

United States Department of the Interior
National Park Service

JUL 25 1989

National Register of Historic Places
Multiple Property Documentation Form

NATIONAL
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This form is for use in documenting multiple property groups relating to one or several historic contexts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. For additional space use continuation sheets (Form 10-900-a). Type all entries.

A. Name of Multiple Property Listing

Historic Resources of Jamestown, North Dakota

B. Associated Historic Contexts

Establishment of Jamestown: 1872-1878

Town building in Jamestown: 1878-1886

Expansion of Social Activities in Jamestown: 1887-1900

Jamestown's Second Boom: 1900-1917

Jamestown Between Wars: 1917-1940

C. Geographical Data

The corporate limits of Jamestown, North Dakota, and areas adjacent.

N/A ☐ See continuation sheet

D. Certification

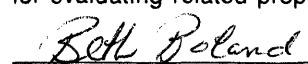
As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation.


Signature of certifying official James E. Sperry
State Historic Preservation Officer, North Dakota

July 11, 1989
Date

State or Federal agency and bureau Federal Preservation Officer, USPS

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.


Signature of the Keeper of the National Register

7/8/89
Date

E. Statement of Historic Contexts

Discuss each historic context listed in Section B.

JUL 25 1989

NATIONAL
REGISTER

The City of Jamestown (1980 population: 16,280) in Stutsman County is located in southwest North Dakota. It straddles the north-south flow of the James River and is on the Burlington Northern Rail line (formerly Northern Pacific) midway in its east-west run between Bismarck and Fargo. Major highways serving the city are Interstate I-94, U.S. 281, and State Route 20. Jamestown is the seat of Stutsman County and the commercial center for a regional trade area surrounding the town for fifty miles and which includes nine counties. Ongoing development activity gave impetus to the historic structures survey (Cultural Resource and Management, Inc.: 1986, afterward cited as CRM:1986) on which this Multiple Properties Nomination is based.

ORGANIZATION

Appended to this contextual statement is a nomination form for an historic district in Jamestown. Within section G, Summary of Identification and Evaluation Methods, is a list of additional properties in Jamestown which may be nominated by reference to this document. The following describes the organization of the context statement.

The Division of Archeology and Historic Preservation, State Historical Society of North Dakota, under authority of the State Historic Preservation Officer, has defined 32 historic themes as conceptual divisions of state history. This matrix of 32 themes defines activity patterns into which the history of most areas can be organized. Within this nomination Jamestown's history is divided into five chronological periods: 1872-1878, 1878-1886, 1887-1900, 1900-1917, 1917-1940. The historic events and cultural environment of each period are distinct enough to warrant such narrow spans. Within each temporal division, all 32 historic themes are considered. Those themes relevant to each period are identified, evaluated, and discussed with respect to resources, both extant and demolished. Non-relevant historic themes are named and eliminated from consideration.

The Cultural Research and Management, Inc., survey of Jamestown (hereafter referred to as CRM) provides data on all properties surveyed. The data obtained from the CRM report is evaluated in Section G, below. The report provides sufficient information to evaluate commercial and some residential properties under all National Register criteria. This survey forms the basis for assessing the actual built environment for the identification of appropriate property types and specific eligibility criteria. Many residential properties were researched to allow evaluation under Criterion C, and partial assessment of eligibility under Criteria A, B, and D. Amendment of this nomination by future research will take two forms. Additional research will establish historic associations for residences and pertinent research questions (found at the end of this section of the nomination) will be answered for several non-residential properties.

This multiple property nomination for Jamestown has two purposes, one immediate and another long term. First, it documents the significance of Jamestown's historic business district and adjacent properties. Second, the contextual statement will allow future users to evaluate other properties in Jamestown since all important historic themes and historic periods are discussed. Research relating to commercial properties has been most thoroughly investigated. However, the framework for other historic

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 1

JUL 25 1989

NATIONAL
REGISTER

themes is also established herein. These thematic sections can be expanded as further research is undertaken to document the significance of specific properties.

Of course, those themes which play a larger role in defining the town's development receive more extended coverage. Conversely, themes which have had little research or impact on the historic development are identified as such. Comprehensively, the nomination attempts to address the historic development in the town. Currently, cultural resource surveys of North Dakota communities loosely follow such a format. Each theme is named, described, and evaluated for its importance in defining local development. This practice allows researchers to compare the findings in one community survey with findings from other surveys. Within such an organization, community focused surveys can be particular enough to assess local resources, but general enough structurally to contribute to the statewide historic preservation plan.

THE NATURAL SETTING

Jamestown lies within the Drift Prairie, the largest of nine ecological zones characterizing state geography. The area is dominated by ground moraines which consist of nearly level to gently rolling topography. The Drift Prairie landscape mediates between the very flat Red River valley to the east and the hillier Missouri Coteau to the west (Bluemle: 17). Much of the region is cultivated farmland but wheatgrass, bluestem, and needlegrass prairie comprises the recent natural vegetation (Snortland Coles: 9). The James River trench consists in mainly level flood plain (Bluemle: Plate 1). The terrain is advantageous for agricultural pursuits.

Most of Jamestown lies east of the James River. Lowest elevations near the river embrace the historic portions of the survey area and are in the 1390-1400 foot range. Elevations rise sharply to 1450-1480 feet east and west of the flood area and provided scenic overlooks for historic sites such as Fort Seward, Jamestown College, and the State Hospital. Prior to Euro-American contact, the juxtaposition of two natural habitats, the river bottom and rolling upland prairie, provided a variety of flora and fauna conducive to prehistoric settlement of the James River valley (Snortland-Coles, 1980: 3).

PREHISTORIC JAMESTOWN

A contextual statement, "Overview of Archeological Research in the James River Drainage" is in preparation as part of the "North Dakota Comprehensive Plan for Prehistory." The CRM survey upon which the nomination is based inventoried only

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 2

architectural resources. Thus, prehistoric archeological resources of Jamestown are not the focus of this effort. Discussion of Jamestown area archeology is included to encourage integration of those components when available and as appropriate.

Archeological study of the James River Valley was initiated in 1873 by Cyrus Thomas. Thomas recorded four sites on the western river bank, including one, 32SN22, within the present survey area. Since that first investigation, hundreds of sites have been recorded along the James River and its tributary streams. Despite a long history of survey and the identification of hundreds of sites, the knowledge of area prehistory is in a youthful stage.

With a lack of diagnostic surface materials and limited number of excavations, few sites have been assigned to specific traditions. Excavation of particular sites has culminated in evaluatory tests which have yielded site-specific data. There is need for synthesis of existing data and the development of a comprehensive research program. Identification of cultural affiliations for prehistoric inhabitants of the Jamestown area has been drawn from intensive study of those few sites (Snortland-Coles, n.d.: 12-29).

No sites from the Paleo-Indian Tradition and a few isolated finds representing the Plains Archaic Tradition have been identified (Snortland-Coles, n.d.: 15, 17). The Plains Woodlands Tradition is well represented among the sites of the James River Valley. There is little evidence of the Early Woodland Period of the Plains Woodlands Tradition; rather, the Plains Archaic Tradition seems to have yielded to the Plains Middle Woodland Period (300 B.C. -- A.D. 700). During this period a form of commerce existed with Native Americans outside of the local area. Evidence of imported raw materials, styles of artifact manufacture and decoration, and practices relative to burial of the dead are found. Along the James River in the Jamestown vicinity reside the state's most dense concentration of mound sites (Snortland-Coles, n.d.: 20-21).

The Plains Late Woodland Period (A.D. 600 - A.D. 1780) is marked by more sedentary patterns of activity. The beginnings of horticulture, the use of more specialized hunting tools, and a more complex social organization supported a culture which could thrive for longer periods at a single location. The emphasis on foreign trade diminished with the more self-sufficient lifeway (Snortland-Coles, n.d.: 24).

Coexistent with the Plains Late Woodland Period is the Plains Village Tradition, also known as the Plains Village Pattern (A.D. 1000 - A.D. 1780). Characteristics of this tradition suggest a slightly more mobile culture than that of the Plains Late Woodland. Subsistence shared between hunting and agriculture, semipermanent earthlodge

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

JUL 25 1989
NATIONAL
REGISTER

Section number E Page 3

villages sited near floodplains of larger streams, and a rich artifact tradition have been observed. A late phase of Plains Village occupations (A.D. 1700 - A.D. 1850) even occurred during the historic period (Snortland-Coles, n.d.: 26-28).

Fewer Plains Village sites in the James River Valley have been identified than Woodland Tradition sites. As one archeologist summarized, "The Jamestown area is a Woodland hotspot" (Gregg: 7). Since the Woodland Period ceased before the earliest known European activities in Jamestown, Indian and non-Indian contact was rare during the town's development, and seems to have had little influence upon nominated resources.

ESTABLISHMENT OF JAMESTOWN: 1871-1878

Jamestown's first eight years were marked by slow development into a city. The military, survey crews, and railroad builders were the first wave of people to site and establish the town. On the heels of those initial workers were speculators and merchants who hoped to profit from the sale of goods and services.

The two major employers, the Northern Pacific Railroad (hereafter referred to as "NP") and the military guard at Fort Seward, were transient entities. Both supported embryonic business ventures, primarily general goods and services. Social structures such as education and entertainment endured a tenuous existence, since many town residents were temporary. The fact that no permanent religious bodies formed during this period is especially telling of the plodding rate of development. The following discussion of this period of Jamestown development is dissected into the various themes identified by the SHPO as being important to state development. Those themes for which no information could be found in the documents consulted are: Aviation, Great Depression, Energy Development, State Government, Horticulture, Industrial Development, Irrigation and Conservation, Coal Mining, Petroleum Extraction, Ranching, Rural Settlement, and Water Navigation.

Bridges

The single resource mentioned is the NP bridge across the James River. This bridge was of high importance to Jamestown when it was standing. The bridge currently in that location is a Burlington Northern (NP successor) bridge constructed in 1961. Nearby, the old NP bridge over the Pipestem creek was replaced most recently in 1945 (Conversation with Link). Further discussion of the bridge can be found under the Railroads heading, below.

United States Department of the Interior
National Park Service

JUL 25 1989

**National Register of Historic Places
Continuation Sheet**

NATIONAL
REGISTER

Section number E Page 4

Colonization

Colonization efforts brought settlement parties to North Dakota from distant locations both inside and outside of the United States. The most important agents of colonization were railroad companies and individual speculators, both of whom sought profits from the sale of large acreages. Settlement patterns in and around Jamestown (Sherman: 59-63) suggest that colonization occurred in rural locations, but little if any took place within Jamestown during any period of its history. During this period settlement of rural spaces was just beginning. As a result, colonization of rural areas around Jamestown was not yet an important factor in influencing activity in the town during the time period.

Commerce

Commerce generated by Jamestown's earliest consumers, the railroad and the military, became a force that sustained the town. The NP pushed through town in 1872 and the first businesses set up to serve the 500 grader workers constructing the line (Chenery: 7-8).

The transient nature of early Jamestown is illustrated by its built environment. For the first year Jamestown resembled most railhead towns. It consisted of about two dozen tents, NP dormitory cars, shacks and other sorts of temporary structures, a crowd bisected by the NP rails (see photo 1). The whole assemblage was surrounded by natural and man-made features: a bend in the James confined the town on north and east sides; Fort Seward hovered above the town from a bluff to the west; and the NP tracks formed the southern boundary (Reps: 526).

The tent businesses of early Jamestown catered to an impermanent clientele by providing high demand supplies. By 1873 the list of Jamestown businesses included four general stores and an unrecorded number of saloons. At the same time five hotels offered lodging for the many without permanent shelter. Railroad business was conducted at the tank house, telegraph, and depot. Fort Seward held the only permanent buildings in Jamestown until the fall of 1872 when a Mr. Wiseman built the "old blacksmith shop." The blacksmith apparently was the first permanent non-military structure and the first specialty/craftsman business in the town (Chenery: 7-11).

Construction of permanent business shops began with the 1873 building season when the town promised viability. Some retailers and tradesman, though, did not occupy commercial blocks initially. For instance, Henry Ringuette, a Wisconsin emigrant, worked as a cobbler in his home for an unreported length of time. Later he rented a room in the Jamestown Hotel, and eventually located within a Front Street building

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 5

(Stine, p. 12). The establishment of enduring businesses in permanent buildings began during the following period of Jamestown history.

By the close of this first developmental stage in Jamestown several wood frame buildings were to be found (Photo 2). They were clapboard covered, simple-to-stripped in their exterior ornament, and detached from one another. The separation between buildings signified the lack of cohesiveness in the town's business activity. Until 1878 and the arrival of Anton Klaus, Jamestown suffered without a coherent plan for development and growth. Owners lacked the financial wherewithal and perhaps the vision necessary to implement expansion. For eight years the town "was only a location with a station and a name" (Lounsberry, 1896: 12).

Today the site of early Jamestown does not contain any standing structures from the period. There are portions of this area, though, which contain no structures since after 1878 development moved east of the James River. It is possible that urban archeology in the old townsite area could reveal facts about this first developmental phase (see research question 1).

Communications

The importance of the military to early Jamestown cannot be overstated. Vis-a-vis troops at Fort Seward facilitated movement of mail during its existence. In the early 1870s letters moved between the Fort and other military posts, particularly Fort Totten in Devils Lake, Fort Ransom in Ransom County, Fort McKean and Fort Lincoln south of Mandan, and installations on the upper Missouri River. Even after the NP tracks were completed through the town in 1872 and reached Bismarck, many winter months passed without rail service; Jamestown residents continued to depend upon Fort Seward personnel for contact with the outside world (Chenery: 15-17).

In July, 1878 the Jamestown Alert began publication as a weekly. The paper became a daily within six months, a sign of the quickened pace of development beginning with the next phase (Lounsberry, 1896: 14). The Alert building no longer stands, nor are any extant military features known to exist which aided communication.

Education

Jamestown's schools developed at the slow pace along with other social institutions. In 1874 the Congregational church completed a building which was used for religious services and for education. The first term took place during the summer of 1874 but did not continue afterward. The next term was not held again until 1877 when

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

**National Register of Historic Places
Continuation Sheet**

JUL 25 1989

NATIONAL
REGISTER

Section number E Page 6

independent funds to pay a teacher's salary were available (Chenery: 13). Jamestown established a school system after this period. The Congregational church building was not identified during the survey, and is believed to be destroyed.

Entertainment

Fort Seward was the primary site for forms of entertainment that Jamestown residents regarded as respectable. Dances, meetings, and other social events were held at the post. Such celebrations afforded diversion from an otherwise monotonous existence for soldiers stationed there (Chenery: 15-17).

Within town, activities seen as less acceptable were available. Saloons and probably brothels provided relief for rail workers and soldiers. No sites were identified in the survey representing this period and historic theme.

Exploration

The type of sites appropriate for association with this context include those relating to "the exploration, discovery, recording and dissemination of information about the characteristics, attributes, values, etc. of the state" (Snortland-Coles and Perry: 55). Jamestown was less a place discovered by explorers than a location created by the NP railroad, its historic resources do not appear to qualify for this category. Remnants of the historic Fort Totten trail, which connected Fort Seward and Fort Totten at Devils Lake some 90 miles to the north, may exist and could be evaluated within this historic theme (Smorada and Forrest: 194-195).

Farming: Bonanza, Dairy, non-specific

During the period the role of farming was secondary to Jamestown livelihood (Stine: 20). Until bonanza farming was popularized in the mid- to late 1870s, much agriculture in the Dakota territory was subsistence farming. The techniques of bonanza farming and availability of railway transportation led North Dakota to become an agricultural export state after the period of Jamestown's initial settlement.

At the end of this first period of town history, and perhaps before, residents would purchase lots for cultivation just outside of city limits. Stine gives a date of 1878-79 as the beginning of farming at the perimeter of Jamestown (p. 12). No sites representing these historic themes have been identified.

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

JUL 25 1989

**National Register of Historic Places
Continuation Sheet**

NATIONAL
REGISTER

Section number E Page 7

Fur Trade

No sites associated with this historic activity were found in documents. A note about Thomas Collins, the first non-Indian settler on Jamestown soil, who was a hunter trapper. He arrived on November 11, 1871, only two weeks before military exploration of the area (Smorada and Forrest: 15). His trapping activities were not recorded any further, leading to the conclusion that Jamestown was not an important site of fur trade. Thus, this is not recognized to be an important theme in Jamestown history.

Government, National

Among the earliest non-Indian contacts with Jamestown occurred with agents of the national government: fifteen soldiers and scouts from Fort Ransom who arrived on November 26, 1871. They met trapper Thomas Collins, who had himself only recently established a base of operations along the James River. Their purpose was to site a camp for the protection of NP line workers who were pushing the track westward from Fargo to Bismarck. By May, 1872, Fort Sykes was established by the 20th Infantry. Fort Sykes was shortly renamed Fort Cross and ultimately Fort Seward, its most enduring name (Smorada and Forrest: 15-16).

Fort Seward is the most important site associated with this theme. It touched the life of Jamestown residents in numerous ways, described under several thematic headings elsewhere in this narrative. It was never called upon to engage in its official duty of protecting NP railworkers, and later, townspeople, against Indian attacks. Despite not being busied by its primary mission, the Fort served the town in a variety of ways. It became the pick-up and drop point for mail delivery, another function of the national government. Through its six year commission it was the representative of the federal government in Jamestown.

Government, Local

Stutsman County was created and organized in 1873 and Jamestown named the county seat. Meetings were held in various structures until a courthouse was constructed in 1879 (Lounsberry: 14). The city of Jamestown incorporated in 1883. No standing structures are known to have housed county records and/or offices until construction of the first courthouse. Although it is not expected that an extant building will be found with such an association, journals of the County Commissioners should be consulted to determine the location of early meeting places (see research question 2).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 8

Military

Fort Seward was built by three companies of soldiers, one each from Fort Totten near Devils Lake, Fort Abercrombie near Fargo, and Fort Ransom about 35 miles southeast, during the summer of 1872. The Fort was sited atop a bluff overlooking the town to the south below. Stine (1933: 6) describes the Fort's physical plant which occupied two levels. On the upper level the site consisted of several barracks, a guard house, a powder magazine, hospital, office, officers' quarters and parade ground. In the valley below were a hay and wood yard, blacksmith shop, and stables. In addition to these features the 1872 plan for the Fort included five officers' quarters and privies, two large store houses, four laundress' quarters, a bath, wash house, a kitchen-mess room, two quarter masters' stores, and in the valley near the River, a water-driven engine house, bakery, and carpentry shop (Smorada and Forrest: 18). Probably several of the features shown on the plan were not built, but photographs indicate construction followed the roughly rectangular configuration of structures on the hilltop suggested by the plan (see research question 5).

The Fort's nominal purpose was to protect NP railroad workers against Indian attacks, a role served well by its elevated position. Even though such attacks did not occur, the Fort played an active role in early Jamestown life (Chenery: 7-15). The closing of Fort Seward in 1877 coincided with the onset of active townbuilding, or the second phase of Jamestown history. Thus, the site is vitally important to the early history of Jamestown and in establishing a period of significance for that history.

Fort Seward is the important site representing the military context. Ironically, the Fort played a smaller role in active military operations than it did in other historic patterns and themes such as commerce, railroad building, exploration, communication and entertainment. Archeological study of the site should be undertaken to supplement the documentary record (see research question 3).

Railroads

Along with the military, railroads were the most important influence in developing early Jamestown. Essentially, the NP line called Jamestown into being by establishing it as the railhead at the site of the James River crossing. The railroad provided support to Jamestown that any town enjoyed along a line: an avenue to markets for farm goods; a means to import consumer goods; communications network for mail and telegraph messages; and a route for travel.

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

**National Register of Historic Places
Continuation Sheet**

JUL 25 1989
NATIONAL
REGISTER

Section number E Page 9

In addition construction of the NP mainline in 1872 brought large numbers of rail workers and a military guard to Jamestown. These groups spent their paychecks in the emerging community, and thus supported its commercial growth during that important first year.

The NP was an early contributor to the built environment of Jamestown. By the city's second year (1873) a tank house, depot, and telegraph office had been completed. Church services for a time in 1873 were held in a box car, and then in the depot (Chenery: 11-12). All that exists today from the first period of Jamestown history relating to railroad activity is the track bed. The CRM survey of Jamestown did not investigate the age of the tracks, but that structure dates to the first period of Jamestown history. Future investigation should determine the age of the tracks and consider their nomination as the city's best and only representative of the 1872-1878 period (see research question 4).

Ranching, Open Range and Fee Simple

Sources did not note any sites associated with this historic theme. However, during this period ranching activity had the potential to influence local events. Open range ranching could have taken place, since few farms outside of Jamestown or the river bottoms would have competed for range lands. Sources, though, did not encourage further investigation of this pattern of activity. It is not at present recognized as important.

Religion

From 1872 until the fall of 1874 railroad facilities were the scene of church services in Jamestown. Services were held in a boxcar, and later in the depot. In late 1874 a building was completed which was used as a school and a church for all denominations. The structure was sponsored by a Congregational clergyman, however, it was not affiliated with any congregation (Chenery: 12). Permanent parishes did not appear in Jamestown until the Presbyterian Church established a congregation in 1880 (Stine: 30). It appears then that religious activity in Jamestown's early development phase was a diffuse and individual experience. The fact that permanent structures were erected to serve that endeavor signals the importance of the theme. No structures from the period associated with the theme have survived.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTER

Section number E Page 10

Roads, Trails, and Highways

The primary transportation route during the period was the railroad, which is treated in the section with that name, above. The NP tracks connected Jamestown with Fargo, approximately 100 miles east, and with Bismarck, about the same distance west.

Overland military trails served as the other transportation mode. Two locations of importance, Fort Totten, 90 miles north, and Fort Ransom, 35 miles southeast, reached Fort Seward by such trails. The route between Fort Ransom and Fort Seward existed for only the short time until the closure of Fort Ransom. The "Totten trail" provided a north-south supply route for nearly a decade. Remnants of the trails have not been identified in the nominated area. Historian Dana Wright completed a reliable map of North Dakota trails which could be used to conduct investigation in the Jamestown area for intact portions (Smorada and Forrest: 194). No sites in Jamestown have been identified relating to the theme (See research question 1).

Urban Development

Two aspects of early Jamestown area appropriate for this historic theme: discussion of historic buildings and the archeology of the early townsite.

Chenery speaks of tents as the town's initial shelters for businesses and residences alike. A correspondent for the Boston Daily Advertiser reported in 1872 that Jamestown was a city of "tents and pine houses" (Stine: 10).

After 1873, however, commercial and residential construction proceeded along two separate routes. Commercial structures (described more fully under the "Commerce" heading, above) consisted of wood frame and clapboard cladding. Dimension lumber was reserved for commercial construction, leaving logs for residential buildings. Jamestown's first residents lived in a one-room log house which later was expanded by a second log pen, and after 1878 a two-room frame addition at rear. Logs were used entirely throughout the homes. For instance, chimneys were built of logs and mud and had a stovepipe projecting from the top. Bricks were not available in the town until after 1878 (Chenery: 7; Stine: 40).

The early townsite was situated around the west bank of the James River during the first phase. When the town began to build east of the River in 1878 the original townsite declined. Some portions of the original townsite may be intact and worthy of archeological investigation. Such investigations would supplement the rather limited record of the town's initial days (See research question 1).

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

**National Register of Historic Places
Continuation Sheet**

JUL 25 1989

NATIONAL
REGISTER

Section number E Page 11

Since no structures have been found that date to the 1871-1878 period, no sites can be attributed to this historic theme. Archeological research, particularly at Fort Seward and the area immediately surrounding, may yield information about important sites and/or provide important information regarding life in the embryonic town.

