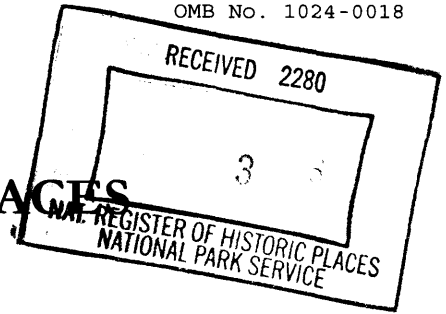


1179

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM



1. Name of Property

historic name: Troy Jail
other name/site number: Troy City Jail

2. Location

street & number: 316 East Yaak Avenue not for publication: n/a
city/town: Troy vicinity: n/a
state: Montana code: MT county: Lincoln code: 053 zip code: 59935

3. State/Federal Agency Certification

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

[Signature] / CHPO Date: 6 November, 2006
Signature of certifying official/Title Date

Montana State Historic Preservation Office
State or Federal agency or bureau (_ See continuation sheet for additional comments.)

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

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

- I hereby certify that this property is:
 entered in the National Register
 see continuation sheet
- determined eligible for the National Register
 see continuation sheet
- determined not eligible for the National Register
 see continuation sheet
- removed from the National Register
 see continuation sheet
- other (explain): _____

[Signature]
Signature of the Keeper
[Signature]
Edson K. Beall

Date of Action
12.27.06

5. Classification

Ownership of Property: Public—local

Category of Property: building

Number of contributing resources previously listed in the National Register: n/a

Name of related multiple property listing: n/a

Number of Resources within Property

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

6. Function or Use

Historic Functions:
GOVERNMENT/Correctional Facility/City Jail

Current Functions:
VACANT

7. Description

Architectural Classification:
Other: Western Commercial

Materials:
foundation: CONCRETE
walls: CONCRETE
roof: METAL
other:

Narrative Description

Troy is located at the mouth of Lake Creek, on the Kootenai River in Northwestern Montana, only about ten miles from the Idaho border, and fifty miles south of the Canadian border. Lush forested mountains encircle the town, and create a particularly scenic effect. Rushing creeks and pristine lakes abound in the rugged and beautiful area.

The majority of the town is nestled between the Kootenai River to the east and the foot of Preacher Mountain to the west. The historic commercial area is located along Yaak Avenue, just west of the Great Northern rail corridor. East of the tracks is the Riverside residential area, bounded on the other side by the Kootenai River. Old Highway 2 crossed the river just north of this addition via the Roosevelt Bridge.

The Troy Jail is located on the west side of Yaak Avenue, on what was historic Troy's main street. The jail was constructed on a 50' by 125' city-owned lot located across Yaak Avenue from the Great Northern rail yards. In March 1924, Lincoln County Commissioners called for bids on a new city jail. Local builder D.E Crissey posted the successful bid for \$1,760.00. Work began in April 1924 and was completed by August of the same year. This city jail replaced the original wood frame jail that had been damaged by fire in 1917. The original jail was repaired and in use, but the era's vigorous economic growth and a quickly growing population prompted county official to sell the small original jail and build a new facility with electricity, telephone and most significant, more cells. Between 1920 and 1926, Troy had grown from approximately 1000 to 1300 people, with a laboring population composed generally of miners, sawyers, and railroad workers. As the number of single male workers grew, so did the numbers of saloons and bordellos located around this portion of Yaak Street. The concrete jail was built near this small-scale Red Light District in an effort to place social controls over sordid and illegal activities, and to restrain the perceived immoral behavior common to American frontier towns with extraction industry-based economies.

The Troy Jail is a 20' by 40', solidly-constructed compact building of poured concrete with steel rebar reinforcement. The jail's non-original corrugated metal roof is viewable only from the rear of the building. The roof slopes gently to the rear of the building, allowing for drainage. The façade (east elevation), which fronts on Yaak Avenue, features two evenly spaced 30"-wide double-hung windows, screened with steel mesh. These windows flank a centrally-set heavy door—the only ingress/egress for the building. The door and windows have concrete pediment shaped lintels. Above the main door, the words TROY JAIL have been stamped into an recessed rectangular panel symmetrically located above the door and beneath a bracketed concrete cornice. The north (side) elevation features a three-stepped parapet wall with no decorative elements. The only fenestration on this elevation is a 1' by 1' barred ventilation window at the west third, indicating that the interior cells are located along this wall. The west (rear) elevation is an unadorned concrete wall. The south (side) elevation mirrors the north side with the three-stepped parapet wall. However, there are two ceiling-high barred 21"-wide windows located on the western portion of this elevation, and a now-filled opening for a stovepipe is evident on the eastern portion of this elevation.

8. Statement of Significance

Applicable National Register Criteria: A, C

Areas of Significance: COMMUNITY PLANNING AND DEVELOPMENT; LAW; ARCHITECTURE

Criteria Considerations (Exceptions): n/a

Period(s) of Significance: 1924-1928

Significant Person(s): n/a

Significant Dates: 1924

Cultural Affiliation: n/a

Architect/Builder: Builder: D.E. Crissey, Troy, MT

Narrative Statement of Significance

The Troy Jail is an important reminder to the boom years experienced in Troy between 1915 and 1928. Completed in 1924, the jail was constructed following years of accelerated local development that included increased mineral extraction and new mining infrastructure, new mills, rail facilities, and a new power plant. Taken together, this development set the conditions for tremendous change in both the numbers and character of the local population.

The need for a new, enlarged facility became apparent when Troy's original wood-frame jail was damaged by fire in July 1917. The jail was repaired, but the demand for a modernized jail increased as the town's population grew. The new jail stood on the ground occupied by the old jail, directly across Yaak Avenue from the Great Northern yard. The jail stood next to a rooming house (later a brothel) used to house itinerant road crews, and many bordellos were located in this part of Troy, close to the rail yard. The location of the jail was significant, intended to create a civic presence and assert an element of social control within a setting where illegal and "immoral" activity was occurring regularly. Taken in this context, the jail stands as a significant representation of the fledgling community's effort to control the socially degraded elements of unfettered economic growth and demographic change.

Built during the era of Troy's greatest social and economic development, the jail is a standing representation of this important period in Troy's history. For these reasons, the jail is eligible for listing in the National Register on the local level under Criterion A. Further, the concrete construction and location of the jail was intended to transmit notions of authority and security to townspeople. The Troy Jail is also significant on the local level under Criterion C, as an example of Troy's "phase two" architecture, an example of the local evolution of civic architecture as Troy sought to grow from a struggling frontier village to permanent township.

