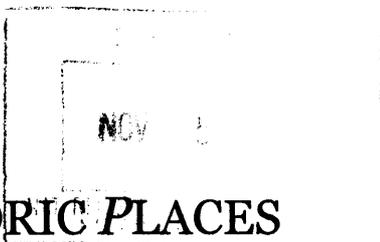


United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM



1. Name of Property

historic name: Thomas and Beulah Shore Residence

other name/site number: 24CR916

2. Location

street & number: 602 South Strevell Avenue

not for publication: n/a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

city/town: Miles City

state: Montana code: MT county: Custer code: 017 zip code: 59301

3. State/Federal Agency Certification

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

[Handwritten Signature]
Signature of certifying official/Title Date *17 October 2003*

Montana State Historic Preservation Office
State or Federal agency or bureau

(See continuation sheet for additional comments.)

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

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

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

Signature of the Keeper

[Handwritten Signature: Susan K. Ball]

Date of Action

12/18/03

5. Classification

Ownership of Property:	Private	Number of Resources within Property	
Category of Property:	Building	Contributing	Noncontributing
Number of contributing resources previously listed in the National Register:	n/a	<u>3</u>	<u>0</u> building(s)
		<u>0</u>	<u>0</u> sites
		<u>0</u>	<u>0</u> structures
		<u>0</u>	<u>0</u> objects
Name of related multiple property listing:	n/a	<u>3</u>	<u>0</u> TOTAL

6. Function or Use

Historic Functions:	Current Functions:
DOMESTIC/single dwelling	DOMESTIC/single dwelling

7. Description

Architectural Classification:	Materials:
LATE 19 TH & EARLY 20 TH CENTURY AMERICAN MOVEMENTS/ Bungalow	foundation: CONCRETE walls: WOOD roof: ASPHALT/shingle other: n/a

Narrative Description

The Thomas and Beulah Shore Residence is in a centrally-located neighborhood in Miles City, Montana, south of the Main Street Downtown thoroughfare. The quiet, tree-lined streets are oriented in a north/south-east/west grid. Its tree-filled, meticulously landscaped corner lots also contain a garage and shed. The Bungalow style, historic Shore home is representative of the first wave of construction in the neighborhood, and was completed in 1914.

Residence (one contributing building)

The residence is a 1½-story building constructed in the Bungalow style. It is oriented east and west and faces west onto Strevell Avenue at the southeast corner of Stower Street. The hipped roof covers a rectangular plan. The roof is sheathed in asphalt shingles and has an interior brick chimney with a corbelled cap. The building rests on a raised concrete foundation with a daylight basement. Windows in the basement have single-lite casement windows. The walls of the dwelling are sheathed in clapboard siding with a wood water table delineating the boundary between the foundation and main house and wide wood fascia under the eaves. The overhanging eaves are flared and supported by exposed rafters with decorative scrolled ends. Single dormers on the north, south, and east slopes of the roof have clipped gable roofs sheathed in asphalt shingles. The west (front) slope features two dormers, one on either side of the porch. The walls of the dormers are clad in clapboard. The windows on the dormers are two-lite casements with wide surrounds. The top outside corner of each pane is clipped, and the resulting five-sided shape echoes the clipped profile of the dormer.

A clipped gable-roofed porch dominates the center third of the west (front) elevation. Accessed by five concrete steps the porch features a raised, poured concrete pad, and x-braced banisters constructed of dimensional lumber. Heavy lumber brackets help to support the roof at the front corners, and the exposed rafter ends display the same decorative, scrolled detail as those on the main roof. Clapboard fills the gable end. The porch shelters the original, centered entry door. This Craftsman-style door has three elongated, fixed lites surmounted by three small fixed lites. The door is flanked by multi-lite sidelights with vertical board and batten kickplates. Tripled four-over-four double-hung windows are located on the west elevation, on either side of the entry porch.

