the Big Eight Mine joined the B&B in extracting ores from the banks of Callahan Creek. Corporations whose major stockholders resided in Spokane, Washington controlled both mines. Both were slow to develop, largely due to the lack of transportation facilities in the region. No roads had been constructed into the area, and the railroad had not yet arrived. Despite those severe limitations, the mines on Callahan Creek became steady producers.

John G. Van Dyke arrived at the site of Troy in November 1890. He spent nine days cutting trail from Bonners Ferry, Idaho to the mouth of Callahan Creek. Near the point where present day Highway 2 crosses that creek, Van Dyke found Hiram Cartwright's lone log cabin. Though no longer extant, it was the first building within the future Troy townsite.

TROY IS ESTABLISHED

There was a little development at or near the site of Troy in 1890. John G. Van Dyke wrote that he was employed in packing supplies from a landing on the Kootenai River to the Big Eight Mine on Callahan Creek. He reported that seventeen men worked at the mine in the summer and fall in 1890. Their supplies came almost fifty miles in canoes up the Kootenai River from Bonner's Ferry, Idaho. Bob Hulse, Jim Freeman, and several other people were the boatmen. Robert Gregg, another Troy pioneer, also came to that site in September 1890. He later described the scene:

> I came through this wild country from Bonner's Ferry, Idaho and crossed the Kootenai River on a log, just below the present county bridge (1912-1913 steel span). On the twenty-seventh day of September, I made my camping place on where the present business district of Troy is now situated. At that time there was nothing there but an Indian teepee pole: that particular ground having been used by the Indians year after year when getting their fish and deer meat supplies for the long cold winter.[9]

That placid setting was transformed almost overnight with the announcement that the Great Northern Railway Company was to construct its lines along the Kootenai River in that vicinity and the arrival of construction crews in the spring of 1891.

Although mining along Callahan Creek drew the first permanent settlers to the vicinity of Troy, the town itself was born when the Great Northern Railroad began construction in 1891. The Great Northern was a vision of James J. Hill, and several other investors who sought to connect the Great Lakes to Puget Sound with a northern rail route. Competition for providing rail transportation to the rapidly developing Northwest and the Great Plains States was fierce. The Northern Pacific Railroad had completed its transcontinental link in 1883. In 1887, Hill's railroad connected with the Montana Central Railroad and construction was rushed. A line to Helena and Butte was completed in 1888. By 1889, the St. Paul, Minneapolis and Manitoba Railway Company had grown considerable, including the addition of its own steamship company operating on the Great Lakes and connecting with the company's rail facilities at Duluth and West Superior. In 1889, the company reorganized to incorporate its many holdings, and it became the Great Northern Railway Company.

Following reorganization, the Great Northern pushed to complete its transcontinental link between the Great Lakes and Puget Sound. In the spring of 1891, grading for the rail line began in the vicinity of Troy, and a small town grew at the mouth of Lake Creek (then called Herykaha River). Supported by railroad construction workers and the local miners, the principal businesses of the town appear to have been saloons, of which one early settler said, "Saloons sprang up in scores, and some hard characters congregated." Most of the new town's population left when construction in the area was completed in the fall of 1891.

As railroad officials negotiated in 1892 for a right-of-way to build a freight division point nearby, people again gathered in the small town at the mouth of Lake Creek, hoping to claim property adjacent to the freight division property. In September 1892, the Great

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9 Quoted in Marjorie J. Pomeroy's "Troy, Montana," Part I, Chapter 2 in *Troy, Montana, Yesterdays: Troy Centennial Countdown Series, No. 2;* (Troy, MT: Troy Centennial Committee, 1980), p. 1.

Northern announced that the railroad had acquired a right-of-way and would begin work on a ten-stall roundhouse, freight yards, and a coal chute. An exodus from Lake City ensued and Robert Gregg, later to become representative for the Troy Townsite Company, recalled that "about fifty saloon men and half as many wild women" moved to the new townsite overnight. In a speculative fever, Troy was born.