9. Major Bibliographic References

(see continuation sheet)

Previous documentation on file (NPS):

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

Primary Location of Additional Data:

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

10. Geographical Data

Acreage of Property: less than one acre

UTM References:	Zone	Easting	Northing
UTM Zone	11	E 582128	N 5368141 (NAD 27)

Legal Location (Township, Range & Section(s)): T31N, R34W, NW1/4 of the NW1/4 of the SW1/4, Section 12

Verbal Boundary Description: Located in the West Troy original Township Proper, Troy, Montana. Block 1, Lot 7.

Boundary Justification:

The boundary is drawn, according to legally recorded property lines, to include the lots historically associated with the Troy Jail.

11. Form Prepared By

name/title:		date: August 2006
organization: Wheelhouse Consulting		telephone: (208) 818-1886
street & number: 425 Clarke Street		zip code: 59601
city or town: Helena	state: MT	

name/title: Kate Hampton		date: April 2006
organization: MTSHPPO		telephone: (406) 444-3647
street & number: 1410 8 th Ave.		zip code: 59620
city or town: Helena	state: MT	

Property Owner

name/title: City of Troy		telephone: (406) 295-4151
street & number: 301 East Kootenai Avenue		zip code: 59935
city or town: Troy	state: MT	

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The façade and side-elevations have been whitewashed, while the facades' brackets and lintels have been painted green. No foundation is visible from the exterior, but the building rests on a thick bed of concrete. Imprints from the wooden boards used to form the concrete are still visible throughout much of the building. With the exception of non-original corrugated metal roof material and supporting wood truss, the jail is constructed entirely of poured concrete.

The spare interior features an administrative area that occupies the east side of the building. The concrete remains of a raised chimney is built into the south wall adjacent to the administration area. Three jail cells are located in a row behind (west) the administrative area, along the north wall. An east/west hallway along the south wall provides access to the cells through steel barred cell doors, and two the two ceiling high 21" barred windows are set into the south wall. The hallway also features a wood board ceiling; otherwise both the ceiling and floors throughout the building are concrete. The first cell is located closest to the administration area and features a swinging steel bar door. This cell is 8'4" by 11'9" and features a primitive metal toilet in the northeast corner of the cell. The second centrally-located cell, the largest of the three at 10' by 11' 9", features a sliding steel bar door and a primitive metal toilet in the northeast corner of the cell. Steel bars, which once supported bunk beds, are located along the west wall of this cell. The third cell mirrors the dimensions of the first cell. The ventilation window is located high on the north wall of this cell, and the toilet has been removed. Interior lighting consists of four bare, hanging bulbs; three are evenly-spaced along the hallway outside the cells, the fourth is centrally-located above the administrative area.

Integrity

The Troy Jail retains a remarkably high degree of integrity. Its location, setting, feeling, and association remain intact. The design, materials, and workmanship are essentially unchanged since its construction in 1924. The only known alteration to the building since its completion was the 1994-95 replacement of the roof, completed following review by the Montana State Historic Preservation Office (SHPO). SHPO approved the project, concurring that the new roof project would have no adverse effect on the integrity of the historic jail.

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Early History of Northwestern Montana

The earliest inhabitants of Northwestern Montana planned their camp movements in terms of seasonal availability of plants. Generally, they used the lower elevations in the winter and moved to the uplands in the summer and fall. Spring campsites were located near camas beds.¹ These early peoples had base camps and special purpose camps. Base camps were often located on a river terrace that was cut by a tributary stream. At base camp, people harvested plants and fish. They prepared and processed plants and fish for immediate use and for storage. They also processed the game brought to the camp by hunters. Hunters, fishermen, mineral and plant gatherers also went to other locations. There they set up special purpose camps designed to take advantage of the natural resources in these locations. They hunted animals, harvested the plants and collected raw materials available in these locations. These earliest peoples are ancestors to the Salish and Kootenai tribes of the region.² In the 18th and 19th centuries, Kootenai tribal members lived at the head of Flathead Lake and hunted and fished in the upper Flathead Valley and into the Kootenai Valley.

The Flathead Valley was one of the last areas in the trans-Mississippi west to be settled by non-Indians, primarily because of its geographic isolation. Surrounded by rugged mountains and a large lake and characterized by long, harsh winters, the valley remained difficult and hazardous to access for decades after the first whites came through the area in the early 1800s. The establishment of the Blackfeet and Flathead Indian Reservations in 1855 insulated the region further. A few trappers and traders passed through the area in the early 1800s and around 1812, Hudson's Bay Company established an outpost, Howse House, near the head of Flathead Lake. Following the Treaty of 1846, which designated land south of the 49th parallel as United States soil, various prospectors, trappers, settlers and adventurers passed through the Flathead Valley. But, none are known to have settled permanently, and the area remained virtually unknown to the outside world.³

Along the Kootenai River, the first recorded human inhabitants were the Indian tribes known as the Kutenias and the Piegans. The Kootenai River served these people as a transportation network and as a source of fish. A white settler who arrived at the site of Troy in 1890 found remnants of Indian tipi frames and drying racks. The early Indian inhabitants, however, did not substantially alter the wilderness character of the setting.

Non-Indians in the Kootenai Valley

The first recorded non-Indian man to visit the area was David Thompson, a noted explorer, geographer, and trader for the Canadian North West Company. Thompson ventured through the region in 1808 in an attempt to secure trade with the local Indians and find a passage to the Pacific Ocean. Although Thompson did not write an extensive description of the site upon which Troy would later be built, he elaborated upon the Kootenai Falls and the difficult portage that he and his crew were forced to make. In August 1808, Thompson returned to the headwaters of the Columbia River. He sent Finlan McDonald and several other men back to the vicinity of Kootenai Falls where they constructed a trading post, perhaps the first non-Indian structure to be erected in what was to become western Montana. The exact location of that post has never been discovered. And while subsequent trappers and traders likely traversed the region, they are not known to have left anything but footprints in the area that was to become Troy.

In 1843, the Jesuit missionary Father Pierre DeSmet, founder of the first Christian mission in Montana, traveled along the Kootenai River from Kutenais villages at what was to become Bonner's Ferry, Idaho to another Kutenai camp near the present site of Eureka, Montana. The journey lasted several days, and it is possible that DeSmet may have camped in the vicinity of Troy. The protohistoric period of fleeting contact between Indians and white interlopers ended in the 1860s. As one historic has described,

This situation changed when in 1862, gold was discovered in the Kootenai District of British Columbia north of the Flathead Valley. Miners and freighters bringing supplies through Missoula passed through the upper Flathead

¹ A member of the Lily family, the edible camas bulb grows in moist meadows and along stream banks. The bulbs can be baked, roasted, dried or eaten raw. Many Northwest Indians used Camas bulbs as their principal sweetening agent.