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On the north elevation (along Stower Street), there is a three-lite modern casement window to the east, with fixed decorative wood shutters. An original, four-lite casement window is centered on the elevation. To the west is a ribbon of three, small, four-lite casements. These triple windows are decorated with fixed wooden shutters.

On the south elevation, there is a tripled four-over-four double-hung window to the west. An entry located slightly left (west) of center on the elevation, is sheltered by a clipped-gable roof hood supported by brackets. The hood has exposed rafters with decorative scrolled ends. The entry has a wood paneled door with three fixed lites and an original screen door. The screen door has decorative spindlework. Four concrete steps lead to the entry. A single, six-over-six double-hung window is located to the east of the entry, and it displays decorative, fixed wooden shutters.

A shed-roofed enclosed porch covers the east (rear) elevation of the main house. The porch features a raised concrete wall foundation, and asphalt shingles cover the roof. Narrow fascia covers the rafter ends. The half-walls of the porch are covered with clapboard, and ribbons of 1/1, wood-frame, double-hung windows fill the spaces between the half wall and roofline. There are three windows across the south elevation of the porch, and eight across the east elevation. At the north third of the elevation, one window opening has been covered with plywood, and two more have been replaced with a one-by-one modern casement. The porch's north elevation contains no fenestration. Access to the interior of the building is gained via two entry doors on the east side. One is centered in the southern third of the elevation, and the other at the far north end. The south entry features a 4-step concrete stoop, and a one-lite-over-two-panel wood door covered by a one-lite-over-three-panel screen. The north entry door features a single lite over two panels, and is at ground level.

Shed (one contributing building)

There is a shed located at the rear of the property. It has an asphalt-shingled shed roof and the walls are clad with drop-lap wood siding with corner boards. Fenestration is limited to a single opening centered on the west(front) elevation. This entry contains a door composed of drop-lap siding.

Garage (one contributing building)

Also on the east side of the property is a detached single-bay garage. It is oriented north and south and faces north onto Stower Street. The garage has a hip roof sheathed in asphalt shingles and the walls are clad in drop-lap siding. Exposed rafters support the overhanging eaves. The garage has a fiberglass roll-up type door. The east elevation contains a single, wood-frame 4-lite casement window. A five-panel pedestrian door located at the west end of the south elevation provides access to the interior.

Integrity

The Thomas and Beulah Shore Residence retains a high degree of integrity. Minor changes to the non-primary elevations include in installation of an entry doors at the south and east elevations. Both doors are associated with the house's conversion to two apartments, and were installed during the period of significance. There are two modern windows - one at the north side of the east elevation and the other at the east side of the north elevation. Both sets of casements are wood frame and are not overly intrusive. Indeed, the residence, shed, and garage all retain integrity of design, workmanship, materials, setting, feeling, location, and association.

8. Statement of Significance

Applicable National Register Criteria: A, C

Areas of Significance: COMMUNITY PLANNING AND DEVELOPMENT; ARCHITECTURE

Criteria Considerations (Exceptions): n/a

Period(s) of Significance: 1914 – 1953

Significant Person(s): n/a

Significant Dates: 1914

Cultural Affiliation: n/a

Architect/Builder: Beulah Shore/Fred Clearman & Sons

Narrative Statement of Significance

The Thomas Shore Residence is an excellent example of a hipped roof Bungalow-style residence. There have been no significant changes to the exterior of the residence and it appears as it did when constructed in 1914. It retains its original architectural design, materials, workmanship and decorative detailing. It is associated with the early 20th century commercial and residential expansion of Miles City as a result of the Homestead Boom (1909 – 1918). Indeed, its original owner, Thomas Shore, owned a department store on Main Street in Miles City that catered to homesteaders, ranchers, and city dwellers. The Thomas and Beulah Shore Residence is eligible for the National Register of Historic Places at the local level under Criteria A and C.

