

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 11 1987

date entered JAN 25 1988

1. Name

historic ^{TR} Suburban Schools in Butte, Montana

and or common

2. Location

street & number see continuation sheets

N/A not for publication

city, town Butte

N/A vicinity of

state Montana

code 030

county Silver Bow County

code 093

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 type="checkbox"/> museum
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> educational
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> entertainment
thematic	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> government
group	N/A	<input type="checkbox"/> no	<input type="checkbox"/> industrial
			<input type="checkbox"/> military
			<input type="checkbox"/> other:

4. Owner of Property

name multiple, see continuation sheet

street & number

city, town

vicinity of

state

5. Location of Legal Description

courthouse, registry of deeds, etc. Clerk and Recorder's Office

street & number 155 W. Granite, Butte-Silver Bow Courthouse

city, town Butte

state Montana

6. Representation in Existing Surveys

title Suburban Schools in Butte Survey

has this property been determined eligible? ☐ yes ☒ no

date February, 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 Butte lies on the north edge of a high mountain valley, surrounded on three sides by the continental divide. When hardrock underground mining ensued in the 1870s, the mining activity centered on the north slope, colloquially called the "Butte hill." As a matter of convenience, residential and commercial centers grew up on the hill adjacent to the mines. Smelters, which needed water and a level surface, established complexes at the foot of the hill, along Silver Bow Creek. These industrial centers and their adjacent residential areas on the "flats" marked the southernmost boundary of Butte's settlement. As copper mining boomed, the land between the mines and business district on the hill and the smelters and railroad yards on the flats filled in with residential and commercial activity.

Butte's older neighborhoods on the hill, all of which exist within the Butte Historic Landmark District, date roughly from the 1880s to the 1910s. The biggest building boom on the hill occurred between 1895 and 1904 and the neighborhoods reflect this Victorian era. Clusters of worker's and Queen Anne style cottages cling to the hill adjacent to mining headframes along streets following contour lines. Below them, is the central business district and residential areas featuring closely-packed, turn-of-the-century buildings. Because of the increased demand for housing, high land values dictated full utilization of lots. As a result, yards are small and trees infrequent.

However, as the copper mining industry continued to boom into the early twentieth-century, housing development began moving further south and west, off the hill and out onto the "flats." Suburban additions formed along extended streetcar routes on the level areas in the early 1900s after most of the smelter activity moved to Anaconda. Neighborhoods on the "flats" differed from those on the hill. Instead of dense clustering of worker's cottages and Victorian-era residences with little or no greenery, the suburbs contained mostly Bungalow-style houses on large lots, often near parks and adjacent to streetcar lines. Additions such as the Atherton-Place-On-The-Lakes, Montana Avenue, Gilman and Silver Bow Park feature elements of suburban planning. Both Atherton and Silver Bow Park have some streets with lawned center boulevards. Gilman Addition is next to Stoddan Park which has the public golf course and the private Butte Country Club lies within Atherton. The Montana Avenue Addition abutts the Mount Moriah Cemetery and Silver Bow Park originally contained a central park, in which Greeley School was later built. Streetcar lines historically served all of these suburbs. Although bungalows predominate in these additions, it appears that they received their greatest in-fill after World War II.

As population grew in the suburbs between 1900 and 1920, the demand increased for new and larger schools. As a result, Butte School District #1 undertook a building program to service the new residential

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areas on the "flats". Between 1916 and 1921, the district constructed at least 14 complete schools or major additions to existing school buildings in Butte's urban area. Architect for the school district Wellington Smith designed many of these new structures. Of the 10 known public schools or additions to school Smith designed, only four suburban grade schools, all constructed in 1917, exist today.