² Cultural Resources Management Group, "Clark Fork Heritage Resource Management Plan, Volume 1 – Public," prepared for the Clark Fork Project, Avista Corporation, January 2000; on file at the Montana State Historic Preservation Office (SHPO), Helena, MT, Chapter 1, pp. 6, 9, 24-29. The Cultural Resources Management Group is made up of representatives of the Kootenai Tribe of Idaho, the Confederated Salish and Kootenai Tribes of the Flathead Reservation in Montana, the Coeur d'Alene Tribe, and the Kalispel Tribe, the U.S. Forest Service, Idaho SHPO, Montana SHPO, and Avista.

³ Kathy McKay, "Historic and Architectural Properties of Kalispell, Montana Multiple Properties Documentation Form," 1992, Section E, p. 1, on file at the Montana State Historic Preservation Office, Helena, MT.

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Valley on their way north. A minor gold rush on Libby Creek in 1867 again brought people through the general area. The trail to the goldfields followed a rough wagon road along the west shore of Flathead Lake, crossed Ahsley Creek near the site of present day Kalispell, then continued north along the Stillwater River which runs through present day Whitefish, and on to the Kootenai River. This north/south route was used for decades to connect western Montana with southern Canada.⁴ Some miners stopped to prospect in the Flathead, but little was found. In the 1870s, a number of non-Indian men arrived in the upper Flathead Valley intending to graze cattle. Most were unsuccessful and left soon after, but a few stayed. Both geographic isolation and economic conditions in the cattle industry worked against these stockmen.⁵

Following a rush of prospecting and mining activity in the Coeur d' Alene district of Idaho between 1878 and the early 1880s, miners once again drifted into the Kootenai Valley of northwestern Montana in search of placer gold. The first locations were on Libby Creek, and the first permanent white settlement was established there between 1886 and 1887.

History of Troy

The first prospectors near the site of Troy were Thomas Baggs, William Doyle, Robert Atkins, and James Freeman. These men cut their own trail in 1888 from Hope, Idaho, down Callahan Creek to the spot where Troy is now situated. Later that same year, prospectors James Stonechest, Robert Hulse, and Bart Downey discovered and filed upon the Banner and Bangle (B&B) Mine, the first significant find in the immediate vicinity, and a mine that would have a dramatic impact on the growth of the town. Although originally located with the intention to produce silver and gold, the mine also yielded lead and zinc.

In 1890, the Big Eight Mine joined the B&B in extracting ores from the banks of Callahan Creek. Corporations whose major stockholders resided in Spokane, Washington controlled both mines. Both were slow to develop, largely due to the lack of transportation facilities in the region. No roads had been constructed into the area, and the railroad had not yet arrived. Despite those severe limitations, the mines on Callahan Creek became steady producers.

John G. Van Dyke arrived at the site of Troy in November 1890. He spent nine days cutting trail from Bonners Ferry, Idaho to the mouth of Callahan Creek. Near the point where present day Highway 2 crosses that creek, Van Dyke found Hiram Cartwright's lone log cabin. Though no longer extant, it was the first building within the future Troy townsite.

TROY IS ESTABLISHED

There was a little development at or near the site of Troy in 1890. John G. Van Dyke wrote that he was employed in packing supplies from a landing on the Kootenai River to the Big Eight Mine on Callahan Creek. He reported that seventeen men worked at the mine in the summer and fall in 1890. Their supplies came almost fifty miles in canoes up the Kootenai River from Bonner's Ferry, Idaho. Bob Hulse, Jim Freeman, and several other people were the boatmen. John Van Dyke left the following description of the place that was to become Troy, Montana.

Where Troy now stands . . . was a bit of exquisite beauty that would be hard to equal anywhere. And wild life seemed to recognize it as such, too, for they selected it for their feeding and bedding grounds. The ground was covered with a carpet of velvety green grass, thickly studded with wild flowers of most every hue and color and the air was pregnated with their fragrance.

That peaceful setting was irrevocably transformed with the announcement that the Great Northern Railway Company was to construct its lines along the Kootenai River in that vicinity and the arrival of construction crews in the spring of 1891.

Although mining along Callahan Creek drew the first permanent settlers to the vicinity of Troy, the town itself was born when the Great Northern Railroad began construction in 1891. The Great Northern was a vision of James J. Hill, and several other investors who sought to connect the Great Lakes to Puget Sound with a northern rail route. Competition for providing rail transportation to the rapidly developing Northwest and the Great Plains States was fierce. The Northern Pacific Railroad had completed its transcontinental link in 1883. In 1887, Hill's railroad connected with the Montana Central Railroad and construction was rushed. A line to Helena and Butte was completed in 1888. By 1889, the St. Paul, Minneapolis and Manitoba Railway Company had grown considerable, including the

⁴ Flora Mae Bellefluer, "The Development of the Upper Flathead and Kootenai Country," M.A. Thesis, Montana State University, 1948, p. 65. McKay, "Kalispell MPD," Section E, pp. 1-2.

⁵ McKay, "Kalispell MPD," Section E, p. 2.

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addition of its own steamship company operating on the Great Lakes and connecting with the company's rail facilities at Duluth and West Superior. In 1889, the company reorganized to incorporate its many holdings, and it became the Great Northern Railway Company.

Following reorganization, the Great Northern pushed to complete its transcontinental link between the Great Lakes and Puget Sound. In the spring of 1891, grading for the rail line began in the vicinity of Troy, and a small town grew at the mouth of Lake Creek (then called Herykaha River). Supported by railroad construction workers and the local miners, the principal businesses of the town appear to have been saloons, of which one early settler said, "Saloons sprang up in scores, and some hard characters congregated." Most of the new town's population left when construction in the area was completed in the fall of 1891.

As railroad officials negotiated in 1892 for a right-of-way to build a freight division point nearby, people again gathered in the small town at the mouth of Lake Creek, hoping to claim property adjacent to the freight division property. In September 1892, the Great Northern announced that the railroad had acquired a right-of-way and would begin work on a ten-stall roundhouse, freight yards, and a coal chute.

An exodus from Lake City ensued and Robert Gregg, later to become representative for the Troy Townsite Company, recalled that "about fifty saloon men and half as many wild women" moved to the new townsite overnight. In a speculative fever, Troy was born, and the foundation was laid for the type of behavior that would eventually create the need for a local law enforcement facility.

EARLY TROY

The land upon which those people took up residence actually had been filed upon earlier as placer claims (Spokane and Kootenai Placer Claim surveyed May, 1891; Herykaha Claim surveyed August, 1892; Missoula, Snow Ball Fraction, and Troy Consolidated Placer Claims surveyed October, 1892; among others.) E. L. Preston, a surveyor for the Great Northern Railroad, had learned earlier of the plans to establish a division point at the site finally chosen and had made arrangements to secure that land for the Troy Mining, Power, and Improvement Company of which he was a principal officer. He purchased several mining claims, most of the land comprising the Original Townsite coming from portions of the Missoula Placer. Preston did not survey the townsite until 1895 after several "jumpers" were run off. The filing was delayed further when the Northern Pacific Railroad Company filed a protest which was dismissed by the land commissioner in 1895 or 1896. The plat of the townsite, designated West Troy, Flathead County, Montana, finally was approved on March 21, 1896.