History of Miles City

Shortly after the defeat of elements of the Seventh Cavalry under George Armstrong Custer at the Little Bighorn in June 1876, the U.S. Army ordered General Nelson A. Miles onto the northern Great Plains to subjugate the Lakota, Northern Cheyenne and Arapaho and compel them to return to their reservations. Miles established a cantonment near the junction of the Tongue and Yellowstone rivers in August 1876. Within weeks, whiskey traders, gamblers, and other purveyors of a “good time” established a small settlement, “Milestown,” adjacent to the military camp. Miles, perhaps fearful of the influence of the saloons and brothels so close to his troops, ordered the settlement moved across the Tongue River, where its influence would be less felt because it was less accessible. The new camp, located in Section 33, T8N, R47E, was renamed “Miles City” and became the first large Euro-American settlement in the lower Yellowstone valley. In the spring of 1877, the cantonment moved and the soldiers constructed a permanent post, Fort Keogh. Although Miles City remained a den of iniquity, it too, became somewhat more permanent as the fort provided a steady income for legitimate businesses located there.¹

By the late 1870s, Miles City was an important trade center on the lower Yellowstone, partly because of its proximity to Fort Keogh, but also because of its strategic location at the junction of the Tongue and Yellowstone rivers. Beginning about 1878, the town was a regular port of call for steamboats as it was the farthest reliable point upstream on the Yellowstone they could reach. The settlement boomed as the steamboats brought passengers and supplies upriver for the fort, and shipped bison hides to the factories back east. The log buildings that lined Main Street (which was also the road to Bismarck), quickly gave way to more substantial wood-frame buildings that housed mercantile houses making up to \$300,000 a year. Miles City’s early history as a den of iniquity co-existed with the reputable businesses that truly characterized this frontier community. The settlement, moreover was a polyglot of classic “frontier types:” soldiers, Indians, hide hunters, wood hawks, cowboys, shepherders, prostitutes, railroad workers and respectable businessmen and their families. In every sense of the term, Miles City was a wide-open town.

The imminent arrival of the railroad sparked another building boom in the community as it expanded to meet the needs of the railroad. By 1881, Miles City had a permanent population of 1,000 people. When the railroad arrived in November 1881, it contributed to a boom in the cattle industry in eastern Montana. Indeed, by 1885, Miles City was the most important outfitting point for the industry on the northern Great Plains. Many of the brick buildings built during this period were substantial fire-proof structures composed of brick and stone, further lending an aura of permanence and civilization to the community.²

¹ Merrill G. Burlingame, *The Montana Frontier*, (Helena: State Publishing, 1942), 238-239; *Montana: A State Guide Book*, (Helena: Helena: Department of Agriculture, Labor and Industry, 1939), 190-191; Don Spritzer, *Roadside History of Montana*, (Missoula: Mountain Press, 1999), 373; Mark H. Brown, *Plainsmen of the Yellowstone*, (New York: G. P. Putnam’s, 1961), 331, 338 –339.

² *Montana*, 190; Spritzer, *Roadside History*, 373-374; Brown, *Plainsmen*, 338-340, 363; John V. Goff, *Miles City, Montana: An Architectural History*, (Miles City: Custer County Society for the Preservation of Local Folklore, Legend, History and Tradition, 1987), 2-3, 5-6, 8-9.

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In 1905, the Chicago, Milwaukee & Puget Sound (Milwaukee Road) Railroad announced plans to extend its line through Montana to the west coast. When completed through Miles City in 1907, the population of and construction in the town boomed again. The completion of the Milwaukee Road coincided with the enactment of the Enlarged Homestead Act in 1909 by the federal government. The legislation gave 320 acres to anybody willing to live on and work the land for five years. At the time the Act was passed, the northern Great Plains was experiencing higher than average rainfall, making the normally semi-arid region look attractive to would-be yeoman farmers. Consequently, the population of eastern Montana mushroomed as homesteaders flooded into the state. Part of the success of the Homestead Act in Montana was due in part to a massive nationwide advertising campaign managed by the Milwaukee Road. As the only substantial community in southeastern Montana, Miles City was uniquely situated to take advantage of the Homestead Boom – a fact that was aggressively promoted by the local Chamber of Commerce and other boosters.³