TOWNBUILDING IN JAMESTOWN: 1878-1886

During this period Jamestown underwent a rapid transformation from a struggling site on the NP line into a booming regional trade center. One person in particular, Anton Klaus, is credited with fueling this activity through the establishment of many commercial and industrial enterprises. Klaus also guided town development by platting three key additions to the city which later served as the base for his activities and provided him business capital through the sale of lots.

In the first half of the 1880s Jamestown's tremendous population growth supported the commercial and industrial expansion. The NP Railway played a significant part in that expansion, just as it had in the previous period of town growth. The railroad actively courted settlers through various advertisements. Its real estate companies established towns on its line and sold lots to speculators and other adventurers. The company promoted a new agricultural method, bonanza farming, to advertise the productivity of the land and to attract more settlers. The heightened activity in both town and countryside resulted in increased freight and passenger traffic and appreciated land values. The freight and land sale business generated revenue which enabled the line to extend westward in its goal of completing a northern transcontinental route. The increasing population and commercial activity contributed to Jamestown's growth during this period.

Themes which are not recognized to be important because no mention of them was found in the documents consulted include: Aviation, Great Depression, Energy Development, Exploration, Fur Trade, State Government, Horticulture, Irrigation, Coal Mining, and Petroleum Extraction.

Bridges

No sites found associated with the theme. Documentary research identified a named bridge builder, Peter Aubertin. Aubertin claimed to have expertise in carpentry, house construction, and house moving. His company offered to build claim shanties anywhere in the county (Polk's, 1884-5: 981). That availability to work outside of Jamestown

JUL 25 1989

United States Department of the Interior
National Park ServiceNATIONAL
REGISTERNational Register of Historic Places
Continuation SheetSection number E Page 12

probably earned him contracts building bridges in rural Stutsman County. Aubertin's biggest competitors in rural bridge building probably would have been representatives for prefabricated bridge manufacturers who sold bridges and constructed them on site. Since documents did not report important bridge building in Jamestown, the theme is not recognized to be important to the period 1878-1886.

Colonization

Historians bracket North Dakota history by the great influx of settlers which occurred during the first half of the 1880s. Though many individuals and single families migrated into the state upon their own initiative, colonization efforts brought settlement parties to North Dakota from distant American and European locations. Analysis of settlement patterns in and around Jamestown suggest that colonization has left a more enduring mark upon rural locations than the area considered in this nomination.

Despite the non-existence today of sites in Jamestown known to be associated with the theme, rural settlement in general, and thus to some degree, colonization, activities, have had a tremendous effect upon development in the town. The migration to Jamestown and surrounding rural area created commercial markets which supported unprecedented growth in the town. Surviving resources are mentioned under other thematic headings of primary association. Many important undertakings in Jamestown's past have a direct relation to immigration and colonization.

Among the first residents of the booming town were those of American background. Appreciable numbers of settlers came to Jamestown directly from Ohio, Indiana, and West Virginia (Lounsberry, 1896: 15). Others belonged to families which had originated in New England, mid-Atlantic, and upper midwest states and who had most recently migrated from Minnesota and Wisconsin (Sherman: 59). Surrounding agricultural areas received groups who took advantage of the cheap or free homestead land. For instance, a party of more than 100 from Coldwater, Michigan settled southeast of Jamestown in 1880 (Smorada and Forrest: 40-42).

Rural settlers came through Jamestown on their way to Stutsman county sites. European immigrants also responded to advertisements in newspapers and magazines and made their way through Jamestown. This traffic grew to sufficient size so that in 1882 an Immigrant Society and the Immigrant Hotel was constructed. These institutions eased

United States Department of the Interior
National Park Service

JUL 25 1989

NATIONAL
REGISTERNational Register of Historic Places
Continuation SheetSection number E Page 13

the journey for those in transit who often came with little financial resources or knowledge of the language. The Immigrant Hotel consisted of two 100' x 50' structures built on the NP right-of-way. In 1886, when the tide of transients ebbed, the Hotel was dismantled (Smorada and Forrest: 40-42)

By 1965 ten distinct ethnic groups remained in Stutsman County, many the products of colonization. The "Yankee" settlers who had populated Jamestown and held political power moved on to other fortunes after this period. The power vacuum was filled by European immigrants, some of which who undoubtedly were part of colonization migrations. They may have returned to Jamestown from farms or have stayed since their initial arrival (Smorada and Forrest: 43-44). While European immigration continued steadily until the First World War, the social impact of ethnicity upon Jamestown's development seems to be less profound after 1886. Assimilation via religion, education, and work allowed the impact of colonization to dissipate after this period.

Commerce

The commercial development of Jamestown came of age during the 1878-1886 period. A tremendous growth in population due to immigration provided an ever-larger market for retail goods and services. In just two years, from 1880-1882, the population jumped from 400 to over 1000 (Stine: 14-17). By 1885 the population had risen to 3,000 (Polk's, 1884-5: 980). Entrepreneurs of vision and business acumen took advantage of this situation to a degree unknown in the period immediately prior. The arrival of Anton Klaus, dubbed "Father of Jamestown," precipitated unparalleled business activity in the town.

Klaus came to Jamestown in 1878 after spending ten years in city politics and government in Milwaukee, Wisconsin. He profited from sale of land south of town when the it was developed for commercial, residential, and other uses.

Klaus tested the waters with a general store in 1878. This initiation into Jamestown business mimicked the pattern established by small-time operators from the 1871-1877 period. Unlike those early businessmen, however, Klaus reinvested his profits and expanded his commercial base. In 1879 he built two hotels, the Dakota House and the Northwestern. Also in the same year he constructed Klaus House (a social hall) and a water powered grist mill on the James River. By 1882 he operated a brickyard which provided most of the town's better building material. In 1884, after the burning of the Northwestern Hotel, he constructed the 72-room Gladstone Hotel. In the Gladstone he installed an artesian well in 1886 and an electric generating plant and water main system in 1887. The power and water systems in the Gladstone soon extended throughout

United States Department of the Interior
National Park Service

JUL 25 1989

National Register of Historic Places
Continuation SheetNATIONAL
REGISTERSection number E Page 14

the city to serve as the first utilities. Though he did not seek elective office in Jamestown, he left his mark on the town's political life by donating land and architectural services which culminated in erection of the Stutsman County Courthouse. That building, built from Klaus kiln bricks in 1883, currently is extant and listed on the National Register (Lounsberry: 12; Stine: 12; Smorada and Forrest: 69).

None approached the system of vertical integration of businesses which Klaus had accomplished, yet a few people stand out as successful in Jamestown's commerce during the period. Brothers William and David Lloyd were successful among the many to open banks during the period. In 1882 the Lloyds National Bank was underway and, the following year, their Metropolitan Hotel--both impressive brick structures (CRM: 6-7; Stine: 18). In the following period they would finance construction of Lloyds' Opera House.

Another notable in Jamestown commerce from the 1878-1886 period is Edward P. Wells. Wells came to Jamestown with little money in 1878 but within four years advanced to prominence. In 1879 he operated the Wells-Dickey Land Company along with financial backer Alfred Dickey. The company speculated in farmland and eventually turned attention to railroad construction. Success in the venture led Wells to publish the Northwestern Land Journal, a newspaper which aided in publicizing land company's holdings. In 1880 he built a mansion, the first residence in the southern part of town, within Klaus' Addition. In 1881 he was installed as president of the James River National Bank, which constructed a large brick building in 1883 (CRM: 6-8; Smorada and Forrest: 49-50).

Banks stood out to early Jamestown historians as important signposts of commercial success. Along with Lloyds Bank (1882-1893) and the James River National Bank (1883-ca. 1930) was the First National Bank (1881-1889), North Dakota Bank (1884-1886), and the Jamestown National Bank which opened and closed in 1884 (Stine: 18). Other commercial ventures such as individual retail stores apparently did not have the long-term or far-reaching impact which led early chroniclers to record their place in the town's development. Some important enterprises such as the mill, grain elevators, and brewery had a commercial role and are discussed under the "Industry" heading. One exception was notice of the opening of a 75-head livery stable in 1881 (Smorada and Forrest: 197-198). Such businesses facilitated commerce by allowing salesmen arriving by train to rent a means to travel the town and surrounding farm area.

Though many important businesses were established and flourished during this period of town history, few structures remain in Jamestown today to represent this period. These

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTER

Section number E Page 15

include the highly altered James River National Bank (32SN621), the four story Bickford Block (32SN618), the Doolittle Building (32SN432), and O.L. Churchill and Frank Webster's C&W Block (32SN437). A discussion of the architecture of these and other buildings constructed during the period appears under the "Urban Development" heading, below.

Communications

Insofar as communications networks facilitated and became part of the the commercial explosion in Jamestown, various media proliferated. A flurry of newspapers were born in the 1878-1886 period. The Jamestown Alert was established in 1878, reorganized a year later, and continued until changing its name to the current Jamestown Sun in 1926. The paper is the third oldest in the state. Other papers begun include the Jamestown Capital, a party organ which survived a switch in its political sentiment and its office being burned in 1893, ceasing publication about 1920. E.P. Wells published the Northwestern Land Journal beginning in 1879 from his two-story brick office. A final paper, the Dakota Weekly Age began and ceased operation in 1885 (Stine: 14; Smorada and Forrest: 103).

Wells also saw the commercial potential of another communication device, telephones. The ringing oak boxes were installed first in Wells' James River National Bank in 1882. By the following year 43 subscribers to the line appeared in a small directory (Smorada and Forrest: 326).

Telegraph and mail service continued to serve communication needs. The Post Office was located in Klaus' Gladstone Hotel for many years after 1886 when he was named the postmaster (Smorada and Forrest: 62-64).

The them is important to Jamestown history and the only known extant site associated with the theme is the altered James River National Bank (32SN621).

Education

While downtown Jamestown buzzed during this period, educational activity grew slowly. Four educational efforts appeared from 1878-1886 in the public school system, Presbyterian-affiliated Jamestown College, a Roman Catholic parochial school, and efforts to establish a library.

Jamestown College is one of a handful of church-sponsored institutions of higher education in North Dakota. Others include Phillips College in New Rockford and Fargo

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

**National Register of Historic Places
Continuation Sheet**

JUL 25 1989

NATIONAL
REGISTER

Section number E Page 16

College (Congregationalist), Mouse River Presbyterian College in northwest North Dakota, and Red River Valley University (Methodist) which initially operated in Wahpeton but moved to Grand Forks and affiliated with the University of North Dakota.

Planning for Jamestown College took place in 1883 and classes were held in the North Side elementary school in 1886. Enrollment the first year stood at 35. The following year Old Main was erected and the college was located on a bluff northeast of the town. The institution lacked focus, not being able to attract a president. As a result it went into a dormant state in response to the nation-wide Panic of 1893 (Stine: 46; Kroeze: 2-6, 20-27). The importance and significant history of Jamestown College belongs to a later phase of Jamestown history. No buildings on the campus remain from the 1878-1886 period.

St. James parish provided grade school instruction from 1884. Classes were conducted in the two-story frame rectory which had been built the year earlier. Enrollment reached 50 students, yet classes were suspended after 1885 until a new institution, St John's Academy, was opened in 1889. The original rectory was demolished in 1959 for construction of a new priests' residence (Boyle and Mallick: 17-18, 36; Smorada and Forrest: 258).

The city school system of Jamestown floundered in its early years. A shed constructed under the encouragement of an itinerant Congregational minister, housed school classes off-and-on until the 1882 construction of South Side School. In 1883 Lincoln School on the north side joined South Side School, the only public schools completed during the period (Smorada and Forrest: 114-117).

As early as 1883 Jamestown citizens took steps to establish a library. The earliest efforts required users to subscribe by fee to the Library Association; fees were used to purchase books. The first Association formed in 1883, but ceased to operate by the end of the 1878-1886 period. City support for a library came in 1909, so is discussed below in the appropriate historical period (Smorada and Forrest: 76-78).

Discussion of the appearance and exterior of the schools in Jamestown is found under the "Urban Development" heading, below. These monumental early school buildings were important historically and architecturally to Jamestown, but no longer exist, having been destroyed by fire.

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

JUL 25 1989

**National Register of Historic Places
Continuation Sheet**

NATIONAL
REGISTER

Section number E Page 17

Entertainment

Jamestown had several outlets devoted purely to entertainment and a few to other diversions such as fraternal organization and the arts during the period. By 1880 three roller skating halls operated in the town. 1883 saw the opening of Variety Theater, a forum for burlesque; it closed within a few months (Smorada and Forrest: 43).

Social and fraternal organizations arose as early as 1879 with the Knights of the Red Cross. Despite such a noble sounding name, the group was devoted to "pure tom-foolery." Also in 1879 the Masonic body organized and in the following year erected a temporary temple. In 1883 the Ancient Order of United Workmen held its first meeting; it is the oldest chapter in the state (Stine: 24).

Whether profit-making operations such as entertainment/activity halls, or occasional meeting places used by fraternal organizations, entertainment pursuits resulted in construction of permanent buildings for specific purposes. None of those buildings from the period was found to be standing.

Farming, Bonanza

Bonanza farming as an agricultural process occurred from 1875-1920 in North Dakota, but its golden years overlap the 1878-1886 period of Jamestown history. This coincidence points to the extreme importance of bonanza farming in shaping Jamestown history. The irony of this relationship is that no bonanza farm sites ever existed within the nomination area. Jamestown was tremendously affected by the results of bonanza farming, which included increased commerce (agricultural implements, rail traffic, crop business), increased population (both European immigrant and others), and rising land values which bolstered commercial/industrial investment.

Bonanza farms were common in the counties east of Jamestown and came about when eastern American investors bought huge blocks of acreage for cultivation. Some of these were NP bond holders who accepted the land in exchange for stocks made worthless by the national Panic of 1873. Both the reorganized NP and the investors experimented with new agricultural processes which employed factory organization and production techniques to plant and harvest oceans of wheat. Such operations grew at an unprecedented rate. For instance, James Buchanan's farm 10 miles northwest of Jamestown began with 400 acres in 1879 and within 10 years 8000 acres were under cultivation (Smorada and Forrest: 249-251).

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

JUL 25 1989
JUL 25 1989
NATIONAL REGISTER
NATIONAL REGISTER
OMB No. 1024-0018

Section number E Page 18

By the close of the 1870s land once considered untillable was returning a profit to its owners. The availability of free Homestead land or very cheap railroad land-grant acreage in the same area triggered the Dakota Boom, a rush of farmers who hoped to repeat the success of the bonanza pioneers. This Boom swelled Jamestown's population and commercial horizon.

The largest bonanza farms in the state encompassed over 50,000 acres. Within Stutsman County several impressive bonanza farms operated: B.S. Russell-Charles Adams-Charles Francis farm of 19,000 acres, the Davenport farm of 10,000 acres, the James Buchanan farm of 8,000 acres, John Buchanan farm of 8,000 acres, and the Chicago Ranch of 10,000 acres (Smorada and Forrest: 45-47). As the publicity of bonanza farms grew via newspaper, magazine articles, and advertisements, farmers streamed to the area to work farms of less than 1000 acres.

Jamestown holds no sites directly associated with the bonanza theme. Other sites exist for which bonanza farming is a secondary theme. Those sites will be identified under headings of primary association.

Farming, Dairy

The only mention of this theme with regard to Jamestown appears in the Gazetteer with the name Bailey W. Fuller under the heading "dairy" (Polk's, 1884-5: 1356). Fuller's home/business was advantageously located on Main Street, i.e., adjacent to the NP tracks, for the easy shipping of dairy products. However, his personal listing in the Gazetteer identifies him as a real estate agent (Polk's, 1884-5: 984), suggesting that the dairy business was neither his primary concern nor much developed in Jamestown during this period, and so, not an important theme.

Farming, General

Although no sites in Jamestown were farmed during this period, development of Jamestown was intimately linked with farming activity and products.

At the opening of this historic phase of Jamestown development many residents took advantage of relatively short distance and low land cost to purchase and farm small tracts. For example, John Bell, Jr., purchased 40 acres and harvested 30 bushels of wheat per acre in 1879, an accomplishment which earned hme the title of "premium farmer of Stutsman County" (Stine: 12).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 19

After big wheat crops in 1880-1883, farmland near Jamestown became very expensive and may have precluded opportunities to farm while living in town. Prime land within ten miles of town cost as much as \$100 per acre by the mid-1880s. More distant land could be purchased for \$6-10/acre (Stine: 14-18) but such prices probably did not encourage many townsmen to begin commuter farming. None of the people living in Jamestown identified their occupations as "farmer" in the 1884-5 Gazetteer. Either farming was a popular income enhancement for Jamestown's residents until it became cost prohibitive, or that those living in town continued farming but did not advertise in the volume.

Farming had a profound effect upon commercial enterprises. By 1885 two flour mills and six agricultural implement dealerships were in business (Polk's, 1884-5: 983-986). These served and were supported by the farm community surrounding Jamestown. None of the sites are known to exist today. The flour mills do not contain architectural remains from the period.

Government, National

After the departure of troops from Fort Seward in 1877, Jamestown's primary contact with the federal government came via the Postal Service. The first permanent Postal Service building was constructed after the 1877-1886 period. From 1886-1916 the Post Office was located in the Gladstone Hotel, and Anton Klaus served as postmaster for the early part of that tenure. Between 1877, i.e., the time that Fort Seward closed, until 1886 the Post Office took residence in unknown quarters. No sites are known which possess extant historic buildings associated with this significant theme.

Government, Territorial

Several noteworthy events occurred in Jamestown associated with territorial government. The most important of these was the establishment of the Territorial (now State) Hospital for the Insane. As one historian writes, the hospital "has played a vigorous part in the life and development of Jamestown" (Stine: 40).

The first Dakota Insane Hospital opened its doors in 1876 at Yankton (now South Dakota), the territory's first capital. Relocation of the facility in 1883 to Jamestown increased accessibility. The Dakota Hospital Act of 1883 appropriated \$50,000 for acquisition of land and building construction costs. \$20,000 was spent for a site with prime farmland adjacent to the James River southeast of the city. Dr. O.W. Archibald was appointed as the Hospital's first superintendent. Archibald, who came from a similar institution in Iowa, showed concern for the welfare of the patients by implementing progressive therapy programs and by working until 1885 without salary.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 20

His treatments aimed at rehabilitation and return of patients to society. The function of the hospital as a farm not only provided the institution with food and marketable produce, but provided patients with therapeutic benefits. Archibald allowed male and female patients to dine together in an effort to restore a home-like quality to their lives. In 1895 this reformer resigned when the legislature rejected his proposal for another progressive change: separate state institutions for the aged and retarded (Smorada and Forrest: 86-90).

By 1885 five buildings had been completed at a cost of \$93,000 for the 53 patients transferred from Yankton. These new buildings were the East ward, West ward, utility building, boiler house, and a residence-office. Agricultural buildings apparently were on the site at the time of purchase. The CRM survey of Jamestown included photographs of primary elevations of the non-agricultural buildings on the site, but no historic research on the complex or individual buildings. It is doubtful that more than one or two of the buildings on the site today represent the 1878-1886 period, and those buildings are not among the five listed in 1885 (see research question 6). While the site is of statewide significance from the date 1883, it may not represent that significance with physical resources until the 1887-1900 period.

One shortlived event associated with territorial history is Jamestown's bid for the territorial capital. The 1883 legislature passed a measure to remove the territorial seat from Yankton to a location more accessible to travellers. Jamestown was one of more than a dozen competing to win the capital by offering grants of \$100,000 and 160 acres as required by removal legislation. Bismarck ultimately was awarded the honor (Perry: n.p.). It is remarkable that Jamestown was able to enter the race when only four years before it was a loose collection of businesses struggling for survival after Fort Seward had ceased operations. The bid for the capital illustrates the fantastic pace of development during the period. No sites are known to exist associated with this event.

The Dakota Territorial National Guard formed in Union City, in 1867. Company H of the National Guard formed in 1883 in Jamestown (Smorada and Forrest: 162). During the period under discussion they were called into service once, in 1885, for an unnamed purpose (Stine: 26). Since Jamestown historians focused on foreign exploits of the guard, the site of guard equipment storage and practice exercises during this period is not known. Jamestown Armory, extant today, was constructed about the time of the First World War.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

Section number E Page 21 NATIONAL
REGISTER

Government, Local

When Jamestown incorporated as a city in 1883 it had served ten years as the seat of Stutsman County. A temporary courthouse was constructed in 1879 with funds on hand when voters turned down a mill levy that year. Prominent local contractor Peter Aubertin completed the wood-frame structure for \$2895. The building housed three main-floor offices, two offices and jail cells on the basement level, and a court on the upper level. In 1883 the structure was sold and moved from the site to make way for a new county office building. Until about 1920 that first courthouse served as an apartment building and its existence today is doubtful (Smorada and Forrest: 228-230).

Anton Klaus took a special interest in Jamestown's new courthouse. He donated land for the site on the newly developing south side of town. He also paid for architectural services of Milwaukee architect Henry C. Koch to design the new courthouse. Bricks for the structure were purchased from Klaus' yard. Construction on the \$35,000 gothic styled building began in 1882 and concluded the following year (Smorada and Forrest: ibed.). The building is listed on the National Register.

Structures used by the city government began with a town hall constructed in 1881, two years before incorporation. The building was a two-story, 40' x 80' wood framed structure. The bottom floor was used for grain storage and the upper floor boasted a 20' x 20' stage. A modern city hall awaited completion until 1908 (Stine: 24).

City-provided services and utilities lagged behind the commercial expansion experienced by the town during the 1878-1886 period. Two schools were completed, but soon were crowded (see discussion under "Education" heading above). Electric and sewage services in Jamestown originated as part of the Gladstone Hotel and were extended from there. In the later 1880s the Canham family began to provide city residents with electric service. Jamestown did provide water and sewage, but in the next period. Other municipal services, such as hospital and library, became city activities later.

City government, busy with maintaining equilibrium in the face of explosive growth, was able to provide only minimal services during the 1878-1886 period. One area of concern, the inundation by immigrants, led city officials to plan for a poor farm in 1881. The farm would relieve the poverty experienced by these rural pioneers. When immigration slowed in the mid-1880s, however, city planners shelved the idea and turned attention to enhancement of other municipal services (Smorada and Forrest: 168).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 22

Industrial Development

The types of facilities which characterize industrial development, eg., factories, kilns, mills, and mines, were not present in Jamestown during the first period of history. Rather, mercantile establishments dominated commercial activity in the fledgling town.

Development of industrial activity in Jamestown flourished hand-in-hand with commercial enterprise during the 1878-1886 period. Jamestown's industries were small in scale and during this period primarily catered to the residents of the town. Production facilities include brick kilns and brick yards, brewery, cigar making, a wood planing mill, vinegar works, and water shipping. The business of shipping via the James River will be discussed under the heading "Water Navigation" below.

Klaus mill commenced operation in 1879 and at its peak employed 40 people and operated continuously throughout a 24-hour period. In 1883 Klaus sold the operation to the Russell-Miller Mill Company (Lounsberry: 23). Russell-Miller purchased or constructed a number of large mills on the NP line in the largest North Dakota towns. The mill began as a water-powered grist mill and converted to steam power in 1888 when a 70,000 bushel elevator was constructed to provide storage for additional raw material. A novel flour blend, "Belle of Jamestown" was developed at the plant. The mill was dismantled in 1933 and its wood was reused in a WPA-funded hippodrome in Klaus Park (Smorada and Forrest: 65-68). The current condition of the mill site was not mentioned in the CRM report of Jamestown. The plat for the town identifies an area by the name "Mill Lot" between the James River and 9th Street Southwest. This is the location of Klaus' mill and the site may hold archeological information of interest.