Discussion of the plat for West Troy recalls a longstanding disagreement in Troy as to the origin of the town's name. A popular view is that the town was named by surveyor Preston in honor of Troy Morrow, son of a druggist in Bonner's Ferry, Idaho, where Preston had been staying during a portion of the survey for the railroad. The first time the name Troy appears in documents pertaining to the town, however, is in May 1892, when a survey was conducted for William and Elizabeth O'Brien on property that they dedicated for the Troy townsite. That townsite plat was for land near Lake Creek, which subsequently has been re-platted as Callow Tracts (approved June 2, 1925). Another popular view of the origin of the town's name is that it was common to assign Greek names to new towns along the railroad, and that that was the case in Troy. Although the town commonly is called "Troy," the official plats still carry the name "West Troy."

The plat of West Troy clearly shows the importance of the railroad to the physical development of the community. There still were no roads in the region when the railroad was constructed and the roundhouse and associated structures were erected in Troy. The plat of the town shows streets drawn at right angles to the railroad tracks and avenues running parallel to the tracks. Lots were planned to be uniform in size with frontages of either 25 or 50 feet and a depth of 125 feet. Alley's, 15 feet in width, were planned for each block. Streets and avenues were planned to be straight and continuous. Standardization in town planning was evident from the very beginning of the town. The town boundaries grew through the platting of additions, which were approved by the county commissioners. In this manner, the First Addition to West Troy became a part of the town in 1912. It was followed by eleven more additions from 1916 through 1925 – the F. B. Callow Tracts replacing the plat originally made for the Town of Troy in 1892.

The Great Northern Railroad affected far more than the initial platting of West Troy. Troy's whole character from 1896-1916 was that of a railroad town. As a division point, trains would stop in Troy to change engines and crews or to take on fuel. A small passenger and freight depot served the town, and the railway company maintained a roundhouse and repair shops in addition to its water tanks and coal chutes.

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Mrs. D. T. Wood, author of the first history of Troy, arrived in the small town in 1892. She described a ribald construction camp with fifteen saloons on the railroad tracks on what is now known as Yaak Avenue (also currently known as Main Street or Bar Street). Mrs. Wood provided the following description of commercial establishments in Troy in 1892:

Two large dance halls were in evidence, one grocery store run by John Bowen, several "beaneries" (called Restaurants by some), one drug store owned by "Doc Sailey" and many shacks and tents where the "wild women" congregated."

While it is unknown when the first jail was constructed, the building is depicted on the first Sanborn Map of Troy, from 1912. The wood-frame jail was 10' square and set back from Yaak Avenue against the south lot line. The building site was altered when the current jail was completed in 1924, to a more prominent position on Yaak Avenue. The town is illustrated on a single sheet, indicating that much of the town, such as the rail facilities 150' from Yaak Avenue, were excluded from this initial survey. However, a snapshot of the character of Troy is provided, with about one dozen large wood commercial buildings, including the prominent Windsor Hotel, scattered along Yaak Avenue. Of these, three are described as saloons, while other buildings consist of boarding houses, a hotel, and restaurants. Two rows of five small cabins are located on a lot behind one of the saloons, about 2 blocks from the jail. Mrs. Wood also noted that small shacks were characteristic housing for train crews passing through town or later, as housing for laborers who worked the mines and mills. It is also likely that some of the cabins served as brothels. Most of the residential development at that time was scattered throughout blocks located west of Yaak Avenue, directly across from the Great Northern yards.

TRANSPORTATION IMPROVEMENTS

When Lincoln County was formed in 1909, one of the first concerns was with roads. Still nothing more than improved trails connected most towns along the Kootenai. The early Commissioners' Journals were filled with discussions pertaining to road contracts and their supervision. Automobiles were not yet in common use, and most of those early routes were graded dirt roads. A major impediment to travel along those roads was the absence of bridges across the Kootenai River and fatal ferryboat accidents focused public attention on the need for the bridges.

The County approved a bond issue in September 1911 to raise money for three bridges, one of which was to cross the Kootenai River at Troy. Two other bridges were planned; one each for Libby and Rexford. Despite some opposition, driven by the *Eureka Journal*, possibly with the intention to review the plan in order to have it benefit the northern tier of the county more directly, the county voters chose to support the bond issue.

When the bridge was completed, an article in the *Western News* on December 19, 1912 read:

BRIDGE IS COMPLETED

Troy December 18—The new steel bridge across the Kootenai River was completed and open to traffic Tuesday, thus uniting another link towards the completion of the chain across the country, from the Pacific Coast to Glacier Park, known as the Kootenai Valley-Glacier Park Highway. The vast significance will be better appreciated when the entire route will have been used for a while, and people commence to come through this wonderful country and settle it up. The bridge is the best of its kind. Two spans, with a middle pier, and is perfect in every respect.⁶

The completion of modernized transportation infrastructure contributed to the conditions on the horizon that would alter Troy's economic, social and physical complexion.

TROY'S BOOM ERA

If simple wood-frame buildings ranging from shanties to single-story false front commercial buildings were typical of first phase development within Troy's historic core, then the Troy Jail represents the "second phase" in Troy's historic growth. This era marked by the economic boom that began in 1915 and ended c. 1928 was represented by the construction of more substantial fireproof masonry and/or concrete buildings, exemplified by the jail, Kootenai Valley State Bank, Troy Boxing Club, and 1917 Troy Public School building. Multi-story brick, stone, or concrete buildings such as churches, schools and government buildings such as the Troy Jail housed the services offered to a population secure enough to sustain permanent civic structures. Further, masonry buildings

⁶ "Bridge Completed," *Western News*, December 19, 1912.

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served as important community symbols that expressed growing affluence and the beginnings of urbanization. This confidence in the future was vital to a young town literally carved out of forested landscape only a few decades earlier. The jail was one of the last masonry/concrete buildings constructed during the boom, and is certainly the last civic building constructed during that period.

Troy's 1920 Sanborn Map demonstrates a growing town. Yaak Avenue filled in considerably, with a wide variety of commercial enterprises including a billiards parlor, "moving pictures" theater, and new general stores. Changes in the local ethnic composition were evident, with a Chinese restaurant located near the jail complex. The original jail, though, did not expand with Troy, though four large female boardinghouses—constructed sometime after 1912—occupied the four blocks on Yaak Avenue that sit south of the jail—literally next door.