Smith's existing suburban grade schools share certain similarities of style, shape and materials. Three schools, the Madison, Hawthorne, and Longfellow, exemplify the Collegiate-Gothic style, a variation of the Gothic Revival often used for public buildings and campuses in the early twentieth century. Crenellated parapets, towers, multipaned windows and distinguished entries mark the Collegiate Gothic buildings. The Hawthorne and Longfellow were exact duplicates of each other in this style. Smith designed the Greeley School addition with Classical Revival elements. Most prominent is the entrance which features a barrel-vaulted entry flank with two Tuscan columns and topped with a classical pediment. Gothic and Classical styles were part of a tradition of academic revivals which enjoyed great popularity between the 1890s and 1920s.

These schools also shared similar shapes and materials. The Madison, Longfellow, and Hawthorne were all constructed in a basic rectangular-shape with a centrally-located gymnasium and six-classrooms. To insure adequate ventilation and illumination, classrooms lay along the exterior walls and had large, multipaned windows. The Greeley addition was also rectangular-shaped with multipaned windows on the exterior. All of the schools appear to contain the same polychromated brick with white terra cotta and sandstone detailing.

After World War II when Butte's economy and population again experienced an upsurge, the Butte School District apparently began upgrading and enlarging its facilities. The four grade schools in this nomination all received alterations in the late 1940s or early 1950s. In 1955, the district built a one-story brick-faced addition to the rear of the Madison School. The Longfellow School received its southwest addition in 1949 and the southeast corner in 1957, both of wood-frame with brick veneer which gave the structure its current U-shape. (The 1957 Sanborn map indicated that these additions were constructed in 1951 and 1954.) Other small additions were completed in 1967. In 1958, the School District constructed side wings of concrete block faced with brick to the Hawthorne School. The Greeley School experienced the most alteration of the four buildings in the 1950s and 1960s. In 1957, the 1901 portion of the school was removed and a new addition with two wings added to the east side of the 1917 building.

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Later, in 1962 two of the 1957 addition's walls were removed and a third section installed, giving the school a O-shape with an interior courtyard. Windows from the demolished 1957 section were installed in the 1917 addition.

Although the Longfellow, Hawthorne and Madison Schools have been altered from their original appearance, they retain sufficient historic integrity to qualify for the National Register. Specifically designed to incorporate later additions, the Hawthorne and Longfellow Schools' additions extend behind the 1917 structures and have similar shapes and materials to the original. The Madison School is somewhat more compromised because the new addition has a flat roof and different windows than the gabled 1917 building. However, the later construction does not detract from the 1917 buildings because the rear additions are not readily visible from the front of the buildings. The Greeley School has lost its historic integrity. The 1917 portion of the school originally served as an addition to the 1901 structure. When the 1901 school was demolished and a new school built, the 1917 building became the west facade of an O-shape structure. Also new windows replaced the original multi-paned windows but within the original opening. Significantly compromised, the Greeley has lost too much historic integrity to be eligible yet retains some characteristics of the other three 1917 Smith-designed schools.

In 1987, Janet Ore, Butte-Silver Bow Historic Preservation Officer, conducted the survey of public schools in the Butte area but outside the National Historic Landmark District. Historically, twelve public schools operated in the Butte suburbs (including Walkerville, Meaderville and McQueen) to the east and south of the central city on the Butte hill. Of these, it is known that Smith designed six new buildings and one addition as well as two school additions and an administration building within the Landmark District. Only four of Smith's public buildings remain today--the Madison, Longfellow, Hawthorne and Greeley addition. (Two other known Smith structures within the Landmark District survive--the Immaculate Conception convent and the Knights of Columbus Hall.) A number of suburban schools have been lost due to expansion of the Berkeley Pit including those in Meaderville, McQueen and East Butte. During the 1950s and 1960s, fires and a school district program of upgrading facilities destroyed more historic schools. Only two schools from the turn of the century exist in the Landmark District--the McKinley and the Sherman Schools. Both are currently closed. Now, Butte has eight public schools south of Front Street. Of such schools only four pre-World War II buildings remain. One of these, the Greeley, is not eligible for the National Register due to loss of historic integrity. Constructed in 1917 during Butte's World War I building boom in the suburbs and designed by School

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District Architect W. Wellington Smith, the Madison, Longfellow and Hawthorne Schools are the only remaining schools which together clearly exemplify the broad historical theme of suburbanization and are examples of Collegiate Gothic architecture.