Henry Danner's brewery was located across the James River to the east of Klaus Park. In 1880 Danner built a 30' x 60' two-story brewery for more than \$5,000. Two years later he added a malt house. Danner's economic survival was enhanced by his location along the Northern Pacific rails, on which he shipped his product to towns on the north branch. Jamestown's 23 saloons and steady traffic of German immigrants provided additional markets for his product. The brewery, and another that opened in the 1890s, were victims of Prohibition in the 1920s (Smorada and Forrest: 68). Remains of either operation were not found during the CRM survey.

Klaus' kilns commenced production of a soft fired brick in 1882, a venture which aided his townbuilding efforts admirably. The two ovens had a 75,000 and 200,000 brick capacity. A productive day saw 18,000 bricks produced. The same year a rival yard opened to exploit the near-inexhaustible market for building supplies in Jamestown (Smorada and Forrest: 69). Since Klaus' brickyard at one-and-one-half mile east of

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

**National Register of Historic Places
Continuation Sheet**

JUL 25 1989
NATIONAL
REGISTER

Section number E Page 23

Jamestown was outside of the CRM survey area, it does not appear in the report. Omission of the brickyard's condition from Smorada and Forrest suggests the site no longer houses standing structures. That location appears not to have been redeveloped subsequently, so it may be investigated through archeological effort. The site was important to early town industry and commerce, and a significant component of Klaus' commercial complex.

Irrigation and Conservation

Despite the presence of several small dams on the James River at various points in Jamestown, only small ponds were created. These ponds and dams were a source of power before more reliable means of power generation (eg., steam and oil) were installed. The documents do not mention irrigation or conservation activity in Jamestown during this period. It is not an important historical theme.

Military

After Fort Seward was decommissioned and abandoned, the National Guard became the primary contact with the military for Jamestown residents. See discussion of that contact under the "Government, Territorial" heading, above.

Railroads

Railroad activity was of itself important to Jamestown and of indirect importance to a number of other contexts. Jamestown was a division point for the NP, an important stopping place in the line's transcontinental trek. Competing lines began to erect north-south routes intersecting with the NP at Jamestown. The Manitoba Railway arrived in Minnewaukan in 1885 after starting from Jamestown in 1882; the Jamestown and Northern Railroad headed toward Devils Lake; the Jamestown and Southern marched toward LaMoure and Oakes to the south in 1885. The NP soon absorbed these branch lines to erect an impressive network in the James River valley. Construction of railroad shops, the roundhouse (in 1882), and engine works, brought jobs, capital, and new residents to the town. By 1895 it was estimated that the NP brought 250 permanent jobs to Jamestown (Stine: 18).

The extra facilities resulting from this status had an important effect upon Jamestown's economy: the town became a regional trade center. All commerce was facilitated by rail traffic. A large sector of the local economy employed by the railroad returned money to the town's merchants in the form of purchases. Agricultural products were shipped by rail to Jamestown, which became a center for area grain

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**JUL 25 1989
NATIONAL
REGISTERSection number E Page 24

storage and processing. During the period the tremendous influx of immigrants and others seeking farmland used Jamestown as a springboard to their new homes.

The NP also shaped Jamestown in another fundamental way. The company encouraged continued settlement east of the James River by constructing extensive rail yards west of the River at the location of the old townsite (CRM: 6). These impacts contribute to the special importance of the NP in town history from 1878-1886.

The depot and roundhouse were the two properties directly associated with this theme. The depot has been demolished and the roundhouse was not mentioned as found by the CRM survey. Thus, no properties known to be associated with the theme were found.

Ranching, Open Range-Fee Simple

Within Jamestown properties were not identified which possess association with this theme. The potential exists that Jamestown was home to people who were important in this activity outside of Jamestown. The activity itself had an undefined presence throughout the state, including areas surrounding Jamestown. Ranchers undoubtedly shipped their products to Jamestown for local consumption and to larger butcher operations outside of the state. The 1911 and 1930 atlases show stockyards along the tracks. It is probable that such facilities existed during the 1878-1886 period, but none have been identified in the literature or through survey. The importance of this theme will depend upon investigation which defines its impact.

Religion

In contrast to the years immediately before, religious activity flowered in Jamestown from 1878-1886. The town's most enduring congregations were established during this period while Jamestown's many social organizations awaited birth until the period after. Of non-commercial and non-industrial enterprises, only religion seems to have kept pace with the growth of business in the town during the first half of the 1880s. Anton Klaus provides the bridge between business and religion, for he donated money and land to seven churches in the town (Stine: 14).

Congregations formed more quickly with many people moving into Jamestown. Once a church body came together, the first year's services frequently took place in public buildings, and later, in churches belonging to other congregations. For instance, the Free Methodists and German Lutherans both met in the former courthouse after 1883 (Lounsberry: 23).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetJUL 25 1989
NATIONAL
REGISTERSection number E Page 25

The Presbyterians and Methodist Episcopal congregations built churches in 1881, a year after establishment of congregations. St. James Catholic followed with a church in 1882, a year after parish formation. Grace Episcopal formed in 1881 and built a church four years later (32SN665). St. Paul Episcopal formed in 1883 and St. John's Lutheran in 1884 (Stine: 30-35).

Church buildings during the period were generally wood frame, clapboard clad, rectangular in plan, and possessed of gothic arched windows. The important design feature which varied was the bell tower, which could be placed over a projecting central entry (symmetrical facade), over a corner entry (asymmetrical facade), or on the ridge. Stylistically, most of these buildings, while bearing some ornament, are little more than homestead style boxes with steeples. Two notable exceptions are the Presbyterian church, whose fine stick style decorative pattern was fashionable in 1881, and Grace Episcopal, designed in 1884 by Fargo architects the Hancock Brothers. Grace Episcopal is stone walled in the fashion of many of the firm's churches in North Dakota. Of the church buildings from this period only Grace Episcopal is still standing.

St. James Catholic church activities resulted in changes in the Jamestown built environment. A two-story frame rectory with large enclosed porch was constructed in 1883 which replaced a smaller frame structure which had served that purpose for about two years. In 1884 a parochial school opened in the former rectory (Boyle and Mallick: 17-18).

Another local enterprise associated with religion is Jamestown College. The history of that institution begins during the 1878-1883 period, but the College's solvent operation did not begin until 1909. During this second period of Jamestown history the college filled a religious role only nominally. Further discussion of the school can be found under the Education heading, above.

Roads, Trails, and Highways

Railroad transportation served Jamestown from the earliest days, but offered travellers a limited number of travel directions. Other modes of transportation were overland trails, particularly those served by stage coach. The Benjamin Freight line (1879-1885) and Ed Lohnes' line (1878-1883) competed with each other until north-south branch lines of the NP put them both out of business (Smorada and Forrest: 196; Stine: 18). Direct travel to Jamestown could be accomplished by horse-drawn wagon along section roads, and several livery stables, such as the J.A. Moore Stable established in 1879, were set up to accommodate rural riders (Polk's, 1884-5: 991).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 26 JUL 25 1989
NATIONAL
REGISTER

Physical remains of the architecture associated with these different modes of transportation were not found in the survey. It is doubtful that remnants of the various trails are in evidence today within the nominated area.

Rural Settlement

The fast-paced commercial development of Jamestown and the rapid settlement of farms in the James River valley conspired to differentiate Jamestown from the surrounding farmland. During the first period of Jamestown's settlement, 1872-1877, a blurred line existed between occupation and activity patterns of Jamestown residents. Many lived within the settlement, worked at marginal commercial pursuits, and farm plots on the town's periphery. By the 1880s cheap farmland was unavailable except more than 10 miles outside of Jamestown. Big wheat crops of the early 1880s drove the price of land nearby Jamestown into the \$50-100 per acre range (Stine: 16).

The railroad, hungry for freight and passenger revenue and profit from land sales, along with newspapers, who sought advertising revenue, sang the praises of farming in the Jamestown area. Railroads offered a \$16.50 round trip fare to Jamestown from St. Paul for any land hunters. By 1879 the Alert predicted that all farmland within 15 miles of Jamestown would be taken (Smorada and Forrest: 40-42).

Speculators established paper towns, hoping to repeat the success which followed Klaus. They sited their locations either along branch lines or at the point they believed rail lines would travel in the future. Many of these efforts failed and the land was subsumed into normal rural agricultural use patterns (Smorada and Forrest: ibid.). Since these speculative townsites and farms are outside of Jamestown proper, they are not appropriate to the nomination. They are appropriate to the discussion, however, since they relate to important events and patterns within the nominated area.

Urban Settlement

Jamestown could not grow fast enough during the 1880s. Less than a decade before, the town consisted of a gathering of tents huddled up to the NP tracks. By the mid-1880s the town had constructed three-story brick commercial blocks, established a diversity of businesses, implemented a political and social infrastructure, and initiated the foundation for growth in subsequent years. The most important factors contributing to this revolutionary change have been discussed under the "Commerce," "Colonization," "Industry," "Railroad," and other headings, above. Some figures which illustrate the rate of growth follow.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 27

Townsmen spent \$160,000 in improvements in 1881. In 1882 businessmen recorded \$500,000 in trade (Stine: 16). A growing population composed of many in-migrants who came with speculative capital swelled the city: Jamestown's population was 425 in 1880, 1,000 in 1882, and neared 3,000 by 1885 (Smorada and Forrest: 40-42). Anton Klaus and a handful of others had promoted this growth with a number of interrelated businesses: banks, land sales companies, brickyards, newspapers, hotels, and agriculturally related industries.

Physical changes accompanied the socioeconomic changes in Jamestown. Several impressive buildings, in brick and/or wood, were erected during the period and decorated according to contemporary tastes. As a group, perhaps the most impressive are the business houses. Generally constructed in brick, boastful commercial blocks such as Klaus' First National Bank, Wells' James River National Bank (32SN621; 101 First Street West), and the Winslow Block (32SN618, 122 1st Street East) expressed lavish Italianate styling in brick with heavy stone sills and capped with fully- and segmentally-arched hood molds. The Doolittle Block (32SN432; 105 1st Avenue South) resembles the two banks and Winslow's block in its expansive frontage of three lots, but exhibits a more reserved surface decoration dominated by brick corbelling. A fourth extant brick block from the period, the C&W building (32SN437; 116 1st Avenue South) occupies a single lot and uses stone trim as a fully arched window lintel and as small accent blocks on its piers. Wood frame Italianate structures, the Gladstone Hotel and Dakota House, were simple in their surface ornamentation, rectangular in plan, and showed massive turned brackets from below their eaves. The gigantic size of these structures, with the exception of the C&W building, points to the nature of investment in Jamestown. These buildings were financed by the town's entrepreneurs as speculative ventures. Their large size and exterior designs competed to attract numerous renters for the small rental office and retail spaces within.

Outside the commercial arena, the Stutsman County Courthouse (32SN45), buildings of the State Hospital for the Insane (32SN688), and Old Main at Jamestown College (32SN44) are (were) large gothic styled constructions. Wood frame Italianate buildings included the South Side and North Side Schools (see illustration at Lounsberry: 8).

During the 1878-1886 period the quality and quantity of commercial construction surpassed that of residential construction, as was the case in the previous period. Residential styles were dominated by simple housing forms, primarily the homestead style in wood frame and clapboards. Additional research is necessary to determine whether dwellings from the 1878-1886 period are extant. A curious pair of gothic-styled wood frame and horizontal clapboard cottages once stood on old Main Street east

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

JUL 25 1989
NATIONAL
REGISTER

Section number E Page 28

of the Dakota house (Smorada and Forrest: 61). These houses were decorated with carved bargeboards, finials, and pronounced segmentally-arched window hoods.

Water Navigation

During the 1878-1886 period two steamboat enterprises attempted to negotiate the James River. The James drains an area of about 4000 square miles from its source in Wells County (some 60 miles northwest of Jamestown) to the point in South Dakota where it merges with the Missouri. Despite this large drainage basin which includes most of Stutsman County, rains and snow melt-off encounter large flat valleys where much of the water is absorbed into the ground or evaporates. Consequently, the river scarcely increases in width or depth in its North Dakota course. During arid summer months a current is not available in many stretches of the river. It has gained the reputation as the longest unnavigable stream in the world (Stine: 22; Willard: 8-9).

A group of Jamestown businessmen led by Anton Klaus formed the James River Navigation Company in October, 1879. An unusually high river level that year was reported in a survey which found the river to maintain 150'-600' widths and a average depth of four feet. A 35' steamboat, "Belle of Richmond" was launched but was stymied by winter freezing and a return to insufficient water levels by the summer of 1880. A second steamboat, originally christened "Columbia" and later known as the "Nettie Baldwin" was reported by the Jamestown Alert in April, 1880. This 75' sternwheeler ran into a shallow channel at Grand Rapids, 35 miles downstream on its maiden voyage to Richmond (now South Dakota). The company shortly went out of business thereafter (Lounsberry: 15; Stine: 20-22).

Relic Steamboat activity sites, particularly docks, were not investigated by CRM. Thus, no sites have been found related to the context. Due to the lack of success of these ventures and the absence of resources, the theme has been evaluated as not significant to Jamestown's early development.

EXPANSION OF SOCIAL ACTIVITIES, 1887-1900

Jamestown's commercial and industrial activity stabilized as the influx of immigrants tapered off after 1886. Until that time the city had directed its attention to the erection of its business structure. In the years 1887-1900 social and fraternal group activity became the primary indicator of Jamestown's development. Of the many new buildings constructed more were associated with the interaction between groups and

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 29

individuals than buildings dedicated to the acquisition of goods and the attainment of profit. Rather, social exchange of many types was the primary focus among new enterprises. Fraternal, communication, entertainment, education, and religious activities grew at a faster rate in comparison to commerce and industry than was the case in the period immediately prior. While a vital business network was maintained during the period, even withstanding pressures of the Panic of 1893, Jamestown forged new and deepened preestablished channels of socialization.

Also during this time the documents consulted yielded no information about the following themes: Aviation, Bridges, Great Depression, Energy Development, Exploration, Fur Trade, Horticulture, Irrigation and Conservation, Coal Mining, Petroleum Extraction, Roads, and Water Navigation.

Colonization

Literature held no reports of groups coming, or of efforts to bring groups to Jamestown. This theme does not seem to hold the importance that it does in defining the period immediately previous. One possible agent of colonization existed in the German language newspaper, Der Pioneer, issued for a short time before merging with a paper in St. Cloud, Minnesota. This may also have been the Nord Dakota Pioneer which published from 1892-1893 (Smorada and Forrest: 103; Stine: 14). Such papers were not uncommon during the period and catered to the large immigrant population of North Dakota. The site of Pioneer publication offices is not known. The paper's short run and unknown impact on colonization leads to the belief that the theme is of small importance in defining the history of the era.

Commerce

Commercial activity in Jamestown from 1887-1900 is overshadowed by other aspects of town history. By contrast, the periods sandwiched on either side of 1887-1900 are dominated by commercial development. Consequently, little special attention has been given to the 1887-1900 period of commercial history in Jamestown. The CRM overview of Jamestown identifies no extant buildings as special or otherwise noteworthy from the period.

It appears that the primary distinction between commercial blocks in this and the prior period is one of scale--fewer buildings and smaller structures. Until the end of the 19th Century styles and materials remained consistent. After 1900, commercial buildings changed in fundamental ways, not only more built than were constructed from 1887-1900, but new styles and materials also separate 20th century commercial construction from the 19th Century's. The importance of this commercial period relates

United States Department of the Interior
National Park Service

JUL 25 1989

National Register of Historic Places
Continuation SheetNATIONAL
REGISTERSection number E Page 30

to the way in which documents from the 1887-1900 period, particularly Gazetteers, can be used to define commercial development through much of the entire historic period. See the discussion under the Urban Settlement heading, below.

Education

The city school system apparently grew during the period. At the same time two church affiliated educational ventures with an importance to Jamestown recorded different amounts of success.

A sign of increased enrollment of children in the public school was construction of a high school in 1892 (Lounsberry: 15). Public support for education did not extend to provision of library services until after the turn of the century. The Jamestown Library Association, formed in 1883, unsuccessfully sought to have the city underwrite a library in 1888. A room next to the opera house, currently unidentified, served the purpose for some of the 1890s. A one-dollar subscription membership and generous donations of reading material afforded viability to the undertaking (Smorada and Forrest: 76-78; Stine: 50).

The fortunes of Jamestown's two church schools contrasted by the mid-1890s. Jamestown College (32SN44) erected Old Main in 1887 and had an enrollment of seventy students and five teachers. The school engaged in "normal" or teacher training. The depression of 1893 forced the school into a dormant state until its reactivation in 1909 (Stine: 46-48).

St. James Catholic parish initiated St. John's Academy (32SN672), a church-sponsored boarding school for women, in 1890 (Lounsberry: 15). The parish had engaged in grade school instruction in 1884, but the Academy was not a direct extension of that earlier effort. The Academy came about under the direction of John Shanley, who had been installed as North Dakota's first Roman Catholic bishop in 1889. The school was one of his efforts to implement a program of social and spiritual services at the diocesan level.

In 1890, four Sisters of St. Joseph of Carondelet took residence in the convent at St John's Academy and taught school in a barn purchased to serve that purpose (32SN569). In 1899 a 60' x 60' three-story brick school building was added to the complex (Stine: 48-50). That original convent is extant but moved off of the site (Smorada and Forrest: 123). Another convent was constructed in 1904 and designed by the Hancock Brothers, prominent Fargo architects who also designed two other buildings on site in 1906 (CRM: 108-109, 159-160). It appears no extant buildings are found on sites

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 31

associated with the theme which also represent the 1887-1900 period. The theme is important in defining the character of events during the period and in distinguishing the period from the years immediately prior. The original convent should be located and evaluated as a representative of the theme and period.

Entertainment

Considerable activity is recorded among fraternal groups and in terms of general entertainment in Jamestown during the period. In 1893 the Knights of Pythias organized and formed one of the earliest and strongest lodges in the state (Stine: 24). Other groups included the Masons, United and Ancient Order of Workmen, Knights of Honor, Knights of Pythias, Woodmen, and the Maccabees (Lounsberry: 15). Sources did not mention the existence of early lodges belonging to these groups.

Several women's clubs activated near the end of the period: Women's Christian Temperance Union (prior to 1896), Wednesday Club (1896), Music Club (1897), and Arts and Science Club (ca. 1900). Women's clubs did not possess their own structures, but inhabited rooms in larger buildings (Stine: 52).

The Lloyd brothers built a fine three story brick Opera House in 1893. Its spacious and highly decorated interior housed live performances of music concerts, vaudeville, dancing, and minstrel shows during its life. The building displayed a Romanesque style with prominent fully arched windows. Its large street-level windows lit the lobby which was entered under a cast iron canopy. The building was converted to use as a movie theater in 1915 and was demolished in 1975 (Smorada and Forrest: 179-182).

While professionals and large productions took advantage of Lloyd's Opera House, many other spaces were used by amateur performers. Lofts above stores and barns are but two types of structures which played host to smaller crowds (Smorada and Forrest: 175-181). No extant buildings have been identified as representatives of this important theme and period.

Farming, Bonanza, Dairy, etc.

Farming continued to be of vital importance to Jamestown's economy, but the distinction between farm and city became more pronounced during this period. In-town farms began to decline in number. As a result no farms were found in the survey area. Most important sites associated with agriculture remain the same as in the prior period: agricultural implement dealers, grain elevators, and, to a lesser degree, livery stables.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 32

The thoroughly settled area surrounding Jamestown was productive and profitable for farmers during the 1890s. An especially good harvest came in 1895. During this period the large bonanza farms began to be broken into smaller units. Farming began to rely less on single-crop production, such as the all-wheat bonanza farms. Flax was introduced as one of many crops selected by farmers to employ a new approach: "diversification" (Stine: 20).

No sites directly associated with this important theme were discovered in survey. Sites dating from 1887-1900 for which Farming is a secondary context are noted under the headings above and below with which they are more closely associated.

Government, National

Jamestown citizens had daily contact with the national government in the form of the postal service. Postal offices were located in the Gladstone Hotel for 1886-1916 (Smorada and Forrest: 62-64). No other references were found concerning the federal government in Jamestown. Since the Gladstone burned, no sites associated with this important historic theme were found in Jamestown.

Government, State

Of the three layers of political bureaucracy (national, state, and local) state government lays claim to the greatest impact upon the built environment of Jamestown. Already by the 1887-1900 period the State Hospital for the Insane owned and used more structures than all other governmental institutions in the town combined. Also active at the time was the North Dakota National Guard, discussed under the "Military" heading, below.

The State Hospital had begun an impressive record of growth and patient care from its earliest days with Dr. O.W. Archibald as superintendent. By 1895 Archibald had erected a large complex whose many buildings and activities supported his therapeutic goals. The grounds held an administrative building, assembly hall, kitchen building, four cottages, water tower, power house, carriage barn, stock and other barns, "hennerly," piggery, shops, an ice house, an old farm house, and other buildings (Lounsberry: 7). The site consisted of 640 acres owned by the facility and 200 adjacent acres rented for farming. Technologically advanced as well as medically up-to-date, the complex boasted electric lighting, even in the barns. The staff consisted in 23 male and 17 female orderlies, plus the doctors and officers.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

Section number E Page 33 NATIONAL
REGISTER

Much of the agricultural production at the Hospital aimed at generating income to support the entire operation. By the mid-1890s the facility produced as much as any large farm in the James River valley. Some of the harvest was set aside for patient meals, but most was sold to subsidize patient care. This dropped annual patient costs to the state from \$315 in 1890 to \$216 in 1894 (Lounsberry: 7-8).

Archibald's plans called for further construction of buildings, which the Legislature denied. The doctor resigned in 1895 and was replaced the following year by Dr. Dwight Moore. Moore promoted occupational therapy for female patients and invited local clergy to minister to the patients' spiritual needs (Smorada and Forrest: 86-90).

The success of the Hospital's first ten years encouraged increasing numbers of patients to be committed. With a hold on the number of buildings constructed, overcrowding soon presented problems to the institution. The change in approach brought by the new superintendent in 1896 also introduced a certain instability to the Hospital. By the close of the nineteenth century the high quality patient care began to deteriorate. In subsequent historical periods the philosophy of treatment appears to shift from rehabilitation to institutionalization, due in part because of logistic pressures. Specifics of this shift will be found under this heading below.

A reconnaissance survey of the complex conducted by CRM found little evidence of buildings which clearly belonged to the 1887-1900 period. Functionally designed service buildings hold the highest likelihood of having survived from that era. Most historic views of the facility illustrate the primary buildings and leave obscure those functional structures, so immediate identification of features from the period under discussion is difficult. Research into building dates may yield information which allows identification and evaluation of structures which relate to both theme and period (See research question 6). Also, comparison of the 1911 and 1930 atlas views of the complex with the 1976 USGS quad map suggests a relocation of the complex to the south from its original site. If so, archeological survey may be needed for full identification.

Government, Local

The activities of Jamestown City and Stutsman County governments did not change in a way which was reported in documents. Evidence of expanded services or construction of new buildings was not found. The courthouse (32SN45) remained the most prominent feature of county administration. The city hall, no longer extant, was the most important structure housing city offices. Many public services such as utilities, library, hospital, poor farm, and county fair, became part of county/city activities

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 34

after 1900. It appears that during this period county services were limited to law enforcement, property and tax records, and regulation of rural travel. Primary city services consisted in water/sewer, fire fighting, and schools.

Industrial Development

Commercial and industrial activity stabilized, and in limited cases grew, in Jamestown from 1887-1900. A few new production facilities were noted to have arisen during this time.

Jamestown had proven its viability during the early 1880s so that regional-national companies established production outposts in the town. Russell Miller Milling Company bought Klaus' mill in 1883 and in 1888 replaced the water powered mechanism with a steam powered plant. In addition, Russel-Miller erected a 70,000 bushel elevator. In the later 1880s Occident elevators located at eight points on the NP and Soo lines and established a corporate office in Jamestown (Smorada and Forrest: 65-67; Stine: 38).

