

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

308

1. Name of Property

historic name: Matt's Place Drive-In

other name/site number: 24SB0624

2. Location

street & number: 2339 Placer Street

not for publication: na
vicinity: na

city/town: Butte

state: Montana

code: MT

county: Silver Bow

code: 093

zip code: 59701

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this 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 meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally.

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. Beal 3/29/01

5. Classification

Ownership of Property: Private	Number of Resources within Property	
Category of Property: Building	Contributing	Noncontributing
Number of contributing resources previously listed in the National Register: na	<u>1</u>	<u>1</u> building(s)
	<u>0</u>	<u>0</u> sites
	<u>0</u>	<u>0</u> structures
	<u>0</u>	<u>0</u> objects
Name of related multiple property listing: na	<u>1</u>	<u>1</u> TOTAL

6. Function or Use

Historic Functions: COMMERCE/Restaurant

Current Functions: COMMERCE/Restaurant

7. Description

Architectural Classification:
LATE 19TH AND EARLY 20TH CENTURY AMERICAN
MOVEMENTS/Bungalow/Craftsman
OTHER/Vernacular

Materials: WOOD, STUCCO, ASPHALT,
CONCRETE, SYNTHETICS
foundation: CONCRETE
walls: SHINGLE, STUCCO, SYNTHETICS
roof: ASPHALT
other:

Narrative Description

Matt's Place is a 2-story vernacular building with Craftsman-style detailing. It originated as an outbuilding or shack located on a nearby lot and was removed to its current location, at Rowe Road and Placer Street in southwest Butte, about 1929. The drive-in was constructed around that core structure beginning in 1930. The ground floor bathroom is the last vestige of the original shack. The property is oriented north and south along Rowe Road and faces east onto the street. Landscaping is limited to decorative curbing and low, evergreen shrubs at the corners of the building. A gabled, rectangular garage is located at the south end of the property. In keeping with its function as a drive-in restaurant, the remainder of the property is used for parking and curb service.

Intersecting gable roofs cover an irregular plan. The extreme east and west ends of the east-west gable are more steeply pitched than the other slopes of the roof, indicating that the east-west gable was the main roofline early during the historic period, and originally had wide shed-roofed dormers on the north and south slopes. The north and south wings of the building were added later during the historic period. The roof is sheathed in asphalt shingles and the eaves are partially supported by exposed rafters and knee brackets at the gable-ends. Six metal ventilation pipes protrude from the roof, including a large, round vent at the ridgeline of the east gable. The first story of the wood frame building is veneered with stucco. At the second story level, the building is clad in synthetic (south and west elevations) and wood shingle (north and east elevations) siding. The building rests on a concrete foundation with a concrete water table wrapping around the east end of the building. The water table also functioned to protect the building and cars using the service windows from scraping. The building exhibits irregular fenestration. A large sign, consisting of a six-pointed star lit by white, blue, and red light bulbs atop a rectangular board with "MATT'S" printed in red paint and neon tubing, is mounted above the ridge of the east segment of the gable roof.

The east façade consists of three bays, defined by the cross gable roof. The central bay contains a large, fixed, wood-frame window off center to the north. The window consists of two large lights flanked by vertical ribbons of five small lights. Another, one-light fixed window is located off-center to the south. The lower half of that window is boarded over. Between the two windows is a 1950 menu board, listing 43 items. A large, post-1951, wood-frame picture window fills the east gable end. South of the second story picture window is a two-sided, fiberglass sign mounted perpendicular to the plane of the façade. It features the current "Pepsi" logo with "MATT'S DRIVE IN COUNTER & CURB SERVICE" written below. The south bay is flush with the central bay at the first story due to a small shed roofed extension. A fixed, one-light wood-frame window is centered in the south bay. The lower half of the window is boarded over. Protruding from the shed roof is a large metal ventilation fan. The north bay is recessed, and features a

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large two-light, wood-framed window centered in the first story, and three, 4/1 double-hung, wood-frame ribbon windows at the second story.