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 type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input 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 type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input checked="" type="checkbox"/> other (specify) suburban development

Specific dates 1917

Builder/Architect W. Wellington Smith, architect

Statement of Significance (in one paragraph)

The three grade schools included in this nomination, the Longfellow, Hawthorne and Madison, are historically and architecturally significant because the schools reflect the Butte's early twentieth-century suburbanization which reached its peak during World War I. Following a national trend after 1900, Butte residents began utilizing their increased mobility from automobiles and extensive streetcar lines to settle away from the central city and into more pastoral suburbs. As suburban populations grew, the local school district constructed new schools to service area students. School buildings erected in Butte suburbs during the early twentieth-century represent this local and national population movement away from the congested inner city. The Madison, Hawthorne and Longfellow Schools are also outstanding examples of the Collegiate Gothic architectural style in the Butte area. Collegiate Gothic arose as part of the Gothic Revival which often characterized suburban development. Using Progressive ideas of standardized schoolhouse planning, school district architect W. Wellington Smith designed all three structures and supervised their construction in 1917. The schools thus show a remarkable degree of similarity in style, shape and materials, two schools being near duplicates of one another. Smith's only other remaining school, the Greeley, retains some characteristics of the Madison, Longfellow and Hawthorne but it has lost too much historic integrity to be eligible for the National Register. Together, the Madison, Longfellow and Hawthorne Schools exemplify Butte's early twentieth-century suburbanization and the Collegiate Gothic architectural style popular during that time.

Suburban growth in Butte was part of and exhibited characteristics similar to a larger trend evident in most large American cities in the late 19th- and early 20th-century. Economic prosperity, new social attitudes and the advent of advanced technology, such as electric street railway systems and the automobile, stimulated the growth of suburban areas adjacent or near American cities. In 1890 fifty-one cities had streetcar lines; by 1895 this number had grown to 850. Streetcars allowed residents to travel cheaply and conveniently from suburbs on the periphery of the city into urban centers. New suburban residential areas grew along streetcar routes extending from the city, sometimes into the open countryside beyond the city limits.

Automobiles also gave greater mobility to live outside the city. In 1907 Henry Ford began the manufacture of an inexpensive automobile, the Model T, which allowed large numbers of middle-class Americans to acquire their own motor vehicle. By 1910 people had registered 468,000 automobiles. The number grew to about two-and-a-half million by 1915,

9. Major Bibliographical References

see continuation sheet

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References see inventory forms

A

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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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E

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F

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G

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H

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Verbal boundary description and justification

see inventory forms

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

state	code	county	code
N/A			

state	code	county	code

11. Form Prepared By

name/title Janet Ore, Community Historic Preservation Officer

organization Butte-Silver Bow local government date February 1987

street & number 400 N. Main telephone 723-8262

city or town Butte state Montana

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state X 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

Maicelle Shaffer

title SHPO date 12-7-87

For NPS use only

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

Patrick Andrews

date 1/25/88

Keeper of the National Register

Attest:

See Continuation sheet for listing

date

Chief of Registration

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and by 1920 the total stood at nearly ten million.

As townspeople fled urban congestion, noise and dirt, developers created suburbs which featured a planned design and "modern" infrastructure systems. Local governments often extended services such as paved streets, sewers, water lines, curbs, gutters and sidewalks to annexed additions thus enhancing the desirability of the neighborhood. Careful design emphasized a "natural appearance" with landscaping and open spaces. Although suburban models, such as the Country Club District in Kansas City, contained curved, winding streets that followed landscape contours, most simpler suburbs retained the rectangular grid-system of streets. However, these suburbs emulated the park-like ideal with broad, tree-lined streets, incorporation of green open spaces, uniform set-back lines and minimum cost for houses.