Cigar production began in 1899 and continued in the basement of the Tellner building (32SN431) after its construction in 1900. H.W. Schien operated his cigar-making enterprise for fifty years at the location and employed as many as six workers. Schien's success followed an abortive attempt at producing cigars by C.H. Manley in 1883 (CRM: 37-38; Smorada and Forrest: 73).

As with commercial activity during the period, records do not indicate that the Panic of 1893 affected the continued survival of Jamestown's few industries. The Tellner Building was evaluated as a significant representative of the theme and period; remnants of the Russell-Miller facility were outside of the survey area and thus were not surveyed (See research question 7).

Military

Jamestown citizens banded together to form Company H of the National Guard in 1885. This company served during the Pine Ridge Indian uprising in 1890-1891, fought a downtown fire in 1893, and saw action in the Spanish-American war in 1898-1899 (Stine 26). Records do not indicate the existence of a permanent Armory building to house the equipment and to provide space for practice drills until after the turn of the century. The current Armory (32SN513) was completed in 1912 on land acquired by the Guard in 1906 (CRM: 75). This suggests that the Guard occupied quarters in another location during the 1887-1900 period. The Military is an important theme in Jamestown history and the identification of a building associated with the National Guard from

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

Section number E Page 35RECEIVED
REGISTER

the period would have potential for positive evaluation given sufficient integrity to maintain those associations.

Railroads

The documents consulted revealed no special events or constructions associated with this theme during the 1887-1900 period. Jamestown's strategic position on the NP main and branch lines continued to increase its commercial stature. The railroad was a large employer in the city; its direct and indirect impact would be difficult to measure, but must be seen as integral to nearly all other historic activities.

Although no sites with an obvious connection to Railroad activity during 1887-1900 have been found, the theme remains very important in explaining ongoing success of the city. Sites bearing less apparent identity with railroad activity such as worker housing, ancillary service buildings, etc., that are shown to date to the era should be defined as eligible if they possess sufficient integrity.

Ranching, Open Range and Fee Simple

Ranching was a significant activity in the state from 1887-1900, particularly in southwest North Dakota. The closing of the era of open range ranching due to scattered settlement and homesteading simply caused ranching to assume less of a migratory character.

It is likely that some animal holding pens and perhaps buildings serving a stockyard function existed near the railroad during the period. Smorada and Forrest (p. 74-75) give 1919 as the initial date for such a facility. However, the 1911 Stutsman County Atlas (p. 12) shows stockyards near the roundhouse at the railyard, suggesting the possibility that such a site existed as early as the 1887-1900 period. Jamestown's early importance as a railroad division point would have given additional impetus to a stockyard. The 1930 Stutsman County Atlas (p. 12) shows another stockyards at the western terminus of 4th Street Northwest. This second known stockyard site is shown on the USGS map as abandoned structures just outside of Jamestown's western city limits. Visual inspection and archeological investigation may be necessary to document the integrity and importance of the earlier site at the railyard to both Ranching and Railroad themes during the period (see research question 8).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 36

JUL 25 1989

NATIONAL
REGISTER

Religion

As with other themes of social importance, religious activity continued to be important to Jamestown's development during the 1887-1900 period. This importance was expressed in the number of churches organizing and religious structures built. The advent of new congregations reflects a growing cultural diversity in the town, as well as a growth in population which could support a wider range of religious denominations than before. Discussion of the expansion of St. John's Academy, a boarding school associated with St. James Roman Catholic parish, can be found under the Education heading, above.

Two congregations formed during the period, the Free Methodists and Congregational, both in 1889. Free Methodists held services in the old Courthouse for a time. Members worshipped at 115 3rd Street Southeast until being absorbed by the Methodist Episcopal Church in 1914 when a new worship house was constructed (32SN661; see Stine: 38; see CRM: 154). Worshipers at the First Congregational Church occupied the Metropolitan Hotel for services and later the Baptist Church until they constructed their own church around 1900 (32SN512; see Stine: 37).

The Roman Catholic Diocese of Jamestown enjoyed a brief tenure, from 1889 until 1991, when Bishop John Shanley took residence in Fargo. The official diocesan seat was removed to Fargo in 1897, after which time St. John's Academy (32SN672 and 32SN569) and St. James parish (32SN469 and 32SN541) continued to grow and to construct new buildings (Boyle and Mallick: 18-21).

The architecture of churches in Jamestown did not differ radically between the 1878-1886 and 1887-1900 periods. All but one of Jamestown's churches had horizontal siding applied over a wood frame. Surface treatment, stylistic features, and ornamentation were simple. The typical church for Jamestown's first quarter century differed in two primary ways: asymmetrical vs. symmetrical facade and the presence vs. absence of a stickwork overlay. The only exception to these patterns is Grace Episcopal (32SN665) a fieldstone church of gothic style designed by Fargo's Hancock Brothers in 1884.

Time did not seem to influence the selection of these variables. The Presbyterian church of 1881 and the extant Congregational church of ca. 1900 both display stick styling and prominent corner entry towers. The Congregational church exhibits wooden wall shingles on its gable side, but is otherwise within formal parameters. St. John's Lutheran (ca. 1900) was perhaps the most modestly styled, with a projecting bell tower centered on a symmetrical gable-side entry. Since Jamestown's population stabilized after the mid-1880s church seating was adequate until 1910, when another population boom caused church organizations to outgrow their worship houses.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 37

Rural Settlement

Documents do not contain references to special events which distinguish rural development during 1887-1900 from similar events in the period immediately preceding. The theme is important, but due to the urban character of surveyed resources, no sites directly associated with the theme were found. Business places serving the agricultural market, such as grain elevators, implement dealers, etc., would have existed symbiotically with rural settlements, and are discussed under the appropriate headings, above.

Urban Settlement

In the built environment little seems to have changed in Jamestown during the 1887-1900 period. Fewer commercial buildings were constructed the the periods immediately before and after, although there seems reason to believe construction of residences accelerated from 1887-1900. Part of the hesitancy against expanding the commercial core from 1887-1900 is a response to population stability. Jamestown is listed as having 2692 residents in both the 1896-97 and the 1898-99 gazetteers (Polk's: 1324, 1392, resp.), actually a slight drop from the 3000 estimated in the 1884-85 edition (Polk's: 980). Stabilization of population reduced the demand for newer buildings. New construction in the 1890s primarily entailed replacement of deteriorated or destroyed structures and residences. Another factor in the slowdown of construction in the town is the Panic of 1893. This depression seems only to have slowed the growth enjoyed by the city during the 1880s.

An interesting monitor of commercial activity in Jamestown is to tabulate the occupations listed in various editions of Polk's Gazetteers. A caution is necessary on the data, however, because the gazetteer companies only listed people and occupations as subscriptions were paid. We may consider their data as a sample of certain segments of the population rather than as a definitive census. The reliability of the data about some social sectors should be quite good, eg., that for commercial enterprises, since businesspeople probably felt it worthwhile to advertise in the compendium. Obviously not all business people, and many other residents, did not list themselves in the directory.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 38

TABLE 1: Selected Occupations in Jamestown, from Polk's Gazetteers				
	1884-85	1896-97	1898-99	1906-07
Carpenter	3	4	4	
General Store	4	2	2	3
Grocer	4	3	2	3
Hardware	3	4	4	3
Hotellier	9	7	4	6
Lawyers	11	7	6	10
Painter	3	4	4	3
Real Estate	16	5	5	13
Saloon	11	-	-	-
Total # entries	220	168	157	200

Statistical Analysis: Three historic periods of Jamestown (1878-1886, 1887-1900, and 1900-1917) are represented by the four Polk's Gazetteers. The similarity between the figures in the 1896-97 and 1898-99 Gazetteers, as given above, is important in establishing the validity of gazetteers to reflect Jamestown society accurately. Note that a correspondence occurs in the number of respondents for any occupation category within the two editions. That consistency indicates that a constant percentage of people identified themselves with a particular occupation category and listed themselves in the volumes over a two-year period. The similarity in these figures between 1896-97 and 1898-99 leads to the hypothesis that comparable percentages of people in any occupation category also identified themselves and listed their names in earlier and later volumes. Cumulatively, the similarity in the figures between 1896-97 and 1898-99 suggests reliability of quantities (and the utility of comparing occupation figures) for all editions, 1878-1906.

Occupational Analysis: Occupations listed in the 1884-85 edition reflect the activity of Jamestown during the 1878-1886 period. The city was in the middle of a commercial-construction explosion fueled by American and non-American immigrants who flooded Jamestown and Stutsman County. It is not surprising, then, that more people listed Real Estate than any other occupation type in the three subsequent editions. Real Estate rises in frequency in the 1906-07 edition, indicating another land boom and population rise in the 1900-1917 period (discussed in that section, below). The number of lawyers is high in 1884-85, probably relating to the extensive number of property transfers and associated business.

Curiously, after 11 people in 1884-85 identified themselves as saloon owners or workers, none are listed so in subsequent editions. While the WCTU was active in

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 39

Jamestown in the later 1890s, this absence of tavern/bar workers from later gazetteers probably does not indicate that Jamestown had eliminated liquor sales. It may suggest, however, that fewer of such establishments existed, perhaps in part due to WCTU pressure, and because during the 1887-1900 many social clubs formed which satisfied social needs formerly served by saloons. Another possibility is that such lodges may have served alcoholic beverages themselves, thus reducing the need for independent drinking establishments. The reduction of the number of saloon workers listed in the gazetteers for the 1887-1900 period may point to the rise of social pursuits during the period (see the "Entertainment" heading, above).

Analysis of Commercial Change: The Gazetteers give evidence of commercial change from which changes in the physical nature of Jamestown can be inferred. The number of general store owners in 1884-85 is the highest in any of the editions. This store type declines in the subsequent two editions, and gains slightly in 1906-07, in proportion with the overall population increase.

The general store was the most important retail outlet in Jamestown during the 1872-1877 period when tenuous survival forced retailers to cater to a wide market. The general store was still popular in the following period, 1878-1886, because it was a successful type of business both on the frontier and in settled towns. However, entrepreneurs found that the rise in population and attendant increased consumer demand would also allow specialized types of stores to thrive. Hence, Jamestown's prominent developers, such as Klaus, Wells, and others, constructed large buildings with rental space in which small operators offered particular types of goods.

Apparently, according to the 1884-85 edition of the Gazetteer, Jamestown had not yet completely shifted into a totally diversified group of downtown retailers. Along with grocers, the most frequently named business continued to be the general store, a hold-over from the 1870s. Other businesses were listed, but these were more fabrication-oriented (harness makers, blacksmiths, etc.), agricultural related (implement dealers), or other retailers of non-specialized goods. Later, the retention of retail space formerly used by general store owners shifted to new uses which offered shoppers a choice: many of one type of item rather than one of everything.

By the late 1890s many retail shops had opened which carried specialized types of goods: foods (groceries, confectionaries, butchers, etc.), tools (hardware stores, implement dealerships, blacksmiths), clothing (clothiers, millinery shops, department stores), and other consumer items (jewelry, cigars, etc.). Since the 1887-1900 period is not one of heavy construction, the shift in commercial activity took place within existing space, within the large business blocks built by speculative capital.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 40

Analysis of the Built Environment: Housing, in short supply for a number of years, caused a boom in hotel business during the 1878-1886 period which declined as population stabilized and housing was more accessible after 1886. Presumably speculative construction was more lucrative to builders than was the construction of single family residences. Jamestown's builders served the market for erection of large business blocks during the 1878-1886 period until the downtown fabric was in place. Then the construction industry turned attention to smaller projects. House building became important and hotels dropped in number between the 1884-85 and 1896-97 editions.

Though approximately the same number identified themselves as carpenters in the first three editions of the Gazetteer, variations in other occupation categories point to changes in the construction industry and built environment of Jamestown. In addition to three single carpenters in the 1884-85 edition, Jamestown had two large building firms, Peter Aubertin and Holden & Davidson, stone mason Elliott Miller, and even an architect, James M. Budge. This makes sense in view of the frenzied construction pace, which required many people at one time.

Later, during the 1887-1900 period, the same number carpenters are listed in either Gazetteer from the later 1890s, but no contractors or construction firms are named. This supports the view that construction in Jamestown near the end of the century was smaller in scale and the projects were fewer. Individual carpenters provided all the labor that was necessary for the reduced pace of construction.

In the 1906-07 Gazetteer no individuals list themselves as carpenters. Five people, however, identify themselves as building contractors, another as a mason, and two others as machinists. The population of Jamestown was listed in that edition as 5,500 (Polk's: 1786) and Jamestown was in the throes of another immigration and construction boom. Again, the demands of large-scale construction called several individual builders into collaboration.

The presence of the Stockholm Hotel managed by Charles Ytterdahl (Polk's: 1794) in 1906 indicates a rise in Scandinavian immigrants to the area. The many well-built homes in eastern North Dakota, a locus of Scandinavian settlement, exhibit high quality workmanship which was a trademark of Norwegian and Swedish carpenters. With many northern Europeans in its second population boom, the immigrant carpenters very likely associated with the five construction firms listed as building contractors in the Gazetteer. Such an arrangement would have been economically and socially beneficial.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 41

Summary: Construction and urban development took distinct forms in each of Jamestown's historical periods. From 1872-1878 building was diffuse and survival-oriented. Retailers built stores which held goods for all possible needs, but where the choices between particular goods were few. From 1878-1886 Jamestown underwent a storm of building activity which occurred in advance of the retail sector's conversion. The downtown was erected and businesses filled the space by entering into new, more specialized retail markets. Due to the focus of construction labor on commercial construction during the 1878-1886 period, residential construction appears to have lagged behind until the 1887-1900 period. The continued diversification of Jamestown's retail composition continued after the turn of the century. Thus, the important structure characterizing Jamestown construction from 1878-1886 was the large commercial block and the important structure from 1887-1900 seems to have been the single family residence.

JAMESTOWN'S SECOND BOOM: 1900-1917

The first two decades of the 20th Century saw Jamestown's population swell as it had in the early 1880s. This growth touched off another commercial-construction boom from which many buildings remain today. Unlike the earlier period of growth, commercial development did not occur to the exclusion of other activities. Many social, civic, and educational activities flowered in Jamestown along with businesses.

Another factor which sets this period apart from others is that more buildings exist to represent this period than the number of buildings representing a comparable stretch of time either before or after. More buildings may have been constructed in prior periods cumulatively, i.e., from 1872-1900, but most of them have been demolished, burned, or otherwise removed. Buildings constructed during the following historic period, 1917-1940, appear to have been fewer in number due to financial constraints. Although many historic activities began in Jamestown during the 19th Century, these activities are represented by buildings from the 1900-1917 period because of a number of factors. The 1900-1917 expansion of Jamestown's built environment resulted from rising prosperity and population, the latter creating the need and the former allowing the construction of new facilities. With the relative recentness of construction, an outstanding number of buildings survive from this period.

The following themes have no presence in documents consulted: Aviation, Great Depression, Energy Development, Exploration, Fur Trade, Horticulture, Irrigation and Conservation, Coal Mining, Petroleum Extraction, and Water Navigation.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 42

Bridges

Of eight bridges carrying vehicular and rail traffic in Jamestown, one bridge represents the 1900-1917 period. This bridge, not surveyed by CRM, stands at the periphery of the survey area at the junction of 4th Avenue Northeast and the Burlington Northern Railroad tracks. The structure is identified by the State Highway Department as 0000-JMT.06B. It is a railroad bridge of Concrete Slab construction, four spans, 119 feet long, and constructed in 1917. It is the oldest vehicular bridge in Jamestown, one of three less than fifty years old.

Colonization

No overt efforts to colonize either Jamestown or the surrounding farm area were mentioned in documents. One property, the Stockholm Hotel, owned by Charles A. Ytterdahl, appears in Polk's 1906-07 Gazetteer (p. 1794), and may have aided Swedish immigration. The increase in real estate activity, gauged by the number of realtors listed in the Gazetteers, as well as increase in population, make colonization a likely theme of importance in Jamestown's development during this period. This theme needs further study to measure the impact, both physical and intangible, of this activity upon the community (see research question 9).

Commerce

Two features of Jamestown commerce during the 1900-1917 period distinguish it from the nature of business in previous years. First, the response to increased population during the period was more controlled growth than in 1878-1886. This was due, in part, to the existence of many usable buildings in the business district. Second, the mix of businesses in Jamestown during 1900-1917 reflected a more modern spectrum of businesses than the commercial boom of the early 1880s.

As discussed under the Urban Settlement theme of 1887-1900, above, Jamestown's businesses moved toward offering the consumer a wide range of specific goods in any single store. Thus, the general store became less important and specialty shops more numerous. This afforded shoppers a greater choice among consumer goods of all types. Competition for consumer patronage led retailers to desire a building which attracted shoppers through visual inspection. Thus business buildings in Jamestown constructed during the period followed design changes which were popularized in America beginning in the 1890s.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 43

The adoption of steel frame support systems in 1880s commercial construction released the walls from their role in supporting the building. Previously, in load-bearing masonry construction, the walls performed integral functions of external design and building support. The new construction system freed building design from structural duties, allowing the incorporation of large areas of glass on the exterior of buildings. Designers of department stores in large cities by the 1890s took advantage of this freedom by employing large display windows on grade level floors. Display windows of smaller commercial structures in towns such as Jamestown in the first decades of the twentieth century followed this design pattern. Retailers used the windows as passive advertisement for their goods; in essence, the windows became a marketing tool. In Jamestown business differentiation became more pronounced and shop owners competed with one another through the use of this design characteristic. Marketing and building mechanics created a storefront form by the 1900-1917 period.

As had many North Dakota communities by 1900, Jamestown had been visited by fire. In response, the city passed an ordinance requiring new buildings to be built of fireproof materials shortly after 1900 (CRM: 8). This, of course, had an effect on the character of the downtown after 1900. Wood frame, or at least wood sheathed, business buildings ceased to be erected. All of Jamestown's downtown buildings after about 1900 were covered in brick to retard the spread of fire. This gave a certain consistency to the downtown and at the same time narrowed the distinction between the average store and expensive commercial block. Where until 1900 brick was the sign of a special business place, it no longer contributed an added distinction to a business house. Since all commercial blocks were sheathed in brick or stone after 1900, sheer mass and applied ornament became important features setting buildings apart from each other.

Schweigert found Jamestown's buildings during the period more "restrained" in their design than buildings of the earlier boom period. They typically were two-story structures with retail usage of the basement and grade floors and office/apartment use of upper floor space. A certain standardization of design in these buildings is apparent in a bulkhead, display window, transom and upper floor configuration. As a result, the cornice of such buildings became important as an area of the facade upon which a distinguishing feature could appear. Applied metal or decorative brick bonding were common expressions of design, not far removed from the tradition of cornice decoration of nineteenth-century commercial styles.

Academic styles also dictated other design enhancements. During the period neoclassical styling saw frequent use throughout North Dakota on the largest and most venerated buildings: banks, libraries, civic buildings, and grand commercial structures. Terra cotta, introduced into North Dakota as early as 1883, also grew in popularity for building decoration toward the end of the period.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

Section number E Page 44NATIONAL
REGISTER

The survey report lists several outstanding buildings representing the theme and time period. The Seiler Block (32SN615, listed on the National Register) was built in 1902 by O.J. Seiler, an important early lawyer and land speculator. The Orlady Block (32SN439, 118 1st Avenue South) was built in 1906 by Ben Orlady. The block functioned as the prominent department store in the town for the next fifty years as well as providing retail and office space. The Lutz Block (32SN441, 202 1st Avenue South) was constructed in 1905 by George Lutz to house retail businesses, and was designed by the Hancock Brothers, an important Fargo architectural firm. The James River Motor Company building (32SN510; 109 2nd Avenue Southeast) is an early representative of an automobile dealership display building, an important type from the 1917-1940 period. Its large windows open beneath full brick arches and a corbelled cornice.

The White Drug Building (32SN442, 205 1st Avenue South) is another well preserved and ornate business building constructed at the end of the period (CRM: 9). Designed by J.H. Shannon, it displays the characteristics of a style which occurred nationally during this period. Such buildings reflect a shift away from the previous use of brick corbelling as a decorative device to the use brick and terra cotta in an inlay mode of to create simple geometric patterns. Defining features include but are not limited to, free use of terra cotta, particularly at the top of piers; two dimensional polychromatic brick designs; cornice movement, particularly in a stepped or pedimented configuration; and panelization of the brick by bonding or polychrome above the transom area. The Commercial Craftsman style appears commonly in North Dakota after about 1915, so the White Drug building is an early representative of the style.

Communications

The Stutsman County Democrat began publication in 1904 as a weekly. The Democrat became the Stutsman County Record in 1920 and continued serving the county until ceasing publication in 1961. The paper's offices for many years were in the Knauf Block (32SN618). Another newspaper which began and ceased publication in 1920 was the Stutsman County Citizen (Stine: 14).

The Postal Service also served as an important channel of communication during the period. Jamestown's mails continued to wait for a permanent place of business from 1900-1917. Sources are not clear about dates of vacancy/occupancy, but after a long stay in Klaus' Gladstone Hotel the postal service took space in Bollinger's building (32SN453, 223 1st Avenue South), in the Kellogg Building, and in another unnamed site on 1st Avenue Southwest (Smorada and Forrest: 62-64). A permanent post office was not built in Jamestown until 1928.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

Section number E Page 45NATIONAL
REGISTER

Education

Several sites associated with education continue in existence. These include the library, public schools, Jamestown College, St. John's Academy, and a school of nursing affiliated with Trinity Hospital.

The hard fought battle by Jamestown citizens to secure public funding for a library and a permanent residence for the service was not won until the year after the close of the 1900-1917 period. During the 19th Century the library had drifted among several rooms in the town. Alfred Dickey, one-half of the Wells-Dickey Land Company and an early supporter of a free library, succeeded in 1901 with obtaining a Free Reading Room in the Gladstone Hotel for the town's peripatetic readers. Townsfolk continued to pressure the city for funding of the operation. In 1909 the library was offered two rooms in the newly completed City Hall (32SN622) and a \$1500 annual budget. Dickey's death the following year resulted in a \$20,000 bequest (Stine, p. 50, indicates a \$40,000 gift) for a library. The windfall split library patrons into two camps, conservatives who wished to use the money for book acquisition, and acquisitionists who desired to erect a separate library building. The new Alfred Dickey Memorial Library was completed a year after the close of this period (Smorada and Forrest: 76-78).

Public support for education came in the form of new school buildings in Jamestown during the period. The number of children in the town's schools must have fluctuated wildly during this historic period. A note in Stine (p. 11) that enrollment consisted of 36 eighth graders and that the high school graduated only three students in 1901, signifies the slowdown of Jamestown commercial development during the late 1890s. Within a short time, however, the town's second population boom was underway, causing three schools to be erected: a new High School (32SN514, 215 2nd Avenue Southeast) in 1905, Franklin Elementary (32SN655, 310 2nd Street Southwest) in 1909, and Roosevelt Elementary (unsurveyed, bounded by 6th and 7th Streets Southeast and 6th and 7th Avenues Southeast) in 1916. The High School occupied the western half of Block 40 of the Original Townsite Plat, and in 1926 the Junior High School took residence on the eastern half of the block. The 1905 High School has been demolished and a new building now occupies the space. Franklin Elementary, designed by prominent Grand Forks architect Joseph Bell DeRemer, is unusually well preserved, given its urban location. It retains an overall neoclassical styling but shows Prairie School influences in wide banks of windows which puncture its brick walls. A bold dentil course, pedimented entry bay, and cartouche all highlight the doorway.