The south elevation is divided into two bays, defined by the intersecting gable roof. The east bay consists of the small, one-story shed roofed addition, and contains a single window opening, with one fixed light in the upper half and an air conditioning unit installed below. The west bay contains two entries. The east door is wooden with four lights and an aluminum storm. The west door, which provides access to an enclosed stairway to the second story, is wooden, with one light and an aluminum storm. A gabled overdoor, with scrolled brackets, shelters the west entry. The overdoor features asphalt shingles on the roof, partially returned eaves, decorative fascia and exposed purlins. Painted plywood fills the gable end. Between the doors and off-center to the east, a wood frame and plexiglass cover protects a 1950 menu board. Above the menu board is a vintage curved metal sign that reads: SANDWICHES in neon tubing. Fenestration at the second story level is limited to a large wood-framed picture window off-center to the east in the gable end.

The north elevation also consists of two bays. The east bay is recessed, and contains a nine-light, paneled metal door and aluminum storm, off-center to the west, which is the main entrance to the diner. Immediately east of the door hangs a 1950 menu board within a wood frame and plexiglass case. Above the menu is a vintage curved metal sign that reads: SANDWICHES in neon tubing. The north bay contains tripled, fixed, one-light windows centered in the first story, and tripled, double-hung, wood-frame, 4/1-light ribbon windows are centered beneath the gable end at the second story level.

Like the façade, the west elevation is divided into three bays, defined by the intersecting gable roof. The enclosed staircase to the second story dominates the south side of the central bay. The enclosed staircase extends beyond the plane of the original exterior wall. A five-panel wooden door provides access to the first story beneath the stairs. Immediately north of the door is a wood-frame, one-light fixed window. There is a 1/1 double-hung window at the upper terminus of the staircase structure. The north half of the central bay, at the first story level, contains a wooden box that protects the gas and water meters and other utility boxes from the elements. Above the utility box, at the second story level, is a one-over-one light, wood-framed, double-hung window. The north bay contains a large, two-light, fixed window unit at the lower level. The north bay contains a large ventilation unit supported by a bracketed wooden shelf, and covered by small, plywood, shed roof. Above the ventilation unit, at the second story, is a fixed, wood-framed, nine-light, glass block window. The center light is filled with a metal vent.

A gable roof detached garage, constructed circa 1950, is located to the south of the drive-in and faces north. The roof is sheathed in asphalt shingles and the walls are clad in synthetic clapboard siding. The front and rear elevation eaves have decorative scrolled bargeboards. The bay entry is centrally located on the north-facing façade. It has a modern metal roll-up door. A metal pedestrian door provides access from the north side of the east elevation. A centered, one-light fixed window is also located on the east elevation. Although the building was constructed at the end of the period of significance, modern roofing, siding, and fenestration diminish its integrity of design, workmanship, and materials. It does not contribute to the understanding or interpretation of the history of the restaurant, and is therefore considered a non-contributing building on the historic property.

8. Statement of Significance

Applicable National Register Criteria: A
Criteria Considerations (Exceptions): na
Significant Person(s): na

Areas of Significance: Commerce; Entertainment/Recreation
Period(s) of Significance: 1930 - 1950
Significant Dates: 1930, 1934, 1936 (interior), 1943, 1950
(interior)
Architect/Builder: Matt Korn

Cultural Affiliation: na

Narrative Statement of Significance

Matt's Place Drive-In is historically significant and eligible for the National Register of Historic Places under Criterion A for its historic association with the commercial and transportation development of early 20th century Butte, Montana. Established in 1930, Matt's Place was among the first (if not THE first) drive-in restaurants in Montana. It was a new concept in not only Butte and Montana, but nationally as well. An increase in disposable income, the growth in the number of automobiles and the improvement of local, state and national transportation systems caused a significant change in lifestyles for many Americans in the 1920s. As more people (including families) "took to the road" in the Twenties, there was a corresponding increase in the services offered them by local entrepreneurs. This included tourist camps, service stations, automobile repair shops and drive-in restaurants. Matt's Place is directly associated with this transition in the "American Way of Life."