EARLY TROY

The land upon which those people took up residence actually had been filed upon earlier as placer claims (Spokane and Kootenai Placer Claim surveyed May, 1891; Herykaha Claim surveyed August, 1892; Missoula, Snow Ball Fraction, and Troy Consolidated Placer Claims surveyed October, 1892; among others.) E. L. Preston, a surveyor for the Great Northern Railroad, had learned earlier of the plans to establish a division point at the site finally chosen and had made arrangements to secure that land for the Troy Mining, Power, and Improvement Company of which he was a principal officer. He purchased several mining claims, most of the land comprising the Original Townsite coming from portions of the Missoula Placer. Preston did not survey the townsite until 1895 after several "jumpers" were run off. The filing was delayed further when the Northern Pacific Railroad Company filed a protest which was dismissed by the land commissioner in 1895 or 1896. The plat of the townsite, designated West Troy, Flathead County, Montana, finally was approved on March 21, 1896.

Discussion of the plat for West Troy recalls a longstanding disagreement in Troy as to the origin of the town's name. A popular view is that the town was named by surveyor Preston in honor of Troy Morrow, son of a druggist in Bonner's Ferry, Idaho, where Preston had been staying during a portion of the survey for the railroad. The first time the name Troy appears in documents pertaining to the town, however, is in May 1892, when a survey was conducted for William and Elizabeth O'Brien on property that they dedicated for the Troy townsite. That townsite plat was for land near Lake Creek, which subsequently has been re-platted as Callow Tracts (approved June 2, 1925). Another popular view of the origin of the town's name is that it was common to assign Greek names to new towns along the railroad, and that that was the case in Troy. Although the town commonly is called "Troy," the official plats still carry the name "West Troy."

The plat of West Troy clearly shows the importance of the railroad to the physical development of the community. There still were no roads in the region when the railroad was constructed and the roundhouse and associated structures were erected in Troy. The plat of the town shows streets drawn at right angles to the railroad tracks and avenues running parallel to the tracks. Lots were planned to be uniform in size with frontages of either 25 or 50 feet and a depth of 125 feet. Alley's, 15 feet in width, were planned for each block. Streets and avenues were planned to be straight and continuous. Standardization in town planning was evident from the very beginning of the town. The town boundaries grew through the platting of additions, which were approved by the county commissioners. In this manner, the First Addition to West Troy became a part of the town in 1912. It was followed by eleven more additions from 1916 through 1925 – the F. B. Callow Tracts replacing the plat originally made for the Town of Troy is 1892.

The Great Northern Railroad affected far more than the initial platting of West Troy. Troy's whole character from 1896-1916 was that of a railroad town. As a division point, trains would stop in Troy to change engines and crews or to take on fuel. A small passenger and freight depot served the town, and the railway company maintained a roundhouse and repair shops in addition to its water tanks and coal chutes.

Mrs. D. T. Wood, author of the first history of Troy, arrived in the small town in 1892. She described a ribald construction camp with fifteen saloons along the railroad tracks on what is now known as Yaak Avenue (also currently known as Main Street or Bar Street). Mrs. Wood provided the following description of commercial establishments in Troy in 1892:

> Two large dance halls were in evidence, one grocery store run by John Bowen, several "beaneries" (called Restaurants by some), one drug store owned by "Doc Sailey" and many shacks and tents where the "wild women" congregated."[10]

With no adequate roads connecting the town with other communities, Troy was dependent upon the railroad for most of its ties to the outside world.

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10 Quoted in Jim Calvi, *Early Days and Historic Times of Troy, Montana: Troy Heritage Series No. 6;* (Libby, MT: Western Printing, 1999), p. 12.

TRANSPORTATION IMPROVEMENTS

When Lincoln County was formed in 1909, one of the first concerns was with roads. Still nothing more than improved trails connected most towns along the Kootenai. The early Commissioners' Journals were filled with discussions pertaining to road contracts and their supervision. Automobiles were not yet in common use, and most of those early routes were graded dirt roads. A major impediment to travel along those roads was the absence of bridges across the Kootenai River.

