

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

For NPS use only

received DEC 21 1987
date entered

FEB -3 1988

1. Name

historic Historic Resources of Glendive, Montana

and or common

2. Location

street & number Roughly bounded by the Yellowstone River, Clement Street,
and Merrill Avenue n/a not for publication

city, town Glendive n/a vicinity of

state Montana code 030 county Dawson code 021

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input checked="" type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government
<input checked="" type="checkbox"/> multiple resource	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial
	n/a	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input checked="" type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Multiple ownership

street & number

city, town _____ vicinity of _____ state _____

5. Location of Legal Description

courthouse, registry of deeds, etc. Dawson County Courthouse

street & number 207 West Bell Street

city, town Glendive state Montana

6. Representation in Existing Surveys

title Glendive Historical Resource Survey has this property been determined eligible? ☐ yes ☒ no

date May - August, 1987 ☐ federal ☐ state ☐ county ☒ local

depository for survey records Montana State Historic Preservation Office

city, town Helena state Montana

7. Description

Condition

☐ excellent
☒ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☒ original site
☐ moved date n/a

Describe the present and original (if known) physical appearance

The city of Glendive, Montana (population 5978) is located in the Lower Yellowstone River Valley in the extreme east-central part of Montana. It is situated about 220 miles northeast of Billings, about 30 miles due west of the Montana/North Dakota border and about 85 miles above the confluence of the Yellowstone and Missouri Rivers.

Glendive is situated on the east side of the Yellowstone River on flats located between the river and the bluffs of the Badlands just to the east of town. At Glendive, the Yellowstone River meanders between bluffs on its northwest and southeast sides, running closest to the Badlands located just south of the city and leaving an open valley to the city's northwest. Glendive lies at the lower end of Lone Horse Prairie, which runs northeast from Ferry Point near Fallon Creek for about 25 miles to Deer Creek opposite Glendive. Glendive is located at an elevation of about 2100 feet. The bluffs to the southeast of town attain an elevation of about 2500 feet.

The location and layout of the town is a product of area topography and the needs of the Northern Pacific Railroad, which located Glendive at its present site in 1881. Glendive Creek was the place where the railroad first reached the Yellowstone River. It was a logical distance from Bismarck to serve as division headquarters. The Yellowstone provided water needed for engine boilers and a means by which to connect to steamboat trade to Fort Buford and the Upper Missouri River. During the early years of settlement a major steamboat landing and warehouse facilities were located along the banks of the Yellowstone, but all traces of these facilities are now gone.

Sage Brush Flats was selected for the establishment of the Glendive townsite because it provided enough room for a town and railroad facilities between the base of the cliffs to the southeast and the riverbank to the west. The Flats appeared to have good drainage as well as an adequate steamboat landing located far enough above the river's high water mark to avoid flooding, but low enough to enable loading and unloading of steamboats at the landing linked to the city by a spur line. However, the relative narrowness of the flats, the irregular bank, and the need for wide rail yards and a long, straight stretch of track for the terminal point resulted in the track and rail yard being located about midway between the base of the bluff and the river bank and bisecting the town that grew up. A spur line constructed from the main railroad yards to the steamboat landing area along the riverbank still constitutes a southwest boundary to the west side of town.

Topography pretty much determined that streets would be laid out on a northeast-southwest/northwest-southeast grid and that the northeast-southwest running streets would be the longest, and by implication, the most important. The exception to this pattern was Bell Street because of its connection with the Bell Street Bridge that joined the town with points west of the river. The layout of this grid pattern was to cause lasting confusion about directions in town. The side of town closest to the river came to be referred to as the "north" side and that part of town closest to the bluff as the "south" side. However the streets on the river half of the town are designated as "west" and those on the bluff half of town are designated as "east".

The Original Townsite, platted in 1882, constitutes most of the present town, and includes 261 blocks. The lots along Clough next to the steamboat landing which were laid out "with reference to their future uses," measuring 170' long "with a street 30' wide taking the place of an alley behind them." Town

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streets were 85' wide and the blocks were 300' by 320', with 20' set aside for an alley. Business lots were 25' wide and 150' deep. Other lots varied from this size to 50' by 200' for the largest residential lots. Residences are generally set back about 20' or more from the sidewalks and parking strips that are shaded by large deciduous trees.

The railroad yard and line, built in the early 1880's, bisect the town between the basically residential, working class southeast side, and the commercial and middle class residential northwest side. The northwest side also encompasses a compact utility and light industrial district, which is located on the bluff immediately above the Yellowstone River. All of these areas are densely developed, with only three city parks left as open space: the Lloyd Square Park in the middle of the northwest side, the small Memorial Park adjacent to the railroad depot on Merrill Avenue, and the South Side Park on the southeast side of town.

The multiple resource area includes only a triangularly shaped, 16-block portion of the Original Townsite of the City of Glendive located at the southwest end of town between the river and Merrill Avenue, which parallels the Northern Pacific railroad tracks, and between South Douglas Street and West Clement Street. The approximately 200 buildings and structures within this area were subject to intensive historical and architectural inventory during the summer of 1987. About 65 percent of the properties in the multiple resource area are commercial, 28 percent are residential, and 7 percent are a variety of light industrial, utility, religious, and transportation-related properties.

The most prominent historical buildings in the multiple resource area are the Northern Pacific Railroad depot on the east side of Merrill Avenue, which together with the City Hall and the nearly complete line of historic commercial buildings along Merrill Avenue between South Douglas and West Clement Streets constitutes the **Merrill Avenue Historic District**; the **Northern Pacific Pedestrian Underpass** (inventory #1); and the two blocks of utility and light industrial properties, which encompass the **Glendive Heat, Light and Power Co. Power House** (inventory #2), the **Glendive City Water Filtration Plant** (inventory #3), the **Northern Pacific Railroad Settling Tanks** (inventory #4), and the Glendive Milling Company flour mill, which experienced considerable remodelling during 1955 and no longer accurately reflects its historical associations. The residential blocks in the west part of the multiple resource area contain a number of significant historic residences, such as the **Blackstock House** (inventory #5), the **McCone Residence** (inventory #6), and the Charles Krug House (National Register: June 3, 1976). Other properties included in this nomination are the two architecturally significant churches, the **Methodist Episcopal Church and Parsonage** (inventory #7) and the **Sacred Heart Church** (inventory #8), the **U.S. Post Office** (inventory #9), and the **Bell Street Bridge** (inventory #10), which spans the Yellowstone River to the west of the Original Townsite and was officially determined to be eligible for Register listing on May 7, 1985.

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Construction History

The actual construction of the town of Glendive was the product of its role in the building and operation of the Northern Pacific Railroad. During the railroad building period from 1880-1881, the town that grew up was largely composed of tents and log cabins covered with dirt roofs. After the arrival of the first load of lumber in the summer of 1881, a building boom began that replaced the log cabins and tents with frame structures, business houses, and dwellings. Building continued in the spring of 1882 with the disappearance of the last tent and the early location and shaping of the commercial district along Merrill Avenue in blocks 7, 8, and 10, the present center of the commercial district.

The construction of the railroad facilities also proceeded during this time. By the end of 1882, the railroad was well underway constructing the structures that played a large part in shaping the layout, growth, and appearance of Glendive. By that date, the railroad had built over 5 miles of side track, several large warehouses along the tracks and at the steamboat landing on the Yellowstone River, a large roundhouse, machine shops, water towers, stockyards, and freight and passenger depots.

The lumber for the frame buildings that predominated in both the commercial and residential areas was shipped from the East until the railroad was completed and pine and other dimensioned lumber could be shipped from the West. Henry Douglas, who had served as the commissary agent for the Northern Pacific during the construction of the railroad, opened a brickyard in the winter of 1881-1882 to produce bricks used in the erection of railroad machine shops. There also was an early effort to construct a limited number of commercial buildings of stone.

The railroad yards and spur lines divided the town of Glendive in half. The massive terminal facilities, including the side tracks, divided the town lengthwise, and the spur line to the steamboat landing marked the south edge of town. The west side of town, which was sandwiched between the tracks and the river, became the center of the town's commercial district and the location of the middle and upper middle class residential area. The early concentration of commercial structures on the west side of town was due to its location between the freight and depot facilities related to the steamboat landing and those associated with the railroad along Merrill Avenue.