The design of the building reflects its purpose, and is an excellent early example of a drive-in restaurant in Montana. Like its counterparts throughout the United States in the late 1920s and early 1930s, its primary focus was on quality and service – not architectural distinctiveness. Consequently, it is a relatively small, architecturally non-descript building that retains and makes maximum use of its environment to provide a service to its automobile-bound customers. It retains architectural detailing distinctive to its function, including the original drive-up windows, protective wheel guards, menu boards, and neon signing. Its interior, moreover, is intact, displaying its original 1936 horseshoe counter and chrome fixtures from 1950. The building itself is vernacular Craftsman-style with some non-historic add-ons. These relatively recent additions, however, do not detract from the overall architectural integrity of the property, nor do they compromise the building's distinctive character and appearance.

Historical Background

The discovery of gold at Grasshopper Creek west of the Continental Divide in 1862 was the first of many discoveries in what became Montana Territory, created by Congress in 1864. The small village of Butte was among scores of briefly booming placer gold camps in this region in the mid-1860s. A remote location, shallow diggings and a lack of water kept it an unremarkable settlement on the decline by the later 1860s. Silver mining operations in 1876 put Butte on the map and brought miner Marcus Daly, a veteran of Nevada's famed Comstock Lode, to the region to assess its silver potential for the Walker Brothers of Salt Lake City. The firm's purchase of the Alice Mine signaled the advent of wealthy investors and brought world-renowned miners to Butte and Montana. ¹

Daly broke with the Walker Brothers, allied himself with wealthy backers, and developed his Anaconda Mine. The Anaconda, and likewise other local mines, proved richer in copper than in silver. A need for copper – precipitated by new technologies such as electric lighting – saw the copper industry soar in the early 1880s. Butte became the "Pittsburgh of the West," attracting immigrants of all nationalities by the trainload.

Diverse cultures, dangerous work, and close living conditions in a teeming urban area made Butte an anomaly in the middle of the western frontier. The birth of labor unions in the late 1870s at Butte won it the nickname, "Gibraltar of Unionism" while its acrid sulfur-laden air, hundreds of saloons and illicit activities such as gambling and prostitution gained it a second nickname, "the perch of the devil."² The giant Anaconda Copper Mining Company (ACM), administered after the turn of the century by absentee stockholders, touched nearly every aspect of life in Butte. The company owned Montana newspapers, Butte's parks, Butte's water company and public transportation systems and controlled most of Montana's politics. And Butte, at its peak population in 1916, was an industrial center of 90,000 - the largest metropolis within a five-state region.

Despite the dominance of the ACM, private enterprise in the form of small businesses and services flourished in Butte. Hundreds of

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saloons did a booming round-the-clock business serving the miners who worked in shifts 24 hours a day. State and national Prohibition in 1916 and 1918, respectively, temporarily ended many of these small businesses. On the heels of Prohibition, Butte's population included increasing numbers of families. In 1910, 52% of Butte's men were single, but by 1920, the figure had fallen to 42%.³ By 1930 as the nation headed into national depression, there was a new generation of children, reared and educated in the shadow of the ACM.

At this time, South Montana Street was one of the town's busiest thoroughfares. The street led out of town to Mount Moriah and St. Patrick cemeteries, and the main trolley line followed South Montana down to Butte's reduction works and beyond. Although the lower end of South Montana, unlike the inner city, was not heavily populated, it saw plenty of traffic to the mines and mill, and to the cemeteries. South Montana was the city boundary. The west side of the street was outside the city limits in 1930, and the eastside was inside.⁴

Located near the intersection of South Montana Avenue and Rowe Road, Matt's Place Drive-In was strategically situated along U. S. Highway 10-South. Long a county road, the Montana State Highway Commission designated it as a Federal-Aid highway in 1914. With the passage of the Federal Aid Road Act in 1916, however, the route became eligible for federal construction funds. Silver Bow County first improved a segment of the road between South Montana Avenue in the vicinity of the Montana Power Company plant and South Harrison Avenue in 1917. In 1921, the Montana State Highway Commission began reconstructing and paving the highway between Butte and Anaconda. In May 1923, the Montana State Highway Commission and the City of Butte developed plans to realign the South Montana Avenue – South Harrison bypass and pave the facility with concrete. The roadway was constructed to its present alignment in 1923. The original "As-Built" plans for the segment in the vicinity of the future site of Matt's Place Drive-in shows no buildings or structures on the lot. There were, however, twelve residences, a fire hall, a warehouse, two stores, and a saloon lining South Montana Street immediately to the north of the property. A residence and two outbuildings were located across the street from the drive-in's future site, but were either relocated or demolished by the roadway reconstruction and paving project. In 1926, Rowe Road and Holmes Avenue were incorporated into U. S. Highway 10-South. Within just a short time, businesses flourished along the highway, catering to the specific needs of motorists. By 1943, the area accommodated a tourist camp, miniature golf course, restaurant, an automobile garage, and a drive-in restaurant.⁵

