

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 91000720 Date Listed: 6/7/91

Carriage House Historic District Custer MT
Property Name County State

N/A
Multiple Name

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

Antoinette J. Lee
for Signature of the Keeper

June 11, 1991
Date of Action

=====
Amended Items in Nomination:

Description: The nomination is amended to read: walls: weatherboard, brick, shingle, stucco; roof: wood shingle, composition.

This information was confirmed with Cher Jiusto of the Montana State Historic Preservation Office.

DISTRIBUTION:

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

720

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

MAY 27 1991

NATIONAL
REGISTER

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

1. Name of Property

historic name: Carriage House Historic District

other name/site number:

2. Location

street & number: 900 - 1100 blocks of Pleasant and Palmer Avenues and cross streets.

not for publication: n/a
vicinity: n/a

city/town: Miles City

state: Montana

code: MT

county: Custer code: 017

zip code: 59301

3. Classification

Ownership of Property: Private

Category of Property: District

Number of Resources within Property: 75

Contributing

Noncontributing

54

21 building(s)
 sites
 structures
 objects

54

21 Total

Number of contributing resources previously listed in the National Register: 1

Name of related multiple property listing: n/a

4. Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets ___ does not meet the National Register Criteria.

Maude Slafy MT SHPO 5-3-91
Signature of certifying official Date

MONTANA STATE HISTORIC PRESERVATION OFFICE
State or Federal agency and bureau

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

5. National Park Service Certification

I, hereby certify that this property is:

entered in the National Register Antoinette J. Lee 6/7/91

determined eligible for the National Register

determined not eligible for the National Register

removed from the National Register

other (explain): _____

for _____
Signature of Keeper

Date of Action

6. Function or Use

Historic: Domestic/Single dwelling, multiple dwelling, secondary structure
Domestic/Religion/religious structure

Current: Single dwelling, multiple dwelling, secondary structure
Religion/religious structure

7. Description

Architectural Classification: Queen Anne, Renaissance Revivals, Neo-classical Revival,
Bungalow/Craftsman

Materials: foundation: concrete, sandstone
walls: wood shingle, composition
roof: weatherboard, brick, shingle, stucco

Describe present and historic physical appearance.

Representing the first neighborhood of permanence and substance in Miles City, Montana, the Carriage House Historic District continues to be influenced by its close relationship to the community's Main Street. As commerce grew in the 1880s, "Old Miles Town" was rapidly transformed into Miles "City" and, while Main Street took on a metropolitan air, developers and leading businessmen worked to establish the adjacent northside area as the premier residential address. The carriage houses and stables remaining in the district, as well as the imposing residences, stand as visual reminders of the pre-car or walking/mercantile period of the community's development.

The planning of the area was carefully considered and well executed as attested by the wide causeways, mature landscaping and genteel vistas evident throughout the district. Long mature, the species of elm, cottonwood and ash provide the spacious, landscaped setting for the district's 44 residential properties and their 25 outbuildings. Two churches, built during the historic period, and two contemporary buildings--a church day care center and a retirement home--round out development in the six-and-a-half block area. The residences within the district manifest themselves in a variety of sizes, however most houses in the district would be considered sizable by any standards and a few examples approach being palatial in their proportions. The business and professional people responsible for their construction were not timid in their optimism for the "City" and all of the permanent values associated with that description.

Miles City, one of the oldest cities in the Yellowstone Valley, is located on the valley floor south of the Yellowstone River, which cuts across 500 miles of southern and eastern Montana. Under a dramatic expanse of sandstone cliffs 80 feet above the north bank of the Yellowstone, the Tongue River flows into the Yellowstone River, forming a natural western boundary to the city. The original townsite of Miles City is located east of the Tongue River and concentrated west of the 1881 Northern Pacific tracks. The Carriage House District conforms to the original grid of the townsite, oriented to the Old Ferry Landing at Fort Keogh. In 1881, the original townsite grid was intersected by a true north-south grid platted by the Northern Pacific Railroad.

Prior to development, the low-lying land east of the Northern Pacific tracks was criss-crossed with sloughs running northeast from the Tongue River to the Yellowstone River. The Tongue River was diverted from its original course for erosion control and flood protection, eliminating the sloughs which deterred residential development. The arrival of a second railroad, the Chicago, Milwaukee and St. Paul, in 1908, ushered in another era of growth and development.