By 1900, many of the early frame commercial buildings had been replaced with one- and two-story masonry buildings. The most prominent being the original Masonic Temple Building (OTS 15, L 11-12) built in 1889 and the Dion Building (OTS 8, L 1-2) built in 1886. Sanborn Fire Insurance Company maps from 1888, 1893, and 1903 show most of Glendive's early growth occurring within the boundaries of the multiple resource area. This growth included the early spurt of commercial development along Merrill Avenue, with the railroad-related facilities, including Northern Pacific warehouses, freight and passenger depots, lumberyards and warehouses, and an electric light generating plant along the east side of the street. A mixture of public buildings, residential structures, livery stables, etc. was built up between Merrill Avenue and the river. The

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construction of the first Bell Street Bridge in 1896 and its reconstruction in 1902 had the effect of encouraging some commercial development along West Bell Street in the vicinity of Merrill Avenue and a collection of stately residences west of these. During the 1890's, residential construction expanded south to Williams Street and north to Valentine Street on the east side, occasioned by a stepped up program of construction of company housing by the Northern Pacific Railroad. These changes accentuated the basic division of the town into the commercial/middle class residential section on the west side and the railroad/working-class neighborhood on the east side.

The town of Glendive grew into a city between 1900 and 1920. The need for utilities spurred a drive toward incorporation and the influx of homesteaders during the dryland farming era greatly increased area population and town size. The city's appearance changed dramatically during this period, which is well represented by the historic resources included in this nomination. Civic improvements such as the water and sewer systems, power plant, and sidewalks were also constructed during these first two decades of the 20th Century.

The 1900 to 1920 period witnessed the further development within the **Merrill Avenue Historic District**. The importance of the railroad was evident with the continued presence of the passenger and freight depots and a variety of warehouses, lumberyards, etc., used for storing goods like wool to be shipped on the railroad to outside markets or for supplies and mercantile goods shipped to Glendive for sale. New commercial enterprises such as grain elevators and agricultural implement sales buildings located along the railroad tracks on Merrill Avenue indicated the new role that farming played in the local economy.

Residential construction proceeded at the same rapid pace as commercial construction. The residences constructed during this period were built either on vacant lots or to replace older frame structures thrown up when the town was first established. Residential development extended between Kendrick Avenue and the river and to the north. Residences ranged from gable-roofed, one- and two-story cottages, such as the **McCone House** (#6) to the showplace residences of Charles Krug and J. H. Miskimen. The Miskimen House was designed by locally significant architect Brynjulf Rivenes, but has experienced a number of insensitive alterations, such as the application of asbestos siding, window replacement and the removal of the classically detailed, full-width front porch. Several large 2-story, nearly square hip roof, residences were also built in the survey area at this time. The **Blackstock House** (#5) is the best example of this type remaining in the multiple resource area.

Although the majority of historic buildings were built in Glendive between 1900 and 1920, a few commercial buildings were constructed along Merrill Avenue and others remodeled during the 1920's to displayed more modern, Neo-classical design influences. Housing starts were also limited during this period, and most of the lots, except for those in Allen's First Addition, were already completely built up. However, some major structures were erected that did have a significant effect upon the appearance of the town. These included the new Northern Pacific Depot built in 1922, the **Sacred Heart Church** (#8), and the third **Bell Street Bridge** (#10) constructed in 1925-1926.

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The historic commercial buildings constructed along Merrill Avenue are mostly one- and two-bay, rectangular brick and/or concrete structures, many with stepped parapeted roofs. Some buildings are multi-lot commercial blocks, such as the Dion business block, which consists of three separate buildings. The earliest building in this complex is the original Dion Block (OTS 8, L 1-2) that was built in 1886, and remodeled in 1929 with new, spare, Moderne facade. The second Dion building was known as the Dion Brothers Building (OTS 8, L 3-5), built in 1894 and the recipient of a new Neo-classical facade in 1910. The third building in the group is known simply as the Dion Building (OTS 8, L 6), built in 1905 and displaying Victorian Gothic stylistic features like those of the original 1886 block. Today, the third Dion building appears to be the oldest from the street; the two earlier buildings now sporting early 20th Century facades that have gained significance in themselves. Italianate-influenced commercial buildings included the original Masonic building (OTS 10, L 11-12) built in 1889 and the Douglas Mead Building (OTS 10, L 2-3), both two-part business blocks. The Jordan Hotel (OTS 15, L 1-2) built in 1901 displayed Italianate stylistic features but was stripped of most ornamentation during its recent remodeling. The Gillis/Foss building (OTS 8, L 4-5) built in 1903-05 exhibits the characteristics of the late Queen Anne commercial style in its simply articulated stone and brick facade.

The Neo-classical style commercial buildings include the Dion Brothers Building (OTS 10, L 3-5), which was given its Neo-classical facade in 1910 and the buildings designed by Brynjulf Rivenes, an architect from Norway who had offices in Miles City and Glendive: the Rivenes Building (OTS 10, rear of L 11-12) built in 1905, the Rivenes-Wester Building (OTS 7, L 2-3) and Krug Building (OTS 7, L 4-5) built in 1909-10, and the remodeled Merchants Bank (OTS 10, L 1) and Douglas Mead Building (OTS 10, L 2-3). Brynjulf Rivenes also designed the Neo-classical, brick, temple-front Glendive City Hall (OTS 6, L 1-5) in 1914. All of these buildings are located within the **Merrill Avenue Historic District**.

Most of the commercial buildings were constructed of polychromatic brick, which continued to be produced locally throughout the historic period. The town's three brick yards were located south of town, in the 1300 block on North Merrill, and in the Hillcrest area. Hebron brick imported from Hebron, North Dakota also was used extensively. Concrete block was manufactured by local entrepreneurs and was used in the construction of commercial buildings in the 1910's, such as the Sutherland Building on Merrill Avenue.

Styles employed for residential construction include pattern book and architect-designed houses exhibiting strong Neo-classical design influences, Queen Anne cottages, Craftsman bungalows, simple vernacular gable end cottages (most of which were originally sided with clapboard) and a few Spanish Mission Revival style and stuccoed English cottages constructed in the late 1930's. Notable Neo-classical residences include the large, architect-designed residence of J. H. Miskimen (OTS 11, L 5-6) built in 1910 and designed by Brynjulf Rivenes. This building is not included in this nomination due to its lack of historic architectural integrity. The rather monumental, three-story Charles Krug residence (OTS 5, L 15-19), designed by Herbert C. Chivers of Michigan and built

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in 1907, is the best example of Neo-classical styling in the multiple resource area. Large, two-story, temple front, hipped roof, Classical Box residences such as the **Blackstock House** (inventory #5) built ca. 1908 are as common as is the Craftsman Bungalow style residences, one of which is the stucco-covered parsonage of the **Methodist Episcopal Church** (inventory #7).

Two churches are major architectural landmarks in the multiple resource area. They are the **Methodist Episcopal Church** (inventory #7), an English Gothic style church built in 1909, and the **Sacred Heart Church** (inventory #8) built in 1926. Both were designed by the local architect Brynjulf Rivenes.

The historical resource survey of a portion of the Original Townsite of Glendive was conducted by William A. Babcock, Jr. of Missoula, Montana, M.A. in history and Ph.D. candidate at the University of Montana, with nine years of experience in cultural resources work. He was assisted by Rita Edwards of Glendive, Montana, a long-time area resident. Several volunteers assisted the survey team in completing records search, typing, photography, and assembly of the inventory forms and the historical and architectural overview.