Several events combined during the decade from 1915 to 1925 to create the single greatest expansion period in Troy's history. Almost as a preface to that expansion, Troy incorporated as the "Town of Troy" after an election on June 21, 1915 that was held in the first town jail. Although the official census of the town was 320 people, only 85 votes were cast—75 for incorporation and 10 against.

When war broke out in Europe in 1914, the United States at first remained neutral which American commercial enterprises benefited from production for the war across the sea. Possibly as an indirect result of that conflict, production in the mines around Troy increased. Entry of the United States into the world War in 1917 created an even greater demand for mineral production, and Troy mines, particularly its major producers, the B & B (Banner & Bangle) and the Big Eight, were anxious to take advantage of the opportunity.

The *Troy Echo* mentioned on December 4, 1914, that the Greenough investment firm of Spokane had been developing the B & B Mine for the preceding two years and that Leo Greenough was in town to look at expanding the operation. The company's Snowstorm Mine in Larson, Idaho, had been mined out, and the firm had decided to relocate. Deciding upon Troy as a new location, the Snowstorm Company reorganized as Snowstorm Mines Consolidated. By the spring of 1916, construction was already underway on a concentrator, mill, dwellings, an office, machine shops, a railroad spur up Callahan Creek, and other associated structures. On June 9, 1916, the *Troy Echo* reported that the mill would soon be completed and that every building in Troy was then occupied, and a "great many families" living in tents. The population jumped from about 300 people to 700 people with the arrival of the Snowstorm operation. Production at the mines was lead, zinc, and silver—much of the zinc being delivered to Belgium.

Mrs. Raymond Walters, wife of the Snowstorm Mining Company's superintendent and mining engineer at Troy from 1916 – 1927, described Troy as it was when she first arrived in 1916:

This beautiful town was situated on the banks of the Kootenai River with its jade green color, the dense green forests surrounding it. It had the railway, small farms, sawmills here and there. Prospect holes left by miners searching for gold were obvious. The one-street town with the usual hotel, saloons, grocery stores, and the Lodge to which we didn't belong—a school, church—seemed to be sufficient to make a very happy community...Consequently, all this [Snowstorm Mine and Mill development] made Troy a boom town with the usual drunks, prostitutes, even a murder or two, conditions certainly very appalling to any small town.

Despite the social drawbacks of Troy's boom, the town benefited economically. An electric power plant constructed on Lake Creek to provide power to the mines and concentrator also provided sufficient power to electrify the town. New sidewalks were built, streets graded, a municipal water system installed, a brick school building erected, and numerous new residences built. However, a new jail facility was not yet planned, despite the changing character of Troy.

The social changes introduced by sudden growth created the need for increased local law enforcement and detention facilities after the Snowstorm mine operation began in earnest. The American entry into World War I significantly increased the demand for mineral ore from Snowstorm. But this was also an era of labor unrest throughout much of the country, and small, isolated Troy became an opportunity for labor groups such as the International Workers of the World (I.W.W.)

In 1917, the I.W.W. was a radical labor organization dedicated to combating what it perceived as the obvious inequities of the capitalistic system. Methods employed by the I.W.W. included intimidation, sabotage and strikes that aroused fear and anger in many communities, including Troy. The I.W.W. worked to organize sawyers, miners and rail works throughout the northwest, including

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Troy. Pushing for the so-called “one big union,” I.W.W. was involved in a violent incident in Troy which led to 50 local citizens being deputized. The local newspaper reported that the goal of locals was “to have the I.W.W. behave or back out of Troy pronto.”⁷

One month later, Troy police officer Bert Coffman arrested Frank Thornton for creating a disturbance. Thornton was incarcerated in the original, wood-frame city jail and killed when a suspicious fire broke out at the jail. Coffman, who was injured trying to rescue Thornton, later said that the inmate had papers in his possession that identified him as an I.W.W. organizer from Butte. The official determination was that Thornton had started the fire himself, but many believed that the fire was intentionally set to kill Thornton as a consequence of his I.W.W. status.

Local law enforcement officials like Bert Coffman held many responsibilities. These included collecting taxes, running and supervising elections (the vote to incorporate Troy was held in the original county jail). In the criminal justice system of the period, the local sheriff acted as a reactive official. The local constable’s job was to follow-up on complaints or information regarding the misconduct of other citizens, which, in frontier towns, dealt more often with perceived “distasteful” behavior than violent crime.⁸ However, as Troy’s experience with the I.W.W. demonstrates, the complexities of economic growth in the late-nineteenth and early-twentieth centuries (strikes, labor violence) could test the limits of small-scale local law enforcement and even influence how communities react over time, such as with the construction of new, enlarged detention facilities. The 1927 Sanborn Map for Troy shows the enlarged concrete building, more prominently sited on Yaak Avenue.

A new jail was one way Troy sought to cope with the changes within the community. Jails occupy a significant niche in the history of American frontier towns, and few public institutions have existed as long as the jail. While approaches to crime and punishment had been studied for centuries before Troy was founded, small isolated communities like Troy applied law enforcement to meet local needs. Vigilantism was an inevitable byproduct of the loose nature of justice in frontier America, exemplified in Troy by the alleged fire which killed an I.W.W. organizer and led to the eventual construction of the second Troy Jail. Jails in communities like Troy received people straight from the streets who were generally guilty of crimes related to vagrancy, drunkenness, prostitution, and even bad behavior as a crime. These moralistic crimes stemmed from the relation of crime to sin and sin to crime. Sociologist Emile Durkheim used this relationship as a way to study society. He believed that to expose the fundamental norms of society, it was useful to investigate the fate of those who openly violated the norms—that the history of jails and prisons can illustrate the history of all social institutions. The Troy Jail was situated in Troy’s small but thriving Red Light District with the intention of effectively policing the immoral elements of local society, and at time of unequaled growth in Troy. In this context, and according to Durkheim, the jail conveys not just the history of local law and order but of the beliefs and values of the larger Troy community.⁹

ECONOMIC COLLAPSE: 1926-1930

Troy’s economic boom did not last long. Three events associated with its three major industries dealt a crippling blow to the town. The first blow was when the Great Northern Railroad removed its Freight Division Point from Troy in March 1926. Almost sixty families were directly affected by the change, which left only three supervisors and a small force of Japanese at the roundhouse, the depot crew, the section crew, and the foreman. Some of Troy’s long-timed residents were forced to seek employment elsewhere, a number of them finding jobs at the Snowstorm mill or at the Sandpoint Lumber and Pole Company’s sawmill along Callahan Creek. In later years, the roundhouse was leased to the J. Neils Lumber Company of Libby, but it and the coal chutes eventually were torn down. The depot was maintained and a new one constructed in the early 1940s. (That depot remains, although the wash house that was situated next to the passenger depot has been moved to Missoula Avenue where it serves as the Troy Museum.) The old steel water tank that once served the trains that operated on steam has been lowered to the ground north of the passenger depot. There it sits near the small shanties once called “Engineer’s Row” – a monument to the old days of railroading in Troy. (This area currently is called “Tank Town”.) The most devastating attack on Troy’s economy came on the night of May 5, 1927. The small town did not have to wait for the weekly newspaper to learn that the Snowstorm concentrator had been completely destroyed by fire. The cause of the fire was unknown, but the local newspaper speculated that a short-circuit in the switchboard to the generator may have started the blaze. At the time of the fire, the concentrator had been running a crew of only 6 men. During full operation, 36 men operated the

⁷ The *Troy Echo*, vol. 1, no. 2 to vol. 12, no. 52.