Growth in the study area was not linear; two periods of "boom" building are apparent during the 1880s and around the 1910s. As is true of many Montana prairie towns, the cross-pollination of homesteading, railroad building and favorable weather for agriculture contributed to these "peaks" of activity. Of the forty-three residential properties in the district, 10 were built between 1880 and 1890. Seven houses were added between 1890 and 1900; 15 were built during the period from 1900 and 1910 and eight from 1910 to 1920, clearly reflecting the railroad development and related homesteading and mercantile

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activity. Only 3 houses were added between 1920 and 1930. The Episcopal Church graced the district in 1886 and the Methodist Church in 1912. The Episcopal Church added a day care center to the district in 1950 and in 1975 an Eagles Manor retirement home was built. These are the only two buildings to be added to the district in the past 61 years, with the exception of some outbuildings and additions to extant residences. Mature landscaping softens the impact of the 5-story Manor, which nevertheless is a major architectural intrusion in the historic district.

The predominant architectural styles in the district reflect the cultural thinking of the boom years. Queen Anne and transitional Colonial Revival/Victorian period influences dominate this neighborhood. The numerous carriage houses in the study area were also often "high style" examples of architecture and emphasize the fact that both periods of building "boom" occurred before the automobile became the popular mode of transportation. The generously sited residences, often multi-story with sophisticated roof shapes, were and are a grand and elegant spectacle.

The predominant building material in the district was wood and it was used as structure, surface, and ornamentation. With the introduction of locally produced milled lumber circa 1878, Miles Town began to celebrate with stylish buildings. After the coming of the Northern Pacific Railroad in 1881 and the attendant population boom, merchants began to desire a more permanent, worldly and aesthetically significant statement of their prosperity and visions for the future. Besides constructing elegant new brick buildings on Main Street, the leading business and professional people erected homes that reflected the same optimism and prosperity. On January 1, 1887, the Yellowstone Journal noted:

In the building of residences, a very decided preference has been shown in the past year for the north side of town and nearly all the more costly residences have been built in this section. The open waste that a year ago stretched from the old sawmill to the brewery is now well filled with dwellings, and from the character of the improvements there bids fair to be the fashionable part of the town."

The Queen Anne style was the most popular residential design from the 1880s until 1900, and even into the 1910s. The asymmetry and details of the style add considerably to the visual variety in the district. Shingles, towers, stained glass, Palladian windows, large porches with spindlework and overhangs are typical elements that create the individualized houses. Queen Anne detailing is visible throughout the district, with good examples at 903, 909 and 917 Pleasant St., 1005 Palmer, 114 N. 11th St., 121 N. 12th St., and 220 N. 12th St.

Beginning in the 1890s buildings tended to be more academically "correct" in the new Colonial Revival and Renaissance inspired fashions. Houses at 1011 and 1117 Pleasant and 204 N. 11th are among those which represent the more symmetrical designs.

Residences at 1217 Palmer, 213 and 221 N. 12th and 122 N. 11th display Eclectic influences that were typical of the mixed architecture of the late 19th and early 20th centuries. These transitional residences borrow from a variety of styles and represent a subtle evolution in the district during the historic period from 1885 - 1908.

Miles City's best examples of the "new" alternatives to the Eclectic period, inspired by the 1893 Chicago Exposition, were designed by Charles S. Haire. The great white Exposition buildings were the marvel of the decade; they reinterpreted Classical and Renaissance themes in a grand scale and manner. The Neo-classical Ulmer residence at 1003 Pleasant is the only example in the district. The north side residential area was the most fashionable neighborhood in Miles City in 1902, when the Ulmer residence and its impressive carriage house became a centerpiece for the district.

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When the Chicago, Milwaukee and St. Paul Railroad announced its intentions to extend its line through Montana, Miles City boosters quickly organized to attract the railroad. Their effort was successful and Miles City was chosen as a major service point for the new transcontinental line, which arrived in 1908. The Milwaukee Railroad radically changed the composition of the north side of the city and a new class of small, affordable houses was introduced to support the population of railroad men. In the Carriage House Historic District the Craftsman/Bungalow style first appeared circa 1907, and by 1912, six bungalows graced the districts perimeter on the southern and northeastern sides.

During the same period, smaller residences, mostly rentals, were established in two blocks that previously held only three to four large homes. Some of these may have been carriage houses for the larger residences, given their location. One (121½ N. 11th) was moved into an alley location to make way for a brick duplex (214-216 N. 11th) in 1918. Most blocks in the core of the district retain the original three-four house spacing. Two apartment buildings (13-15 and 17-19 N. 10th) were built between 1914 and 1916 at the southern boundary of the district.