Methodology included an intensive inventory of the approximately 200 buildings and structures in the multiple resource area, which involved a detailed description of each structure and an interview with residents or owners. Photographs were taken of each structure and a photograph log was kept. The literature and records search included examination of tax appraisal cards, plat books, deed books, and plat maps of the Dawson County Courthouse to establish the chronology of ownership for each property inventoried and the dates of platting the original townsite and additions. Sanborn Fire Insurance Company maps, tax appraisal cards, R. L. Polk and Company City Directories, and interviews were used to date structures and to determine their historical occupancy and use. Historical literature, government documents and archival holdings (including cartographic and photographic collections) of the Montana Historical Society, the Mansfield Library at the University of Montana, the Glendive Public Library, and the Frontier Gateway Museum were examined to develop historical contexts for the city and the region and to obtain detailed information about the construction of specific buildings. Each structure within the multiple resource area was evaluated in accordance with the criteria for listing in the National Register of Historic Places, and the degree to which each has retained historic architectural integrity. No archeological survey or testing was performed in accordance with the terms of the contract between the principal investigator and the Glendive Area Chamber of Commerce and Agriculture.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input checked="" type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1886-1937

Builder/Architect multiple

Statement of Significance (in one paragraph)

The historic resources of Glendive, Montana, reflect the city's historical development from its founding in 1881 as a terminus point for the Northern Pacific Railroad's Missouri and Yellowstone Divisions and as a supply and distribution center for the ranching and agricultural community that grew up near the townsite during the historic period from the 1880's-1937. For a time, Glendive also served as a connection between the railroad and steamboat traffic running to Fort Buford and points on the Upper Missouri River. Glendive was established as the county seat of newly formed Dawson County in 1882. From the open range era of the 19th Century to the more intensively developed agricultural landscape that evolved with the advent of federally supported irrigation projects in the early 1900's, and the dry land farming movement of 1900-1920, Glendive served as the center for shipping and supply as the area population expanded. The multiple resource area of Glendive encompasses the oldest portion of the Original Townsite and includes the historic commercial core of the city, as well as the most significant public and private light industrial and civic enterprises, the residences of important early settlers and community boosters, and the town's two architecturally significant churches.

Included in this submission are a total of **41 contributing properties** and **15 noncontributing properties** which are nominated as part of the following historic district and independent resources:

Merrill Avenue Historic District, consisting of 28 contributing buildings, 1 contributing site, and 15 noncontributing buildings. The historic district includes the commercial core of the city, as well as the Northern Pacific Railroad Depot and the Glendive City Hall.

Northern Pacific Pedestrian Underpass, 1914, Inventory #1

Glendive Heat, Light and Power Co. Plant, 1914, Inventory #2

Glendive City Water Filtration Plant, 1917, 1923, 1934, Inventory #3

Northern Pacific Railroad Settling Tanks, 1915-10, Inventory #4

Blackstock Residence, c.1908, Inventory #5

McCone Residence, c.1900, c.1904, c.1908, Inventory #6

First Methodist Episcopal Church and Parsonage, 1909, 1913, Inventory #7

Sacred Heart Church, 1925, Inventory #8

U.S. Post Office, 1935, Inventory #9

Bell Street Bridge, 1926, Inventory #10

Historical Context

Southeastern Montana was primarily occupied by Sioux Indian bands through the middle of the 19th Century, while members of the Blackfeet, Bannock, and Crow tribes also utilized the resources of the area. The Treaty of Fort Laramie of 1868 continued to define the land south of the Yellowstone as Sioux territory, but foreshadowed the later arrival of the Northern Pacific Railway by providing

9. Major Bibliographical References

See attached bibliography

10. Geographical Data

Acreage of nominated property 8.3 acres (Multiple Resource Area)

Quadrangle name Glendive, Montana 1967

Quadrangle scale 1:24000

UTM References

A

1	3
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5	2	1	4	7	5
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5	2	1	7	1	6	0
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Zone Easting Northing

B

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5	2	1	9	8	0
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5	2	1	6	8	7	0
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Zone Easting Northing

C

1	3
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5	2	1	5	7	0
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5	2	1	6	1	4	5
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D

1	3
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5	2	1	3	9	0
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5	2	1	6	5	6	0
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E

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Verbal boundary description and justification

Original Townsite (OTS) Blocks 4-18 plus: 1) a strip of land (which includes the Burlington Northern Railroad depot) about 100 feet wide (see continuation sheet)

List all states and counties for properties overlapping state or county boundaries

state	n/a	code	county	code
-------	-----	------	--------	------

state	code	county	code
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11. Form Prepared By

name/title William A. Babcock, Jr.

organization Consulting historian on contract with the Glendive Area Chamber of Commerce and Agriculture date August 1987

street & number 2920 Salish Court

telephone (406) 549-9987

city or town Missoula

state Montana 59801

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☐ state ☒ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

Marcella Sheffer

title

SHPO

date 12-16-87

For NPS use only

I hereby certify that this property is included in the National Register

See continuation sheet for listing
Keeper of the National Register

date

Attest:

date

Chief of Registration

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for a railroad right-of-way in the region. Preparation for the construction of the railroad in the Glendive Creek area became evident in 1873 with the establishment of an army cantonment and supply depot at Glendive Creek, where the railroad route was to cross the Yellowstone River.

However, the Panic of 1873 stalled railroad construction, which had begun in St. Paul in 1870, at Bismarck, North Dakota, and the Indian wars of the mid-1870's delayed it further. Construction of the Northern Pacific line resumed in 1879. By the end of the 1879 season, the line had been constructed 100 miles west of Mandan and track had been laid for a distance of 52 miles. The rail line was constructed to Glendive in June 1881, and contractor H. Clark and Co. began to lay track west from Glendive in July. During this time, Glendive was something of a boom town construction camp. Work crews were headquartered in Glendive for the construction of grade on the Missouri and Yellowstone Divisions in the fall of 1880 as well as for the construction of the line west from Glendive, which took much longer than expected because the bluffs and the crumbly clay slowed the rate of progress considerably. In this section about 2,000 men and 800 teams were used to build the line, which extended only 30 miles west of Glendive by September, 1881. In the meantime, the Yellowstone Division was organized (June 1, 1881) and S. R. Ainslie was appointed as its first superintendent.

The townsite was located on Sage Brush Flat on the south side of the Yellowstone River along Glendive Creek. It was the point where the railroad first reached the river, which was to be used for water to supply the engine boilers and as a shipping connection to steamboat traffic headed for the upper Missouri River. Glendive was also a logical terminal point, being just over 220 miles from Bismarck and at a point where the average grade per mile changed and made necessary changing the number of engines for trains headed east and west. The flats provided enough room for terminal facilities for loading and warehouse facilities and the tracks and was a good spot for a steamboat landing. It also appeared to provide sufficient drainage. Topography and the needs of the railroad determined the layout of the town and the direction of its growth. Northern Pacific officials correctly foresaw that much of the town's growth would come from the need of a division terminal for "a plant in buildings and machinery" which would attract a large population of railroad employees and merchants to supply their needs. It estimated that these facilities would employ about 300 men, also an accurate prediction.

The development of Glendive also was the result of the rapid development of the cattle, sheep, and horse raising industries in the Lower Yellowstone Valley in the 1880's and 1890's. Small ranches were located on the Lower Yellowstone in the late 1870's. With the final defeat of the Indians and the systematic extermination of the buffalo, stock (primarily cattle) was moved to the Lower Yellowstone Valley in great numbers from the East (Minnesota, Iowa, and Wisconsin), from the West (Oregon and Washington), and from Texas, both before and after the completion of the railroad to Glendive. The range continued to be stocked with cattle in great numbers until a combination of overstocking and the notorious winter of 1886-87 dramatically reduced their number and ruined numerous

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area stockman in the process. Despite this ruinous winter, the open range continued to exist in parts of Dawson County until the early 1900's.

The railroad also was to make Glendive a supply and distribution center for the Great Triangle area, consisting of area between Glendive, the mouth of the Musselshell on the Upper Missouri, and the confluence of the Missouri and Yellowstone Rivers. By 1882, Glendive was viewed as the logical rail outlet for cattle and sheep driven from as far west as Sun River through the Judith Gap or through the passes near Fort Maginnis and then along the Musselshell Valley. Glendive also served as a supply center to nearby cattle towns like Mingsville (later named Wibaux) which served as the shipping point for stock driven from northern Wyoming. In 1895, 1,768 cars of cattle, 191 cars of sheep, and 14 cars of horses were shipped by rail from Glendive.