Beginning in 1907, Miles City's business district expanded to meet the demands of the new homestead-based economy. Although the livestock industry was still the primary source of revenue to the city, Miles City's promoters hoped that the homesteaders would add a sense of stability to the community and, hopefully, eradicate its reputation as the "utterly demoralized and lawless" cow town it had earned only a generation before. Miles City's population swelled to 6,500 people in 1913 with a corresponding expansion of the number of businesses in the community to serve the homesteaders. As in other communities, the presence of the railroad and the boom economy also contributed to a rise in the number of homeowners in Miles City. The automobile also contributed to the expansion of the community, as it allowed residential growth far away from the commercial center of the town. The Sanborn Fire Insurance maps indicate that the city grew to the south and east of the commercial district between 1893 and 1914. The outbreak of World War One in Europe in 1914 also gave rise to a new business opportunity for area ranchers – the sale of horses to the British and French. By 1918, the population in Miles City stood at 9,000. In that year, Samuel Gordon wrote *Recollections of Old Milestown* to provide the "newcomers" with an understanding of the city's origins, and in recognition of "the desirability of collecting and reducing to some form of permanent record, the fast fading scenes and incidents of the early days of this community."⁴ Gordon speaks to the changes in the community over its first forty years:

Writing of only forty years ago, in this age of rapid development, is writing very close up to date, in so far as history is concerned, but in the individual life it seems an almost immeasurable gap between then and now. Many who were then full of life and hope have gone "over the divide," children have grown to be matured men and women and the shadows of age are fast gathering over those who were the active spirits of the Milestown of these "Recollections." But they have lived to see a Milestown far beyond their expectations. Those who have lived here during that period have had to change their predictions on the future of the city more than once since the days when we won incorporation with a somewhat questionable population of fifteen hundred. Though we forged ahead steadily, it was not until the coming of the Milwaukee road that we began to talk hopefully of a possible five thousand. With the influx occasioned by that event we passed the five thousand mark without knowing it and have more than doubled that aggregate since then with every material prospect bright for the future. What we may achieve in the time to come is anybody's guess, but there is one thing that we old-timers know -- and that is that we are no longer the happy-go-lucky, care-free "kamerads" of the early days, and one purpose of writing these "Recollections" was to portray that life before it had faded into the forgotten past.⁵

The prosperity and population increases noted by Gordon resulted in a housing shortage through most of the decade. New additions to the city where single family homes were rapidly constructed sprawled to the east of downtown. This prosperity, however, was short-lived.

By 1919, the Homestead Boom collapsed as eastern Montana was plagued by drought and economic depression for the most of the next twenty years. After World War Two, however, Miles City enjoyed modest economic prosperity that led to a new residential

3 Steve McCarter, *Guide to the Milwaukee Road in Montana*, (Helena: Montana Historical Society, 1992), 5-6, 41, 42; Goff, *Miles City*, 13; Michael Malone, Richard Roeder, and William Lang, *Montana: A History of Two Centuries*, Rev. Ed., (Seattle: University of Washington, 1991), 238, 240; *In the Heart of the Yellowstone: Custer County and Miles City, Montana*, (Miles City: Chamber of Commerce, 1907), 20.

4 Samuel Gordon, *Recollections of Old Milestown* (Miles City: 1918) "Foreward," <http://www.milescity.com/history/ebooks/room/foreword.asp>.