Although the predominant building material in the district is wood, there are some notable examples of brick construction. In the 1880-1890 period three buildings, the Episcopal Church (1886), the Queen Anne residence at 1005 Palmer (1885), and the residence at 122 N. 11th St. (1885) were built of brick. The Methodist Church, two apartment buildings and a duplex, all brick, were added to the district in the 1910 to 1920 period. A high percentage of the buildings in the study area have concrete block foundations cast to look like cut stone; a feature unique to this area. Stucco appeared as a surface material in 1928 and 1929 on two Eclectic Tudor style residences, the Episcopal Church rectory (208 N.11th St.), and the residence at 1211 Palmer.

Business and professional people from Main Street were the predominant inhabitants of the district, until the creation of other residential areas and the cars that made them more accessible. Their places of business, all within easy walking distance of home, served the rancher, homesteader, railroader, Yellowstone tourist, and "horse culture" that has characterized Miles City for so long ... much as it continues to do today.

The Carriage House study area has experienced some attrition in its values; partly caused by the ease of transportation, partly caused by the drop in property values next to the central business district. The 1975 Eagles Manor retirement facility was likely built in the district for the same reason as the original buildings, proximity to the central business district, as most of the residents walk. Though the Manor is a non-contributing architectural element, the district provides a beautiful setting for the facility and its residents. Many of the large, single family dwellings in the district have been converted to multiple apartments and at least three of the carriage houses, built to house pre-car transportation, currently serve as places of abode for humans. Commercial development has expanded to the southwestern boundary of the historic district, infiltrating an area composed of early residential buildings. The buildings in the district are, for the most part, in good condition. Restoration activities are evident within the district, offering a positive influence and many residences appear to have a history of good maintenance.

Properties were evaluated as contributing or non-contributing based on their association with the period of significance (1882-1929), on the developments, events and stylistic influences that characterized that period and on their degree of architectural integrity. Of the 44 residences in the district, 34 contribute to the district's significance. Both churches are contributing buildings, as are 15 of the 25 outbuildings. Non-contributing buildings were defined as those not built within the period of significance or that have experienced a significant loss of architectural integrity.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties: **Locally**

Applicable National Register Criteria: A, C	Areas of Significance:	Architecture Community Planning and Development Settlement
Criteria Considerations (Exceptions): n/a	Period(s) of Significance: 1882-1930	
Significant Person(s): n/a	Significant Dates: 1885, 1908	
Cultural Affiliation: n/a	Architect/Builder:	Vreeland, Byron; Rivenes, Brynjulf; Strom, Casper; and others

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Carriage House Historic District is significant for its association with the town's formative growth periods: 1882-1887 and 1905-1920. The coalescing of several factors created the circumstances resulting in the construction of the district: the Homestead Acts, western expansionism, arrival of the railroads, and the community itself, poised to transition from its formative stages into a mature "post emergence" expression. Because most of the district's development occurred in the two condensed "boom" periods, the architectural styles are closely related. Queen Anne, Greek and Colonial Revival, and Eclectic influences dominate in the district. Craftsman/Bungalow residences appeared after 1907 at the perimeter of the district. One of the district's greatest strengths lies in its cohesiveness. The styles are condensed and related, materials and craftsmanship are similar throughout, and the setting is uniform. Two buildings, reflecting national architectural trends, were added to the district in 1928-1929, so the period of significance has been extended to include this period in the district's history. The resources within the Carriage House Historic District reflect the "walking/mercantile" period in the town's development. Associations with the early business and professional core of the community are preserved and intact in the district's resources. The sense of time in which the district was created is particularly evident in the carriage houses or stables, which also speak to the fact that the "boom" periods occurred before the automobile became the popular mode of transportation.