The Federal Aid Road Acts of 1916 and 1921 were the midwives of the 20th century American Car Culture. Before the enactment of the 1916 legislation, federal and state governments had established the first Federal Aid highway system. Despite this, there was no money to develop and improve these roads and they remained, for the most part, marginal – dusty in the summer and quagmires in the winter and spring months. Outside the urban areas, they were not conducive to long-distance or recreational driving. The passage of the 1921 Road Act, however, provided more federal involvement and, importantly, funds to the development of a national transportation system. The increased participation by the federal government, through the Bureau of Public Roads, arose because of a post-World War One boom in the number of automobile owners who demanded better roads. In Montana, one of the results of this increased activity was the reconstruction of the highway between Butte and Anaconda and its subsequent paving in 1921.⁶

The first modern drive-in restaurant in the United States opened in Dallas, Texas in 1921. The Pig Stand was the first restaurant built specifically to serve meals to motorists in their cars. The roadside eatery was the brainchild of Dallas physician R. W. Jackson and entrepreneur J. G. Kirby, who is rumored to have grouched that "people with cars are so lazy that they don't want to get out of them to eat." An immediate success, the number of Pig Stands mushroomed throughout Texas. Although a Texas innovation, it was in California that drive-in restaurants reached their ultimate form and became most associated with the free-wheeling lifestyle of its citizens.⁷

The relatively mild climate and informal southern California lifestyle proved ideal for the drive-in restaurant. In 1922, Lawrence Frank, Joe Montgomery and Walter Van deKamp opened the first California drive-in near Griffith Park in Los Angeles. The first

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Montgomery Country Inn as followed by the Tam O'Shanter, A & W, Big Boy, Carpenter's Sandwiches, and Chicken in the Rough automobile-oriented eateries. In order to attract customers and build a readily identifiable business, drive-ins began sporting whimsical and streamlined modern architectural designs that would characterize this type of business all over southern California and eventually throughout the United States. For many Texans and Californians on the go, drive-ins ideally suited their lifestyles. Consequently, the number of drive-ins boomed, becoming a firmly entrenched part of the popular culture. By 1927, drive-ins based on the California models had spread throughout the United States, catering to both regional and national tastes in food.⁸

In Montana, the national fad of serve-in-your-car restaurants is more difficult to track as they are not listed by type in the city directories and telephone directories with illustrated advertising did not appear until the early 1950s. When Matt's Place opened in Butte in 1930, it was one of 78 restaurants in that city. All but two were located uptown; Matt's and the Interstate Company were located on South Montana Avenue. Throughout the 1930s and 1940s, the number of restaurants in Butte averaged around 72 establishments. Only four in 1949 can be positively identified as drive-in restaurants – Matt's, the Interstate Company, Duck Inn Hamburger Shop and Bill's Drive-In. By 1956, the number of drive-in restaurants in Butte had doubled to eight establishments. Most (75%), however, were located on South Harrison Avenue at the east entrance to the city. The increase in the number of drive-ins in Butte corresponded with a similar increase in Montana's other major cities between 1952 and 1962. Billings lead the list with 14 drive-ins, followed by Great Falls, Butte, and Helena.⁹

Increasingly, however, fast-food restaurants supplanted the classic drive-in. Many factors can be attributed as causes of the decline, including changes in family lifestyles that required faster food delivery, and changes in technology. The number of drive-ins in Butte peaked in 1966 at eleven establishments; it dropped to four in 1979. Ironically by 2000, Matt's Place, one of the first of the Butte drive-ins, was also the last, the sole survivor of a once colorful chapter in popular culture.¹⁰

History and Founders of Matt's Place

Although dominance of the ACM made Butte similar to a company town, small business owners were numerous and small-time proprietors made a decent living in the various neighborhoods. They frequently kept their businesses in the family and passed on the desire for entrepreneurial careers to their children.