St. John's Academy was begun in 1890 with the impetus of newly installed Bishop John

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 46

Shanley. Shanley desired the facility to become the diocesan showpiece for education of young women. With the exit of Shanley, and finally of the See, to Fargo by the end of the 1890s, the Academy's existence may have been jeopardized. Surprisingly, St. John's flourished during the 1900-1917 period. In 1899-1900 an \$18,000 house was constructed to enlarge the complex beyond the original residence and converted barn. The house was large to accommodate the residents, which numbered 40 by 1899. The building was square in plan, capped by a mansardic roof and metal cresting, had arched dormers and diamond glazed transoms. The wood frame structure was covered by clapboards and supported by a partially raised rock foundation. This building was moved at an unknown date to 8th Street and 5th Avenue Northeast. The \$6,000 infirmary added to the site in 1903 did not remain there long, for local residents recall only its presence, none of its features. In 1904 the Academy built a simple wood frame convent across 3rd Avenue (32SN569, 413 3rd Avenue Southeast). This dwelling was designed by the Hancock Brothers of Fargo. Shortly after, in 1906, two buildings were added to the site, a rectangular two-story structure built by the Hogland Brothers and a five story Academy building, completed at a cost of \$37,000. That larger building, also designed by the Hancock Brothers, is rectangular in plan and has a dormered hipped roof, rusticated course work, quoin work, and vague neoclassical styling. By 1907 the complex and 21 teachers served 200 students, 90 boarders. In 1912-14 gymnasium and music hall additions were added to the school (Boyle and Mallick: 36-39; Smorada and Forrest: 123-126; Stine: 48-50). The two 1906 school buildings remain on the site bridged by a later addition and a third building erected during the subsequent historic period with Craftsman domestic styling.

Jamestown College (32SN44) returned from a dormant condition in 1909 with the appointment of Barend Kroeze as the first permanent President. Kroeze undertook a nationwide fund raising campaign from which he returned with great success. The following year Sanford Hall residence for women, a central heat plant, Allen Field, and the president's house were added to Old Main. By 1913 Orlady Hall, Thaw Memorial Library and Tabor Hall were either completed or underway as the first graduating class was leaving. Kroeze continued building the endowment fund which ensured the school would expand. Within a few years it reached into the hundreds of thousands of dollars. Minneapolis landscape architect Frank Nutter drew plans which guided future growth of the campus (Kroeze: 31-59; Stine: 46-48; Smorada and Forrest: 127). Today these historic buildings, except for Old Main which burned in 1930, remain. Around the College grounds has grown a residential community associated with the college which consists of well landscaped lots and bungalow type houses. Though only partially surveyed, the college and periphery remains a highly significant area due to its architectural and historical importance.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

Section number E Page 47

One final educational venture during the 1900-1917 period took place at Trinity Hospital (32SN574; 715 3rd Avenue Southeast), the former Parkview Hospital begun in 1913. Parkview, built for \$40,000 and containing 45 beds, was financed by several Jamestown doctors. In 1917 the institution was sold to Sisters of St. Joseph Carondelet. From its inception until 1949 the hospital instructed nurses in health care (Boyle and Mallick: 40-41; Smorada and Forrest: 91-94). The design of the building is transitional. It contains elements of classical and federalist revivals in its dentilled cornice, bracketed entry and block-like massing. Its double hung windows with multi-pane upper sash and spandrel treatment anticipated the Commercial Craftsman style which would be so popular in the subsequent historical period. In 1925 a \$300,000 five-story addition brought the capacity of the facility to 100 beds.

Jamestown schools are of architectural interest because of their expression of neoclassical design. Their historical importance relates to the provision of education for Jamestown children, to the significant expenditure they represent, and to their illustration of the population increase that their construction indicates. These buildings contain some of the best neoclassical design with the best preservation among other building in the town.

Entertainment

Several social and fraternal organizations which survived into the period from the 19th Century constructed new facilities during the 1900-1917 period. A new building serving entertainment function, the movie theater, was introduced to Jamestown during this period. Other less prominent and more transient businesses such as pool halls, saloons, skating rinks, etc., gave a texture to Jamestown life, but were virtually ignored in local histories. One other source of entertainment, county fairs, did merit inclusion.

The healthy business climate and influx of people to Jamestown promoted the activities of fraternal organizations. The Elks constructed a \$50,000 hall (32SN409; 305 1st Avenue North) with a 42' x 56' lodge room. The Hancock Brothers, a Fargo architectural firm, designed the Elks lodge. The cornerstone of the new Masonic Temple (32SN660, 104 3rd Street Southeast) was laid in 1916. The flat roofed neoclassically styled lodge consists of two stories above a partially raised basement. Its size speaks of its large membership, which was around 450 at the time of construction. At the close of the period the Knights of Columbus organized (Stine: 24-26; CRM: 11).

Several businesses, existing and new, took advantage of the new entertainment medium, film. During the early years of the period the motion picture industry was concerned

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 48

primarily with production of films and less with their distribution and exhibition. That latter process was especially the province of local initiative. Before the early 'Teens when nationally franchised and studio-owned theaters began to appear, any large room and white wall or sheet became the movie house. The viewing of movies was a process which evolved.

Consequently, historical sources hold conflicting reports about the beginning of film viewing in Jamestown. Stine (p. 44-46) gives a date of 1905 in which the Bijou Theater (32SN443; 210 1st Avenue South) began operation. Smorada and Forrest (p. 177) and Schweigert (CRM: 48) indicate 1915 and 1907 construction dates, respectively, for the theater which displays a combination of Beaux Arts styling in the entablature drapery and doric pilasters, and latent Italianate styling in the prominent second floor window with segmental arch. The building has good integrity above the grade level, which retains some of its theater configuration despite its closing for business in the 1950s.

Other early entries into the movie business occurred in 1915 with the conversion of the Opera House for the projection of films. Also, at an even more obscure date, the Dreamland opened in Dr. DePuy's building on South 1st Avenue. The Opera House continued to offer both stage and screen entertainment while Dreamland, owned by out-of-towners, showed films exclusively. The Opera House was demolished in 1975 and Dreamland is not known to exist today (Smorada and Forrest: 177; Stine: 46).

County fairs provided an opportunity for those in agricultural pursuits to display the results of their efforts, and for urban hosts of such fairs to view those accomplishments. The county purchased 52 acres in 1900 on the south side of town adjacent to the James River. Although the 1911 Stutsman County Atlas (p. 12) shows this area to contain 2 structures, stands at the ball park and grandstand at the race track, Smorada and Forrest (pp. 172-173) give 1913 as the year that the county fair board organized and 1914 as the date of the first fair. By 1930, the Stutsman County Atlas (p. 12) indicates that several buildings were added to the site, 11 structures in all. These included stables, grandstand and track, and ball diamond. In 1963 the fairgrounds were relocated to a site northwest of the city. Since the former fairgrounds became McElroy Park, archeological remains of this activity may exist (see question 10). CRM did not survey this site; its importance has not yet been evaluated. The importance of Stutsman County Fair to the Agriculture theme has not been considered.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 49

Farming, Bonanza, Dairy, etc.

Farming activity within Jamestown city limits was a thing of the past by this historical period, however farming continued to exert a tremendous effect upon the economic livelihood of the community.

In response to State Agricultural Department promotion in the first decade of the 20th Century, Jamestown was one of many towns to establish a creamery. The operation began in 1903 as a stock-owned company managed by George W. Brown (Lounsberry, 1904: 31). The creamery was not listed in the 1932-33 Directory, nor was it mentioned in CRM survey report. The business probably met the fate of most creameries established during this period in North Dakota. Although dairy products ranked ahead of beef and behind only wheat in 1923 state revenues, the state was typically not a dairy producer. In 1889, the first year of statehood, North Dakota had 10 creameries to Minnesota's 106 and Iowa's 497. From 1880-1923 North Dakota established 145 creameries, 107 of which failed. Primary among the reasons for failure were poor management, inconsistent production levels to maintain year round operation, lack of organization between dairy men and distributors to insure quality product, and lack of resolve. The latter reason relates to creameries which were established by salesmen of dairy equipment whose interest was in the profits of the sale of equipment more so than in aiding continued operation of the facility (Benton: 6-15). With this track record and the absence from documents, it is quite likely that Jamestown's creamery disappeared along with most other North Dakota creameries during the 'Teens or early 'Twenties.

National Government

The primary contact Jamestown had with the federal government was through the mail service. This relationship is discussed under the Communication heading, above. Documents do not reveal other points of interaction with the federal administration. Due to the place of the postal service in connecting Jamestown with locations outside of the town and state, the theme is important in defining town history between 1900 and 1917.

State Government

Three sites, the Orlady Block, the Armory, and State Hospital for the Insane, are important representatives of State Government in Jamestown from 1900-1917.

The Orlady Block (32SN439; 118 1st Avenue South) was constructed in 1906 with retail and office space. Jamestown's Company H of the North Dakota National Guard occupied

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 50

the space until a permanent armory was built (CRM: 9). The new Armory (32SN513; 215 2nd Avenue Southeast) was constructed in 1910-12 from plans by Haxby and Gillespie, a Fargo architectural firm. The building is one of seven National Guard armories constructed in the state during the period. These buildings all incorporated similar design motifs to give the appearance of a medieval castle, the sign of strength. Many had picturesque massing and crenelated parapets, neither of which the Jamestown building has. However, the Jamestown Armory exhibits bold corner quoin work, corbelled cornice, and a projecting entryway framed by brick laid in a rusticated pattern. Of the other castellated armories located in Williston, Minot, Lisbon, Wahpeton, Hillsboro, and Fargo, only Jamestown's and Williston's retain much of their recognizable character. The others have been demolished and Minot's has been altered (Anon., 1940: xii-xiv). From the Armory, the Guard patrolled the United States-Mexican border in 1916-1917 until being reassigned to fight in the First World War (Stine: 26). These historical associations and architectural features contribute to the significance of the property.

The State Hospital (32SN688) experienced difficulties resulting from overcrowding and insufficient state appropriations for relief during the 1900-1917 period. The facility contained essentially the same amount of space at the opening of the 20th Century that it had in 1895, the year in which the first Superintendent, Dr. O.W. Archibald, resigned over crowding conditions. The hospital was equipped to handle 100 patients comfortably. By 1904, though, more than 400 patients were being treated. The slow-moving legislature of 1907 provided funds for expansion. Many of the Hospital's historic buildings began to be constructed around 1910, but these new buildings did not keep pace with the number of new patients. By 1908, 538 patients were registered, a pressure which caused the second superintendent, Dr. Dwight Moore to leave. The Hospital continued with temporary superintendents until 1912, when Dr. W.M. Hotchkiss was assigned to oversee care of the 819 patients, 200 more than the Hospital's capacity. Perhaps these pressures led the legislature to pass the Sterilization Act of 1914 in a desperate attempt to slow the increasing number of patients (Smorada and Forrest: 86-90). Though only partially surveyed by CRM, the site's architectural and historical values are several (see Question 6). For instance, one building, the tubercular hospital, was designed in 1910 by the Hancock Brothers of Fargo.

Local Government

Two important sites associated with the theme were constructed during the period: Jamestown City Hall (32SN622; 203 1st Street West) and the Poor Farm (not surveyed).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 51

City hall is one of the state's best preserved structures of its type and size. Fargo architect J.A. O'Shea designed the neoclassically styled building which was built in 1907-08. Its two main floors rest between a partially raised basement and entablature with prominently dentilled cornice. Brick pilasters define bays on the symmetrical facade and terminate in metal Ionic capitals. The \$30,000 Hebron brick building has a two-story brick fire hall attached at the rear (south) side. The building housed the library until the Dickey Library was completed. In addition to city offices, city police and city council resided in the building (Stine: 24; CRM: 139). Plans to demolish this building and the 1883 courthouse have surfaced variously throughout the 1980s.

The poor farm was suggested as early as 1881 as a means whereby the displaced and poverty-stricken newcomers to Jamestown could obtain food. The idea was not realized until 1909, perhaps in response to the second great influx of people to Jamestown. The farm lies northwest of town where the north branch of the NP meets Pipestem Creek in Section 27 of Midway Township (T 140 N, R 64 W). The compound housed about two dozen people at any time. These tenants performed various chores according to the needs of the operation. The farm operated until its sale in 1957 to the family which presently owns it (Smorada and Forrest: 168). Current atlases and USGS topographical map suggests a high likelihood that original farm buildings exist. The site is highly recommended for survey because of its potential for significance.

Industrial Development

Jamestown's economy and population expanded during the 1900-1917 period without a commensurate increase in industrial activity. Jamestown remained a distribution center and retail outlet for larger cities' production plants. Exceptions to this exist in a few local production facilities, most of which continued in operation from earlier historic periods. Flour milling, beer processing, and cigar making were a few prominent ongoing businesses. Apparently manufacture of bricks had ceased by the turn of the century. The new city hall in 1907 is constructed out of bricks produced in Hebron, a western North Dakota town which supplied much of North Dakota with masonry building materials.

Documents do point to one production process, ice making, which began on a commercial scale in 1904. Prior to that year ice gathering involved much more individual effort. Spring houses, private ice houses, and wells were used to guard food against spoilage. In 1904 two triple-walled 100' x 150' warehouses were constructed, one at the junction of Pipestem Creek and the James, the other at Mill dam. These buildings stored the product harvested during winter months from adjacent waters. Ice was

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

JUL 25 1989

**National Register of Historic Places
Continuation Sheet**NATIONAL
REGISTERSection number E Page 52

delivered to residences from the warehouses. Surpluses of ice were shipped to cities and sold to the State Hospital. Ferdinand Koehn, a German immigrant who came to the Jamestown area in 1883, stayed with the business from its inception until modern refrigeration made natural ice storage obsolete in the later 1920s (Smorada and Forrest: 70-73). Documents consulted showed no images of the structures, nor did CRM encounter either warehouse in its survey of Jamestown. Structures of such specialized design most likely have been removed and their components reused.

Military

Two important sites relating to military history are the Orlady Block and the Jamestown Armory, both used by the North Dakota National Guard Company H at various years during the 1900-1917 period. Both sites are important representatives of an important theme. This theme is discussed under the State Government heading, above.

Railroads

Until the present day Jamestown continues to be a thriving division headquarters for railroad traffic. The importance of Jamestown to railroad commerce is highlighted by an aborted attempt to complete a transcontinental line whose tracks crossed the NP's at Jamestown.

In 1906 Franklin Bull, president of J.I. Case Company and lawyer friend Herbert Duncombe conceived a plan for the Midland Railroad Company, a north-south transcontinental line to connect Galveston, Texas, to Winnipeg. This courageous undertaking proceeded without benefit of federal land grants. Land acquisition and capitalization, all or primarily on a private-funding basis, resulted in slow completion rate. Construction on the North Dakota portion of the line began in 1909 at Edgeley. It was not until 1912 that the tracks completed their thirty-seven-mile trek north to Jamestown. Heading northeast out of Jamestown, the track arrived in Wimbeldon, about thirty miles distant, in 1916 where construction ended. The dream of a transcontinental line faded but the Midland paid its bills as a short line between the Soo Line at its northern terminal and the NP at its south. It constructed a brick-and-stucco depot in Jamestown at the southeast corner of 1st Street East and 3rd Avenue Southeast. This depot displayed a fine tudor revival styling and the long, low, freight depot next-door echoed the style. Both buildings have been demolished subsequently (Smorada and Forrest: 213-216).

In response to the advent of a new railway in town the Northern Pacific upgraded its own depot. That new depot, a two-and-one-half-story brick structure, replaced the

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 53

wood-frame one-story building in 1917. The brick depot was demolished in 1982 but the original depot survives, albeit on a new location overlooking the city (Smorada and Forrest: 209-210). The former NP depot's significance should be evaluated under exceptional criteria. Few of the once numerous depots are found today in the state. Their significance relates as much to their architectural form as to their historic role. Characteristic design of depots make them readily recognizable from other structures even after having been moved from their railroad setting.

Perhaps the best representative of Railroading in Jamestown is the freight warehouse (32SN690) at the current Burlington Northern railyard. The three-story brick building displays a functionality of design consonant with that of other service structures used by the railway. It may be the oldest building with the best integrity representing the theme in Jamestown.

Ranching, Open Range and Fee Simple

Two stockyard sites existed in Jamestown which give direct representation of this historic theme. These sites were stockyards. See the discussion under this heading for the 1887-1900 period. It seems likely that the later of the two stockyards contains extant structures for consideration of significance. That site is located tangential to city limits at the terminus of 4th Street Northwest. It was not surveyed by CRM, so the actual existence of buildings and other integrity concerns are not known. Since no other sites have a direct link to ranching history, these two sites hold the best potential for significance via associations. The precise importance of ranching to Jamestown's economy and built environment outside of these two sites was not discussed in the documents. However, given the place of Jamestown in rail shipping and the nearness of fee simple ranching operations, it is highly likely that the town did a substantial amount of beef shipping. Further discussion of the importance of ranching to Jamestown history is found under the Ranching heading, below, during the 1917-1940 period.

Religion

The change in the physical landscape among Jamestown's religious structures paralleled alterations to the commercial areas of Jamestown. The increase in the town's population from 1900-1917 was met with little expansion of actual facilities. Replacement of outdated structures occurred more often than construction of buildings where none existed before.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 54

Except for the Scandinavian Lutheran Church (removed from site in 1929) built in 1911, most churches built during the period were constructed from 1913-1917. The Methodist Episcopal church (32SN661; 115 3rd Street Southeast) adapted then-popular neoclassical styling to church architecture. Its four entry columns support a massive pediment whose brackets are found on the entire church cornice. The gothic St. James Catholic (32SN469; 622 First Avenue South), bears a stained glass window with the image of Anton Klaus, early donator of land for churches in the 19th Century. The building is listed on the National Register. The Evangelical United Brethren congregation in 1914 occupied a church (unsurveyed) at 415 3rd Avenue Southwest which had been vacated by the First Methodist Church. The following year the original church building was moved to the site and remodelled for use as a parsonage (Smorada and Forrest: 265-267).

Several of Jamestown churches conducted services in the native tongue of the membership. German services were held at the Evangelical United Brethren church until 1918 and in St. John's Lutheran into the 1920s. Norwegian could be heard at Scandia Lutheran as late as the 1930s. Immanuel Lutheran was home to Swedish services beginning in 1920 (Stine: 30-38; Smorada and Forrest: 264-269). The churches in Jamestown during the 1900-1917 period became places that eased the transition to the new world for immigrants. European cultural practices such as liturgies, annual celebrations, and native language services provided a sense of the familiar to newcomers to America. Many of these churches continued in existence through the 1920s. Some had originated in the 1880s. Others formed after 1900 when additional immigration to Jamestown provided sufficient ethnic diversity to support a specialized church organization. This social factor makes the churches of vital importance in the history of colonization and urban settlement.

Roads, Trails, and Highways

Jamestown's transportation networks reached a point of transition during the 1900-1917 period. The two railways, NP and Midland, fought for control of rail traffic through the latter years of the period. Railroad business was healthy.

The town's first automobile was purchased by A.J. Smith, ironically, owner of a livery stable, in 1903. Near the end of the period Jamestown's landscape showed the influence of the automobile. As late as 1901 the town's roads appeared simply as paths denuded of grass. Property and civic boundaries were not precisely marked to the eye. By the end of the period sidewalks and telephone poles clearly marked the road as an entity and separated it from adjacent lawns and boulevards (See Stine: 28-29).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 55

The automobile's ascendancy can be viewed in other ways. North Dakota passed an automobile registration law in 1911 and recorded the issue of 7220 licenses. Statistics on automobile use in Jamestown were not available but, assuming acceptance comparable to that of other North Dakota towns, the new motive force did not take long to gain importance. Townspeople were so quick to adopt the new mode of travel that by the 1920s livery stables had closed their doors (Smorada and Forrest: 147-148; Stine:52; Larson: 19). Construction of roads and the rise of automobile traffic allowed Jamestown's commercial core to expand away from the rails, where the downtown had grown in former periods. See discussion under the Urban Settlement, 1917-1940, below.

The most obvious properties to associate with this theme are bridges, automobile showrooms, and transportation service buildings, such as gasoline stations. At least one building, the James River Motor Company building (32SN510; 109 2nd Avenue Southeast) remains from a circa-1909 automobile sales business. Few others representing the theme and period are extant. See a discussion of bridges from the period under that heading above.

Rural Settlement

The site with the most relevance to the theme of Rural Settlement in Jamestown from 1900-1917 is the Poor Farm. That site and its potential significance is discussed under the County Government heading, above. No other reference was found in documents relating to particular events or patterns of importance which broke new ground in the theme. Rural settlement was an important pattern in the land surrounding Jamestown. During this period, the "Second Dakota Boom," North Dakota received many new settlers. These people became farmers and increased the population of rural areas in the locale. Since most of the area surrounding Jamestown was in private hands by 1900, the various Homestead Acts account for little of this influx. One factor which may have contributed to an increase in population during the period was the breakup of bonanza farms. Owners of large acreages may have sold farms in the first two decades of the twentieth century as did the Buchanans, owners of a Stutsman County bonanza farm, in 1908 (Smorada and Forrest: 46-47). The resulting increase of farmers in the area had a positive effect in sustaining Jamestown's economy. Thus the theme is significant, however few properties have been identified as important representatives of the theme. Commercial stores which served this market have changed hands or have been demolished in many cases.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**

JUL 25 1989

NATIONAL
REGISTERSection number E Page 56**Urban Settlement**

Jamestown enjoyed a population growth during the 1900-1917 period which had an important effect upon Jamestown's urban landscape. A higher number of residents provided a larger market for consumer goods. Businesses appeared to prosper with additional demand from within and without the city.

Transportation developments, too, affected the area of construction. The entry of the Midland Railroad in the early 'teens stretched 1st Street (former Main Street) business district eastward. Competition between the NP and Midland caused new buildings to replace old and vacant lots to be filled with commercial and industrial houses.

The advent of the automobile heightened attention to the development of road conditions. As automobile travel became more practical, the commercial core of Jamestown began to move along a north-south axis perpendicular to and away from the NP tracks. The important commercial blocks of the First Boom during the 1878-1886 period had located along the railroad tracks in response to the importance of the railroad. New businesses constructed from 1900-1917, during the Second Boom, lined 1st Street South (former 5th Street South), the primary corridor of auto travel. The building style of importance in non-residential construction was Neoclassical Revival. An outstanding example is the Lutz Block (32SN441; 202 1st Avenue South) designed by the Hancock Brothers of Fargo. In addition to its commercial application, this style could be found on religious and educational buildings constructed during the period.

Schweigert found the bulk of residential construction during the period to congregate around the commercial core, primarily to the north and south. Several fine dwellings arose at this time, including the outstanding Collegiate Gothic styled Lutz Home (32SN568; 321 3rd Avenue Southeast). Its first owner, George Lutz, was a locally prominent owner of building supply companies with involvement in banking and implement sales, as well.

Stylistically, housing constructed from 1900-1917 exhibits a range of building styles which narrows over time. Until about 1905, houses could exhibit either complex massing, a latent Victorian-era picturesque styling as with the Charles Kurth house (32SN414; 323 1st Avenue North), or symmetrical facade composition of the popular neoclassical styles, eg., George Kurtz house (32SN415; 403 1st Avenue North) built in 1904. Two simple styles, Homestead and neoclassical revival, represent the most popular choices by homeowners. These styles exhibited simpler facade treatment in contrast to styles of the late 19th Century, however, the houses incorporated a wider diversity of exterior materials than was common earlier. Not only was wood frame and horizontal clapboards common as it was in the prior period (good examples are the

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

Section number E Page 57NATIONAL
REGISTER

Graves House, 32SN528, at 510 2nd Avenue Southeast and the Michael Murphy House, 32SN529, at 520 Second Avenue Southeast) but newer materials, such as concrete block on the Kurtz house and stucco on the Kurth house, provided homeowners with relief from homogenization of exterior design.