When someone wished to travel north across the Kootenai River prior to December 1912, they had to use one of the ferryboats. Such ferries were located in Troy, Libby and Rexford. It was not uncommon for the ferryboats to be lost in the current. One early settler, Sylvia Wallace Scott, remembered:

> My father has built the Fred Waltenberger ranch on the river and the first year [1903] Mother took us (my younger brother and me) across the river in a row boat to attend school...A man who knew nothing about managing a ferry had attempted to cross on the flat-bottomed boat without turning it against the current and it had been caught and plunged up and down almost drowning the man until it finally pulled the deadman out at one end of the cable and let the ferry float downstream. The man was ready to jump in the river but Dad told him to stay on until the current would carry him to the bank below our place.[11]

On June 3, 1910, a traveler decided to cross at Troy himself instead of waiting for the boatman. Taking the ferry broadside into the current, the boatman lost control, and the cable was pulled from its moorings. The boat was never recovered. A new boat was in service for less than a week when tragedy struck. The boat capsized in midstream with seven people on board. Two men were killed when the cable snapped, and all the others on board, with the exception of one woman, were carried downstream. Sylvia Wallace Scott also had a close call: "While crossing the Kooentai River on the ferry at Troy last Thursday morning, Wm. Wallace's young daughter fell from the boat into the river while in midstream, but was rescued by Ed Enzor, the Ferryman. Enzor was taking a number of children across the river to school..."[12]

These and other ferryboat accidents focused attention upon the need for bridges across the Kootenai. The County approved a bond issue in September 1911 to raise money for three bridges, one of which was to cross the Kootenai River at Troy. Two other bridges were planned; one each for Libby and Rexford. *The Libby Herald* announced the plan it its headline September 14, 1911:

> FOR ROADS AND BRIDGES $125,000
>
> County Commissioners Come to an Agreement
>
> ...whereas the county commissioner of Lincoln County, Montana do deem and consider that it is essential to the future growth and prosperity of the county that an adequate system of highways, bridges, and ferries be constructed through the county, all connected and making accessible each city and town of the county with one another and with every part of the county, to the end that the said county may develop the immense natural resources, now largely latent by reason of lack of roads and bridges and ferries throughout the county; that the present road and bridge and ferry facilities are inadequate; ...that it is necessary and essential, and to the best interests of Lincoln County and all the people and property holders thereof, that Lincoln County incur indebtedness of One Hundred and Twenty-five Thousand Dollars for the purpose...[13]

Despite some opposition, driven by the *Eureka Journal*, possibly with the intention to review the plan in order to have it benefit the northern tier of the county more directly, the county voters chose to support the bond issue. A great booster of the roads program, and the economic development of the county, *The Libby Herald* relayed the results on November 9, 1911, and indicated that the commissioners had put out a call for bids:

> ...to be opened December 16, 1911, for the building of three steel bridges, with steel tubular pier or concrete foundations, over the Kootenai River at Troy, Libby, and near Rexford. All bridges to have roadway of eighteen

11 Sylvia Wallace Scott, "Recollections of an Early Settler," in Marjorie J. Pomeroy's *Troy, Montana, Yesterdays*, pp. 10-11.
12 "Girl Has Close Call," *The Libby Herald*, October 1911, as copied in *Troy, Montana, Yesterdays*, p. 11.
13 *The Libby Herald*, September 13, 1911.

> feet between endposts of bridge. The bridges must be designed, manufactured and built under the specifications of the American Bridge Company for highway bridges...[14]

The county commissioners had many bids from which to choose. The Coast Bridge Company of Portland Oregon was awarded the contract, which included $82,100 for the three bridges, leaving $43,000 of the bond to be expended on roads and highways. The bridge building process suffered some setbacks and changes through the next year. Accusations were made regarding the legality of the contract award, and judicial hearings slowed progress. Throughout the 1910s, the pall of collusion and graft tainted bridge-building efforts throughout the state, and Lincoln County was no exception. Indeed, in March 1912, the president and structural engineer of the Coast Bridge Company were arrested in Washington State. The indictments alleged attempts to bribe county commissioners there. Similar allegations dogged the Lincoln county project throughout the construction process. By late summer 1912, however, the Coast Bridge Company was allowed to proceed. Originally, the plan offered a bridge about a mile outside of Troy, but the town sought, and was granted, permission to locate it next to the townsite.