Butte's suburbanization closely followed this national movement of city expansion although Butte's growth was directly and indirectly tied to the mining industry. The Butte vicinity first attracted inhabitants in 1864 as prospectors from southwestern Montana's initial gold rushes fanned out looking for placer gold. As the free gold dwindled by 1870, so did the small town of Butte City. However, factors coalesced by the mid-1870s which attracted the necessary investors required for large-scale, underground hard-rock silver mining. The resulting silver mining boom stimulated building and Butte began assuming its present form. In 1876, developers incorporated the original Butte townsite containing the central business district between the mines on the hill and the smelters on the flats. By 1880, Butte had a population of 3,363.

The discovery of tremendous amounts of high-quality copper on the Butte hill in conjunction with new technological advances which required copper wire thrust Butte into prominence as a world-class mining center. By 1890, Butte surpassed the Michigan copper mines producing almost one-half of the nation's copper to dominate the market. As copper production doubled in the 1890s, Butte and the surrounding area grew to a population of 23,744 and stabilized as a permanent community. Two of Butte's three building booms took place during this decade. Butte assumed the appearance of a densely-urban, industrial center, similar to Eastern cities.

Butte's copper production, population and physical growth reached their peak during World War I. Increased demand for metals from war industries and munitions stimulated unprecedented mining production. As workers poured into the city, Butte's population also reached its all-time high. In 1917, Silver Bow County contained an estimated

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75,000 residents, the majority of whom lived in the Butte area. Residential construction hurried to match the demand for housing. As the older neighborhoods on the hill were largely filled in, much of the new building occurred on the "flats," to the south and west of the central business district.

The creation and extension of a city-wide streetcar system and increased ownership of automobiles stimulated suburban growth in the "flats." Street cars serviced Butte as early as the late 1880s. By 1899, one company, the Butte Electric Railway, operated all the Butte car lines. Track reached as far as three miles south of the Butte hill and eventually covered thirty-five miles of routes, the largest streetcar system in Montana. After 1910, the availability of inexpensive automobiles also increased the mobility of many Butte residents. Whereas in 1913, 5,916 persons had registered their vehicles in Montana, by 1920, the number jumped to 60,650.

With more mobility and the closing of most of the local smelters, many affluent Butte citizens moved out into the growing suburbs seeking an escape from the dirt and congestion of the central city. Reflecting this movement, developers established numerous suburban additions between the 1890s and 1910s, inducing a real estate boom on the "flats." Among those platted were the Atherton Place-on-the-Lakes, Montana Avenue, Gilman and Silver Bow Park Additions.

The Tidewater Investment Company and its founder Wallace Mc. "Maxie" White were largely responsible for the development of Atherton Place-on-the-Lakes and the Gilman Addition. Atherton, White's showplace suburb, was located on the south end of the residential area surrounding Butte. White, who originally came to Montana as a division superintendent for the Northern Pacific Railway in 1889, apparently acquired two sections of land near Butte from the railroad in 1895. Some time after that, White dammed Blacktail Deer and Basin Creeks, which flowed through his property, to build a pond for ice making. The narrow body of water the dam created was called Lake Avoca. In 1900, he raised the dam and planted trees in the area.