The growth of the stock industry in eastern Montana not only made Glendive a major supply and distribution center, but also created many wealthy ranchers in the Glendive area. Many of the men started out as area stockmen and became Glendive businessmen and public officials like Charles Krug, George McCone, C. A. Thurston, and William F. Jordan. Also many who came to the area as businessmen, such as Henry Dion, G. D. Hollecker, and A. S. Foss, became major Glendive-area stockman. These individuals and others were responsible for constructing many of the city's major commercial, residential, and light industrial structures.

Farming also had its start during the open range era, but was mostly practiced by area ranchers who raised hay and small grains along stream bottoms and on the benchlands. These crops were used primarily for stock feeding. Early success and solicited testimonials from area ranchers contributed to the rapid influx of homesteaders after 1900. Early irrigation efforts were private ventures, mainly located along stream beds, although movements were underway early that sought federal support of comprehensive irrigation projects for the Lower Yellowstone Valley.

The mineral resources of the area were recognized as limited in their potential. The most obvious was the lignite, which railroad officials quickly recognized as inadequate in quality to use as fuel for the railroad's trains. However, its easy availability made it locally marketable as a fuel for heating homes and businesses. Several small mines were opened in the Glendive area to produce lignite for local consumption.

Access to the Glendive townsite from the west was made difficult by the need to cross the Yellowstone River. Construction of a bridge across the Yellowstone was the major task facing the newly organized Dawson County. After years of debate, a large bridge was constructed across the Yellowstone at Glendive in 1895. It was washed out by the flood and ice jam of 1899, but rebuilt using some portions of the original bridge by 1902. The present Bell Street Bridge was built in 1926 alongside the old bridge, which was dismantled afterwards. The bridges across the Yellowstone greatly improved Glendive's access to points to the northwest like Wolf Point and Poplar, especially, and made stage line travel to these points more reliable. The Bell Street Bridge is a six-span, riveted Warren through truss that qualifies for listing in the National Register under criterion C for its engineering significance.

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Despite the numerous and predictable forecasts that Glendive would be a booming railroad and ranching community, the town grew only gradually during the 1880's and the 1890's after the initial railroad construction boom period. Glendive's position as a division terminus, county seat, and shipping and supply point for area ranchers, provided a stable economic base. However, the large ranches needed comparatively few men to run them, but required large amounts of land for grazing, which kept the regional population low during the open-range era. Also, the Northern Pacific and the Yellowstone Land and Colonization Company disputed title to the townsite, which delayed town growth.

The actual construction of the town of Glendive was the product of its role in the construction of the railroad and its designation as a railroad terminal. Estimates about the number of buildings constructed in the first months after the arrival of the railroad vary. Michael Leeson's History of Montana (1885) estimated that about 150 houses were built between July 20 and November 25, 1881 and The Glendive Times of February 13, 1882 estimated about 50 buildings had been constructed in the previous five months.

Building continued in the spring of 1882 with the disappearance of the last tent and the early location and shaping of the commercial district where it is today along Merrill Avenue. By the end of February 1882, property valuation in the built-up area was \$287,000, only \$33,000 of which was "outside" (i.e. eastern) capital. Also, the townsite company had donated lots for several churches to be constructed in the spring. The Glendive Times of November 25, 1881, noted that located in the town were:

two physicians, one lawyer, one druggist,
four general merchandise establishments, two
hotels, one lodging house, four restaurants,
two grocery stores, one dry goods store, one
livery stable, two butchers, two blacksmiths,
one baker, one shoemaker, and one watchmaker.

By the end of February 1882, the railroad was well underway constructing the buildings that would play a major role in shaping the layout, growth, and appearance of Glendive: including the railroad yards in the center of town and the accompanying depots, warehouse maintenance shops, and the warehouses and the loading facilities of the steamboat landing. The stock yards and passenger depot were constructed later in 1882. J. W. Kendrick, Resident Engineer for the Yellowstone Division was in charge of the construction of the facilities. A. Densmore was foreman in charge of the construction of the shops. Also growing up along the tracks were numerous lumberyards, warehouses of town merchants, and buildings for local utilities.

The railroad yards and shops permanently divided the town in two and the spur line leading to the steamboat landing marked the south edge of town. Commercial structures were located on the west side of town between the railroad track and the river and the landing facilities became the location of utilities and light industry in that part of town today. The northwest side of town to the

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north and west of the commercial area became the middle-class residential section, where town merchants, some railroad employees, professionals, and ranchers lived. The southeast side of town became the working-class section, where many of the railroad employees and many ethnic groups, such as the Germans and Italians lived. Most of the early town growth was on the west side of town, with development on the east side lagging and consisting mostly of railroad company housing and some larger middle-class residences. West side growth was bolstered in 1896 with the completion of the Bell Street Bridge over the Yellowstone River which made Bell Street a major thoroughfare with new businesses and some of the town's most substantial residences.

Major structures built during the period between 1881 and 1902, the date of incorporation, include the Dion Block (1886), the original Masonic Building (1889), large brick multi-lot commercial blocks, and the Dawson County Courthouse (1883), an impressive, brick, Italianate public building, which has been demolished.

Few utilities for Glendive had been constructed by the turn of the century. The need for these resulted in the incorporation of the city in 1902. Before 1900 water was hauled to residences in barrels and sold for 25 cents. Some residents constructed windmills to pump water to tanks kept in the upper part of the house to be fed by gravity for domestic use. The town was also beset by drainage problems, even though the railroad had believed that the 40-foot drop between the base of the bluff to the top of the river bank would provide adequate drainage. Streets were quagmires after rainstorms and basements frequently filled with water. During the early days the commercial section of town also had numerous gullies that had to be filled in. Fuel consisted of lignite and wood. By 1899, a small coal-fired electric generating plant on Merrill Avenue was operating that served some of the downtown commercial establishments.

Between 1881 and 1900, Glendive was a railroad town located in the middle of prime stock country. As long as the basic nature of the economy remained unchanged, the town's population remained stable. However, starting in about 1900, changes occurred that radically altered the size and nature of the area's population and also changed in part the base of the area's economy. These changes were the product of several developments: the construction of the Lower Yellowstone Irrigation Project, the promotion of dry land farming, the effort of the Northern Pacific Railroad to encourage settlement of farmers in the area and to sell railroad land to these settlers, and the unusually heavy rainfall of the first 15 years of the 1900's. The rapid influx of settlers to the Lower Yellowstone Valley during these years reduced the open range in the area, dramatically increased the number of farms and farmers and the proportion of agricultural products, and increased the number of railroads and railroad towns. The population of Glendive doubled between 1900 (1,200) and 1910 (2,248) and rose to 3,816 by 1920. The effect of this sharp rise in population led to the construction of utility systems, and the sharp increase in the construction of commercial and residential structures in town. Between 1900 and 1915, Glendive experienced the transition between town and city and witnessed the construction of buildings that constitute most of the remaining historic resources in the City today.

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The Yellowstone Irrigation Project, built in stages between 1905 and 1910, was a product of local initiative through the Water Users' Association, which the Glendive Businessmen's Association helped to form, and the passage of the National Reclamation Act of 1902. A diversion dam was constructed about 17 miles below Glendive at Intake, and a canal system was built that served an area about 55 miles long and from 1 to 5 miles wide, or about 65,000 acres. In 1909, the steamboats Expansion and Enterprise were used to float supplies from Glendive to Sidney and Mondak for the U. S. Reclamation Service. The construction of the project involved the use of the local and outside laborers, which caused another real boom in the area. The project encouraged more lasting settlement by conducting drawings to see who could purchase the 160-acre parcels that settlers within the irrigated acreage were limited to. By 1912, about 530 families had settled on about 23,000 acres of land within the project area.

The dry land farming movement got underway at about the same time. This movement, which resulted in the rapid influx of settlers to Montana, began about 1900 and continued until the mid-1910's. It was the result of the recognition that it was impossible to irrigate more than a small percentage of the vast lands available for settlement and the belief that these lands could be successfully farmed through various "scientific" dry land farming methods, such as deep plowing and soil compaction. The whole movement was made a reality by the aggressive efforts of several interested parties who seized upon the Campbell System theories to fill up the Lower Yellowstone Valley and eastern Montana with yeoman farmers working small parcels of land made available through the homestead acts and from private landholders such as the railroad, realty companies, land speculators, and ranchers.