Early Settlement

The Miles City area has been permanently occupied since 1876, when Colonel Nelson M. Miles established Fort Keogh as a strategic military post for the U.S. Army. "Milestown" was created by sutlers associated with the military camp, who erected the first commercial buildings two miles east of the cantonment. The "new" Fort Keogh was completed in 1878 west of the Tongue River and Colonel Miles donated the ferry landing on the east bank of the river to Milestown. Merchants and settlers quickly moved to the new site to take advantage of the greater security of the nearby fort. The town's Main Street originally served as a military supply route from the ferry landing and the first residential shacks were erected in the area (near 10th and Pleasant St.) in 1877. The original city grid, also oriented to the ferry landing, was platted in 1878 in a northeast-southwest direction. Until 1881, the fledgling town's residents were dependent on the Yellowstone River steamboats for transportation and shipment of goods. But the arrival of the Northern Pacific Railroad in November 1881 spurred a period of growth and increased settlement of the surrounding ranchlands, and the population soared. Twelve hundred people stayed the first year, which doubled the size of the town. Milestown was renamed "Miles City" and the Northern Pacific quickly introduced a new geometry to the city. New additions were platted to conform with the precision of the railroad tracks. The Carriage House Historic District lies within the original townsite, its orientation relating to the earlier river transportation and military history. The military supply route that became the city's Main Street is parallel to and only one block removed from the district's Pleasant Street, an alliance which continues to influence the district's development.

Community Development

New fashion and need for safety stimulated the development of local brickyards and in the period of 1881-87, Miles City's Main Street was transformed into "an almost unbroken line

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of brick business houses." Community boosters brainstormed and financed improvements to push the city into prominence over its rivals.

Byron Vreeland, an architect from Bozeman, was attracted to the city by the news of its rapid growth. He arrived in 1882 and his design skills gave the city much of its fundamental structure that survives today. His designs transformed Miles City, both in the city center and in the new residential districts of the 1880s. Three brick resources, the Episcopal Church (1886) and two residences (1005 Palmer, 1886, and 122 N. 11th, 1885) are thought to have been designed by Vreeland. Seven other pre-1890 buildings exist in the district; they are all frame construction and of unknown design origin.

Miles City's population soared until the disastrous winter of 1886-87, which ruined many stockgrowers and caused the financial ruin of many leading businessmen. The population dropped from 2,500 in 1887 to a low of 1,400 in 1892. Although Miles City showed little growth between 1890 and 1905, the boosters never failed to promote and advertise the city. Their efforts were rewarded when the Chicago, Milwaukee and St. Paul Railroad extended its lines to Miles City in 1908. Both the Milwaukee and Northern Pacific Railroads promoted southeastern Montana to homesteaders and spurred a period of growth and prosperity unequalled in the city's history. With the passage of the Enlarged Homestead Act in 1909, settlers flocked to eastern Montana. In 1910, Miles City's population was 7,000, more than twice that of 1904; and by 1918 it had climbed to 9,000.

The Carriage House Historic District played an important role in lending credibility and substance to the community. It spoke of commitment to expanding commerce in the area, as well as introducing refined cultural values from the East and Europe. It is the physical evidence of a transplanted culture in the Miles City "trade" area. In this regard, it is strongly related to many other regional communities, each individually identifiable yet related by time, origin, cultural values, and the external forces that brought them into being.

Miles City's growth during this period produced a crisis in housing and strained existing commercial facilities. The Carriage House Historic District reflects this period with the introduction of some smaller housing, generally Craftsman/Bungalows, at the perimeter of the district. Two apartment buildings and a duplex were added between 1914 and 1918. It is also significant that some carriage houses were adapted for use as housing during this period. The explosion in new home construction, however, was forced to focus on other uncongested residential areas in the city. The growing popularity of the automobile and the creation of other residential districts, removed from the bustle of downtown, saw the end of an era in the Carriage House Historic District. Three houses were built in the 1920s, replacing older residences, but in the past 61 years only two new buildings have been added to the district: a day care center in 1950 and the Eagles Manor in 1975.

Architecture

Only a few architects practiced in Miles City during the first decade of the 20th century and their commissions were usually for more expensive business construction. Home builders often relied on their lumber yards to furnish designs that were either commissioned or ordered. Many builders relied on pattern book plans, and houses built by contractors and carpenters reflected the same national design trends as those designed by architects.

Several prominent regional architects did see their designs executed within the Carriage House Historic District, beginning with Byron Vreeland (1844-1889), who arrived in Miles City, from Bozeman, in 1882. Vreeland almost singlehandedly transformed Miles City from an 1880 "wooden city" into a "high style" red brick city by 1887.