In summary, Urban Settlement is a theme that is important in providing a framework for interpreting the diversity of events which shaped Jamestown from 1900-1917. Many activities discussed under other headings contribute toward Jamestown's distinct pattern of urbanization. That appears to be a continuation of the growth from the 19th Century, some expansion into previously undeveloped areas, and some replacement of outdated structures with more modern facilities. Since this was something of a "boom" period, many buildings remain from the period than from the more recent period following, when the pace of construction slowed.

JAMESTOWN BETWEEN WARS, 1917-1940

Construction in Jamestown continued during this period but can not be characterized as a "boom." Schweigert found two general types of commercial construction: replacement of burned buildings and erection of automobile dealership showrooms. Residential construction did not keep pace with even the reduced pace of downtown construction, but generally expanded centrifugally from the older portion at the commercial periphery (CRM: 10-11).

The prominent force guiding Jamestown's construction during the period was local architect Gilbert Horton. Horton approached architecture as much a businessman as a designer. He designed many of the small residences constructed during the period to sustain his practice until large building commissions came his way. Also, he developed innovations for school houses which provided him with additional work. By combining fine economical designs and a willingness to travel he maintained himself financially during difficult times for people in the building trades.

Historic themes for which no reference could be found include: Colonization, Energy Development, Exploration, Fur Trade, Horticulture, Coal Mining, Petroleum Extraction, Rural Settlement, and Water Navigation.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

Section number E Page 58NATIONAL
REGISTER

Aviation

Evelyn Burleson Waldron was instrumental in promoting early air travel in Jamestown in the early 1930s. The first airplane landed in Jamestown in 1928, a Ford Tri-motor, and triggered interest in recreational flying. A plot of land was set aside northeast of town on level ground for take off and landings. Waldron and her husband came to Jamestown in 1931 under contract to develop aviation at the site. Within the year commercial use of the strip began when Northwest Airway landed with Air Mail letters. The airport also served as a weather station by providing data to the National Weather Service several times daily. From 1931-1934 the St. Paul-based Northwestern Air provided commuter service that linked Jamestown with other cities in the state.

A Civil Aeronautics Authority crew in 1939 improved the strip to conform with federal specifications. Though a 3,000,000 candle power beacon was installed as part of the CAA work, the airstrip did not return to commercial use. It served for emergency and postal service use, and until 1945 provided training for fliers on their way to the war in Europe. In 1960 the 1939 terminal was replaced. Several structures have been erected at the facility over the years, but dates of construction were not mentioned in the documents. This site was outside of the city boundaries, so was not surveyed by CRM. Since it is the only site representing the theme, and the theme had a significance in defining area history during the period, the site should be surveyed and evaluated.

Bridges

Of the eight bridges in Jamestown, three represent the 1917-1940 period. None have been formally surveyed. North Dakota State Highway Department bridge inspection data includes photographs of the bridges. These files show no distinctive design features which might single these bridges out for engineering significance. Bridge 0000-JMT.NO 3 (Highway Department identification number) is a 1926 Steel Truss Deck structure of 80' with a single span. A second bridge in town representing the period is 0000-JMT.NO5 constructed in 1938, a steel stringer structure supporting three spans over a total length of 115'. A third bridge from the period connects Jamestown with the State Hospital. That bridge, 0000-JMT.NO7, was constructed in 1920 with a single span of 50' on a Steel Through Truss system.

The importance of these bridges is a function of their relation to automobile transportation. Their construction marks the time in which the automobile began to supplant the railroad as the primary transport system. The importance, then, of bridges and particular structures that represent the theme appears to be more historical than structural in Jamestown contexts.

United States Department of the Interior
National Park Service

JUL 25 1989

National Register of Historic Places
Continuation SheetNATIONAL
REGISTERSection number E Page 59

Commerce

Schweigert (CRM: 10-11) found a "revitalization" of Jamestown commerce from 1925-1938 indicated by an increase in construction activity. New businesses, primarily automobile retail sales, and old business buildings destroyed by fire, formed the largest share of that commercial construction. The two-story Schmitz Block (32SN438; 117 1st Avenue South) and its next-door neighbor (32SN438, 115 1st Avenue South) built in 1925 are particularly well preserved examples of period construction. They incorporate geometric brickwork, corner quoining of Federalist revival origin, and even Tudor Revival stone work on window hoods.

At the outset of the period the styling of brick commercial blocks seemed to anticipate the forthcoming geometry of Art Deco design. A fine example of this style is the Jamestown Sun building (32SN637; 122 2nd Street Northwest). Three wide display windows framed by simple brick piers define the primary facade. Elements which typify the style include strong rectilinear and geometric compositions of brick, decorative inlays of brick and tile, stone work at the top of the piers and parquet-patterned bonding of brick at the cornice and transom levels. An equally good representative of the style is found at 305 1st Avenue North (32SN410) which contains panels laid in an X-pattern flemish bond, a tall parapet capped by a vague coping, and diamond shaped stones at pier tops.

Beginning in early- to mid-1920s motifs from Neoclassical and colonial revivals imposed themselves upon the simple brick patterns. By the close of the 1917-1940 period Art Moderne and Art Deco styles had become prominent. Perhaps Jamestown's smartest example of this latter trend was the Nankin Building (32SN404; 201 1st Avenue North) designed by Gilbert Horton in 1931. Unfortunately, the building exterior has been completely and irrevocably altered.

Commerce is important in characterizing Jamestown's history during the 1917-1940 period. Several buildings remain to represent that importance, many in good condition and with high integrity.

Communications

Historically important forms of communication continued through the period. Telephone and postal service facilitated the passage of information. The telephone and telegraph offices have been demolished. The post office (32SN454) is discussed under the National Government heading.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**

JUL 25 1989

ADDITIONAL
REVISIONSSection number E Page 60**Commerce**

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United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 61

Mass media either began or or continued to grow, as well, during the 1917-1940 period. Newspapers continued to provide Jamestown residents with access to events. In 1926 the Stutsman County Democrat became the Stutsman County Record and published from the Knauff/Winslow Block (32SN618; 122 1st Street East) for many years until ceasing publication in 1961. The Stutsman County Democrat apparently began and discontinued printing in 1920. In 1926 the Jamestown Sun succeeded the Alert which was established in 1878 (Stine: 13; Smorada and Forrest: 103). Radio became an important information and entertainment medium during the period, yet is curiously understated in the documents. The eight Jamestown radio sales and repair businesses listed in the 1932-1933 directory (Keiter: 534) signify a strong reception by the town. Jamestown's first radio station broadcasted from the Roberts-McNab Hotel (a.k.a. Gladstone Hotel) under the letters KRCM in 1937. A transmitting station was built on the outskirts of town in 1946 with call letters KSJB (Fargo Forum, 3/3/46: 11). The Post Office and Knauff/Winslow Block appear to be the best representatives of this theme in Jamestown.

The Great Depression

The coincidence of financial and climatic difficulties in the late 1920s and early 1930s sent the nation into an economic depression more severe than those in the past. Private investors lost money in the Stock Market Crash of 1929. Banks began to fail in the later 1920s due to non-collection of loans. Extremes of temperature and low precipitation hit especially hard those agricultural states such as North Dakota. The toll was unprecedented: 575 or two-thirds of the state's banks closed; wheat prices fell to 36¢/bushel in 1936 due to flagging demand; 87,000 people left the state between 1935 and 1940, diminishing the population from its all-time high in 1930 of 680,000 people.

North Dakota's urban centers appear to have survived better than rural areas. An influx of residents from the rural area and federally funded construction and relief programs concentrated people and money. Building projects infused the state's towns with capital which improved outdated civic structures and employed people who otherwise would not have been able to obtain work. Throughout the state 15,000 miles of road were graded, more than 400 public buildings erected, and more than 100 dams constructed. By 1940 \$226 Million had come to North Dakota in various relief programs (Smorada and Forrest: 146).

The buildings and other structures constructed in Jamestown with such federal assistance stand as the most important representatives of the Great Depression and Federal Government contexts. The actual number of such projects has not been identified, however. One gauge to the extent of projects funded by one program, Public

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**

JUL 25 1989

Section number E Page 62NATIONAL
REGISTER

Works Administration, is indicated by PWA statistics compiled in 1939. By the beginning of that year Jamestown had applied for assistance on fifteen projects, notably, construction at the State Hospital; street paving; additions to the Armory (32SN513; 210 2nd Avenue Southeast), local schools, and the power plant (32SN619; 220 1st Street East); and construction of a public auditorium, water filtration plant, and a laundry (source: PWA file).

Of these projects, only the Armory and the much altered power plant were surveyed. The Armory retains much of its original character and has been altered little since Gilbert Horton's 1938 addition. Horton also designed the civic auditorium which was located in McElroy Park on Jamestown's south side. Horton gained national attention in his inventive use of dismantled Klaus mill lumber from which he fabricated laminated arches for the auditorium (Smorada and Forrest: 83). The building has since been demolished.

Construction during the WPA in Jamestown and much of North Dakota adopted a sleek Art Moderne treatment. Poured concrete and little surface scoring provided a monolithic appearance on the Armory addition, the Auditorium, and the water plant (see Smorada and Forrest: 142). The power plant thrust a streamlined clay-tile four-story tower in the air, with bands of concrete defining horizontal divisions. An outstanding architectural structure, Jamestown Hospital, was completed in 1935, and invoked Art Deco styling with brick exterior. The hospital may have been one of few large construction projects of the 1930s financed without federal assistance.

The stripped down style became synonymous with government buildings in 1930s North Dakota due to the lack of private sector construction. Though not documented, it appears that both local and federal government enjoyed a new public image based upon associations with Moderne's functional and efficient appearance. The Armory and perhaps the water plant are the best representatives of this important context.

Education

The teaching facilities in place by the close of the 1900-1917 period continued to exert an important influence on affairs in Jamestown through the 1930s.

The Alfred E. Dickey Library (32SN48; 105 3rd Street Southeast; National Register Listed) was completed in 1919. Designed by J.A. Shannon and Henry J. Scherer (Sluss: nomination) the building synthesizes Prairie School design influences of horizontality and banked windows with less pronounced motifs, such as Egyptian Revival lotus flowers and Chicago School organic patterns. In total, the building conforms to the period of early Art Deco design which flowered in Jamestown and North Dakota downtowns at the dawn of this period.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 63

St. John's Academy continued to flourish during the period. Construction of a new school in 1927 signaled the growing enrollment which had reached 300. The structure combines Tudor Revival window trim, a thick Norman Revival arched entry, and strong geometric definition, particularly in fenestration type and rhythms as well as brick bonding on the entrance. During the early 1950s an unobtrusive addition was placed at the rear of this building to accommodate further increases in student population. Surprisingly, the school dissolved in 1965 at the peak of enrollment, but reorganized as a parochial grade school which currently operates (Stine: 50; Smorada and Forrest: 123-126; Boyle and Mallick: 38-39).

Well-endowed Jamestown College (32SN44; one building listed on National Register) continued to chart its good fortune during the period by the number of structures added to the campus. In 1918 Voorhee's Chapel, Memorial Gymnasium in 1924, and in 1931, Watson Hall, a men's dormitory were completed. One setback, the burning of Old Main in 1930, destroyed architectural vestiges of the 19th Century activity at the site. A measure of the college's impact on the local economy is the estimated \$4,000,000 spent by the school from 1909-1933 (Stine: 48). The college consisted in eleven buildings by 1946 (Smorada and Forrest: 127-128) but had operated since the 'teens with a landscape-building plan which called for somewhere around twenty buildings. The institution serves higher education today.

Tragedy befell the city schools in 1918 with the burning of the ancient South Side School. It was replaced in 1923 by a new Jr. High School (32SN514; 215 2nd Avenue Southeast) whose Tudor styling resembles the elaboration of St. John's Academy's 1927 grade school. A spartan brick addition placed on the Jr. High's north side may have resulted from a PWA grant, but probably came later. Today the newer brick Jamestown High School shares the block with the Jr. High.

Entertainment

As with the Communication theme, new media provided additional channels of entertainment in Jamestown during the 1917-1940 period. Radio and motion pictures with sound brought nationally reknown talent to local audiences. Jamestown's theaters were discussed under the Entertainment heading in the 1900-1917 period.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**

JUL 25 1989

NATIONAL
REGISTERSection number E Page 64

Men and women also patronized social organizations. Formation of a Knights of Columbus in 1917 and construction of an \$80,000 K of C hall (32SN468; 521 1st Avenue South) in 1927 evidence sustained interest in fraternal and sororal pastimes. McFarland and (Gilbert) Horton designed the 90' x 45', Hebron brick building, which has a 75' x 75' gymnasium wing (Boyle and Mallick: 45-47; Stine: 24).

Area children depended upon the Armory for entertainment. Beginning in 1933 the facility served as a roller skating arena, and after the Second World War a canteen opened which hosted youth dances and activities (Stine: 43; Smorada and Forrest: 190-191).

The theme is important to the period for showing the ways in which the community sought activities which served as recreation. In terms of the built environment, little outside the Knights of Columbus hall exists to distinguish this period from its predecessor.

Farming, Bonanza, Dairy, General

The site of major importance relative to agricultural themes is the Equity Union Creamery (32SN588; 115 4th Avenue Southeast). A significant portion of the co-operative dairy organization which became Equity Union formed in 1915. In 1928 the single-story brick creamery was constructed and fitted for butter and powdered buttermilk production. By 1937, ice cream sales had begun. In 1941 an addition was built to market produce and groceries on site. Within a decade another expansion gave extra food locker space. In the early 1960s Ralph and Theodore Hamm purchased the facility for use as a retail grocery. Cass-Clay, a regional dairy business, leased the dairy portion of the facility from 1960 until 1978, when it was purchased for use as a plumbing warehouse.

The structure cost \$71,000 equipped in 1928 and served local dairy farms. Cream was shipped to the dairy from as far away as Terry, Montana. Many patrons of the business were located in southern and western North Dakota on the NP rails (CRM: 113-114; Smorada and Forrest: 345).

The commercial organization of Farming themes are important in defining Jamestown during the entire historic period. The town's status as a division point on the NP line gave it advantage in the shipping of agricultural products and the importation of agricultural implements. This locational and transportation advantage made Jamestown a desirable station for a dairy, as it had been an important depot for storage and

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 65

shipping of grain products. The Occident Elevators (32SN639; 221 2nd Street Northwest) also represent the theme, though probably were constructed too recently to contribute to the period.

National Government

Several sites associated with the federal government are identified above under the Great Depression heading. These were funded in part by PWA and other grant programs from Washington DC during the 1930s. Prior to that one site, Jamestown's Post Office (32SN454), completed in 1928, gave a permanent home to activities which residents had associated with the federal government since the 1870s in a variety of Jamestown locations.

The structure adopted neoclassical styling as was typical for postal facilities and other governmental buildings of the 1920s. The steel framed structure is lit by expansive banks of multi-paned windows: 9-over-9 and 6-over-6 double hung wood sashes throughout. Applied decorative features lavish the elevations. Limestone facing contributes to a monolithic appearance of the facade, and wide window openings give the enframing pilasters a very solid appearance. Two dentil courses, one at the capital level and the other at the cornice, along with steel friezes with rosettes, are superior elaborations in the local architectural context. Even on the rear service side are found three large fully-arched windows.

The WPA structures and Postal building are important representatives of the theme in Jamestown.

State/Territorial Government

The history of state government is rich during the 1917-1940 period in Jamestown. One key illustration of this is a bid for relocating the state capital to Jamestown in the early 1930s. Though the "Logical Capital Location Association" is not known to have established permanent quarters, the group did attempt to bring the seat of state government to the town during the 1931 legislative session. Slightly more than a week before the session opened in January, 1931, the state capitol, a survivor from territorial days, was destroyed by fire. Discussion in the legislature over rebuilding expanded to include questions over removal of the capital location. Though proponents for removal were unsuccessful, the issue supported passionate political discourse for several months (Smorada and Forrest: 213-238).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

Section number E Page 66

Two other sites recorded construction activity in Jamestown during the period. The Armory was the scene for a large addition and other work; see further discussion under the Great Depression heading, above. The State Hospital for the Insane also received WPA and state funds to conduct building programs.

Consulted documents do not indicate when, but it appears that around the beginning of the 1917-1940 period the entire complex was moved from its original location to one about one-half mile south. A new construction program was underway to accommodate the ever-increasing number of patients. By 1929 the number of people housed at the facility was at 1486; in 1933, 1670; by 1946, 2027 patients were in residence.

Dr. A.W. Guest became Superintendent in 1921 and initiated more humane programs aimed at relieving the overcrowding. Treatment began to turn from restrained detention to rehabilitation and release. Patient welfare was attended by newly-hired social workers, by music therapy, and by better health care. About one-half of the patients were released within a year's time, perhaps to make room for new patients as much as because of successful treatment. In the mid-1930s the operation was still severely understaffed, with only five physicians and 200 other employees. By the close of the 1940s the chaos brought about by increasing numbers of patients led to a decline in the quality of care. Attention brought to this condition led to reforms in the 1950s which resulted in a modernization of facilities, reduced number of residents, and higher quality care (Stine: 40; Smorada and Forrest: 86-90).

Both sites, the Armory and the State Hospital are important representatives of the theme.

Government, Local

Jamestown City and Stutsman County governments expanded the services and the number of buildings out of which those services were administered during the 1917-1940 period. Relevant constructions during the period include the James E. Dickey Library (see Education heading above), sewage treatment plant, and a courthouse addition.

A sewage treatment plant was constructed in 1929 (unsurveyed) after a landmark court case in which farmers on the James River downstream from Jamestown sued the city for improper use of the waterway (Smorada and Forrest: 327). Since a water filtration plant was among the fifteen projects for which Jamestown solicited federal funding, this site may have also been constructed/alterd with those funds.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 67

Another case where citizens turned to the courts to resolve a building issue was with the addition to the Courthouse proposed in 1926. Disgruntled by the \$48,500 bond issue for the addition, several sought to prohibit the construction. This time the case was decided in the municipality's favor, and the addition designed by Gilbert Horton proceeded (Smorada and Forrest: 228-230).

Consult appropriate headings, such as Education, Aviation, Great Depression, etc., for other activities and buildings under the care of local governments. This historic theme is of high importance in defining everyday life in Jamestown.

Industrial Development

The type of production activity which has thrived in Jamestown is that intimately bonded to agricultural processes and the surrounding farm market. The town's fortunes have largely derived from its status as a shipping point for area agricultural produce. Light manufacturing and modestly-sized operations have prospered in Jamestown insofar as they provide a highly demanded service for the townsmen and surrounding farm community. Few production businesses have catered to the markets more than fifty-sixty miles away from the town. Thus, the history of industrial development in Jamestown is one of production scaled to the home market.

Smorada and Forrest (pp. 336-349) list local efforts in the field of manufacturing. The majority of these have initiated business after the historic period, i.e., after 1940. A few do, however, demonstrate that production businesses could survive in the 1917-1940 period by providing a desirable product.

Flannery Bakery opened shop in Jamestown in 1918. They employed trucks to make rural deliveries to towns as far away as 70 miles. They were the first bakery in central North Dakota to deliver fresh baked goods to rural customers. Business was such that in 1927 the company constructed the Flannery Block (32SN445; 212 1st Avenue South), an early application of Art Deco design elements. The distinctive feature of the two-story two-bay facade is the brick between sill and transom, bonded in a herringbone pattern. At its peak the business employed 20 people.

Equity Creamery also thrived in the later 1920s period, and is discussed under the Farming heading, above. Another business who bottled their products was the Nashold Company, maker of soft drinks. Nashold began in the basement of a pool hall/tavern (demolished) shortly after the turn of the century. Nashold diversified their offerings by engaging in the sale of tobacco and candy. Prosperity led to construction of a new building (demolished) on the north side of the tracks, perhaps coinciding with

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 68

the arrival of Midland Continental rail service. The company changed hands during the later 1920s, and received a Coca-Cola bottling franchise in 1938. At that time operations shifted into a building at 107 2nd Avenue Southeast (32SN510), quite late to possess much historic association within the period under discussion. The Coca-Cola company moved out of the building in the 1950s and the Nash Finch company purchased the rather altered storefront.

While Industrial Development did not occur on the same scale as in Fargo, for instance, locally prominent examples of the theme can be found. Several buildings representing the theme are in a good state of preservation.

Irrigation and Conservation

The primary site associated with this theme was constructed after the close of the historic period. The Jamestown dam and reservoir were completed in 1954 by the Bureau of Reclamation. Located north of town, the structure provides flood control and a ready water supply on the James River. The recentness of Jamestown dam's construction and absence of historic sites which represent the theme lead to the evaluation of this theme as not important in defining the history of Jamestown from 1917-1940.

Military

The Armory is appropriately associated with this historic theme, as well as with others. Discussion of the facility is found under Great Depression heading, while mention can be found under Entertainment and State Government headings. While nominally a structure with the purpose of preparing citizens for military engagements, the Armory's day-to-day impact on the lives of local residents was more important in other areas. Its role as a focal point during the First and Second World Wars, however, make it the primary representative of an important historic theme in Jamestown history.

Railroads

The NP and Midland Railroad companies were valued employers in Jamestown during the 1917-1940 period. In 1926 the competing lines provided over 800 jobs with an annual payroll of \$1,232,000. By 1946 the number of railroad laborers had declined to 500-600, but still constituted 19-23% of the city's total work force.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

Section number E Page 69NATIONAL
REGISTER

Other capital improvements, such as a \$100,000 yard extension, a \$50,000 electric turntable installed at the NP roundhouse, and \$65,000 of improvements on existing or new buildings in 1926 returned additional revenues to the city (Wilde: n.p.; Fargo Forum: 3/3/46, p. 10-11). Although rail traffic seems to have begun a decline by the end of the period, this activity remains a vitally significant aspect of the town's history. CRM's survey of Jamestown found no structures from the period to represent the theme. The NP water softening plant constructed for \$35,000 and the round house improvements appear to be the most important physical reminders of this period and historic theme. Their presence and condition should be investigated.

Ranching, Fee Simple and Open Range

Two stockyard sites existed in Jamestown which give direct representation of this historic theme. See the discussion under this heading for the 1887-1900 period. It seems likely that the later of the two stockyards contains extant structures for consideration of significance. That site is located tangential to city limits at the terminus of 4th Street Northwest. It was not surveyed by CRM, so the actual existence of buildings and other integrity concerns are not known. Since no other sites have a direct link to ranching history, these two sites hold the best potential for significance via historic association.

The precise importance of ranching to Jamestown's economy and built environment from 1917-1940 outside of the two stockyard sites was not discussed in the documents. However, given the place of Jamestown in rail shipping and the nearness of fee simple ranching operations, it is highly likely that the town did a substantial amount of beef shipping. Further support for this view comes from the (B.W.) Elder Livestock Company ring built in 1930 near the stockyards. This is said to be one of the state's first such trading areas for cattle (Smorada and Forrest: 74-75). Completion of the ring during the early 1930s, an era of poor investment and hampered agricultural activity, points to the support that Jamestown shipping gave to the business. Discussion of the importance of ranching to Jamestown history is found under the Ranching headings, above, during various periods.