5 Gordon, *Recollections*, "A Post Mortem," <http://www.milescity.com/history/ebooks/room/postmortem.asp>.

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construction boom in the community, especially in the vicinity of Strevell Avenue. Unlike other rural communities with economies based solely on agriculture, Miles City's diverse economy has remained fairly stable, based primarily on its strategic location on the rivers and at the crossroads of two major highways – Interstate 94 and U.S. Highway 12. Today, Miles City is still the primary trading center for southeastern Montana with a reputation as a cow town that harkens back to its rough beginnings in frontier Montana.⁶

Thomas and Beulah Shore

James B. Cooper filed on a 159.87 homestead that encompassed the Thomas Shore Residence in December 1880. Cooper came to Montana Territory in 1878 after serving in the infantry at forts Rice and Beaufort after the Civil War. He converted his entry to cash and obtained title to the homestead parcel in October 1882. According to one source, Cooper acquired the land for speculative purposes and this particular parcel later provided the basis for the creation of the Highland Park Addition in 1907. Shortly after selling many of the lots in the addition, he left Miles City and relocated to Junction City at the confluence of the Yellowstone and Big Horn rivers. By 1894, he was operating a ranch near Billings. When Cooper left Miles City in the late 1880s, he sold much of the property to Harry Warner, Louis Walterstorff and James Clancy. Clancy died in St. Paul, Minnesota in January 1923, leaving much of his Miles City property unsold. District Court Judge Steve McKinnon turned the unsold lots over to the Montana Children's Home Society, an orphanage based in Helena, Montana. By 1931, the organization had stopped paying taxes on the property and many of the lots in the addition were seized by the county for back taxes.⁷

Residential development in the Highland Park Addition was slow. Although created in 1907, the Sanborn maps show little residential development there until after 1910. Stower Street, within the addition, extended only as far as Lake Avenue in 1893. By 1904, it had been extended to Custer and, in 1910, constructed as far as Sewall Avenue (three blocks east of the Shore Residence). Much of the early development in the area on Stower Street (named for early Miles City banker Richard Stower) occurred at the intersections along Strevell Avenue. The 1928 Sanborn map shows only three residences in the vicinity of the Shore Residence with others scattered throughout the addition. The Highland Park Addition remained largely rural in character until after World War Two when residential construction regularly occurred in the vicinity of the Shore Residence.⁸

Acting on the advice of a friend, Thomas Shore moved to the rough cattle camp of Miles City in 1896. A native of Ontario, Shore obtained a degree in business administration and accounting from the Ontario Business College. His training served him well, as he worked as a bookkeeper for several Miles City department stores before opening his own establishment in 1900. That year, he formed a partnership with former cowboy Wirt Newcom to open a mercantile business on Main Street. In 1910, Shore hired Beulah Chartrand as a clerk in the store. Thomas and Beulah married in September 1914. Three months previously, however, he purchased five residential lots in the Highland Park Addition from Harry Warner and Louis Walterstorff as a wedding gift for his bride. Beulah and Miles City contractor Fred Clearman collaborated to design and construct a Bungalow-style residence and garage in what then was a sparsely populated portion of the city.⁹

The Shore-Newcom Company prospered through the Homestead Boom and into the 1920s. In 1923, Shore bought Newcom's interest in the business and renamed it, simply, Shore's. Instead of a wide variety of merchandise (everything from men's clothing to hay to phonographs and washing machines), he concentrated solely on the sale of clothing. The business remained open even through the Great Depression. Minor changes still visible on the exterior of the Shore Residence serve as a testament to these difficult years. To make ends meet during the 1930s, the Shores divided the interior of their home and rented the rear portion as an apartment. It was during that time that the side entrance to the building was added. The back porch served as the kitchen area for the apartment. The

6 Goff, *Miles City*, 13-18; Susan R. McDaniel and Dena L. Sanford, *Beautiful City of Miles*, (Miles City: Custer County Society for the Preservation of Local Folklore, Legend, History and Tradition, 1988), 6-8; *In the Heart of the Yellowstone*, 30-31; Brown, *Plainsmen*, 345; Sanborn Maps, 1893, 1904, 1910, 1916; Malone et al., *Montana*, 283; *Montana*, 189; Spritzer, *Roadside History*, 374.