The railroads spearheaded the promotional efforts to attract settlers to the land in the early 1900's, promoting farming exhibits and competition and distributing brochures and leaflets throughout the U. S. and Europe. They encouraged Europeans to immigrate to the Northern Plains by offering such inducements as low cost transatlantic fares and special train fares to the West. Other groups promoted settlements, including chambers of commerce, local newspapers, real estate agents, the State Bureau of Labor, Agriculture, and Industry, and the State agricultural College and Experiment Station.

The economic development and growth of the 1900 to 1920 period was clearly evident in the number of commercial and residential buildings constructed, many of which were associated with the ranchers, businessmen, professionals, and railroad officials who established and helped shape Glendive and the Lower Yellowstone Valley. The population boom increased the boundaries of the town, as it grew north on both sides of the tracks and accentuated the basic divisions between the commercial/middle class residential section of town on the west side and the railroad/working class/ethnic residential section on the east side of the tracks.

The commercial district has had a history of stable economic growth and few business failures even during periods of depression. Historically, it has been the focal point of the commercial and transportation development and activity in town and for the Lower Yellowstone Valley. Commercial blocks continued to be

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built on the northwest side of Merrill, replacing older frame structures and replacing or enlarging brick and concrete block structures. The Merchants Bank and the Douglas/Mead Block, which was built in stages between 1886 and 1903 (OTS 10, L 1-3), were associated with Henry Douglas, who was a commissary for the Northern Pacific railroad when it built the line to Glendive and was one of the founders of the Yellowstone Land and Colonization Company which platted part of the townsite. Douglas was first president of the Merchants Bank (est. 1883) and co-founder of the Douglas Mead store, a general mercantile establishment. He also operated a lumberyard, a ferry service, and the U.S. Cattle Co. David Mead, co-founder of the Douglas Mead store was also later president of the Merchants Bank.

Henry Dion, who had built the Dion Block (OTS 8, L 1-2) in 1886, built other structures including the Dion Brothers Building (OTS 8, L 3-5) in 1894/1910, and the Dion Building in 1905. Henry Dion was a Canadian who arrived in Glendive in 1881 and established a retail and wholesale liquor business. He also ran a mercantile business and a large stock operation, the latter with Elmer Herrick. Dion was the first president of the Exchange Bank in 1902 and of the Exchange State Bank in 1911. He was the first sheriff of Dawson County (1882), County Treasurer in 1895, and Chairman of the Board of County Commissioners in 1906. The Dion residence is within the survey area but has been moved from its original location.

Charles Krug built several business blocks, the largest one being the Krug Building (OTS 7, L 2-3) constructed by Joseph L. Webster in 1910. It was the second Masonic Lodge in town. Krug worked for the Northern Pacific Railroad when he arrived in Glendive in 1881. He ran a large cattle ranch and became one of the area's largest ranchers before the winter 1887. After 1887, he went into the sheep business and became one of the largest sheepmen in eastern Montana. He was president of the Merchants National Bank from 1916 to 1928 and was County Commissioner for 8 years. Alleged to have been the city's first millionaire, Krug's backing of the local banks with his personal financial resources is generally credited with enabling Glendive to keep its four banks operating during the agricultural depression of the 1920's. He is most closely associated with his landmark Classical Revival house (OTS 5, L 15-19), from where he conducted most of his business.

William Jordan was a cattleman from Texas who came to Montana in the 1880's and operated a ranch near Terry. He married Mary Miller, who ran a hotel there, and in 1901, he built the Jordan Hotel (OTS 15, L 1-2), long a Glendive landmark. The hotel has been remodeled inside and out several times, and no longer retains sufficient historic architectural integrity to qualify for Register listing. J. P. Windmeyer, editor of The Glendive Independent, built the Glendive Opera House (OTS 8, L 11-12) on the 1-story Phoenix Block in 1901. However, the upper two blocks that constituted the Opera House have been demolished.

J. D. Hollecker and J. H. Miskimen also were prominent Glendive businessmen and civic leaders who owned businesses in within the commercial core. Hollecker was from Canada and came to Glendive in 1893 when he joined A. M. Coleman in the operation of his mercantile business in the Coleman Block (OTS 10, L 8-9).

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Hollecker acquired the total interest in the business in 1894 when Coleman died. Hollecker ran his store there until his death in 1931. He also had his residence within the multiple resource area, which was constructed by J. A. Morse in a tract in Lot 1 of Allen's First Addition in 1897. This house, unfortunately, has been altered by numerous additions, the application of modern siding, and window replacement. Hollecker ran a large stock ranch on Deer Creek and horse ranch on the Red Water and was a member of the school board for District 1 starting in 1905 and its president in 1920. He was a member of the High School Board from 1906 to 1915.

J. H. Miskimen was a native of Ohio who arrived in Glendive in 1889 and operated several businesses (jewelry, real estate, insurance, and photography) for years. He was the first mayor of the incorporated city of Glendive (1902-03) and served again in 1907-09. He also helped establish the First National Bank in 1903 and served on its first Board of Directors. He operated his jewelry store in the Miskimen Block (OTS 10, L 5-6) built in 1903. Miskimen's residence, designed by Brynjulf Rivenes in 1909 and originally one of the most outstanding Neo-classical residences in the community, does not qualify for Register listing due to the removal of the full-width, highly detailed front porch and the application of asbestos siding.

Another Glendive civic leader associated with development of the multiple resource area is George McCone. McCone was a cattle rancher in the Burns Creek area in 1882 and a member of the first Dawson County Board of Commissioners (1882-1900). He was elected to the Montana House of Representatives in 1900 and later to the State Senate. He continued in the cattle business in the 1910's and served as the director and vice president of the Merchants National Bank. While in the State Senate he sponsored the McCone Act, which provided the legal machinery for creating new counties by popular vote. McCone County, created in 1919 was named after him. His residence, a simple gable-roofed, L-shaped cottage is included in this nomination.

The 1900-1920 period also was one of marked development of city utility systems and light industry. The movement toward incorporation to deal with long-standing problems such as water availability and quality was realized just before the population boom would have made it otherwise necessary. The town was incorporated October 6, 1902. Original officers were J. H. Miskimen, mayor; Charles Banker, treasurer; John Sorenson, police judge; and W. F. Jordan, E. P. Baldwin, A. S. Foss, and C. E. Baldwin, aldermen.

The utility systems constructed in Glendive during the first decade of the 20th Century not only provided the town with employment and services, but some, like the power plant, served other area communities as well. The water filtration plant was a utility providing the town with a reliable water source after years of uncertainty about quality and threats to public health. The Northern Pacific settlement tanks testify to the railroad's importance and its tie to the city through cooperative projects. The Glendive Milling Company plant is representative of the importance of farming and farm-related industries in the area even though it was not a successful operation during the historic period. Most of the utilities were constructed on the

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southwest end of town within the multiple resource area where some light industry grew up also.

The water system was built in stages, beginning with a \$50,000 bond issue in 1905 and construction of the distribution system between 1905 and 1907, consisting of a pump station, a 250,000-gallon water settling pond, wooden water mains, and a hillside reservoir. The engineering firm of Burns and McConnell designed the water filtration plant. The plant, which was constructed by Howard Engineering of Massachusetts, was built in 1916-17 at a cost of \$32,610. A water softening unit was added in 1934 and the plant was physically enlarged in 1960. Also constructed during this period (1906) were the Northern Pacific settling tanks, which were built next to the city treatment plant and were used in locomotive boilers.