John and Jennie Korn were typical immigrants who came from Austria to Butte and operated a saloon at 1831 S. Montana Street along what was known as "the Boulevard." They enjoyed the benefits of operating in the city although their business, located on the west side of South Montana and technically outside the city limits, left them exempt from city taxes.¹¹

The Korns' saloon operated from about 1911 until Prohibition. To the dismay of reformers like Carrie Nation, who tried unsuccessfully to influence the town's bartenders during a visit in 1911, there were some 250 saloons in Butte. Even the mayor owned a saloon.¹² John Korn's establishment was equipped with a pavilion out back for dancing and boxing matches, both popular activities in Butte. The family lived and worked in the same South Montana neighborhood where other Austrian immigrants had also settled.

The Korns' had two sons, Matt and John Jr. Both young men eventually followed in their father's entrepreneurial footsteps. John established Korn's Shoetorium, a longtime fixture in Uptown Butte. Matt also had the entrepreneurial spirit, but was more of a risk-taker. In 1930, as the nation gloomily looked toward a depressed economy, he had a novel idea based upon something he had seen in his travels to California.

On June 3, 1930, Matt Korn (variously spelled Korne) purchased a placer mining claim property from the City of Butte.¹³ The property was located near his old neighborhood, on the east side of South Montana just inside the city limits. It was less than two blocks from his father's old saloon and a few blocks away from the family home at 1803 S. Washington. The property had been incorporated into the City as the Montana Avenue Addition in September 1890. Matt either took over a shack that stood on the property or obtained an outbuilding from a residential site that was purchased by the State Highway Commission in 1923.

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In it he opened a tiny restaurant and named it Matt's Place. Like the new places he had seen in California, it had a drive up window so that customers could order from their cars. The little shack had no inside or curb service at first, only window service. By 1931, the small one-story restaurant was in its present location, perhaps moved a short distance to the edge of Rowe Road. This street, although roughed out along the northeast corner of Matt's property, had scarcely been planned and was still undefined. A tourist park, located across Placer Street, still stands today as a reminder of those early days when motorcars made family travel an adventure.¹⁴

Matt's Place was typical of drive-in restaurants in the United States in the late Twenties and early Thirties. Matt Korn imported the idea for the business from southern California, then the site of the most drive-in restaurants in the country. The nature of the business required that it be centralized while making maximum use of the roadside frontage for parking. Matt's was ideally located near the intersection of South Montana Avenue, a major north-south thoroughfare in Butte and the east-west U.S. Highway 10, Montana's primary east – west interstate highway. Unlike drive-ins in California, however, Matt's did not rely on extensive signing, singular architecture or advertisement to draw customers. Indeed, it relied on its "sparkling cleanliness, speed and good food" for its success. The existing menu boards show food that was quick to prepare and serve. Like its counterparts in the east, it also served regional favorites, such as barbecue beef and hamburger with egg.¹⁵

Matt's Place quickly became a local hangout for a population with few recreational opportunities. Among the neighborhood customers was Mabel Waddell. Born in Chicago, her parents came to Butte where her father was in the wholesale grocery business and her mother worked for the Manhattan Bakery. Her parents separated, and times were tough in the 1930s. She and a friend frequently walked from Iowa Street to the cemeteries along South Montana. When her friend's mother gave them a nickel, they would stop at Matt's Place for a special treat. "Grape Juice Matt" was famous for the concoction he adapted from his father's wine recipe.¹⁶

Matt Korn married Betty Kabalin in the early 1930s. Reportedly the wedding took place in a plane hovering over Butte.¹⁷ The couple spent their wedding night serving customers that packed the small parking lot till closing. Business was never slow and by 1934 the Korns had added upstairs living quarters onto the restaurant and the present building had been constructed around the original shack. The horseshoe counter with inside seating for 8 had also been added by 1936.¹⁸

In 1936 when Mabel Waddell was in high school, she began working for Matt after classes. Mabel changed her name because Matt Korn had "Mae" embroidered on her uniform. She joined the staff as one of seven carhops. They worked non-stop six days a week until closing at 1:00 a.m.