White soon began developing the land around the lake. The erection of the Butte Country Club (of which White was a charter member) near Lake Avoca in 1909 increased the desirability of adjacent lots as did the extension of the streetcar line to the addition between 1908 and 1911. Apparently, White planned an exclusive residential suburb. When White platted Atherton Place-on-the-Lakes in 1914, he placed deed restrictions intending to preserve the quality of the natural environment. Property owners in Atherton could not use any land for farming, industrial or retail purposes. Houses needed a thirty-foot

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setback and could be built only within at least two price ranges: no less than \$1500 and \$2500. The Butte Miner, on March 24, 1918, declared that the majority of houses cost more than \$5000. To further enhance the addition, in 1918 White created the Lake Avoca Nursery Company which cultivated and sold shrubs and trees acclimatized to Butte's altitude and harsh winters. By 1918, the area had a street lighting system "superior to that of West Broadway" and 50,000 feet of city water lines. Although Atherton never achieved a dense built environment until the 1950s, property-owners erected a number of homes, many in the bungalow style, between about 1910 and 1920. The result was a rather exclusive suburb surrounding Lake Avoca with tree-lined streets and elegant bungalows.

As president of the Tidewater Investment Company, W. Mc. "Maxie" White was influential throughout the Butte community as well as developing suburban areas on the flats. White served as president of the real estate firm until his death in 1953. During his long life, White participated in many business and civic activities. He was president of the Butte Mines Merger Corporation, manager of the Columbia Gardens Amusement Company, member of the Butte Town Club, president of the elite Silver Bow Club, and chairman of the Silver Bow County Exemption Board during World War I. Significantly, White sat on the school board for five years, probably in the 1910s, during which time "14 schoolhouses were built or had major additions made to them." White undoubtedly saw the desirability of receiving new grade schools in additions he was trying to market. In Atherton, he donated the land for the construction of a school in 1914.

The Tidewater Investment Company developed not only Atherton Place-on-the-Lakes but also promoted suburban housing throughout the flats. One of the additions which Maxie White participated in was the Montana Avenue Addition. In 1890, Wallace Mc. White and his brother, William Mc. White acted as attorneys-in-fact for John and Sarah E. Potter of Bozeman, Montana and Edward Macrum of Pittsburgh, Pennsylvania in filing the plat for the Montana Avenue Addition. (Macrum was an owner of the Homevale Addition, another bungalow suburb on the lower westside. This plat was also filed in 1890 and notarized by W. Mc. White.) Abutting the Montana Avenue Addition on the west was the Boulevard Addition, which Lee Mantle platted in the same year. Sometime prior to 1896, the Butte Electric Railway extended a route south on Montana Street past the new additions. Because of the direct connection to the central business district and mines on the hill, residents began building homes in the burgeoning neighborhood.

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Also in 1890, J.A. McMonagle filed a plat for the Silver Bow Park Addition southeast of the central business district. At the time, McMonagle, as agent for the Silver Bow Electric Railroad Company, was intensively involved in competition with the Metropolitan Electric Railway Company for the streetcar franchise in Butte. The City Council finally chose Metropolitan over Silver Bow Electric in 1890. By creating the Silver Bow Park Addition, McMonagle obviously hoped to benefit twice on the suburban growth created by a streetcar system.

People began building in Silver Bow Park as early as 1892 when the addition first appeared in the Polk City Directory. By 1895, an early Butte Electric Railway route ran through the neighborhood along Walnut Street on its way to the Columbia Gardens, stimulating more building. By 1900, the Silver Bow Park Addition was a growing suburb, diagrammed on the Sanborn Fire Insurance maps. The area received its own BER line in 1907, firmly uniting the suburb with businesses on the Butte hill.

Unlike Atherton Place-on-the-Lakes which appealed to Butte's middle and professional classes, Silver Bow Park attracted mostly working-class families. Because of the location of the suburb near the Pittsmont and Parrot Smelters and the Northern Pacific Railroad roundhouse, the men from the neighborhood probably worked in these industries until the smelters closed. Many of the families were of Slavic descent.

Located south of the Montana Avenue Addition near a large park and further away from the central business district, the Gilman Addition experienced growth later than Silver Bow Park or Montana Avenue Addition. A.A. and Elma McMillan and A.W. Gilman platted the Gilman Addition in 1907 but apparently it received its most important growth in the mid-1910s as the area was not diagrammed on the 1916 Sanborn Fire Insurance Maps. Streetcars serviced the area by 1916 along the Butte Electric Railway's Oregon Avenue line.