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Vreeland's 1886 Episcopal Church is a fine example of composite Gothic, Romanesque and Queen Anne detailing. Although this brick church is a religious property, it is the only church building definitely known to be designed by Vreeland and has been continuously used for Episcopal services for over a century. The church is a primary building in the Carriage House Historic District. Two brick residences in the district date from 1885 and are also thought to be designed by Vreeland, based on the date, type of construction, massing and innovative mixing of influences. The residence at 122 N. 11th, was altered considerably in 1910, when a second story was added, speaking to the second period of growth in the community and the need for additional housing in an area that had reached nearly complete building density. The Johnson/Harmon/McLean house at 1005 Palmer Street (listed in the National Register of Historic Places) is another residence in the district thought to have been designed by Vreeland based on the construction date, and the mix of Gothic, Queen Anne and Romanesque elements common in his known work. A frame Queen Anne influenced residence at 1010 Pleasant (1885) is also thought to have been designed by Vreeland, given the age and style. Vreeland gave up his Miles City practice, following the devastating winter of 1887, and returned to Bozeman.

Miles City's population did not begin to rebound until 1904, as the city prepared for the arrival of a second railroad. Brynjulf and David Rivenes, brothers who emigrated to the United States from Norway, first settled in Glendive, Montana. Drawn by the growing city, Brynjulf moved to Miles City in 1904, and the family practice was described as "B. Rivenes, architect, Miles City; branch office, Glendive." Although David designed some buildings in Miles City, he worked more extensively in Glendive.

While nearly all of Brynjulf Rivenes' business block designs are in the Renaissance Revival style, his residential designs show a greater variety. Rivenes went to Chicago frequently, and in 1908 spent the winter there "studying new designs in architecture." Rivenes' hipped roofs and wide eaves show the influence of Frank Lloyd Wright's Prairie style architecture; however, Rivenes introduced Craftsman, Renaissance Revival, or Neo-classical detailing on residential properties within the district. The residence at 220 N. 11th (1908) embodies the principal features of the Prairie style: low pitched roof, strong cornice line and massive presentation. The detailing is a variation to the style, drawing upon Neo-classic patterns. These details are visible in the cornice and pattern of trim boards for the wall surfacing.

The Miles W. Milligan residence at 220 N. 12th (1908) stands as a vivid reminder of the age when the Carriage House Historic District was created to house families of successful business and professional men. Milligan arrived in the Miles City area in 1884 and worked on a number of area ranches before he bought into a local business in 1892. By 1912, he owned numerous businesses and business buildings. This massive residence represents the "second generation" home for the Milligan family. Their original residence was moved to 302 N. 12th St. to make room for the majestic and imposing 2½ story Queen Anne style house, which occupies a half-block in the district. The inspiration for the Milligan residence came from a popular magazine and Brynjulf Rivenes was commissioned to draw plans for the house based on the published material.

The Independent newspaper noted on August 6, 1910, that "Miles City is very rapidly taking on metropolitan airs as regards to its buildings, and for the pleasing architecture and their substantial character B. Rivenes is largely responsible."

Three multi-family brick buildings were designed by Rivenes in the district. 13-15 N. 10th (1914), 17-19 N. 10th (1916) and 214-216 N. 11th (1918) all display his "signature" mixed influences. These buildings also represent another way in which the district has changed character, from an area of large single family dwellings before the turn of the century, it became an area of rentals and apartments as the influx of middle and working class families created housing shortages. Real estate developers exploited the need and

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constructed multiple family dwellings that insured a higher rate of return on investment than single family housing.

David Rivenes has been linked to one residence in the district based on similarities to houses he designed in other areas. The transitional Queen Anne/Colonial Revival residence at 213 N. 12th St. (1908) also displays some Prairie or foursquare proportioning. It was likely a prototype for other residences on East Main St. that were David Rivenes' designs. The Independent, on July 5, 1905, documented a close relationship between David Rivenes and the Calvin Investment Co. when it reported that Rivenes, "the architect of Glendive came up Sunday with plans for several houses to be built by Calvin Investment Co." This massive residence was the home of C. B. Calvin.

George and Flora Ulmer epitomize the successful early pioneers who helped build Miles City, promoted the cultural life of the town and grew wealthy as Miles City flourished. The Ulmer fortune was built from the humble beginnings of the Miles, Strevell and Ulmer Hardware store, which became one of the largest of its kind in southeastern Montana. Ulmer, his wife and son, were associated with most of Miles City's affairs and their house was an expression of their prosperity, optimism and faith in the future. The two-and-a-half-story Neo-classical mansion (1902) at 1003 Pleasant St. was designed by architect Charles S. Haire of Helena. Haire managed one of Montana's most influential architectural firms in the 1890s and 1900s. During the late 1890s, Haire traveled personally from Helena, the home base on the state-wide firm, to Miles City to supervise his projects here. His influence on Miles City architecture can be compared only to that of Brynjulf Rivenes, who worked during the same period.