7 Montana Land Tract Books, volume 191, Montana Historical Society; Joaquin Miller, *An Illustrated History of the State of Montana*, (Chicago: Lewis Publishing, 1894), 756; *Billings Gazette*, 18 May 1936; Lorman L. Hoopes, *This Last West: Miles City Montana, 1876 – 1886*, (Miles City: Privately Published, 1990), 74; Order & Decrees 3, 95; Deed Book 57, 301.

8 Sanborn Maps, 1893, 1904, 1910, 1916, 1928, 1951, 1957; M. A. Leeson, *History of Montana. 1739 – 1885*, (Chicago: Warner Beers & Company, 1885), 1049; Hoopes, *This Last West*, 331; R. L. Polk, *Miles City Directory*, (Helena: R. L. Polk, 1948 – 1975).

9 Centennial Roundup: A Collection of Stories Celebrating the 100th Anniversary of the Incorporation of Miles City, Montana, (Miles City: Miles City Star, 1987), 43-44; Miles City Star, 21 May 1962; Deed Book 30, 235; McDaniel and Sanford, *Beautiful City*, 20, 72.

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interior of the house has since been restored to a single dwelling.

At the end of World War II, Shore decided to retire and turned over the management of his business to his nephews. Thomas sold his interest in the business to his son, Russell, after he returned from military service in 1950. Shortly thereafter, a heart attack felled Thomas, rendering him bed-ridden for the remaining 13 years of his life. After Thomas died in 1962, ownership of the house passed to Russell. He sold it to Edwin and Margaret Heberle in 1972. The current owners, Patrick and Janet Kelly purchased the property in June 1982.¹⁰

The Thomas and Beulah Shore Residence is eligible for listing in the National Register of Historic Places under Criterion A, for its associations with the residential development of Miles City during the Homestead Era and its continued use through the Great Depression and World War II era. Its original owners and longtime residents, Thomas and Beulah Shore were well-known and respected business owners and members of the community. Constructed in 1914, the same year the Shores married, the house was one of the first in the Highland Park Addition of the community. Minor changes to the house, including the addition of a side entrance, date to the Depression, and the family's need for supplemental income. The post-World War II economic resurgence of Miles City resulted in several new homes being constructed in the neighborhood, and the Shore house at that time reverted to a single-family residence. Indeed, the house is reflective of each of these important eras in the development of Miles City, and the boom and bust economy of that southeastern Montana town.

Architectural Significance

The Thomas and Beulah Shore residence gains additional significance as an excellent local example of the Bungalow style of architecture. The Bungalow Style is a part of the Arts & Crafts movement that originated in England in the early 1800's as a rebellion against Victorian mass production and industrialization. William Morris and John Ruskin were early proponents of this unique style, which promoted a more guild-based philosophy that emphasized traditional craftsmanship and honesty of design. Various craftsmen and artists encompassed the Arts & Crafts philosophy into their work which included pottery, furniture, soft furnishings, metal work, stained glass, gardening and even architecture. In North America this style was adopted in the Mission Style of furniture and is also referred to as Craftsman Style, American Bungalow Style and California Bungalow Style.¹¹

In the United States, the Bungalow style is attributed to two California brothers, Charles Sumner Greene and Henry Mather Greene, who popularized the design from their Pasadena architectural firm. Influenced by the English and American Arts and Crafts Movements, interest in oriental wooden architecture, and "their early training in the manual arts – appear to have led the Greenes to design these intricately detailed buildings."¹² The bungalow quickly became one of the most popular smaller house designs in the country and during the 1910s and 1920s, pattern books and kits were available nation-wide. According to *American Bungalow Magazine*:

These small houses, some costing as little as \$900, helped fulfill many Americans' wishes for their own home, equipped with all the latest conveniences. Central to the bungalow's popularity was the idea that simplicity and artistry could harmonize in one affordable house. The mania for bungalows marked a rare occasion in which serious architecture was found outside the realm of the rich. Bungalows allowed people of modest means to achieve something they had long sought: respectability. With its special features – style, convenience, simplicity, sound construction, and excellent plumbing – the bungalow filled more than the need for shelter. It provided fulfillment of the American dream... A bungalow's distinction is its low profile. Promotional literature in the early 20th century almost always noted the chief purpose of the bungalow: to place most of the living spaces on one floor. The advantages are obvious—the absence of a second story simplifies the building process. Utilities can be installed more easily than in a two-story house. Safety is at a premium because, in the event of fire, windows as well as doors offer

10 *Miles City Star*, 21 May 1962; *Centennial Roundup*, 44; Deed Book 115, 317; *Ibid*, M-54, 437.