As Butte's suburbs grew during World War I, existing schools could not manage increasing numbers of students. By 1914, Butte School District #1 serviced a population of 70,000 people and included 19 school buildings, 12 of which were urban grade schools. Students numbering 7,589 attended these schools. The school district realized that many of the new suburbs needed school buildings or additional room to house the children.

Intending to undertake a building program, the district hired an architect, W. Wellington Smith, sometime prior to 1916 to design the

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new structures.¹ Apparently pleased with Smith's work, the school district "re-elected" him in 1919 where he stayed until at least 1921. During Smith's tenure with the school district, he designed a number of buildings. In 1917 alone, he supervised the construction of five public schools; the Cleveland Industrial School, the new Madison grade school, grade schools in the Gilman Addition and Lake Avoca area and a major addition to the Greeley grade school. At the same time, Smith designed an annex to the Washington School and a residence for the nuns teaching at the Immaculate Conception school. Later, Smith prepared plans for a new Jefferson School in 1919 and designed the school administration building in 1919. Apparently, Smith also oversaw completion of Harrison School and a major addition to Butte High School. Five of these eleven buildings have been demolished. The administration building and convent lie within the Landmark District and have been inventoried previously. Only the Madison, Longfellow, Hawthorne and Greeley Schools, outside the Landmark District, are Smith-designed schools which exist today.

According to a March 24, 1918 edition of the Butte Miner, Wellington Smith claimed that the schools in Atherton Place-on-the-Lakes and the Gilman Addition (the Hawthorne and Longfellow) were his masterpieces. Both of these buildings exemplified the Collegiate Gothic style and incorporated "modern" elements of school planning. Workers constructed these structures in an U-shape to allow for future expansion "without injuring the present proportions or graceful outlines." The paper also stated that Smith's school plans had drawn national attention. It reported that "the Architect, a technical magazine which has a national circulation among professional men" had requested drawings and architectural descriptions "relative to the schools...to devote the greater part of the space in one issue to his style of school architecture." It is uncertain whether the article was ever printed.

Smith's school designs, which emphasized adequate lighting and ventilation, reflected a national movement for standardization of elementary schools. Journals, such as the American Architect, called for standarization of design and planning stressing economy.

¹ Smith came to Butte before 1915 and had worked for the prestigious architectural firm of Link and Haire, who were responsible for many of Butte's finest buildings. When Smith last appeared in the 1923 Polk City Directory, his association with the school district was not noted. Smith left Butte and Montana after this time. In 1928, Smith and his wife, Gladys T., sold their house at 1003 Caledonia while living in Los Angeles, California. Extensive searching for biographical information on Wellington Smith revealed no information about his origins or later work.

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Particularly important was light in the school room and professional architects worked to create and implement a code for lighting regulations. Smith undoubtedly agreed with these prevalent concepts as the March 24, 1918 Butte Miner noted that he made "special provisions...to conform with latest ideas of schoolroom ventilation and illumination."

The Miner also stated that Smith's designs were "original and offer a distinct departure from many of the former fashion, in which no variety or relief from the usual deadly monotony [of schools] was to be found." Even though the paper called the Smith's style "modified Doric," the architecture harkened to the Gothic Revival, a style that attracted interest at the same time that the concept of suburban design began to evolve.

Wishing to retreat from the increasing squalor of the industrial city, developers and architects during the late 19th-century began creating suburban communities that emphasized landscape elements and parkland. Developers wanted to create a romantic landscaped suburb, free of the city's noise, stench, and congestion. These concepts harkened back to an earlier, agrarian and seemingly more innocent period. Architects, such as Andrew Jackson Downing, promoted the Gothic Revival, with its medieval look, as an appropriate style for the nation's new suburbs.