Haire's clear fluency in the Neo-classical style is seen in other Miles City buildings: the 1902 Ursuline Convent, the 1902 Carnegie Library and the 1907 Gray house at 2019 Main St. Haire was apparently taken with Neo-classicism, and the Ulmer house is one of the finest examples of his work in the style. The monumentality of the facade and the perfect balance of the design show Haire's architectural talent.

The southeastern corner of the Carriage House Historic District is "anchored" by the First United Methodist Church at 24 N. 11th St. The church exhibits numerous high-style architectural influences including Romanesque Revival windows, the crenellated battlements of Gothic origins, and early Christian or Tudor massing. Although a religious property, it is the only building in Miles City known to be designed by the architectural firm of Woodruff and McGilpin.

When local Methodists launched efforts to raise funds for the new edifice to accommodate a growing congregation, neighbor C. J. Wagenbreth added to the success of the drive. Mr. Wagenbreth is said to have donated a considerable sum with the stipulation that "no bell be hung in the belfry."

Casper Strom (1888-1950) was educated in architecture and drafting at Dunwoody Institute in Minneapolis. A Norwegian emigrant, Strom moved to Miles City in 1928. He designed buildings for clients of the Midland Lumber Co. through branch offices which the company maintained across eastern Montana. Most of Strom's work was designed in the Spanish Colonial, Art Deco and Moderne styles of the 1920s, 1930s and 1940s. Casper Strom designed two buildings in the Carriage House Historic District: 208 N. 11th St. (1928) and 1211 Palmer (1929). The two stucco residences exhibit the Spanish Colonial and Tudor influences, which often identify Strom's work. The period of significance for the district was extended to include the work of the designer who was to be the only resident architect in Miles City after 1930.

The carriage houses or stables within the district, while not many, serve to set the district apart from other residential areas in Miles City. They exist at two "anchor" corners of the district, as well as behind five residences along the northwest side of

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Pleasant Street. Housing of the "rich and famous" occurs in other areas of Miles City, but it is the unique outbuildings in the Carriage House Historic District that identify it as the first neighborhood of permanence and substance.

As a visually identifiable neighborhood, the Carriage House Historic District is significant in Miles City because of its very early, pre-car development. The richly varied, but stylistically related, residences reflect the optimism and prosperity of Miles City's first successful business and professional families.

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NORTHSIDE BUILDING INDEX

<u>#</u>	<u>Address</u>	<u>Style</u>	<u>Date</u>	<u>Status</u>	<u>Architect</u>
1.	903 Pleasant	Queen Anne	1895	C	
2.	904 Pleasant Garage	Residence	c.1915 c.1916	NC NC	
3.	909 Pleasant Garage	Queen Anne	1902 c.1910	C C	Porterfield
4.	910 Pleasant Garage	Craftsman	1907 c.1907	P C	
5.	917 Pleasant	Queen Anne	1894	C	
6.	1002 Pleasant Garage	Residence	1895 c.1955	NC NC	
7.	1003 Pleasant Carriage House	Neo-classical	1902 c.1902	P C	C.S. Haire
8.	1006 Pleasant Garage	Greek Revival	1885 c.1928	C NC	
9.	1010 Pleasant Garage	Mixed	1885 c.1955	C NC	Vreeland
10.	1011 Pleasant Carriage House	Revival	1888 c.1890	C C	
11.	1017 Pleasant Garage	Mixed	1900 c.1915	P C	
12.	1018 Pleasant	Bungalow	1907	NC	B. Rivenes
13.	1103 Pleasant	Revival	1891	NC	
14.	1113 Pleasant Carriage House	Stick	1903 c.1910	C C	

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<u>#</u>	<u>Address</u>	<u>Style</u>	<u>Date</u>	<u>Status</u>	<u>Architect</u>
15.	1117 Pleasant Carriage House	Eclectic	1908 c.1911	P C	
16.	1000 Palmer	Eagles Manor	1975	NC	
17.	1005 Palmer Carriage House	Queen Anne (Listed)	1885 c.1891	P C	Vreeland
18.	1009 Palmer	Residence	1885	C	
19.	1013 Palmer Garage	Greek Revival	1882 c.1900	C C	
20.	1019 Palmer Garage	Greek Revival	1895 c.1903	C C	
21.	1110 Palmer Garage	Bungalow	1911 c.1950	C NC	
22.	1111 Palmer	Contemporary	1950	NC	
23.	1115 Palmer Garage	Craftsman	1911 c.1915	C C	
24.	1117 Palmer Garage	English Hall	1882 c.1960	NC NC	
25.	1211 Palmer Garage	Mixed	1929 c.1950	C NC	C. Strom
26.	1215 Palmer Garage	Craftsman	1910 c.1950	C NC	
27.	1217 Palmer	Mixed	1908	C	
28.	1110 Orr	Altered	1918	NC	
29.	110 N. 9th	Residence/Apartments	1909	NC	
30.	13-15 N. 10th	Craftsman	1914	C	B. Rivenes
31.	17-19 N. 10th	Apartments	1916	C	B. Rivenes
32.	111 N. 10th	Mixed	1911	C	