⁸ *Ibid*, p. 298.

⁹ Morris, Norval and David J. Rothman, eds. *The Oxford History of the Prison: The Practice of Punishment in Western Society*. 1995, p. viii.

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mill. The mill, valued at \$500,000 was a total loss but was partially insured. Whether such settlement was reached is not known, but the company did not rebuild.

Even before the concentrator burned, the Snowstorm Mines Consolidated was having difficulty securing the ore to keep the plant in full operation. Ores continue to come from their own Snowstorm Mine and from the Big Eight and Montana Morning Mines nearby. In 1926, however, the firm had secured an arrangement for favorable freight rates to bring ore in from Nelson and Grand Forks, British Columbia (Canada). Mrs. Raymond Walters, the superintendent's wife, described the final days of operation as follows:

I'd like now to talk about the tragedy of the mill, --the beloved mill which had all the modern flotation equipment, and everything happening there. You go along and you think that everything is fine, but all the time the ore is running out, the production is less and the management is away trying to raise money, and you aren't aware at all that it is the beginning of a world-wide, horrible depression.

And then one night the mill burns to the ground!! Why? How? Nobody will ever know how that fire started. It was tragic—suspicion was widespread, --it was sad.

For weeks, the local newspaper listed the families who were in the process of leaving Troy. Not just the mill, but the mines throughout the region were affected. The depth of anxiety over the situation could be discerned from the following word of *Troy Echo* editor B. N. Kennedy on May 20, 1927.

Troy is rich in mineral resources and capital will eventually prove it. But for a while at least time and patience will be required to remove the disheartening effect due to the pile of distorted and damaged machinery, heaps of ashes and charred remnants of the inspired structure described as the Snowstorm Concentrator.

. . Many families will leave Troy within a few weeks seeking new locations, fortunately, the Sandpoint Lumber and Pole company will continue to operate here and give employment to many; but prosperous, lively, buoyant, optimistic Troy is now as of old. The old town is limping. Too bad."

As a ray of hope, the editor pointed to Dr. W. H. English, the largest property owner in the Riverside area, who was at work improving his several buildings in that part of town. Editor Kennedy noted that the Riverside area had lost all of its "tar paper shanties and half tent abodes" and now was characterized by modern, improved homes. Of Dr. English, the editor said, "Citizens of this sort are the heart of the community. Their love of home is too strong to desert, should adversity overcome us."

Adversity struck again when on July 24, 1928, fire destroyed the Sandpoint Lumber and Pole company's sawmill and transfer building along Callahan Creek. Townspeople and volunteers from the Forest Service made a valiant attempt to suppress the fire, but low pressure in the lines kept them from getting water to the base of the flames. Losses were estimated at \$110,000. The owners would not commit themselves to a promise to rebuild, saying only that much depended on the amount of the insurance settlement.

The sawmill was never rebuilt. An estimated 30 men lost their jobs in the mill itself. Contractors who cut and hauled logs for the mill felt further losses. With this tragedy, all three of the pillars upon which Troy had built its economic prosperity for over a decade were destroyed.

The current jail was completed just one year before the first economic blows struck Troy. More than just a consequence of economic growth, the concrete and brick buildings represented a social transition, a feeling of confidence and permanence felt by Troy townspeople that was represented by brick and concrete. Troy's economic downturn in the late-1920s ended what would have been the next phase of development. Instead of more, larger masonry and concrete structures within the evolving streetscape, fires created vacant lots that were never improved, as the town never again had a substantial economic base on which to develop. However, the economic slump that began in the late-1920s ended what would have been the next phase of civic growth. In 1941, fires destroyed most of the historic blocks on Yaak Avenue. The Troy Jail, as one of few survivors from Troy's historic period, stands as a reminder of the high water mark in Troy's historic-era development. Jails (as opposed to prisons) hold those awaiting trial or as a place for short-term, low-level punishment. In Troy's case, the location and even design of the jail—a concrete mass—was also intended as a deterrent to aberrant behavior. It is unknown how effective a deterrent to crime and immorality the Troy Jail was, but the building certainly relayed a message of social control and discipline. An object lesson in the consequence of unacceptable behavior, the design of Troy's concrete jail was meant to bring order and stifle obstructions to continued economic growth.

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AN ERA OF STABILITY

For almost two decades following the burning of the Sandpoint Lumber and Pole Company Mill, the Town of Troy remained little changed. Depression had reached the town before the general depression was acknowledged around the rest of the country. Public works programs of the 1930s and early 1940s had little impact upon Troy, the only long lasting evidence being the W.P.A. - 41" stamp imbedded in many of the sidewalks constructed under the program and still visible throughout the town.

Some change in the physical appearance of Troy did occur during those years. The most significant contributor again was fire. In 1929, Kinzie Hall, (The Idle Hour), a favorite recreational facility, burned on Kootenai Avenue. A large two-story building, it is prominent in many photos of the town taken in the late 1920s. In the early 1930s, a fire destroyed the top floor of the old Eureka Hotel at the corner of Second Street and Yaak Avenue, the structure later purchase by Lena Rives (builder of Rives Court) and operated as a restaurant. In the winter of 1940-41, fire destroyed the Troy Commercial Building and Ed Riley's saloon on Yaak Avenue and scorched Pat Keenan's pool hall. Later that summer, the landmark Windsor Hotel burned along with Hosea's Meat Market and Keenan's establishment. Where the commercial block on Yaak Avenue once presented an imposing solid block of businesses, there now were many voids. The Club Bar now fills one of those voids, and a storage building next to the VFW Bar fills another, but the street has never assumed the appearance it had during Troy's bustling boom era of the 1920s. Fortunately, the fires that swept through Troy left the jail unscathed. The City of Troy continued to use the Troy Jail until the 1950s. It is one of few remaining buildings of the boom era that continue to occupy Troy's historic downtown core.