"Good progress" was made on the bridge through September 1912. By the 19th of that month *The Libby Herald* reported,

> Work on the Kootenai River Bridge at Troy is advancing rapidly, and Foreman McLain is justly proud of the quick work he is directing. They are now on the second or middle span, have the forms up for filling in the concrete above the water line and expect to have this filled by Friday, when they start on the last span on the off shore. They will have to wait for the steel, however...according to latest calculations they expect to deliver the bridge to the county sometime in November or the first part of December.[15]

In order to access the bridge from the west shore, "construction workers had to haul enough dirt and rock to build up the road bed. On the east shore they had to remove a large portion of mountainside in order to build the road."[16]

When the bridge was completed, an article in the *Western News* on December 19, 1912 read:

BRIDGE IS COMPLETED

> Troy December 18—The new steel bridge across the Kootenai River was completed and open to traffic Tuesday, thus uniting another link towards the completion of the chain across the country, from the Pacific Coast to Glacier Park, known as the Kootenai Valley-Glacier Park Highway. The vast significance will be better appreciated when the entire route will have been used for a while, and people commence to come through this wonderful country and settle it up. The bridge is the best of its kind. Two spans, with a middle pier, and is perfect in every respect.[17]

Boosters had touted the bridges and roads in Lincoln County as not only a means to tap natural resources and encourage settlement, but also to promote the place as a tourists' paradise. Throughout the 1910s, the increasingly popularity of auto touring motivated road building projects statewide.

The Lincoln County Commissioners also discussed a "trunk road from Glacier Park to Spokane" in June of 1912. This road was being promoted by the American Automobile Association of New York as part of a transcontinental highway to link the Atlantic Ocean with the Pacific Ocean. The Commissioners agreed to a special meeting to discuss the proposed road, and "agreed to constitute a committee to investigate and select a route from Spokane, through the Kootenai and Flathead valleys, to the Glacier Park..." All parties expected the road would be completed by October 1, 1912. Due to the difficult terrain, however, it took three years to complete the project. It was completed in June, 1915. First known as the National Parks Highway, there was talk of dedicating the route to the honor of Theodore Roosevelt as early as 1920. An official dedication was held at Marias Pass in Glacier National Park on August 23, 1930.

The Theodore Roosevelt Memorial Highway was important to Troy as a connecting automobile link with its neighbors along the Kootenai River, and as an attraction for tourists who might contribute to the economic growth of the community. The Highway's *Guide through Montana, 1921* extolled the virtues of the road:

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14 *The Libby Herald*, November 9, 1911.
15 *The Libby Herald*, September 19, 1912.
16 Ibid.
17 "Bridge Completed," *Western News*, December 19, 1912.

> ...the Theodore Roosevelt Memorial Highway, the most wonderful highway in all America. It is not a mere road. The Theodore Roosevelt International Highway is more than that...it is the highway that opens to the tourist the door of the treasure-box of beauties and grandeurs and varied scenery of the North continent as no other highway does.[18]

It had an almost immediate impact upon the physical character of Troy. From Libby, the road entered Troy along Missoula Avenue. It then proceeded east along Third Street and across the Great Northern Railway tracks to a junction with Riverside Drive. From there, it proceeded in a northerly direction until it crossed the new county bridge. To accommodate the road, Riverside Drive was widened from twenty feet to forty feet. A plaque commemorating Theodore Roosevelt was placed upon the wall of Papineau and Keenan's Garage in 1918 (now replaced by a small painted block with the initials "T. R" on the wall of Troy's Town Hall). Several small commercial establishments subsequently were built on Third Street in the Riverside area—the first representations of commercial development outside the original district and representative of later commercial developments that were to recognize the importance of the automobile.

TROY"S BOOM ERA

Several events combined during the decade from 1915 to 1925 to create the single greatest expansion period in Troy's history. Almost as a preface to that expansion, Troy incorporated as the "Town of Troy" after an election on June 21, 1915 that was held in the town's jail. Although the official census of the town was 320 people, only 85 votes were cast –75 for incorporation and 10 against.

When war broke out in Europe in 1914, the United States at first remained neutral which American commercial enterprises benefited from production for the war across the sea. Possibly as an indirect result of that conflict, production in the mines around Troy increased. Entry of the United States into the World War in 1917 created an even greater demand for mineral production, and Troy mines, particularly its major producers, the B & B (Banner & Bangle) and the Big Eight, were anxious to take advantage of the opportunity.