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<u>#</u>	<u>Address</u>	<u>Style</u>	<u>Date</u>	<u>Status</u>	<u>Architect</u>
33.	115 N. 10th Garage	Greek Revival	1885 c.1910	C C	
34.	24 N. 11th	Romanesque	1912	P	B. Rivenes
35.	114 N. 11th Garage	Queen Anne	1901 c.1916	C C	
36.	122 N. 11th	Mixed	1885, c.1910	C	
37.	204 N. 11th	Episcopal Church	1886	P	Vreeland
38.	208 N. 11th Garage	Tudor	1928 c.1928	C C	C. Strom
39.	212 N. 11th	Colonial Revival	c.1910	C	
40.	212½ N. 11th	Colonial Revival	c.1883	C	
41.	214-216 N. 11th	Renaissance Revival	1918	C	B. Rivenes
42.	220 N. 11th	Prairie	1908	C	B. Rivenes
43.	115 N. 12th	Tudor	1900	C	
44.	121 N. 12th Garage	Queen Anne	1883 c.1910	C C	
45.	214 N. 10th	Residence	1954	NC	
46.	208 N. 12th Garage	Residence	1926 c.1930	NC NC	
47.	213 N. 12th	Mixed	1908	P	D. Rivenes
48.	220 N. 12th Carriage House Garage	Victorian	1908	P C NC	B. Rivenes
49.	221 N. 12th	Mixed	1907	C	P. Dean

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Photograph List

<u>#</u>	<u>Address</u>	<u>Date</u>	<u>View</u>	<u>Photographer</u>
1.	910 Pleasant	1987	Front	Goff, John
2.	1003 Pleasant	1987	Front	Goff, John
3.	1003 & 1011 Pleasant Carriage Houses	1990	Back & side	Sievert, Ken
4.	1010 Pleasant	1990	Front	Sievert, ken
5.	1011 Pleasant	1987	Front & side	Goff, John
6.	1113 Pleasant	1987	Front & side	Goff, John
7.	1117 Pleasant	1987	Front & side	Goff, John
8.	1117 Pleasant Carriage House	1990	Front & side	Sievert, Ken
9.	115 N. 10th St.	1987	Front	Goff, John
10.	122 N. 11th St.	1987	Front & side	Goff, John
11.	204 N. 11th St.	1987	Front & side	Goff, John
12.	204 N. 11th St.	1990	Front & side	Sievert, Ken
13.	208 N. 11th St.	1987	Front & side	Goff, John
14.	213 N. 12th St.	1987	Side	Goff, John
15.	220 N. 12th St.	1987	Front & side	Goff, John
16.	1000 Palmer St.	1987	Front	Goff, John
17.	1005 Palmer Carriage House	1990	Front & side	Sievert, Ken
18.	1211 Palmer St.	1987	Front & side	Goff, John
19.	1215 Palmer St.	1987	Front & side	Goff, John

9. References

Local History

Anglum, Gerald, et al., Centennial Roundup, Miles City: Star Printing Co., 1987.
Brown, Mark H., et al., Before Barbed Wire: L.A. Huffman, Photographer on Horseback, New York: Bramhall House, 1956.
Ibid., The Frontier Years: L.A. Huffman, Photographer of the Plains, New York: Bramhall House, 1955.
Buchanan, A., "Buck." Seeing Miles City, Chicago: Blakely Printing, 1911 and 1915.