The city sewerage system was constructed in 1906 by John M. Baer of Appleton, Wisconsin. One line ran from the alley behind city hall (then on the south end of Merrill Avenue) to Hotel Jordan and connected with the sewer system of the railroad company. Another line began on Towne Street at the corner of Merrill Avenue and ran down Towne Street to the river outlet. During this period, the Brubaker Brothers constructed cement sidewalks in town. The streets were graded and graveled and paving had commenced by 1920. Electric power generating facilities were expanded by the construction of the existing power plant on Clough Street. The Glendive Heat, Light and Power Company built the existing plant on Clough Street in 1914. This plant was purchased in 1920 by the Eastern Montana Light and Power Company, which also purchased plants in Beach, Wibaux, and Superior Butte, constructed transmission lines from Glendive to serve these towns, and abandoned the other plants. In 1926, the plant and the transmission lines were purchased by the Minnesota Northern Power Company, the forerunner of Montana-Dakota Utilities. This company enlarged plant capacity with gas-fired boilers and constructed gas transmission lines from the Baker field to supply the plant and Glendive businesses and residences. In 1940, the plant was expanded with new generators and construction of a 20' by 30' addition. The steam provided as a by-product of the generator's turbines was piped to businesses on Merrill Avenue until 1962. The power plant is included as an independent resource in this nomination.

The Glendive Milling Company flour mill was also constructed at this time. The plant symbolized the new importance of agriculture to the area's economy and a local attempt to base an industry on it. The company was incorporated in 1917 and had a board of directors consisting of local businessmen, Charles Krug, Frank Kinney, and F. C. Hughes, and two Billings businessmen. However, the mill was not a successful operation and was purchased outright by Charles Krug in 1924. The milling plant has undergone numerous alterations, which render it ineligible for Register listing.

Several public buildings and institutional structures (educational, medical, and religious) also were built during this building boom and period of economic development, civic pride and confidence. They included the City Jail (1913), the Glendive City Hall (1914), and the Northern Pacific Pedestrian Underpass (1914). The City Hall was constructed by Wallace T. Perham at a cost of \$50,000. The

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underpass was constructed because of public pressure caused by accidents that had occurred to persons crossing the tracks that bisected the two sides of town. Joseph L. Wester, foreman for the Northern Pacific Bridge and Building Department, constructed the underpass in the winter of 1914, under trying conditions, including frequent flooding. The floor of the tunnel was constructed with concrete 40 inches thick to withstand the pressure exerted by trains passing overhead. The underpass served to tie the two sections of town more closely together and is still used as a pedestrian walkway. The underpass is included as an independent resource in this nomination.

Economically important transportation facilities built during the 1920's included the massive Northern Pacific depot and Yellowstone Division headquarters constructed in 1922 at a cost of over \$200,000 and symbolic of the continued importance of the railroad. The Bell Street Bridge which was built in 1926 at a cost of \$305,521, all of which was federal and county funds. Both structures were built during a period of economic depression and hardship but displayed a residual confidence that the town and county still maintained.

Numerous educational, religious, and institutional buildings, especially hospitals, were built during the 1900-1920 boom period. Most of these were constructed outside of the survey area. The school closest to the survey area was Washington School, located just to the north of the survey boundary. It was designed by Brynjulf Rivenes and built in 1914 at a cost of \$50,000. The Dawson County High School built in 1909 and added to in 1930 was destroyed by fire in 1962. The major hospital built was the Northern Pacific Hospital, a large 4-story brick structure built in 1912 on Prospect Avenue and demolished in 1926.

The major churches built in Glendive are located in the multiple resource area and include the First Methodist Episcopal Church built in 1909 and the Sacred Heart Church built in 1926. The Methodist Episcopal and Catholic congregations had originally located their churches on the southeast side of town, and chose to relocate within the more middle class neighborhoods of the northwest section when they prepared to build larger, more architecturally prominent new buildings. Both churches were designed by the locally significant architect Brynjulf Rivenes and remain today as outstanding landmarks in the community.

The boom ended by the early 1920's, with several years of drought and the collapse of agricultural prices with the end of World War I. The population of Dawson County had increased from 2,443 in 1900, to 13,221 in 1910, and 25,000 in 1920. Immigrants came from Wisconsin, Indiana, Illinois, Canada, Scotland and Europe, and especially Scandinavia. Railroad branch lines were built to such towns as Sydney and Circle and numerous other towns sprang up along the way: Jordan, Bloomfield, Richey, Lambert, Lindsay, Stipek, Savage, Fairview, and Mondak. As the country filled up, area ranchers participated in the boom, often selling at least some of their land to farmers, farming themselves as well as raising stock, and even moving to town. The stock industry was hardly displaced, but farming had become a permanent part of the Lower Yellowstone economy. Unlike the ranchers who had settled the area in the 1880's and 1890's, most of the new agricultural settlers had little previous farming experience. This fact, the

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overly optimistic statements of the promoters about the productivity of the land, the inadequacy of 160 or even 320 acres for farming, and the end of the higher than average years of rainfall, and the dramatic drop in farm prices spelled disaster for this segment of the Glendive area population. Many homesteaders were forced to leave the area.

However, these events did not spell disaster for Glendive, at least to the extent felt by other eastern Montana communities. This was probably because of the presence of the Northern Pacific offices and shops and Glendive's history of stable finances and gradual economic growth. Even though the rate of growth declined after the land boom had run its course, Glendive continued to grow during the 1920's. Glendive to this day proudly notes that it was the only Montana town during this time to experience no bank failures. This was presumably because of the vow of Charles Krug, Glendive's first millionaire, not to allow his bank to fail. This pledge, backed by Krug's ample resources, was apparently enough to establish the confidence necessary for the banks to survive.

The depressed agricultural conditions became worse during the 1930's. The population of Dawson County declined from 9,881 in 1930 to 8,618 in 1940 and that of Glendive from 4,629 to 4,524. The conditions in the 1930's were desperate. Many of the homesteaders who were able to hang on during the 1920's were forced to leave the area during the 1930's. The long-term sources of economic stability, the railroad and the ranchers, also fell on hard times. Grain and beef prices fell and remained low.

Construction projects that occurred in the Glendive area in the 1930's were largely federal projects designed to alleviate the worst effects of the Depression. Major projects that had impact on Glendive included the paving of the Red Trail Highway between Bismarck and Billings, the construction of Fort Peck Dam, which drew thousands to the area during its construction, and the Buffalo Springs Irrigation Project between Glendive and Miles City. Publicly funded projects occurring in the survey area included the planting of trees and shrubs along Merrill Avenue, the construction of the water softening plant at the city water treatment facility in 1934, and the construction of the U.S. Post Office in 1935. The softening plant, said to have been the first in Montana, was financed through a \$15,000 bond issue and a \$19,000 federal grant through the PWA. The post office at the corner of Kendrick and Benham was financed by the PWA and constructed by Glendive contractor John Sterhan at a cost of \$70,000. Almost immediately after the new post office was completed, a gas explosion leveled the south corner of the building and Sterhan performed the repair work. Publicly financed projects during this period also included an addition to the high school in 1930.

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1. Name: **Merrill Avenue Historic District**
2. Location: Including the west side of Merrill Avenue between South Douglas Street and West Clement Street, as well as the Northern Pacific Railroad Depot and Chamber of Commerce building on east side of Merrill Avenue.
3. Classification: District
Public and Private Ownership
Public acquisition: Not applicable
Accessible: Unrestricted
Present Uses: Commercial, Entertainment, Government, Transportation
4. Owner of Property: Multiple Ownership
5. Location of Legal Description: Dawson County Courthouse
207 West Bell Street, Glendive, Montana
6. Representation in Existing Surveys: Historical Resource Survey, Glendive, Montana, 1987
Montana State Historic Preservation Office
Helena, Montana
7. Description:
29 Contributing resources
15 noncontributing resources

The Merrill Avenue Historic District lies along the south edge of the multiple resource area on the west side of Glendive, which is located between the Burlington Northern railroad tracks and the Yellowstone River. The district is a long, narrow strip of one- and two-story masonry commercial buildings, which were mostly built between the late 1800's and the early 1930's. Most face onto Merrill Avenue and the Burlington Northern Railroad yard and tracks, although a few face West Bell Street, the secondary commercial street in the community that developed as a result of the location of the Bell Street Bridge over the Yellowstone River during the late 19th Century. The commercial buildings are built to lot lines along the west side of Merrill Avenue, and almost all of the buildings constructed during the historic period still stand. The Northern Pacific Railroad depot, constructed in 1922, marks the upper end of the historic district on the south side of Merrill Avenue, and the Glendive City Hall, a two-story, Neo-classical building designed by Brynjulf Rivenes stands at lower end. The small, concrete building that houses the Glendive Area Chamber of Commerce and Agriculture and a small park are included within the historic district boundaries on the southeast side of Merrill Avenue.