Religion

When compared to commercial and residential construction, slightly fewer church and other religious buildings were erected during the 1917-1940 period. The large number of structures which were completed during the prior period still served their congregations adequately; so new construction illustrated a growing base of activities undertaken by some religious bodies. For instance, Lutherans sponsored Jamestown

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

Section number E Page 70NATIONAL
REGISTER

Hospital (not surveyed). Ground breaking for the facility took place in 1928 and cornerstone ceremonies on October 28, 1929, one day before the Stock Market Crash. Consequently, donations and bond financing for the project were stalled for several years. The brick structure was completed in 1935, late enough that it may have been assisted by PWA financing. Stylistically, it is very unusual in its simplified Art Deco detailing, particularly in the striated spandrels and stylized arches. Discussion of the style and associated historic theme is found under the Great Depression heading, above.

Similar problems befell the second St. John's Lutheran Church (32SN460; 424 1st Avenue South) in 1929 as the Jamestown Hospital. That year both projects suspended construction due to insufficient financing following the stock market crash. St. John's Lutheran was completed in 1940, a three-story brick structure which combined Art Deco lines with Gothic Revival detailing. The building's thin inset windows and spandrels score delicate verticals on the large entry bell tower, while stone capped buttresses wrap around the tower's corners. The unusual exterior brick bonding on the church, flemish bond in an X-pattern, resembles the auto showroom constructed in 1917 by Harry Miller at 305 1st Avenue North.

In 1918 the Seventh Day Adventists completed a worship house (32SN644; 215 2nd Street Southeast) with a vague Spanish Mission styling. A squat entry tower is posted at one of the crooks on the T-plan building. Stucco walls, fascia boards with subdued detailing, and broad windows capped by segmental arches define the structure which now houses Jamestown Evangelical Church.

A final note mentions that the Methodist Church purchased an existing house (32SN518; 316 2nd Avenue Southeast) for their parsonage. That building was used until 1979 (Stine: 30-38; Smorada and Forrest: 253-271).

Religious bodies in Jamestown continued evolving from parishes and congregations into institutions during the 1917-1940 period. Some of the largest constructions completed in the city during the period were religious-affiliated: Lutheran sponsored Jamestown Hospital and Trinity Hospital's (32SN574; 715 3rd Avenue Southeast) \$300,000 addition of 1926. Presbyterian-affiliated Jamestown College gained students and additional buildings. Churches even established social groups which had a place on Jamestown's cultural landscape, eg., the Knights of Columbus hall built in 1927.

Religious data found in the historic directories consulted show that Jamestown embraced a conventional range of Christian religions. A religious census (Burr, 1959: 4-5) found among the town's population of 14,700 that 10,494 identified themselves as

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 71

Christian. Burr also found that 1959 statistics did not differ meaningfully from similar data collected in 1938. The surveys which portray personal identification with religion, along with the extensive social and construction activity associated with various denominations, indicate the social importance played by religious organizations in Jamestown. Thus, it is an important theme and its associated buildings are important markers of those sentiments.

Roads, Trails, and Highways

Street paving stood as a high priority in the 1917-1940 period as the automobile became increasingly important. The most important change relevant to this theme occurred in 1939 with the redesignation of Jamestown's street names.

From the original platting, Jamestown's street names reflected a hierarchy based on their distance from the NP tracks. The NP ran east-west through the center of town; streets paralleled the tracks and were named according to their relation to the line: the two most important streets commercially, Front and Main, ran north and south (respectively) of the rails. Urban development occurred earliest at the lower number streets and over time moved away from the rails to higher number Streets.

Avenues, on the other hand, were laid perpendicular to Streets and the tracks, and enumerated without regard to the chronological pattern of development. First Avenue was found at the eastern perimeter of the original plat while seven additional Avenues progressed west to the James River. Anton Klaus, in shepherding growth in the town, preserved this eight-block east-west spatial parameter. His three additions developed land immediately south of the original plat between 1st Avenue on the east and the James River on the west. Klaus and other developers channeled the growth of Jamestown away from the NP, i.e., to the north and south.

However, the automobile freed town growth from direct dependence upon the railroad. The town became more radial in development, moving in all directions away from the old city center. New additions were platted east and west of the Original Town and Klaus' three Additions. The Avenues of these newer additions were named rather than enumerated.

City planners responded to this automobile-bred expansion pattern by redesignating street names. They divided Jamestown into quadrants and changed all Avenue and Street names. The new 1st Street (former Main Street) and 1st Avenue (former 5th Avenue) were established as the main axes that bound the quadrants. Thereafter, all Streets and Avenues were simply designated by number according to their distance from the two main

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

Section number E Page 72NATIONAL
REGISTER

roads. This change had two results. The first is developmental. The new street-name pattern helped simplify Jamestown's future growth. Peripheral parts of town could be subdivided and incorporated within existing Street/Avenue designations. Newcomers and businessmen seeking various addresses could begin at the town's center and know immediately where their destination lay. The pattern rationalized both present and future spatial growth in Jamestown.

The second effect of this pattern is cultural. It marks the date at which Jamestown residents proclaimed that the railroad, the dominant transportation mode of the 19th Century, no longer stood at the center of urban life. The automobile from the opening of the 1917-1940 period had made inroads in shifting development patterns. The car made travel to any point convenient, so that townbuilding progressed centrifugally from the city center rather than linearly and hierarchically from the more confined rails. While no particular portion of the built environment, other than paved roads, reflects this change, it remains a very significant event.

Urban Settlement

Schweigert (CRM: 10-11) found a small construction boom in Jamestown that began in 1928 and extended into the early and bleakest years of the Great Depression. Given Jamestown's dependence upon the agricultural economy of the surrounding farm area, it is somewhat surprising that the city survived so well. However, the apparent paradox occurs in other North Dakota urban areas.

Quivik (Quivik, et. al., 1986: 52-54, 64, 66) found that Fargo, the state's largest city, weathered the early Depression much more successfully than its agricultural hinterland. As Fargo area bonanza farmers at the turn of the century survived the transition in agriculture by diversifying, Fargo profited by broadening its economic base. The city's pivotal location, dense transportation network, role as a regional distribution center for consumer goods, strong governmental sector, non-agricultural manufacturing business and active commercial community all contributed to this diversification.

Additional factors buoyed Fargo retailers. During this time farmers began to regard tractors and trucks as essential agricultural implements, thus giving Fargo vehicle retailers steady business. A 1924 Interstate Commerce Commission decision lowered freight rates in to and from the city which encouraged commerce through reduced

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

Section number E Page 73NATIONAL
REGISTER

overhead costs. Rural residents fleeing farm debts streamed to the city, creating demand for housing which bolstered the residential construction industry. By providing a wide range of services and goods that were unavailable in nearby locations, the city fared well enough until federal relief aid became available in the mid-1930s.

The economic structure of Minot, North Dakota, resembled that of Fargo in some ways that buffered its approach to the Great Depression. The city, though less diversified than Fargo, derived a greater portion of its income as a wheat shipping center than as a distributor of consumer goods. While Minot's many agricultural implement dealerships benefited from the shift to mechanized agricultural processes, and exceptionally good harvests in 1929 and 1930 brought good fortune to the city that extended the construction boom of the late 1920s, the town's strong dependence upon agriculturally related business caused a more severe halt to construction than in Fargo after 1930 (Quivik, et. al., 1985: 70).

In the absence of parallel data in Jamestown, the studies of Minot and Fargo offer models to explain the nature of Jamestown economy and urban affairs at the onset of the Great Depression. Jamestown's financial livelihood was bound to the fortunes of the farms in a multi-county region, both as a shipper of produce and as a retailer of goods from midwestern industrial centers. The advent of the Great Depression affected Jamestown slightly worse than Fargo but not quite as badly as Minot. Though quantitative measures were not developed, Schweigert finds more construction activity in early 1930s Jamestown than in Quivik's portrait of Minot during the same time. By 1928 a number of large building projects were initiated in either town. Those begun in 1928 were completed. Those which broke ground in 1929 often stalled for several years. For instance, the Parker Hotel in Minot and the Jamestown Hospital and St. John's Lutheran church could not be completed until five-to-ten years later--all the while sitting in various stages of construction. Such properties embody the tempo of urban settlement during the 1917-1940 period. They occur at a pivotal point in time and their erratic completion reflects the scale of construction on either side of the year 1929.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1980

NATIONAL
REGISTERSection number E Page 74

RESEARCH QUESTIONS

1. What promise does urban archeology hold in learning more about Jamestown's past? Historic archeology (as compared with prehistoric archeology) in North Dakota has been severely underutilized as a means to investigate the past. The reason for this condition is that no archeologists with historic period expertise reside in the state. Further, the very few excavations of historic period sites were conducted by archeologists with prehistoric period disciplinary background. Hence, research questions for further work are vague and relate to appropriate research design at this point.

Are there any historic sites or trails with enough integrity to yield information? Are there artifact remains, particularly in the old townsite west of the river? What kind of artifacts should one expect to find in the old townsite? The area of the old townsite primarily consists in the Burlington Northern rail yards and the Ann Carlsen School; how much have these modern sites intruded upon the integrity of the historic townsite?

2. What early structures housed county records? A courthouse was erected in 1879. What was the location of storage of county records before that date? Commissioner's journals will hold the answer to some of these questions. Are any former courthouses (pre-1883) still standing? What integrity does it (do they) have?

3. What can be found by investigating Fort Seward? What potential is there to find artifacts? Has the site been severely disturbed since abandonment in 1877? In a survey and subsequent excavation would one expect to find military artifacts and feature data? How would such an investigation compare with similar excavations, particularly recent ones at Fort Abraham Lincoln south of Mandan, North Dakota, and Fort Union up-river from Williston, North Dakota? Could those research designs help construct a plan for survey of Fort Seward?

4. What portion of the rail road track dates to the 1872-1878 period? Do other standing resources represent the period? Since it appears that none do, then if portions of the current Burlington Northern (former Northern Pacific) track date from the first period of Jamestown history, then the tracks should be nominated, since no other non-archeological resources have been found to represent this period.

5. What would be the limits of information available from an archeological survey of Fort Seward? Would it yield only information relative to military contexts, or might it contain data about the Fort's early relation with the town? Survey of the Fort

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 75

should answer whether features shown on its original plan (shown in Smorada and Forrest: 18), were actually constructed. This information will help answer questions about the utility of military building plans in describing the actual buildings and site design.

With regard to archeological investigation of the commerce between the early townsite and Fort, was most exchange conducted in town, at the Fort, or at Fort Seward's buildings which occupy the middle ground, such as the blacksmith shop? Archeological investigations of Fort Seward should at a minimum include the 187 acres encompassed by the camp plan. Ideally such a survey would include the early townsite, for much information and, possibly, sites with good integrity exist to answer these questions.

6. What is the date of construction for each building on the State Hospital site? What historic periods are represented? How do the buildings illustrate themes which are important in understanding the history of the State Hospital? Is the hospital known to be influential on similar operations nationwide? Did the methods of treatment conform with practices typical of any given historic period, or does the institution appear to be a pioneer in mental health care at any time? What is the importance of the complex with regard to other state institutions? Do any of the original agricultural buildings remain? Of the early or later farm buildings, is there evidence of modifications in the buildings which indicate their special role in rehabilitation?

7. The former Klaus Mill and subsequent Russell-Miller Mill Company site is located south of the survey area, in the unplatted "Mill Lot" bounded by 9th Street SW on the north, the James River on the west and south, and by 1st Avenue S on the east. What remains of the mill buildings? What can be identified as part of Klaus' 1879-1883 structures? Are any extant or archeological features present from the water power source? What would be sufficient integrity for the site to be eligible under Criterion A as a good representative of the Industrial Development theme? The SHSND is preparing to conduct a survey of historic mills in the state, both extant and demolished. How important is this mill within that thematic context? With the information available at that study's completion, what archeological information would need to be present to support nomination under Criterion D?

8. Two historic sites associated with railroading and ranching, stockyards, are depicted on Stutsman County atlases. The latter is shown just outside of Jamestown's western city limit, at the terminus of Fourth Street North. The earlier site is sandwiched between the NP railyard to the north and Pipestem Creek to the south. The later site has potential to reveal information about its use and place in railroad and ranching history, information which was not readily available in documents listed in

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number E Page 76

the bibliography. That site is shown on the current USGS topographical map as the location of abandoned buildings, possibly the stockyard operation itself or other agricultural structures which did not seriously disturb the site. Neither sites were surveyed by CRM because they were either outside Jamestown's city limits or not obvious in their historic character. What remains, architecturally and/or archeologically, of the sites? What documents exist to supplement the physical remains? Is there archeological potential if architectural and documentary sources yield insufficient information about the site(s)? Is the earlier site the best representative of the Ranching theme, and possibly of the railroad theme, for the years prior to 1906?

9. What sites in Jamestown are associated with European immigration? These phenomena can have at least two manifestations: sites occupied by/frequented by immigrants and sites associated with efforts to draw immigrants to the area. At least one site, the two immigrant hotels (1882-1886) near the NP tracks, were mentioned. Another site, the Stockholm Hotel, also holds promise of information relative to the theme. Much research needs to be undertaken to discover the efforts employed by land sales companies to attract immigrants, either as individuals or as colonies, to the area. Early church records may contain clues about the influence of immigrants upon Jamestown's life. Social groups such as the Sons of Norway, too, support new inhabitants of America and may have affected plans of people in Europe to relocate in America. Before evaluative standards can be developed, the theme must be studied to define its impact and number of associated structures.

10. What remains of the former county fairgrounds at McElroy Park? What reasons led to relocating the fairgrounds? What importance did the event have within overall themes of entertainment/agricultural/county government? Do any above-ground features remain to represent the period of fairgrounds use?

F. Associated Property Types

JUL 25 1989

I. Name of Property Type Commercial and Industrial BuildingsNATIONAL
REGISTER

II. Description

Jamestown's diverse historical commercial and industrial activity has been housed in a wide assortment of building types over time. Thorough descriptions of commercial buildings within each of Jamestown's five temporal periods is found under the Commercial heading of section E. In these five sections most of Jamestown's commercial properties are considered--characteristics are defined and significance is stated. Additional comments about the way in which Jamestown's commercial structures fit into the larger setting, of all the town's properties in a given period, may also be found under the Urban Settlement headings.

III. Significance

The commercial and industrial properties of Jamestown are important because Jamestown is distinguished from its surrounding area as the most urbanized and commercially developed location. Commercial buildings act as signposts of development evolution in the town. The spatial orientation of the remaining properties help define that commercial evolution. For instance, the place of the railroad in the town's history is illustrated by the proximity and age of the largest commercial blocks. The most ambitious early properties located close to the tracks to take advantage of the primary transportation network. Later development of roads and automobile transport allowed commercial buildings on important vehicular axes to locate independent of the rails. Thus, the location of various properties suggests spatial and chronological development patterns in town history. Similarly, the proximity of industrial properties to railroad lots identifies the symbiotic relationship between the few production sites and the railroad.

IV. Registration Requirements

These standards apply for local significance. Contexts for state level of significance have not been developed for this property type.

Due to the nature of commerce, i.e., the competitive promotion of consumer goods based in part on establishing an attractive image, few historic retail buildings in Jamestown have escaped exterior alteration. However, even the oldest historic buildings, those from 1878-1886, retain remarkable integrity above the storefront level. Sufficient integrity to contribute to the National Register commercial district will allow storefront alteration of a two-story or larger commercial building when the storefront

☒ See continuation sheet☒ See continuation sheet for additional property types

JUL 25 1989

NATIONAL
REGISTERUnited States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number F Page 1

Buildings discussed individually reveal typical characteristics of commercial buildings in each development period. Distinction between demolished and extant resources is indicated in text by labeling standing buildings with their site number, a designation which bears a "32SN" prefix. The following summarizes the findings by describing commercial structures within each of the five historic periods. This approach is selected because of the importance of commerce to Jamestown, because of the relative high numbers of commercial properties surveyed, and because of physical distinctions which can be defined and related to historical patterns in the town.

Commercial activities from 1872-1878 took place initially in tents and by 1873 inhabited wood-frame clapboarded structures. These false-front structures appeared little more than houses with the gable side facing the street and extended vertically to give the impression of two stories of mass. The buildings were detached from each other, showing little cohesiveness among the commercial area. They were located west of the James River, adjacent to the NP railroad tracks. None were found in Jamestown.

Commercial activity in Jamestown exploded in the 1878-1886 period and the buildings reflect those changes. Huge three-story commercial blocks were erected, along with smaller structures. Surviving buildings representing the type and period are found along or within a block of the former NP tracks. These survivors are clad in brick, though wood probably covered a higher number of buildings originally. Buildings in this period reflected a growing attention to architectural style as seen by applied ornament on their exteriors. Italianate styling served as the most common building vocabulary. Prominent cornice level decoration included brackets and corbelling. On large brick blocks, window hoods with segmental and full arches provided additional stylistic embellishment. A wider range than in the previous period existed between the most ornate and the plainest properties erected during the period. The prime commercial lots continued to congregate along the NP tracks, but lots further away from the tracks were developed as the number of businesses grew. A sense of a cohesive commercial area was increased by constructing buildings with walls in common with, or abutting those of, neighboring structures. This cohesiveness continues until the present, giving commercial setting a dense visual appearance. Property boundaries, then, coincide with property lines and building plans. Four extant structures were found that represent this period and property type.

During the 1887-1900 period commercial construction in Jamestown was overshadowed by other types of buildings, primarily churches and fraternal. Neither the CRM survey nor historians point to special commercial buildings constructed during this period. As for the style, form, and materials of buildings erected during from 1887-1900, this period is an extension of the prior period. The 1887-1900 period is distinct from

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

Section number F Page 2NATIONAL
REGISTER

subsequent periods because the use of wood cladding was discontinued in Jamestown shortly after 1900, and commercial construction slowed at the end of the 19th Century. Subsequent fire, demolition, and replacement inspired by other reasons has left obscure the already small number of buildings constructed in this period.

Many buildings remain from the commercial construction boom of 1900-1917. These buildings differ from their counterparts erected during the 1878-1886 boom. The latter buildings are exclusively of fireproof (primarily brick) exterior construction as directed by zoning requirements. In mass the average size of these structures was slightly smaller than the larger buildings in the first boom. Stylistically these buildings also differ, with Neoclassical and Chicago School commercial treatments prevailing. Interiors were not investigated, but throughout all historic periods it appears that two-story buildings housed retail businesses on the ground floor and basement and held office and residential space on the upper floor(s). Many buildings remain from this period, few with intact storefronts, many with intact second floors.

Much fewer commercial constructions represent the 1917-1940 period. Many of these buildings, dating from the mid-teens until the early '20s, are distinguished from earlier buildings by their lack of corbelling. Other types from this period include hybrid styles of the 1920s and Art Deco and Art Moderne of the 1930s. Apart from different styling and fewer structures built, commercial houses from the 1917-1940 period differ little from buildings in the period immediately previous. Despite the recentness of construction, properties of this period and type do not retain superior storefront condition than similar buildings of earlier periods.

Since the number of surviving historic industrial properties is smaller, it is easier to deal with them comprehensively. Several production businesses located in the downtown areas from 1899-1928 and adopted facade designs which are part of the commercial tradition. The Tellner building, Flannery Block, and the Coca Cola Bottling Company inhabited structures that were indistinguishable from retail commercial buildings. Two other industrial resources outside of the commercial core, the Equity Union Creamery and several grain elevators, took designs adapted to their needs. Since the creamery functioned as retail as well as processing functions, it displays a combination of high style Tudor Revival on its facade and factory-like wall treatment on its other three sides. Grain elevators and other warehouse non-retail businesses were less ornate than functional in appearance.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number F Page 3

JUL 25 1989

NATIONAL
REGISTER

The majority of historic commercial and industrial properties lie south of the east-west running NP tracks which bisect Jamestown. The earliest properties are found south of NP lots. Later commercial properties cling to the north-south automobile corridor, First Avenue South, which intersects the tracks. A fuller treatment of this can be found under the Roads, Trails, and Highways heading for 1917-1940.

III. Significance, Commercial and Industrial Buildings, continued.

Stylistically the buildings are important because their facades reveal entrepreneurial attitudes, values which many people accepted and adopted. The size and ornate design of extant business blocks from the first boom period portray the exuberance of Victorian-era speculation. Smaller blocks constructed after the turn-of-the-century with Neoclassical reserve give quieter messages about the place of commerce in people's lives. Pre-Art Deco, Art Deco, and Art Moderne designs abandoned the formalism of Neoclassicism in favor of more individual, and often personal facades. Commercial buildings are interesting in their stylistic applications because among all property types, perhaps the widest range of stylistic sophistication can be seen on them. Commercial buildings in Jamestown display both extremes, very plain and apparently style-less to very ornate, with most somewhere in between. The design of a building serves as an image for a business and owner, and as such has the potential to reveal the owner's attitude toward image and commercial enterprise.

In a larger sense than style, the specific design of a building resulted from decisions made by owners and architects about what was most appealing to consumers at a given time. Each building stands as an important individual document of tastes, budgets, construction technology, safety concerns, traffic patterns, commercial activity, expectations for the future, etc. Commercial structures are tailored to, and thus can reveal, the culture for which they were designed.

A few of the buildings constructed during the latest period are less than 50 years old. These should be evaluated according to guidance in the appropriate guidance document, National Register Bulletin #22, for either individual or district registration.

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

**National Register of Historic Places
Continuation Sheet**

JUL 25 1989

NATIONAL
REGISTER

Section number F Page 4

IV. Registration Requirements, Commercial and Industrial Buildings, continued.

does not obscure the appearance of the upper floor. In addition, that upper floor must retain its original fenestration composition, preferably its original sashes and window apparatus, and the basics of its cornice. Original architecturally distinguishing features should be present to allow a building to contribute; but if they are missing, and the building still appears to convey characteristics from the appropriate time period, that building can be said to contribute to a district.

Individual eligibility will need to be assessed on a case-by-case basis. The buildings from 1878-1886 are historically important to allow eligibility except in the case of severe upper story alteration. Buildings from the 1887-1900 period are so rare and dates of construction not well enough known that minimal standards for contributing status in a district should apply for individual eligibility until better preserved buildings from the period are identified. Twentieth Century commercial buildings must have a high degree of integrity and architectural design for individual eligibility under Criterion C.

Eligibility under Criteria A and B will require slightly less integrity than stated above for district and individual properties, respectively. However, that historic association must be outstanding for any given period. Severe alteration of the storefront and loss of fenestration pattern and cornice features on upper floor(s) will generally not allow a property with historic associations to be eligible in any case.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number F Page 5I. PROPERTY TYPE: FRATERNAL BUILDINGS/ENTERTAINMENT FACILITIES

II. DESCRIPTION: This property type includes lodges, halls, theaters, movie houses, pool halls, saloons, skating rinks, and county fairs. Discussion of various buildings are found under the Entertainment heading for the three periods between 1900 and 1940. Due to the low number of these buildings, they can be expressed as a type comprehensively with respect to time.

The most stylistically articulated of these buildings are the fraternal halls. One of their distinguishing features is a large open interior space for meetings among members and for various social events. Three notable structures, lodges for the Elks, Masonic, and Knights of Columbus bodies, remain with good integrity of exterior design. Only the Masonic Temple is within the nominated district. Though dates of construction for this group ranges from 1906-1927, each adapts neoclassical styling to impart a feeling of formality and dignity to the group which uses the space. Though generally rectangular in plan and regular in massing, additions or original wings may offer space for special activities, such as the original gymnasium wing of the K of C hall. These sites may be integrated with other commercial structures, as is the Elks hall, or stand detached, as do the Masonic and K of C buildings. The imposing size and quality of design serve to set these buildings apart from their surroundings as special structures.

On its exterior, the sole remaining theater, the Bijou, appears no different from the commercial structures it neighbors. Its interior was not investigated, but presumably the function of the site demanded large open space within the mass. As with fraternal halls and many commercial buildings, an architecturally pleasing facade decoration gave the building a sense of dignity.