X 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: **Approximately 21 acres**

UTM References:	Zone	Easting	Northing
A	13	435160	5139940
B	13	435210	5139600
C	13	434920	5139490
D	13	434900	5139760

NE $\frac{1}{4}$ of Section 33, Township 8N, Range 47E

Verbal Boundary Description:

X See Continuation Sheet

Boundary Justification:

X See Continuation Sheet

11. Form Prepared By

Name/Title: **Ellen and Ken Sievert, Preservation Consultants**

Organization: **Custer County Society for Preservation**

Date: **September 1990**

Street & Number: **501 Main Street**

Telephone: **406/232-4866**

City or Town: **Miles City**

State: **MT**

Zip: **59301**

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National Park Service

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- Clark, W. B., Dusting Off the Old Ones. 1959 rpt., Miles City: Star Printing, Nov. 1969.
- Doeden, Kathy, "History Through Architecture: A Walking Tour," Miles City: Centennial Committee, 1987.
- Goff, John, Miles City, Montana, An Architectural History, 1987: rev. ed., Susan McDaniel and Dena Sanford. Miles City: Star Printing Co., 1988.
- Gordon, Samuel. Recollections of Old Milestown, Miles City: Independent Printing Co., 1918.
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- Range Riders Reps of Custer County, Fanning the Embers, Billings, MT: Gazette Printing and Lithography, 1971.
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City Directories

- Miles City Directories, Miles City Public Library, Montana Room:
1882, W.D. Wright, ed. Miles City: Yellowstone Job Print Office
1907, M. Cohen, ed., Miles City: Independent Printing Co.
1912, 1914, 1923, 1928, 1930, 1948. R. L. Polk & Co., Kansas City, Mo.

Local Newspapers

- The Independent, 1903 - 1922, Miles City.
Miles City American, 1913, Miles City.
Miles City Star, 1911 - present, Miles City.
Miles City Star: Diamond Jubilee Edition, May 1959, Miles City.
Miles City Star: Golden Jubilee Edition, May 1934, Miles City.
The Yellowstone Journal, 1879-1905, Miles City.
The Yellowstone Journal: Illustrated and Historical Edition, 1900: rpt., Miles City: Star Printing Co., 1976.

Collections of Architectural Drawings

- History Office, Olive Hotel, Miles City. Blueprints and specifications for 221 N. 12th.
- Special Collections, Renne Library, Montana State University, Bozeman, MT. Drawings for alteration of 1002 Pleasant, Chandler C. Cohagen.
- Charles S. Haire architectural drawings for Ulmer House in possession of Bill Jones, Miles City.

Maps

- Sanborn Fire Insurance maps of Miles City: 1884, 1886, 1893, 1904, 1910, 1916, 1951.
History Office, Olive Hotel, Miles City.

Collections of Historic Photographs

- Miles City Public Library, Montana Room.
Montana Historical Society Photo Archives, Helena, MT.
Schlichting, Albert. Private collections and Buchanan's Seeing Miles City.

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Boundary Description

The Carriage House Historic District is located predominantly in the W $\frac{1}{2}$ of the NE $\frac{1}{4}$, of the NE $\frac{1}{4}$ of section 33, T8N, R47E. The boundaries are described as follows:

The Miles City Carriage House Historic District is roughly bounded by the alley south of Pleasant Street on the south; irregularly by N. 9th, N. 10th and N. 11th on the west; the alleys north and south of Palmer Street and Orr Street on the north; and by N. 12th and N. 13th on the east.

The northern corner of Block 81 at the intersection of North 13th St. and Orr Street forms the point of beginning for the district; from there the boundary extends southeast along 13th St. to the intersection of Palmer St.; then southwest along Palmer St. to 12th St. N.; then southeast to the alley of Block 76; then southwest three blocks to N. 9th St.; then northwest to the alley of Block 66; then northeast three lots; then northwest one-half lot and northeast two lots to N. 10th St.; then northwest to the alley of Block 71; then northeast one block to N. 11th St.; then northwest one-half block to Orr St.; then northeast two blocks to the point of beginning.

Boundary Justification

The boundary for the Carriage House Historic District is drawn to include the highest concentration of historically significant resources in this northside residential area.

The southern boundary of the district is drawn to exclude commercial development and also follows the Main Street Historic District northern boundary from N. 9th St. to N. 12th St. The remaining boundaries are drawn to exclude new construction or historic resources that have lost architectural integrity. Inside the boundaries, the Carriage House Historic District is well defined at most corners with strong "anchor" buildings which include four significant carriage houses.

MILES CITY HISTORIC RESOURCE SURVEY - 1990

CARRIAGE HOUSE HISTORIC DISTRICT

CONTRIBUTING AND NON-CONTRIBUTING RESOURCES

-  CONTRIBUTING
-  NON-CONTRIBUTING