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The historic buildings along Merrill Avenue are closely bunched on 25' x 140' commercial lots. Merrill Avenue is laid out on a northeast/southwest grid, with intersecting streets like West Bell Street, running in a northwest/southeast direction. There are no distinguishing natural features within the district. The small park located between the railroad depot and the Chamber of Commerce office is shaded by the only trees in the district. The basic change in the appearance of the Merrill Avenue area over time has been the removal of the railroad and commercial warehouses, lumberyards, stockyards, etc. that used to be located on the southeast side of Merrill Avenue. These industrial and agricultural buildings have been replaced by modern, metal warehouses and a new supermarket. The boundary for the Merrill Avenue Historic District excludes this more recent development.

The district exhibits architectural styles, scale, massing, and materials similar to those found in western towns established in the late 19th and early 20th Centuries. District buildings are mostly all one- and two-part, rectangular, masonry and concrete or concrete block structures with raised front parapets and stepped roofs. Most are single-bay buildings; some are multi-lot business blocks. The only exception to this standard commercial construction pattern basic styles is the Glendive City Hall, which is free-standing, Neo-classical style building constructed in 1915. Architectural styles in evidence include Italianate, Gothic Revival, Neo-Classical, and the spare, flat facades of the 1920's that are detailed only with polychromatic brick patterning. Although a number of the commercial buildings were likely to have been architect-designed, only the works of Brynjulf Rivenes have been positively identified within the historic district.

The historic period for the Merrill Avenue Historic District spans the years from 1886 to 1930. The only building that represents important architectural developments after this period is the Lulhaven Bar (OTS7, 11). In 1937, the historic Stipek Building, which was erected in 1901, underwent an extensive remodeling to create a remarkable, new Art Deco design. The original corbeled brick parapet of the Stipek Building is still in evidence on the primary facades of the building along Merrill Avenue and Valentine Street, beneath which was applied new Carrera glass and glass block on the Merrill Avenue facade and the clipped corner entry in a complete reworking of the historic storefront. The new windows are elongated octagonal shapes set in thick alloy metal frames. The name "Lulhaven" is spelled out in neon, wrapping around the corner of the building. Although this building was remodeled after the identified historic period, it is considered to be of primary architectural significance due to the fact that it is the only building to represent the Art Deco style in the multiple resource area, and is an outstanding example of the style used for commercial purposes in the State.

Merrill Avenue continues to serve as the commercial center of town. The buildings are in generally good condition. There is only one building in the district that was built after 1940. Alterations to the historic buildings in recent years have in most cases involved storefront remodeling, including the installation of new plate glass windows, and, in some instances, reworking of the

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primary entrance and the application of modern sheathing materials such as sheet metal and false masonry veneer. Contributing buildings within the historic district have all retained primary historic architectural integrity on the upper levels, while a few have experienced recent street level remodeling.

8. Statement of Significance

Period of Significance: 1886-1930, 1937

Areas of Significance: architecture, commerce, politics and government, and transportation

The Merrill Avenue Historic Commercial District has been the focus of the historical development of the city of Glendive since its establishment with the arrival of the Northern Pacific Railroad in 1881. The district is eligible for listing in the National Register of Historic Places because it clearly reflects the patterns of economic and physical growth of this commercial center of the Lower Yellowstone Valley in the late 19th Century and first two decades of the 20th Century. After the establishment of Glendive as the headquarters of the Yellowstone Division of the Northern Pacific Railroad, the town developed into a shipping point for the livestock and agricultural products that became the mainstay of the Eastern Montana economy during the early 20th Century.

The district conveys a strong sense of historical and architectural cohesiveness in several ways. The historic commercial buildings are closely grouped in a 6-block-long, one-sided strip. They are all one- and two-story, masonry (brick, tile, poured concrete, or concrete block), single-lot and multi-lot buildings that historically have served commercial purposes. They exhibit the typical design characteristics that resulted from the adoption of the decorative detailing common to major American styles to enliven western, tripart, "Main Street" facade designs. Elements of the Italianate, Gothic Revival, and Neo-classical styles are evident on the historic commercial facades of the early 20th Century in Glendive. Materials consist mostly of locally produced brick and concrete block and "imported" Hebron brick. The wood frame, false front commercial buildings of the first years of the town's existence have completely disappeared from the district, having been replaced by masonry buildings by the 1920's. Only one building constructed after 1940 is located within district boundaries. Despite street level remodeling and the residing, more than 70% of the buildings display the common characteristics of the historic architecture of their period of construction and are considered to be contributing components of the historic district.

The work of Miles City-based architect Brynjulf Rivenes, who was Norwegian-born and trained, is pronounced in the historic district. The clean, symmetrically organized, finely detailed Neo-classical facades designed by Rivenes during the first two decades of the century are easily identifiable within the historic district. In addition to producing complete plans and specifications for the Glendive City Hall, the Krug Building, the Rivenes-West Hardware Company Building, and the First National Bank Building (now remodeled), Rivenes also designed the 1910's, Neo-classical facade remodelings for the Dion

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Brother Building and the Douglas Mead Company Building. All of these buildings are located within the Merrill Avenue Historic District.

Early significant individuals such as Charles Krug, Henry Dion, J. H. Miskimen, Frank Kinney, A. S. Foss, Henry Douglas, David Mead, G. D. Hollecker, W. F. Jordan, C. A. Thurston, and Thomas Hogan are associated with many of the buildings in the commercial historic district. They were mostly ranchers and businessmen, who financed the construction of these buildings and most served as civic leaders when the town experienced its period of greatest prominence and growth from 1900-1920. These early community boosters generally opted for a slow, steady growth for which the town and the area have been historically known. Charles Krug, the town's alleged first millionaire, is credited with providing the town with the resources necessary to survive the 1920's with no bank failures, a time when over half of the banks in Montana closed their doors. They built a town with the basically conservative commercial and residential designs that reflected their conservative beliefs.

The Merrill Avenue Historic District has been a center of regional growth and economic stability. Since it includes the railroad and the one-time headquarters of the Yellowstone Division, it is directly associated with the role the railroad has played as a major employer in the community and as a supply and distribution center for the Lower Yellowstone region. It was an important financial and trade center for ranchers of the Lower Yellowstone Valley, for the small towns that were established in the early 1900's as the result of the dry land farming boom, and for major Depression Era projects such as the Buffalo Rapids Irrigation Project. The historic district contains the Glendive City Hall, which is symbolic of the importance of politics in the public life of the community and of the optimism and civic pride felt at the time this monumental building was constructed (1910).

There are few intrusions in the Merrill Avenue Historic District as defined, although the destruction of warehouses, lumber yards, etc. on the southeast side of Merrill Avenue, and the construction of modern commercial buildings on the northwest half from the blocks on the northwest side has necessitated the drawing of a long, narrow district boundary. The district is a fairly compact and highly cohesive. For the reasons mentioned above, this commercial historic district constitutes a long, narrow strip, which stand alone among the typical downtown commercial districts of facing blocks of historic buildings in other towns in the State.

Virtually no new construction occurred within the Merrill Avenue Historic District between 1930 and 1940, with the exception of the facade remodeling of the Lulhaven Bar. The period of significance for this historic district, thus, ends in 1930, with the single significant date of 1937 noted.

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9. Biographical Reference: See Multiple Resource nomination form

10. Geographic Data: Acreage: 2.5 acres
U.S.G.S. Quadrangle: Glendive, MT 1967
UTM References:

	zone	easting	northing
A.	13	521927	5216885
B.	13	522020	5216840
C.	13	521620	5216320
D.	13	521595	5216350

Verbal Boundary: The historic district includes the southeast half of six commercial blocks and the strip of land between West Towne and West Clement on the southeast side of Merrill, which includes the old Northern Pacific Railroad depot, a small park, and the Glendive Area Chamber of Commerce and Agriculture office. Located within this boundary are 44 properties, 29 of which are contributing and 15 of which are noncontributing structures. The properties are commercial in use except for the Glendive City Hall and the park.