Other historic entertainment facilities were not identified as such in the survey, but their original designs would have incorporated both functionalism and aesthetic quality, especially if constructed prior to 1920. As for county fairs, those also were not surveyed. In McElroy Park, former site of the county fair, structures are shown on the USGS Map. If historic structures of primary association with the fair event are extant and retain integrity they should be considered eligible as representatives of the theme.

III. SIGNIFICANCE: The importance of this activity is discussed fully under the Entertainment heading of Section E. Fraternal organizations appear to have the most importance during the 1887-1900 period, since many came into being when the pace of

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

Section number F Page 6NATIONAL
REGISTER

commercial activity was at a slowdown. Fraternal organizations filled an important social need. They are also important because many of the town's most prominent leaders belonged to them. The 1887-1900 period of Jamestown history records an extensive number of men's and women's groups in the community. By establishing such organizations, people of various interests could get together with like-minded citizens to engage in mutually satisfying activities.

IV. REGISTRATION REQUIREMENTS: These standards apply for local significance. Contexts for state level of significance have not been developed for this property type.

For individual eligibility, these features must have a high degree of integrity if the original design was only modestly ornate, or good integrity if the original design was very ornate. Window rhythms must be preserved and wall openings must remain as openings or be temporarily closed by removable materials. Street level facades must retain fair-good integrity of design and materials. If the historic street-level facade possessed high design qualities, they must remain. A high degree of materials, design, and workmanship, as well as integrity of location, feeling, and association must also remain.

For properties to contribute to a historic district the integrity standards can be slightly lower. For instance, the importance of the Bijou Theater as an historical resource in the commercial district overrides the street-level facade alterations, and should not affect eligibility.

I. PROPERTY TYPE: RAILROAD/AUTOMOBILE TRANSPORTATION PROPERTIES

II. DESCRIPTION: The types of features found in Jamestown directly associated with the type include railroad tracks, bridges, freight warehouse, a moved depot, trackyard, roundhouse, and stockyards. The very low number of these properties allows them to be discussed as a property type comprehensively with respect to time. For all but the depot, these features express structural and functional properties more frankly and contain less apparent aesthetic decoration related to high style. Structures and objects such as bridges, tracks, and roundhouse site were of primary importance to the transportation network but were not surveyed. Thus, physical characteristics of these particular resources were not recorded. The stockyards, a functionally designed construction which spans both Railroad and Ranching contexts, were not investigated.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

Section number F Page 7NATIONAL
REGISTER

The historic bridges are fully discussed under the Bridges heading of various time periods in Section E. Four of Jamestown's eight automobile bridges were built in 1939 or earlier. They are of mundane appearance, bearing no structural distinction. They simply were designed with a strong deck surface and minimal side railing to ensure safety. Three of them have steel structure, the fourth is a concrete slab.

Of the two railroad buildings known to exist in Jamestown, the warehouse and depot, the former was surveyed and the latter was not. The warehouse is typical in design, with slightly pitched gable roof, awning metal-glazed windows, and frank expression of structural bays as piers. The single feature of decorative nature is corbelling at the cornice level. The depot was relocated to a historic park south of town and stands in unknown condition. It originally had a design like many depots on the NP line: broad overhanging eaves supported by heavy brackets, rectangular plan, one story height, and a gable roof broken by central and end chimneys. Design features such as implied stickwork framing diagonally oriented siding and bargeboard related the structure to high-style domestic architecture.

In summary, for all structures related to the property type, except for passenger depots, railroad and vehicular constructions were simple in their design and engineered for their purpose.

III. SIGNIFICANCE: These resources are of extreme importance to Jamestown. The railroad activity in 1872, in symbiosis with Fort Seward, accounts for the birth of Jamestown. Ever since, the town's survival has depended upon its role as a shipper of agricultural produce and consumer goods. The railroad was the network which allowed the city to exist in that role. The actual events during the various periods which detail that history and significance can be found under the Railroad and Urban Settlement headings in Section E.

Automobile bridges in Jamestown would be considered under Criterion A, since no outstanding design qualities or structural innovations are recognized for these structures. They are not typical of the bridges nominated by other states in thematic bridge surveys. The importance of such structures would stem from their place in transportation evolution in Jamestown. The first automobile bridge to be built in Jamestown would document the time when that transportation system became worthy of expenditure of public funds for bridge construction. Study should be undertaken to determine whether any automobile bridges predated the 1917 NP overpass on 4th Avenue Northeast (Highway Department #0000-JMT.N06).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

Section number F Page 8NATIONAL
REGISTERIV. REGISTRATION REQUIREMENTS

These standards apply for local significance. Contexts for state level of significance have not been developed for this property type relative to registration requirements.

The aesthetic design of these structures is less important in characterizing their importance than their essential structural composition which reveals their functional properties. Individual eligibility for this class of resources will tolerate more alteration than the same level of significance for resources representing other themes. Location, essential materials, workmanship (where applicable), setting (especially in a railyard complex), structural design, feeling, and associations are the important integrity factors which must be present. As long as the historic features of those resources which pertain to structural and functional qualities are present, sufficient integrity shall be said to exist.

I. PROPERTY TYPE: GOVERNMENTAL PROPERTIES

II. DESCRIPTION: The types of resources in Jamestown which belong to this class are the Courthouse, city hall, library, schools, Armory, State Hospital for the Insane, Post Office, Poor Farm, and sewage treatment plant. With the exception of the last two, this property type displays the highest degree of academic stylistic embellishment among all property types in Jamestown. Full discussion of the physical characteristics and historic importance of these resources can be found under appropriate headings and periods in Section E.

The tradition of beautiful public buildings in Jamestown began with the Gothic Revival design of the brick 1883 county courthouse, and continues into the 20th Century with the Neoclassical city hall (1907-08), various buildings on the State Hospital (1910s and 1920s), Post Office (1928). The Armory (1910-12) adopted a castellated look similar to Collegiate Gothic designs typical of the state's armories built around the First World War. Architect J.A. Shannon explored the school of Prairie style design on the James E. Dickey Library (1918). School buildings in Jamestown built in the 1920s partook of the Norman/Tudor Revival modes which had come into vogue for Bungalow-sized dwellings.

The city imbued these sites with formality, dignity, and endurance by erecting them with fine materials (brick, stone, terracotta) and with the obvious influence of architects. Even the water treatment plant (1929) possessed fine Art Deco styling despite its extremely functional nature. Not surprisingly, the Poor Farm (begun 1909)

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number F Page 9

and agricultural buildings at the State Hospital appear very utilitarian in design, similar to most farm structures.

Siting also contributes to the distinguished appearance of these resources. Typically these buildings occupy as much as half or an entire city block. The additional space on site allows for both landscaping and future spatial expansion. Though commercial buildings in Jamestown often rivaled governmental buildings in stylistic beauty, the frame of grass and shade trees were features that business blocks ignored to maximize square foot usage, and later, parking.

III. SIGNIFICANCE: These sites are important signs of the ways in which the city, county, state, and nation provided various services to its citizens. These buildings are beautiful in the local architectural environment. The decision to embellish public architecture suggests the high regard that commissioners, architects, and ultimately the public held toward the role of government in the life of the community.

IV. REGISTRATION REQUIREMENTS

These standards apply for local significance. Contexts for state level of significance have not been developed for this property type. These buildings are relatively few in number, often visually arresting, and, historically, without compare. The line which separates sufficient integrity for either architectural or historical significance is difficult to draw because of the one-of-a-kind nature of these resources. As a general rule, a subjective judgment must be made that the loss of particular design features, either singly or cumulatively, had impaired the total effect of the building so that it no longer conveys the quality it originally possessed. This assessment will necessarily include reference to the local building stock. A unique expression of a particular style, e.g., the Gothic Revival courthouse, might absorb more alteration while remaining significant than the Norman/Tudor Revival styled Junior High School which is not the only instance of the style in the nominated area.

The historical importance of these resources parallels their architectural significance. Few of them have private sector analogues. This fact magnifies their importance to the local area so that at present it becomes difficult to state the precise amount of physical change such properties must avoid to retain individual eligibility. Assessments must be made on a case-by-case basis to determine whether changes that rendered the site not individually eligible under Criterion C have also damaged eligibility under Criterion A. Such an assessment must also consider whether other sites of similar association exist. To reuse the example from above, the courthouse may endure more alteration and remain eligible under Criterion A than the Junior High, one of several historic education buildings in Jamestown. For local level

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

JUL 25 1989

**National Register of Historic Places
Continuation Sheet**

NATIONAL
REGISTER

Section number F Page 10

of significance, sufficient integrity will stress integrity of materials, design, workmanship, location, feeling and association.

For resources within historic and/or architectural districts, the original fenestration rhythms must remain, most architecturally significant features must remain, and intrusive additions to primary facades must not be present for the resource to contribute to the district.

I. PROPERTY TYPE: AGRICULTURAL

II. DESCRIPTION: This property type contains actual farm operations, such as the poor farm and State Hospital for the Insane, as well as farm-related operations such as the NP stockyards, Equity Union Creamery, and grain elevators. These resources are among the most utilitarian of design among Jamestown's property types. Their form, massing, plan, exterior appearance, materials of construction, and other design characteristics are selected to accomplish the function. Little consideration seems to have gone into embellishing architecturally these structures. The scale and physicality of activities at these sites generally requires individual siting, which contrasts with the dense concentration of buildings in the downtown. One exception is the Equity Creamery, which carries more architectural features on its primary facade and is sited in close proximity with other commercial properties.

Since these sites receive, process, and/or ship large amounts of agricultural produce destined for markets outside of the Jamestown area, these properties are located in close proximity to rail service. Their functional nature affects their orientation such that their most significant elevation may be the side closest to the rails. That side will be defined by surface features which facilitate the structure's function. If aesthetic presentation and street-side appearance is not important to these buildings' function, their public appearance may seem rather mundane.

Additional discussion of the physical character of particular sites may be found under a variety of headings including Farming (bonanza, dairy, and general), Ranching (open range and fee simple), and Rural Settlement. The Railroad and Commerce headings, too, could be consulted for a general impression of the relation between transportation and agricultural processes in the pursuit of business in Jamestown.

JUL 25 1989

United States Department of the Interior
National Park Service

NATIONAL
REGISTER

National Register of Historic Places Continuation Sheet

Section number F Page 11

III. SIGNIFICANCE: These buildings are greatly important signs of the relation between Jamestown's livelihood and agricultural operations in the town's hinterland. The location and siting of these resources, too, represents the integral importance of the railroad to Jamestown's development. Jamestown began as a quasi-agricultural community, where many residents both worked in town and farmed plots at the settlement's periphery. This arrangement became less common after the 1880s when rising property values made land too valuable for farming near the town. See the headings of Rural Settlement and Urban Settlement from 1872-1900 for a discussion of evolving agricultural processes in Jamestown.

IV. REGISTRATION REQUIREMENTS

These standards apply for local significance. Contexts for state level of significance have not been developed for this property type.

A clear statement of registration requirements is frustrated by the incomplete recording of relevant structures in Jamestown. The importance of these sites stems more from their representation of historic processes (Criterion A) than from their architectural design. While it is possible to conceive of these properties as eligible under Criterion C (see National Register Bulletin #31), it seems an unwise avenue of assessment on the community level due to a lack of comparability. Reasoned assessments would demand, for instance, that grain elevators be compared with other grain elevators, creameries with other creameries, etc. The number of Jamestown resources among this property type is too limited to afford adequate comparison. Thus, it seems best to evaluate the historic associations of these properties at the local level.

The mix of physical features which constitutes sufficient integrity for particular structures will differ from site to site. The importance of function in characterizing these resources will serve to define integrity. Adequate integrity for individual eligibility will require a retention of those features which historically served the operation of the structure. Integrity of location, and to some degree setting (i.e., isolation), as well as feeling, all must be present to support an integrity of association. Integrity of materials, workmanship, and design are preferred, but may not be as necessary as for more architectural properties, such as governmental resources.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTER

Section number F Page 12

I. PROPERTY TYPE: RELIGIOUS PROPERTIES

II. DESCRIPTION: This group includes the most identifiable religious building, churches, as well as religious-affiliated buildings such as parsonages, convents, and rectories; schools and colleges; and hospitals. With the exception of a few of the dwellings and church buildings, these buildings have masonry exteriors, evidence high style design, and are confined to the 20th Century. They range in scale from dwelling-sized to institutional. Their details and proportions generally are functions of the style and scale. Common 20th Century styles such as Neoclassical, Tudor/Norman Revival, Craftsman, and Art Deco/Moderne are represented.

These properties are found throughout the entire town. Generally location does not appear to have entered into decisions of siting or orientation, although the placement of Jamestown College atop a hill overlooking town is an exception. The landscaping of these sites resembles that for governmental property types, i.e., some area given to foliage and grass, more so than for commercial buildings. Boundaries for nominated properties should include the entire lot or the portion containing significant resources. A full description of these properties can be found under the Religion and Education headings for all periods, Section E.

III. SIGNIFICANCE: These resources possess several important associations. Religious bodies provided many social functions for Jamestown. The first educational efforts were initiated by a Congregational minister in 1874 and conducted in a building constructed by the church. The tradition of church-sponsored schooling was continued by Jamestown College (Presbyterians) and St. John's Academy (Roman Catholic). Hospitals arose from the efforts of Lutherans (Jamestown Hospital) and Catholics (Trinity Hospital). The transition to a new life was eased for immigrants by several churches which maintained ethnic traditions and foreign-language services as late as the 1930s. Congregations provided various social welfare activities before the government initiated similar programs on the public level. Especially among churches, hospitals, and school buildings, religious properties are of a scale and style to command visual attention for their architectural qualities.

IV. REGISTRATION REQUIREMENTS

These standards apply for local significance. Contexts for state level of significance have not been developed for this property type.

Individual eligibility for architectural significance shall require an integrity of design, materials, workmanship (as applicable), and feeling. An integrity of location normally exists, although a few very early and potentially significant religious

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number F Page 13

properties in Jamestown have been moved, so that their significance should be evaluated on a case-by-case basis. The typical features which give these sites significance such as prominent entrances, distinctive massing and facade composition, fenestration patterns and architectural details, must be retained to possess sufficient integrity for architectural significance.

Individual eligibility for historical significance may allow slightly more alteration than stated in the previous paragraph, although individual assessments must be made to determine if historic associations remain after the loss of architecturally significant features. Also included in such an assessment would be consideration of the number of comparable features in Jamestown. It is believed that one-of-a-kind properties which housed important historical events or activities may sustain slightly more alteration and retain eligibility than more common religious properties.

Thus, evaluation of the integrity of individual religious properties for either architectural significance or for historic associations must discuss the entire universe of religious properties in Jamestown to establish the relative integrity of comparable properties. The integrity of individual members of historic/architectural districts or contributing members of historic/architectural districts shall be adjusted to the levels defined for sufficient integrity for such districts.

I. PROPERTY TYPE: RESIDENCES

II. DESCRIPTION: This group includes houses and other features, such as garages, normally found on residential lots. Most of Jamestown's houses are wood framed and covered with either horizontal clapboards or stucco. A few historic brick residences are found, often denoting the home of a prominent resident. Stylistically, the survey found the majority of this resource type consisted in Homestead, American Foursquare, and Bungalow styles. Properties that possess other high-style designs occur in much lower numbers in the survey. Unsurveyed within the city limits, particularly near the Jamestown College campus, are several Norman/Tudor Revival styled homes constructed during the late 1910s and 1920s. In comparison to other North Dakota regional trade centers such as Fargo, Grand Forks, and Minot, Jamestown lacks the proportion of houses which stand out from the average building stock and which locally might be termed "mansion."

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTER

Section number F Page 14

Typical lot sizes in historic residential sections are 50' x 140', with 12 lots to a block. Lot frontages face east or west, creating north-south sight lines of houses set back consistent amounts from the street. North-south running alleys bisect blocks and reinforce the visual orientation of houses.

The alley side of houses are more private spaces than the area between the front door and the street. This public-private hierarchy of space allows more individual treatment of the lots closer to the alleys. An assortment of buildings, sheds, and other cultural activities were recorded in the survey.

III. SIGNIFICANCE: The importance of Jamestown's homes is both architectural and historical. Several bases for significance exist, but await full development. A very few houses are both architecturally and historically significant. The large majority could be shown to be significant as representing two general classes of importance. First, many houses in town could be justified as architecturally significant after exhaustive survey in the town revealed statistical occurrences of various vernacular house types, an evaluative process outlined in National Register Bulletin #31. Such an effort would have additional benefit since the results could provide base-line data for integration the state's historic preservation plan. Until that survey is completed, available information provided in the CRM survey will be employed and should be treated as an adequate representation of the housing in the town.

A second basis for significance is through historic association. Such evaluations will be made after further research on property ownership is completed and criteria for associative significance have been further explored and defined.

IV. REGISTRATION REQUIREMENTS

These standards apply for local significance. Contexts for state level of significance have not been developed for this property type.

Individual architectural significance will require integrity based upon the rarity of the style. Unusual examples of high style residential architecture will require all original facade openings and composition, roofline, and exterior materials to remain to possess an integrity of design, materials, workmanship (if applicable), and feeling. Eligibility under Criterion C for common vernacular styles will require the same, and in addition, a retention of historic storm and sashes and an avoidance of non-historic additions as a means by which to identify the best preserved houses.

Houses associated with historically significant people or activities will require slightly less integrity for individual eligibility, but must retain all facade openings

United States Department of the Interior
National Park Service

NATIONAL
REGISTER

National Register of Historic Places Continuation Sheet

Section number F Page 15

and roofline, and original exterior materials underneath non-historic siding materials. A determination must be made whether the place of work or the place of residence of an important person in Jamestown is the better representation of his/her importance. Part of that assessment will rest upon the relative amount of integrity of the house or locus of activity more readily conveys that importance. For instance, the bank where one member of the community rose to prominence may still exist but in very altered condition. Her house, on the other hand, may be in pristine condition. In such a case it may be better to evaluate the residence as the eligible property of association.

Within districts, slightly more alteration may be accepted respectively for architectural and/or historical significance. Minimal integrity for a property to contribute to the architectural or historic significance will require the original massing, facade openings, and roofline of a house remain, and that non-historic alterations such as exterior siding, dormer, and room additions not destroy an integrity of feeling of the historic design. Again, the relative commonness/rareness of a particular style must be taken into account when making such determinations.

G. Summary of Identification and Evaluation Methods

Discuss the methods used in developing the multiple property listing.

JUL 25 1989
NATIONAL
REGISTER

☒ See continuation sheet

H. Major Bibliographical References

☒ See continuation sheet

Primary location of additional documentation:

☒ State historic preservation office
☐ Other State agency
☐ Federal agency

☐ Local government
☐ University
☐ Other

Specify repository: State Historical Society of North Dakota, Divisions of
Archives and Archeology/Historic Preservation

I. Form Prepared By

name/title L. Martin Perry/Architectural Historian
organization State Historical Society of North Dakota date March 15, 1988
street & number North Dakota Heritage Center telephone (701)224-2672
city or town Bismarck state North Dakota zip code 58505

United States Department of the Interior
National Park Service

JUL 25 1989

National Register of Historic Places
Continuation Sheet

NATIONAL
REGISTER

Section number G Page 1

G. SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

The multiple property listing for historic resources in Jamestown, North Dakota, includes a historic district containing commercial, residential, religious, educational, fraternal, railroad, and governmental properties. Two sources provided the substance from which individual properties were identified and historic themes were derived. A 1983 community survey, Century of Stories, Jamestown and Stutsman County, was particularly useful in illuminating developmental history. Its editors freely consulted newspapers and other documents, and illustrated their volume generously with historic photographs. The work went beyond the typical level of inquiry for such narratives, i.e., identifying the high points of local history, to that of chronicling many minor events and people.

The second work upon which the MPN is based is a historic structures survey of the town conducted by Cultural Resources, Incorporated, in 1985 and reported in 1986. The survey provided extensive historic information about particular properties which often was lacking from Stories. While the CRM effort based much of its research on that earlier narrative, it derived greater authority from consulting and citing numerous other documentary sources.

Both works provided necessary material for construction of historic contexts. The CRM report provided a description and photographic views of each property surveyed and, for more than 60% of the properties, deed research and a record of historic events. Its very brief overview was useful primarily in noting the development of Jamestown's built environment by date, materials, and historic theme. The texture of historic development was much more extensively presented by Stories. Together, the two volumes provided extremely useful view of events, both from the particularity of single properties and from the more general perspective. Neither the refined temporal limits of historic periods in this nomination, nor exhaustive treatment of the 32 historic themes were available in either volume. Discussion of particular themes in the nomination relied upon the synthesis of data found in numerous documents. Since no work sought to organize Jamestown's history with themes that paralleled entirely the SHPO's list of 32 historic themes, many bits of information useful to the process of context construction are absent. As a result, many projections, extrapolations, and speculation are offered in this effort and noted as such within this text.

Five properties in Jamestown had gained National Register listing prior to this effort. Those properties include:

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTERSection number G Page 2 Dickey, James E., Library*
Elizabeth Apartments
Seilor Building*
Stutsman County Courthouse*
Voorhees Chapel

*Denotes properties within nominated district

Based upon the findings of the 1985-86 survey, several additional properties lying outside of the historic district are eligible or might be eligible after undertaking property-specific historic research. These properties were identified as:

Site # (32SN)	Name	Location
44	Jamestown College Campus	5th Ave NE.
405	Ronholm Drug	213 1st Ave. N.
409	Elks	301 1st Ave. N.
410	Auto Showroom	305 1st Ave. N.
412	Office	311 1st Ave. N.
415	Concrete Block House	403 1st Ave. N.
416	House	406 1st Ave. N.
469	St. James Catholic Church	600 1st Ave. S.
588	Equity Creamery	115 4th Ave. NE.
609	Homestead House	324 6th Ave. NE
655	Roosevelt School	310 2nd St. SW
665	Grace Episcopal Church	120 4th St. NE
688	State Hospital	SE corner of town

Researchers interested in registering those properties should use the contextual portion of this document to expedite the nomination process. For a number of reasons additional properties may be nominated than were recognized as significant at the conclusion of the 1985 survey. Current understanding of the planning process utilizes a more thorough-going treatment of all themes than was customary in 1985. By analyzing state/local history into definable units (historic themes), a potential, even an expectation, for a positive assessment is created where none may have existed before. Especially with historically significant properties displaying utilitarian and non-high-style architecture, justification of significance is facilitated by a rigorous context statement. An exhaustive list of properties with potential eligibility beyond the list developed by CRM has not been compiled. However, important properties either deemed not eligible or not surveyed are noted in the appropriate thematic section of

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

JUL 25 1989

NATIONAL
REGISTER

Section number G Page 3

the contexts and in the pertinent research questions, both in Section E. Those properties, too, may be nominated in the future. A partial list of extant properties of this class includes:

460	St. John's Lutheran Church	424 1st Ave. S
468	Knights of Columbus	521 1st Ave. SE
491	Auto Showroom	214 2nd Ave. NW
574	Trinity Hospital	715 3rd Ave. SE
583	Buleah Camp	901 Fuller Park
690	Burlington Northern Office	BN Railyard
unsurveyed	Jamestown Hospital	419 5th St. NE
unsurveyed	Former Academy Building	805 8th St. NE
unsurveyed	Former NP Depot	Frontier Village
	various houses	

United States Department of the Interior
National Park Service

JUL 25 1989

National Register of Historic Places
Continuation Sheet

NATIONAL
REGISTER

Section number H Page 1

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National Park Service

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Continuation Sheet

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United States Department of the Interior
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JUL 25 1989

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Continuation SheetNATIONAL
REGISTERSection number H Page 3

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Continuation Sheet

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Section number H Page 4

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