Matt Korn made very good profits, but he was difficult to work for and paid his help low wages. He didn't believe in Christmas, gifts or bonuses, and the carhops had their Christmas gift exchange in secret, drawing names out of each other's pockets on the sly. Nor did Matt believe in gimmicks, and always said that if you see someone giving something away, it's a sure sign he is in trouble. "Never skimp on quality or quantity" was Matt Korn's dictum. He was a product of the Depression era. Mae's last paycheck in 1943, for a six-day week at eight hours a day, was \$17.50.¹⁹

In 1943 Mae Waddell was still working at night for Matt Korn, engaged to marry teamster Louis Laurence and about to graduate from beauty school. She had saved enough money to buy a beauty shop in Boulder, but when the deal fell through, Matt persuaded the couple to buy the restaurant from him. On March 1, 1943, Matt's Place reopened under new ownership. Louis and Mae spent their honeymoon waiting on customers. They couldn't afford a new sign, so the name Matt's Place remained. Although it was wartime, customers were never lacking. Louis and Mae had to watch their rations and go all over Butte to get the groceries Matt's Place required.

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It was always hard work, but Mae and Louis employed family members including Mae's mother and sisters, and the place was always busy. The 1940s, before the advent of television, were the best years. People spent their evenings at the theater or at the movies, and ended up at Matt's Place. High school kids came to Matt's Place after school, after games and after prom dressed in their elegant finery. Neither Matt nor the Laurences ever advertised. Matt's Place was a strictly word-of-mouth business with a steady clientele.

In 1950, the Laurences made the last changes to their business. They added the coke machine, Proctor Silex coffee pot, knotty pine paneling and two hand painted photomurals of the Rockies.²⁰ All remain today. They also enclosed an upstairs porch so their daughter could have a safe place to play. Except for Matt's long gone grape juice, the menu – including the original nutburger (a burger with a "protein blast of peanuts") remained as it had been in the 1930s. The most significant change is Interstate 90, built in 1964. However, Matt's Place by then was a popular Butte establishment, patronized by a regular clientele, it is unlikely that the interstate was much of a hindrance.

Louis Laurence passed away after ten months in the hospital in 1962.²¹ Mae considered her options, and then took over Matt's Place. Over the decades, more than twenty-eight family members have worked for her at various times. Matt's Place has been written up in *Gourmet Magazine*, several times in *Montana Magazine*, featured in the *Chicago Tribune*, and *Horizon Air Magazine*. In 1998, the Butte Chamber of Commerce named Mae Laurence the Small Business Person of the Year, an honor of which she is most proud.²²

Matt's Place today is a quintessential example of the revolutionary drive-in restaurants that swept the nation in the late 1920s and 1930s. But unlike the vast chains that today line Harrison Avenue, Matt's Place has no playground, no splashy advertising, and no precooked menu items. Over the years other restaurants have operated nearby, but Matt's Place has outlasted them all, by decades. It is one of Montana's first drive-ins, representing the mom-and-pop operations that once flourished across the nation but that rarely survived the fast food chain invasion of later decades. Matt's Place evolved to its present appearance during its first five years and changed little after 1936. It has been a Butte landmark since that time, and its nostalgic ambiance is indicative of that era.

Mae Laurence, after well over half a century, still takes charge of the kitchen. She insists on ground round, potatoes that have never seen a freezer and plenty of ice cream in her shakes and malts. She keeps a guest book in which over the years visitors from across the country have written heartfelt praise of Matt's Place, known to many as "Mae's Place." Among those who have penned entries is David Scholruk of Colorado Springs, Colorado, who wrote, "Now I know it's not the mountains and lakes that makes Montana special – it's Matt's Place. Thanks for the best!"