The *Troy Echo* mentioned on December 4, 1914, that the Greenough investment firm of Spokane had been developing the B & B Mine for the preceding two years and that Leo Greenough was in town to look at expanding the operation. The company's Snowstorm Mine in Larson, Idaho, had been mined out, and the firm had decided to relocate. Deciding upon Troy as a new location, the Snowstorm Company reorganized as Snowstorm Mines Consolidated. By the spring of 1916, construction was already underway on a concentrator, mill, dwellings, an office, machine shops, a railroad spur up Callahan Creek, and other associated structures. On June 9, 1916, the *Troy Echo* reported that the mill would soon be completed and that every building in Troy was then occupied, and a "great many families" living in tents. The population jumped from about 300 people to 700 people with the arrival of the Snowstorm operation. Production at the mines was lead, zinc, and silver—much of the zinc being delivered to Belgium.

Mrs. Raymond Walters, wife of the Snowstorm Mining Company's superintendent and mining engineer at Troy from 1916 – 1927, described Troy as it was when she first arrived in 1916:

> This beautiful town was situated on the banks of the Kootenai River with its jade green color, the dense green forests surrounding it. It had the railway, small farms, sawmills here and there. Prospect holes left by miners searching for gold were obvious. The one-street town with the usual hotel, saloons, grocery stores, and the Lodge to which we didn't belong –a school, church—seemed to be sufficient to make a very happy community...Consequently, all this (Snowstorm Mine and Mill development) made Troy a boom town with the usual drunks, prostitutes, even a murder or two, conditions certainly very appalling to any small town.

Despite the drawbacks of Troy's boom, the town also benefited. An electric power plant constructed on Lake Creek to provide power to the mines and concentrator also provided sufficient power to electrify the town. New sidewalks were built, streets graded, a municipal water system installed, a brick school building erected, and numerous new residences built.

ECONOMIC COLLAPSE: 1926-1930

Troy's economic boom did not last long. Three events associated with its three major industries dealt a crippling blow to the town. The first blow was when the Great Northern Railroad removed its Freight Division Point from Troy in March 1926. Almost sixty

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18 *Theodore Roosevelt International Highway, Montana, 1921,* reprinted by the Montana Department of Transportation, 1996, p. 7.

families were directly affected by the change, which left only three supervisors and a small force of Japanese at the roundhouse, the depot crew, the section crew, and the foreman. Some of Troy's long-timed residents were forced to seek employment elsewhere, a number of them finding jobs at the Snowstorm mill or at the Sandpoint Lumber and Pole Company's sawmill along Callahan Creek. In later years, the roundhouse was leased to the J. Neils Lumber Company of Libby, but it and the coal chutes eventually were torn down. The depot was maintained and a new one constructed in the early 1940s. (That depot remains, although the wash house that was situated next to the passenger depot has been moved to Missoula Avenue where it serves as the Troy Museum.) The old steel water tank that once served the trains that operated on steam has been lowered to the ground north of the passenger depot. There it sits near the small shanties once called "Engineer's Row" – a monument to the old days of railroading in Troy. (This area currently is called "Tank Town".) The most devastating attack on Troy's economy came on the night of May 5, 1927. The small town did not have to wait for the weekly newspaper to learn that the Snowstorm concentrator had been completely destroyed by fire. The cause of the fire was unknown, but the local newspaper speculated that a short-circuit in the switchboard to the generator may have started the blaze. At the time of the fire, the concentrator had been running a crew of only 6 men. During full operation, 36 men operated the mill. The mill, valued at $500,000 was a total loss but was partially insured. Whether such settlement was reached is not known, but the company did not rebuild.

Even before the concentrator burned, the Snowstorm Mines Consolidated was having difficulty securing the ore to keep the plant in full operation. Ores continue to come from their own Snowstorm Mine and from the Big Eight and Montana Morning Mines nearby.

In 1926, however, the firm had secured an arrangement for favorable freight rates to bring ore in from Nelson and Grand Forks, British Columbia (Canada). Mrs. Raymond Walters, the superintendent's wife, described the final days of operation as follows:

> I'd like now to talk about the tragedy of the mill, --the beloved mill which had all the modern flotation equipment, and everything happening there. You go along and you think that everything is fine, but all the time the ore is running out, the production is less and the management is away trying to raise money, and you aren't aware at all that it is the beginning of a world-wide, horrible depression.
>
> And then one night the mill burns to the ground!! Why? How? Nobody will ever know how that fire started. It was tragic—suspicion was widespread, --it was sad.[19]

For weeks, the local newspaper listed the families who were in the process of leaving Troy. Not just the mill, but the mines throughout the region were affected. The depth of anxiety over the situation could be discerned from the following word of *Troy Echo* editor B. N. Kennedy on May 20, 1927.