From the population of almost 1,000 in 1927, Troy dropped to a population of 498 in the 1930 Census. It grew to 796 by 1941. One of the major sustaining industries of the time was the lumbering business. Circa 1935, E.E. Drury and Sons erected a timber treating plant at Troy. Jim Burns, owner of the Burns-Yaak Lumber Company, purchased the site from Drury and built and operated a diesel-powered circular sawmilling plant. The J. Neils Lumber Company of Libby purchased that operation in 1950 and remodeled or rebuilt the sawmill between 1955-1958. That new mill cut approximately 32 million board feet of lumber per year. It ran double shifts for almost eleven years with a crew of over twenty men on each crew. After St. Regis Paper Company assumed control of the J. Neils Lumber Company, they closed the Troy plant in 1973. Workers from Troy were then placed in positions at the Libby plant. Several smaller sawmills remain in operation near Troy and a portable cedar mill operates near the tracks in the Riverside Area.

Mining also continued to contribute to the Troy economy. Many of the mines that had supplied ore to the old Snowstorm concentrator continued in business. Currently, the ASARCO Troy Project, with plans for a large mining operation, is once again creating optimism among those who seek a more secure financial future for Troy.

The Troy Jail is one of the few buildings standing that commemorate Troy's early twentieth century period of growth. Barely three decades old at the time this jail was constructed, Troy began the process of maturing from isolated hamlet to thriving township. During this era, Troy's population had reached an all-time high of 1,100 people by 1920, and was comprised of individuals and families who supported themselves through railroad work or corporate mining and logging. Significantly, Troy also attracted seedier social elements such as brothels. But a community had begun, and the construction of the jail was both a response to municipal law enforcement needs of a growing town as well as an attempt at social control. The concrete construction and location of the jail was intended to transmit notions of authority and security to townspeople as Troy negotiated through its new development.

Architecturally, the jail remains essentially unchanged since its 1924 construction, and its primary construction material is a reminder of the second phase of Troy's architectural development. The jail is an important local illustration of the sense of permanence felt by locals regarding the town's future, and a representation of the local evolution of civic architecture in Troy.