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ENDNOTES

1. Malone, Roeder and Lang, *Montana: A History of Two Centuries*, rev. ed. (University of Washington, 1988), 188.
2. John K. Hutchens, *One Man's Montana: An Informal Portrait of a State* (New York, 1964), 172.
3. Mary Murphy, *Mining Cultures: Men, Women and Leisure in Butte, 1914-41* (University of Illinois, 1997), 10.
4. Sanborn Fire Insurance Map of Butte, Sanborn Map and Publishing Company, 1931.
5. George R. Metlen, *Report of the Montana State Highway Commission for the Years 1915-1916* (Helena, State Highway Commission, 1916), 12-14; M.J. Steere, *History of the Montana State Highway Department, 1913-1942* (Helena: State Highway Commission, 1943), 13; *Third Biennial Report, State Highway Commission of Montana, 1921-1922* (Helena: State Highway Commission, 1923), 58-59; *Plan and Profile of Proposed Federal Aid Project No. 205: Holmes Avenue-Montana Street Paving* (City of Butte, Silver Bow County, May 26, 1923); *Plan & Profile of Proposed U.S.W.P.H.P. No. WPMH 207-A: Montana Street - Butte Paving*. Silver Bow County, January 27, 1936; Sanborn Maps of Butte 1916 and 1931.
6. Steere, *History of the Montana State Highway Department*, 14, 18-25; Carl F. Wohlgenant, "Development of the Federal-Aid Highway System in Montana" (Master's Thesis, University of Montana, 1953), 39-40, 43-44; *Third Biennial report, State Highway Commission*, 58-59.
7. Jim Heimann, *Car Hops and Curb Service: A History of American Drive-in Restaurants, 1920-1960* (San Francisco, 1996), 12, 14, 16; Michael Karl Wetzels, *The American Drive-In*, (Osceola, WI: Motorbooks, 1994), 25.
8. Heimann 17, 19, 20, 24, 47, 49; Witzel, 30-31, 73.
9. Sanborn Maps of Butte, 1916 and 1931; City Directories of Butte, Helena, Billings, Missoula, and Great Falls, 1925-1968; Telephone directories of Butte, Helena, Billings, Missoula, and Great Falls, 1948-1968.
10. Heimann, 104, 106-107, 117-118.
11. Joseph Kinsey Howard, *Montana: High Wide and Handsome*, (Bison Books, 1983 reprint), 97; Butte City Directories, 1910-1920; *Big Butte Super Shopper*, vol. 1, No. 25, July 27, 1983.
12. Dave Walter, "How Butte Beat Carrie Nation's Temperance Crusade," *Montana Magazine*, 59 (May-June 1983); Sanborn maps of Butte, 1910 and 1916.
13. Abstract of Title to Matt E. Korne, compiled by Western Abstract & Title Co., Butte, Silver Bow County, Montana.
14. Sanborn Maps of Butte, 1916 and 1931.
15. Heimann, 20, 22. Witzel, 73, 75, 78-79.
16. *Montana Standard*, July 27, 1980.
17. Ibid.
18. Mae Laurence interviews with Axline and Baumler, October 2, 2000.
19. Ibid.
20. *Montana Senior News*, vol. 13 no. 6, August/September 1997.
21. *Montana Standard*, February 4, 1962.
22. Mae Laurence interviews with Axline and Baumler, October 2, 2000

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:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other -- Specify Repository:

10. Geographical Data

Acreage of Property: less than 1

UTM References:	Zone	Easting	Northing
	12	380871	5094065

Legal Location (Township, Range & Section(s)): SE¼ SE¼ SW¼ of Section 24, T3N, R8W, MPM

Verbal Boundary Description

Matt's Place is located in Lots 16, 17 & 18 of Block 8 of the Montana Avenue Addition to the City of Butte. See attached site map.

Boundary Justification

The boundary is drawn, based on legally recorded boundary lines, to include the land surrounding the building that has been historically associated with the building and conveys the property's historic setting.