> Troy is rich in mineral resources and capital will eventually prove it. But for a while at least time and patience will be required to remove the disheartening effect due to the pile of distorted and damaged machinery, heaps of ashes and charred remnants of the inspired structure described as the Snowstorm Concentrator.
>
> . . Many families will leave Troy within a few weeks seeking new locations, fortunately, the Sandpoint Lumber and Pole company will continue to operate here and give employment to many; but prosperous, lively, buoyant, optimistic Troy is now as of old. The old town is limping. Too bad.[20]

As a ray of hope, the editor pointed to Dr. W. H. English, the largest property owner in the Riverside area, who was at work improving his several buildings in that part of town. Editor Kennedy noted that the Riverside area had lost all of its "tar paper shanties and half tent abodes" and now was characterized by modern, improved homes. Of Dr. English, the editor said, "Citizens of this sort are the heart of the community. Their love of home is too strong to desert, should adversity overcome us."

And indeed adversity struck again. On July 24, 1928, fire destroyed the Sandpoint Lumber and Pole company's sawmill and transfer building along Callahan Creek. Townspeople and volunteers from the Forest Service made a valiant attempt to suppress the fire, but low pressure in the lines kept them from getting water to the base of the flames. Losses were estimated at $110,000. The owners would not commit themselves to a promise to rebuild, saying only that much depended on the amount of the insurance settlement.

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19 Quoted in Jim Calvi, *Early Days and Historic Times of Troy, Montana: Troy Heritage Series No. 6;* (Libby, MT: Western Printing, 1999).
20 B.N. Kennedy, "Editorial," *Troy Echo*, May 20, 1927.

The sawmill was never rebuilt. An estimated 30 men lost their jobs in the mill itself. Contractors who cut and hauled logs for the mill felt further losses. With this tragedy, all three of the pillars upon which Troy had built its economic prosperity for over a decade were finally destroyed.

AN ERA OF STABILITY

For almost two decades following the burning of the Sandpoint Lumber and Pole Company Mill, the Town of Troy remained little changed. Depression had reached the town before the general depression was acknowledged around the rest of the country. Public works programs of the 1930s and early 1940s had little impact upon Troy, the only long lasting evidence being the W.P.A. – 41" stamp imbedded in many of the sidewalks constructed under the program and still visible throughout the town.

Some change in the physical appearance of Troy did occur during those years. The most significant contributor again was fire. In 1929, Kinzie Hall, (The Idle Hour), a favorite recreational facility, burned on Kootenai Avenue. A large two-story building, it is prominent in many photos of the town taken in the late 1920s. In the early 1930s, a fire destroyed the top floor of the old Eureka Hotel at the corner of Second Street and Yaak Avenue, the structure later purchase by Lena Rives (builder of Rives Court) and operated as a restaurant. In the winter of 1940-41, fire destroyed the Troy Commercial Building and Ed Riley's saloon on Yaak Avenue and scorched Pat Keenan's pool hall. Later that summer, the landmark Windsor Hotel burned along with Hosea's Meat Market and Keenan's establishment. Where the commercial block on Yaak Avenue once presented an imposing solid block of businesses, there now were many voids. The Club Bar now fills one of those voids, and a storage building next to the VFW Bar fills another, but the street has never assumed the appearance it had during Troy's bustling boom era of the 1920s.

From the population of almost 1,000 in 1927, Troy dropped to a population of 498 in the 1930 Census. It grew to 796 by 1941. One of the major sustaining industries of the time was the lumbering business. Circa 1935, E.E. Drury and Sons erected a timber treating plant at Troy. Jim Burns, owner of the Burns-Yaak Lumber Company, purchased the site from Drury and built and operated a diesel-powered circular sawmilling plant. The J. Neils Lumber Company of Libby purchased that operation in 1950 and remodeled or rebuilt the sawmill between 1955-1958. That new mill cut approximately 32 million board feet of lumber per year. It ran double shifts for almost eleven years with a crew of over twenty men on each crew. After St. Regis Paper Company assumed control of the J. Neils Lumber Company, they closed the Troy plant in 1973. Workers from Troy were then placed in positions at the Libby plant. Several smaller sawmills remain in operation near Troy and a portable cedar mill operates near the tracks in the Riverside Area.