The boundary for the historic district includes the following parcels of land: the southeastern halves of blocks 7, 8, 10, 15, 16 and lots 1-8 of block 6 of the Original Townsite of Glendive, Montana; strip of land about 100' wide running on the southeast side of Merrill Avenue (which includes Burlington Northern Depot) between West Clement and West Benham Streets; and a strip of land about 75' wide on the south side of Merrill Avenue (which includes a small park and the Chamber of Commerce office) between West Benham and West Towne Streets.

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List of buildings within Merrill Avenue Historic Commercial District:

OTS = Original Townsite.

<u>legal location</u>	<u>historical name (date)</u>	<u>style</u>	<u>evaluation</u>
OTS6,L6-8(E)	Sutherland Bldg (1905)	concrete block	contributing
OTS6,L6-7(W)	Sutherland Res. (c.1906)	concrete block	primary
OTS6,L1-5	Glendive City Hall (1914)	Neo-classical	primary
OTS7,L12	Kinney Bldg (1905)	Italianate	contributing
OTS7,L11	Krug Bldg (c.1908)	remodeled	noncontributing
OTS7,L10	Leidahl Bldg (1912)	western commercial	contributing
OTS7,8-9	vacant lots		
OTS7,L7	Foss Bldg (1904)	Queen Anne commercial	contributing
OTS7,L6	Gillis Bldg (1904)	Queen Anne commercial	contributing
OTS7,L4-5	Rivenes-Wester Bldg (1909)	Neo-classical	primary
OTS7,L2-3	Krug Bldg (1910)	Neo-classical	contributing
OTS7,L1	Stipek Bldg/Lulhaven Bar (1901) (1937)	Art Deco	primary
OTS8,L11-12	Phoenix Block (c.1886)	remodeled	noncontributing
OTS8,L10	Helms Saloon (c.1888)	remodeled	noncontributing
OTS8,L9	Lee's Saloon (c.1888)	remodeled	noncontributing
OTS8,L8	Taylor Building (c.1887)	western commercial	contributing
OTS8,L7	Miskimen Bldg. (1903)	remodeled, c.1946	noncontributing
OTS8,L6	Dion Bldg (1905)	Queen Anne commercial	contributing
OTS8,L3-5	Dion Bros Bldg (1894,1910)	Neo-classical	primary
OTS8,front L1-2	Henry Dion Bldg(1886,1929)	polychrome brick	contributing
OTS8,middle L1-2	Kolstad Jewelers (1929)	polychrome brick	contributing
OTS8,rear L1-4	J.C. Penney (1929)	western commercial	contributing
OTS10,rear L11-12	Rivenes Bldg (1905)	Queen Anne commercial	contributing
OTS10,middle L11-12	Masonic Annex (1910)	Prairie commercial	contributing
OTS10,front L11-12	Masonic Temple (1889)	Italianate	primary
OTS10,L10	First Nat'l Bank (1904)	remodeled	noncontributing
OTS10,L8-9	Coleman Block (1894,1903)	remodeled, c.1940's	noncontributing
OTS10,L7	Coleman Block (1894,1903)	remodeled, c.1960's	noncontributing
OTS10,L5-6	Miskimen Bldg (1893-1903)	western commercial	contributing
OTS10,L4	Davis/Farnum Drug (1903)	remodeled, c.1975	noncontributing
OTS10,L2-3	Douglas Mead Bldg (1886, 1903,1915)	Neo-classical	contributing
OTS10,L1	Merchants Bank (1903)	remodeled, 1955	noncontributing
OTS15,L11-12	Exxon Station (1961)	Industrial	noncontributing
OTS15,L10	Exchange Bank (1901)	western commercial	contributing
OTS15,L8-9	Leonard Bldg (1914)	remodeled	noncontributing
OTS15,L7	Murn Bldg (1922)	polychrome brick	contributing
OTS15,L6	Healy's Cigar Store (1918)	western commercial	contributing

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OTS15,L5	Rose Theater (1918)	remodeled	noncontributing
OTS15,L1-4	Jordon Hotel (1901)	remodeled	noncontributing
OTS16,L7-12	Beasley Block (1910)	western commercial	contributing
OTS16,L5-6	Tandy Leather (1905-10)	western commercial	contributing
OTS16,L1-4	First Fidelity Bank (1979)	Modern environmental	noncontrib.
RR R-O-W	NPRR Depot (1922)	Prairie industrial	primary
RR R-O-W	Chamber of Commerce (c.1905)	Craftsman	contributing
RR R-O-W	City park	open space	contributing

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Glendive has two local repositories that provide excellent sources of information on the history of Glendive and Dawson County. These include the Glendive City Library and the Frontier Gateway Museum. Useful library holding include its Montana Collection, newspapers, and vertical file. The museum has an excellent photo collection and some maps and manuscripts.

Local residents with extensive information on Glendive buildings include Harold Wester, Edward Siverts, Harold Ullman, Frank Hasty, Arnold Amundson, Tom Holm, Gordon Russell, Paul Krug, Charles Mohr, Ruby Pressman, and Keith McIntyre. David Rivenes, Miles City, is knowledgeable about the architectural work of his uncle, Brynulf Rivenes.

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The Glendive Ranger
The Ranger Review

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Multiple Resource Area

Verbal boundary description and justification (continued)

running along the south side of Merrill Avenue between West Clement and West Benham Streets and an adjacent strip of land about 75 feet wide on the south side of Merrill Avenue between West Benham and West Towne Streets (which includes a small park and the Chamber of Commerce Office); 2) a 75' x 250' x 50' x 250' tract of land in SW 1/4 NW 1/4 NE1/4 sec 35, T16N, R55E (which includes part of the City Water Filtration Plant) adjacent to and NW of OTS 5, L 20-29; 3) a corridor 510 feet long by 20 feet wide running northwest/southeast in SW 1/4 SE 1/4 NE 1/4 sec 35, T16N, R55E and aligned with West and East Power Streets (which includes the Northern Pacific Pedestrian Underpass); and 4) the Bell Street Bridge, an approximately 1,500 foot long bridge running in an east/west direction through the SW 1/4 and SE 1/4 SW 1/4, sec 35, T16N, R55E.

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Multiple Resource Area
Thematic GroupName Glendive MRA
State Dawson County, MONTANA

Nomination/Type of Review

Date/Signature

Cover

~~Substantive Review~~

Keeper

Beth Grosvenor Boland 2/3/88~~Determined Eligible~~

1. Northern Pacific Underpass

~~Substantive Review~~

Keeper

Beth Grosvenor Boland 2/3/88

DOE/OWNER OBJECTION

Attest

2. Glendive Heat, Light and
Power Company Power Plant~~Substantive Review~~

Keeper

Carol O'Shull 2-3-88

Attest

3. Glendive City Water Filtration
PlantEntered in the
National Register

Keeper

Helene Byers 2/3/88

Attest

4. Northern Pacific Railroad
Settling Tanks~~Substantive Review~~

Keeper

Carol O'Shull 2-3-88

Attest

5. Blackstock Residence

Entered in the
National Register

Keeper

Helene Byers 2/3/88

Attest

6. McCone Residence

Entered in the
National Register

Keeper

Helene Byers 2/3/88

Attest

7. First Methodist Episcopal
Church and ParsonageEntered in the
National Register

Keeper

Helene Byers 2/3/88

Attest

8. Sacred Heart Church

Entered in the
National Register

Keeper

Helene Byers 2/3/88

Attest

9. Merrill Avenue Historic
District~~Substantive Review~~

Keeper

Beth Grosvenor Boland 2/3/88

Attest

10. US Post Office

Entered in the
National Register

Keeper

Helene Byers 2/3/88

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Multiple Resource Area
Thematic Group

Name Glendive MRA
State Dawson County, MONTANA

Nomination/Type of Review

Date/Signature

11. Bell Street Bridge

Entered in the
National Register

for Keeper *William L. Zuer* 2/3/88

Attest _____

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