Influenced by architects such as John Ruskin, the Gothic style evolved into the High Victorian Gothic after the Civil War. Often using contrasting colors of brick and stone to produce polychromatic patterns, High Victorian Gothic was used mainly for public buildings, including schools, libraries and churches. A form of High Victorian Gothic, Collegiate Gothic shaped such campuses as Princeton University and the University of Pennsylvania.

With their crenelated parapets, multi-paned windows, mock towers, elaborate entries and use of white terra cotta and sandstone detailing to contrast with polychromated brick, the Madison, Longfellow and Hawthorne Grade Schools exemplify the Collegiate Gothic style. Utilizing very similar materials, architect Wellington Smith constructed the Greeley addition in the Classical Revival style. Features such as the pedimented entry flanked by Tuscan columns, contrasting sandstone quoins and a barrel vault above the doorway delineate elements of the Classical Revival style. Both Gothic and Classical styles were part of a tradition of academic revival popular from the 1890s to 1920s.

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Of school buildings in Butte, including the Montana College of Technology and Mineral Science campus, only these four have Collegiate Gothic or Classical Revival architectural elements. Other schools designed by Smith may have had similar features but none other than these four survive. Most existing grade schools in Butte either remain from the early 1900s (Sherman School 1902 and McKinley School 1903, within the Landmark District) or were constructed after World War II. Numerous grade schools have been demolished due to shifting student populations or to the encroaching Berkeley Pit.

Although the Madison, Longfellow, and Hawthorne schools share a similar architecture and location within suburbs on the flats, specific features do not distinguish their immediate setting. Playgrounds, both asphalted and grassed, accompany all the schools. Juniper trees, perhaps part of the original landscaping, grow in front of the Longfellow and Madison Schools and a few remain at the Hawthorne. The surrounding neighborhoods contain a mixture of historic bungalows, especially near the Madison, Longfellow and Hawthorne. However, the additions were largely filled in with houses after World War II and the preponderance of post World War II housing precludes possible historic district designations in these areas.

As Butte's suburbs grew during the city's World War I copper mining boom, the Butte school district realized the increasing need for adequate schools to house neighborhood students. After hiring architect W. Wellington Smith, the school district began a major building program. In 1917, Smith supervised the construction of three new schools and a major addition to a fourth. Smith's use of the Collegiate Gothic for his 1917 schools reflected a national movement toward developing planned, park-like suburbs with architecture harkening to a pre-industrial era.

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MAJOR BIBLIOGRAPHICAL REFERENCES

PRIMARY SOURCES

American Architect, 114 (July-December 1918).

Butte Miner, 27 March 1914, 13 May 1916, 27 May 1917, 24 March 1918,
9 September 1923

Butte School District #1, Minutes of the Board of Trustees, 1919-1920
and Index to the Minutes of the Board of Trustees, 1917-1920.
Located in the Butte School District #1 Administration Building,
111 No. Montana, Butte, MT.

General Appraisal Company. "Appraisal Report: Butte School District
#1, Butte, MT." March 1978.

Plat maps for Silver Bow Park, Gilman, Montana Avenue and Atherton-
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National Park Service

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Multiple Resource Area
Thematic Group

Name Suburban Schools in Butte TR
State Silver Bow County, MONTANA

Nomination/Type of Review

Date/Signature

Cover

~~Substantive Review~~

fu Keeper Patrick Andrus 1/25/88

1. Madison Grade School

Entered in the
National Register

Keeper Shelby Byars 1/25/88

Attest _____

2. Hawthorne Grade School

~~Substantive Review~~

fu Keeper Patrick Andrus 1/25/88

Attest _____

3. Longfellow Grade School

Entered in the
National Register

Keeper Shelby Byars 1/25/88

Attest _____

4.

Keeper _____

Attest _____

5.

Keeper _____

Attest _____

6.

Keeper _____

Attest _____

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Keeper _____

Attest _____

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Keeper _____

Attest _____

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Attest _____

10.

Keeper _____

Attest _____