11 Crestwood Design, "History of the Arts and Crafts Style," <http://www.crestwooddesign.com/Arts%20&%20Crafts%20Style.htm>, October 2003.

12 Virginia McAlester and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A Knopf, 200), p. 454.

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easy escape. Best of all, the bungalow allows staircases to be eliminated, a boon for the elderly and also for the homemaker, who can carry out household tasks without a lot of trips up the stairs.¹³

Bungalows utilized pre-cut lumber, and often, mass-produced detailing. Some houses could be obtained as complete kits of pre-cut parts and interiors to be assembled on-site. These wood-frame houses were cheap and easy to build and usually sat on poured concrete foundations and utilized clapboard or stucco cladding. These house's simple exterior lines were echoed in the interior, where built-in cabinets and bookcases, wainscoting, beaming, floors, and trim reflected the ideals of the Craftsman movement. A central hearth with a prominent fireplace was the symbolic and physical focus of family activity.

The Bungalow craze hit Miles City not long after the first designs appeared in California. The *Independent* commented in 1909 on the proliferation of "bungalofers," those attracted to the cottages that were "at once attractive, durable, and not too costly...where one can lead a life more free from care than has hitherto been possible to any but tent dwellers."¹⁴

The Shore Residence, designed, at least in part, by homemaker Beulah Shore, incorporated the essential architectural detailing of the movement. The 1½-story home features the low-pitched, hipped roof with wide overhanging eaves indicative of the Bungalow style. Other features include the front porch, decorative, exposed rafter ends, and ribbons of multi-light over single-pane double-hung windows. The simplified interior floorplan, void of hallways, and built-in cabinetry are also a design features typical of Bungalows. Indeed, the Shore Residence is an excellent local representation of the style.

Clearly, the Shore Residence is eligible for listing in the National Register of Historic Places at the local level under both Criteria A and C. Not only is it a fine representative example of Bungalow Style architecture, but it is also associated with the early development of Miles City, a prominent local family, and exhibits evidence of the boom and bust history of the town through the first half of the twentieth century.

¹³ "What is a Bungalow?," *American Bungalow Magazine*, <http://www.americanbungalowmagazine.com/AmBungalow/whatfs.htm>, October 2003.

¹⁴ McDaniel and Sanford, *Beautiful City of Miles*, p. 18.

9. Major Bibliographic References

See continuation sheet

Previous documentation on file (NPS):

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

Primary Location of Additional Data:

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

10. Geographical Data

Acreage of Property: less than one

UTM References: Zone Easting Northing
 13 436014 5138982 (NAD27)

Legal Location (Township, Range & Section(s)): NW¼ NW¼ SE¼ of Section 34, T8N, R47E

Verbal Boundary Description

The property is located at the intersection of South Strevell Avenue and Stower Street in the Highland Park Addition, Block 5, Lots 1-5.

Boundary Justification

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

11. Form Prepared By

name/title:	Jon Axline	date:	September 13, 2002
organization:	Montana Department of Transportation	telephone:	406-444-6258
street & number:	2701 Prospect Avenue	city or town:	Helena
city or town:	Helena	state:	MT
		zip code:	59620-1001

Property Owner

name/title:	Patrick & Janet Kelly	telephone:	406-232-1737
street & number:	602 South Strevell	city or town:	Miles City
city or town:	Miles City	state:	MT
		zip code:	59301

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