11. Form Prepared By

name/title: Ellen Baumler/Historian
organization: na
street & number: 729 11th Avenue
city or town: Helena

date: February 15, 2001
telephone: (406) 449-3062
state: MT zip code: 59601

na,e/title: Jon Axline/Historian
organization: na
street & number: 907 8th Avenue
city or town: Helena

date: February 15, 2001
telephone: (406) 442-3959
state: MT zip code: 59601

Property Owner

name/title: Mae Laurence
street & number: 2339 Placer Street
city or town: Butte

telephone: (406) 782-8049
state: MT zip code: 59701

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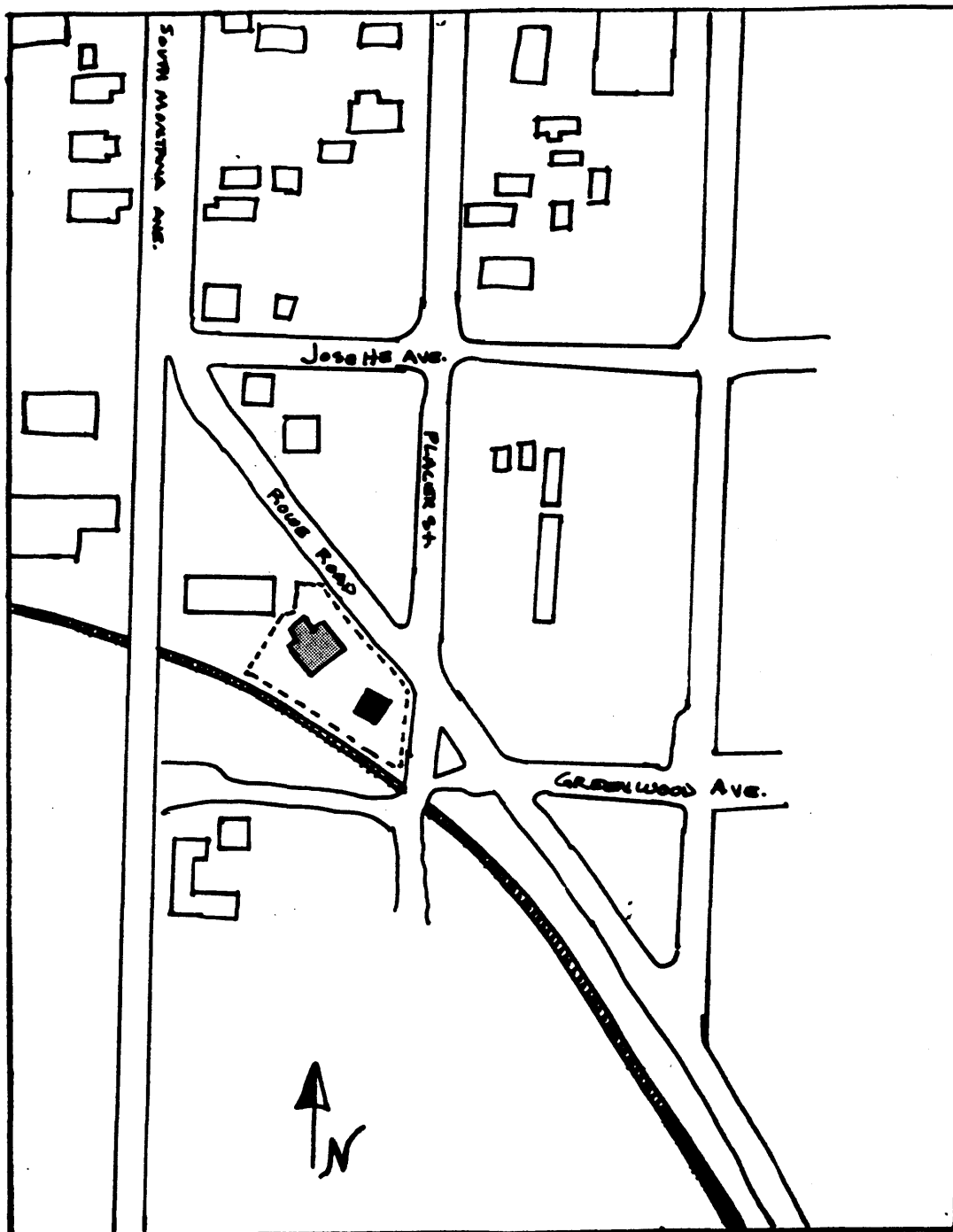
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SITE MAP



Sketch map of Matt's Place (24SB0624). Silver Bow County, Montana

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Photograph

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Matt Kome, right, and wife Betty, center, with employees

Date unknown, reprinted from the *Montana Standard*, July 27, 1980.