Mining also continued to contribute to the Troy economy. Many of the mines that had supplied ore to the old Snowstorm concentrator continued in business. Currently, the ASARCO Troy Project, with plans for a large mining operation, is once again creating optimism among those who seek a more secure financial future for Troy.

THE AUTOMOBILE AND THE TOWN

Since 1930, the automobile has had a marked impact upon the physical appearance of the Town of Troy. Tourists visiting this isolated and scenic part of Montana have contributed significantly to the economy of the town. As society became increasingly more mobile, businesses tried to catch the attention of the passing motorists. More businesses were built along the major roadway, particularly businesses such as gasoline service stations.

The much-touted Roosevelt Highway failed to live up to promoters' expectations, both that it would completely change the face of commercial transportation between Troy and Libby and that it would dramatically increase the numbers of tourists to the region. Despite reconstruction work performed in 1915, the road was steep and narrow and had several sharp corners. Accidents were numerous and local residents continued to take the train between Troy and Libby.

In 1955, when the highway was diverted to run straight through town along Missoula Avenue, the Theodore Memorial Bridge no longer served as a transportation link to tourists passing through town, but it continued to be an integral part of the community. When Highway 2 was diverted, the physical focus of the town shifted. Missoula Avenue increasingly began to look like Troy's main business district -- a definite change from Troy's early years when the railroad was so important and the entire commercial district fronted on Yaak Avenue across from the train depot. Today, trains still run through Troy, but they seldom stop.

The Theodore Roosevelt Memorial Bridge continues to serve the town, providing safe passage across the Kootenai River.

CRITERION C

Following the introduction of the steel girder and reinforced concrete, the truss bridge replaced the timber bridge as the dominant bridge style used to facilitate transportation across bodies of water. "The more sophisticated truss bridge...symbolized economic prosperity and social stability in both rural and urban Montana. They were also the only structures capable of spanning the major river crossings in the late 19th and early 20th centuries."[21]

The truss bridge consists of a framework of either metal or wood in the shape of triangles. These triangles supply rigidity for the structure. A through-truss is a bridge that has "the trusswork located above and alongside the roadway, thereby forcing the user to pass through the structural components of the bridge."[22]

The Theodore Roosevelt Memorial Bridge is a Parker through-truss type. The Parker Through-truss is a variation of the Pratt truss. The Pratt truss was first developed in 1844 under patent of Thomas and Caleb Pratt. Prevalent from the 1840s through the early twentieth century, the Pratt has diagonals in tension, verticals in compression, except for the hip verticals immediately adjacent to the end posts of the bridges. Pratt trusses were built initially as a combination of wood and iron truss, but were soon constructed in iron only. The Pratt type successfully survived the transition to iron construction as well as the second transition to steel usage. The Pratt truss inspired a large number of variations and modified subtypes during the nineteenth and early twentieth centuries.

One such subtype was the Parker truss, developed by C.H. Parker in a series of patents he filed between 1868 and 1871. Characterized by the Pratt design but with an inclined top chord, the graceful Parker truss was popular for longer spans well into the twentieth century. Parker trusses can span anywhere from 40-250 feet (12-75 meters).[23]

Parker trusses, efficient in materials and marketability, were of standardized design. A bridge company, such as Coast Bridge Company of Portland, surveyed the intended location of the bridge, then manufactured the standardized rolled steel pieces. Local crews constructed the concrete piers, and then the steel structure was assembled on site. In the Kootenai Valley, all three bridges ordered in 1911-1912 were identical in design, but featured slightly different length approaches, for a custom fit to the crossing.

Of the three bridges, only the Theodore Roosevelt Memorial Bridge at Troy remains. As the only local example of this important bridge design, it is eligible for listing in the National Register under Criterion C.

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21 Jon Axline, *Monuments Above the Water: Montana's Historic Highway Bridges, 1860-1956*, Helena, MT: Environmental and Hazardous Waste Bureau, Montana Department of Transportation, 1993, p. 31.
22 Ibid.
23 Frederic L. Quivik, *Historic Bridges of Montana*, U.S. Department of the Interior National Park Service, Historic American Engineering Record, Spring 1982.

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