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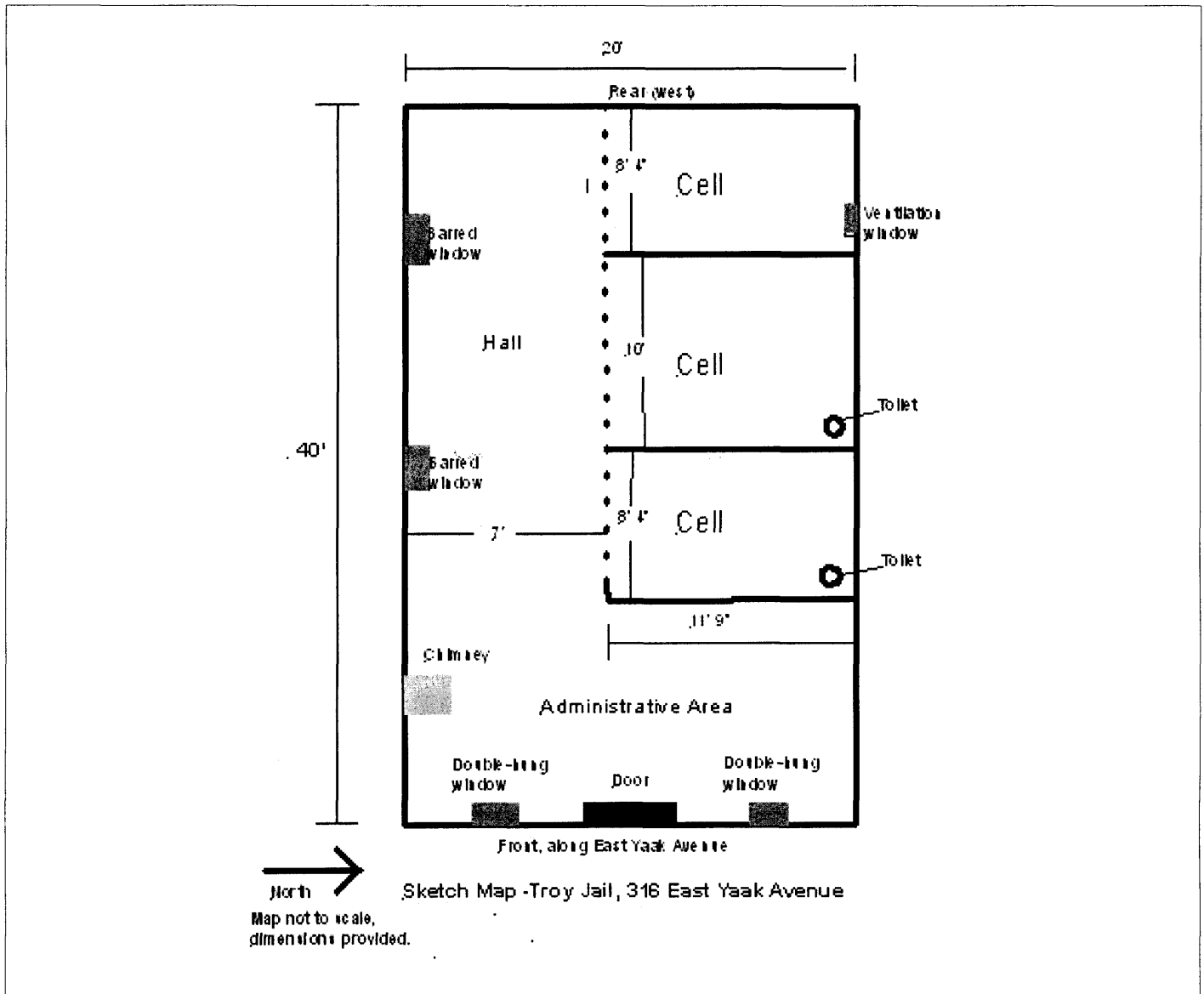
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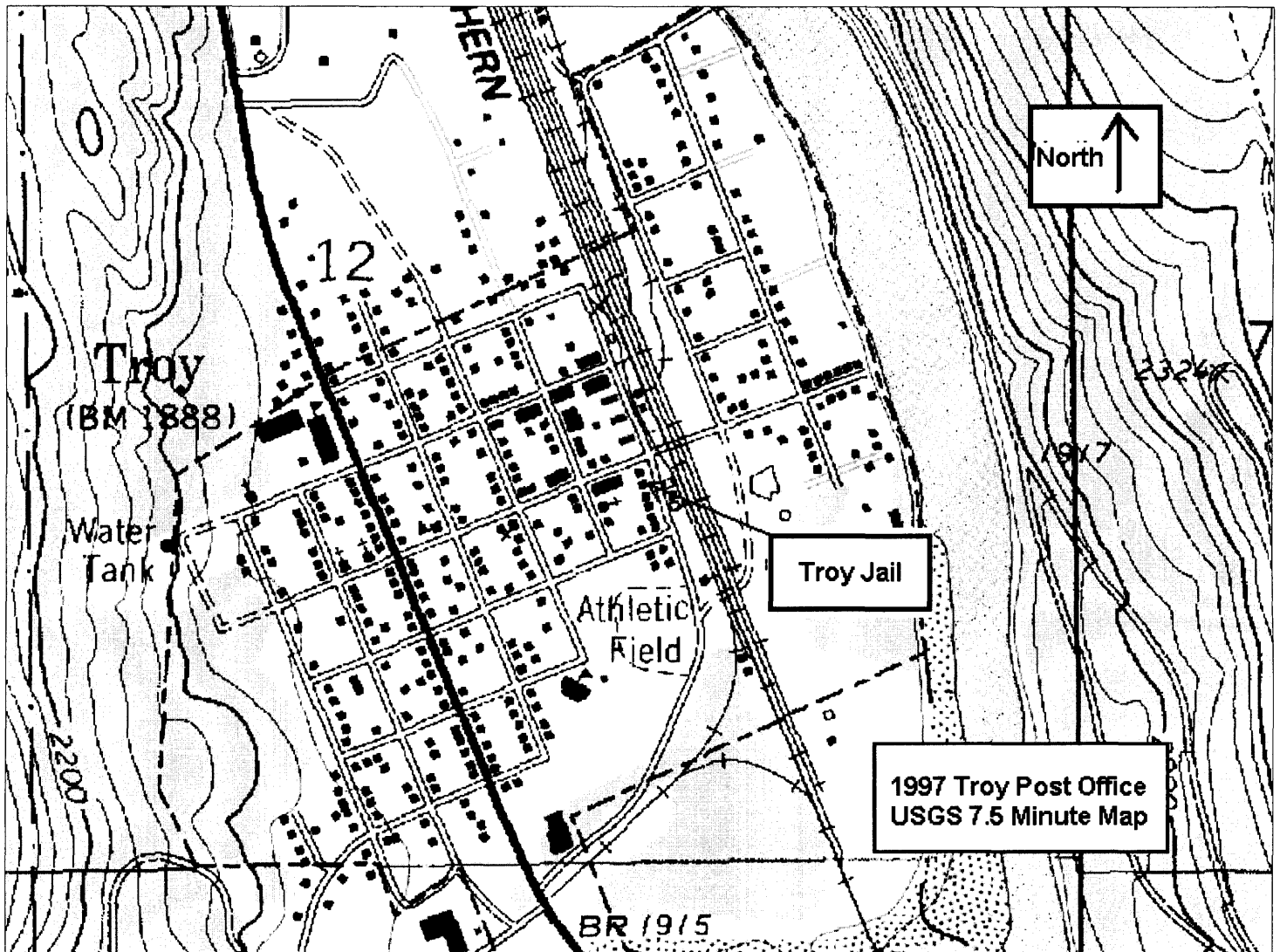
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Geographical Map, Troy Jail, Troy Montana
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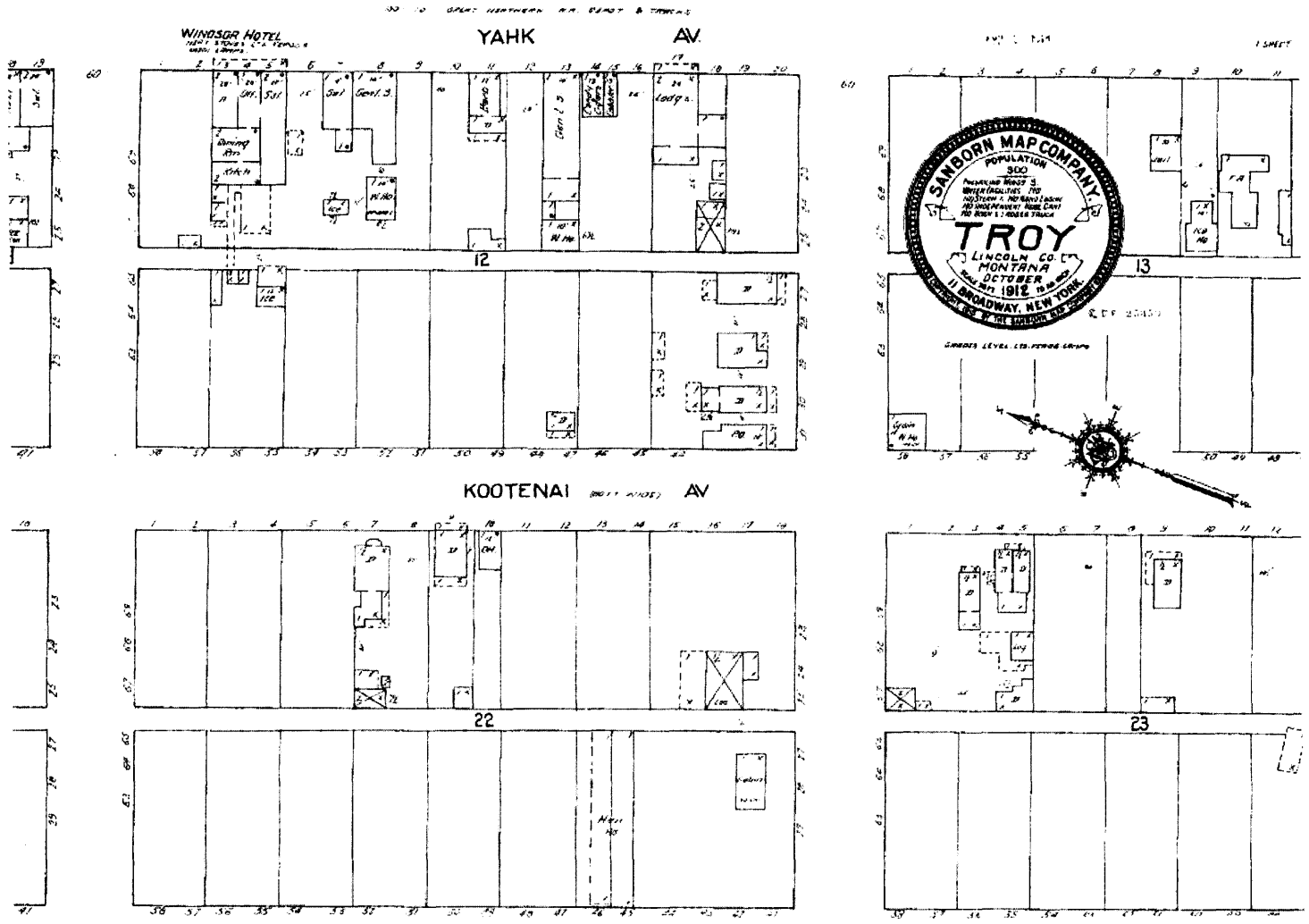
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1912 Sanborn Map for Troy, MT.

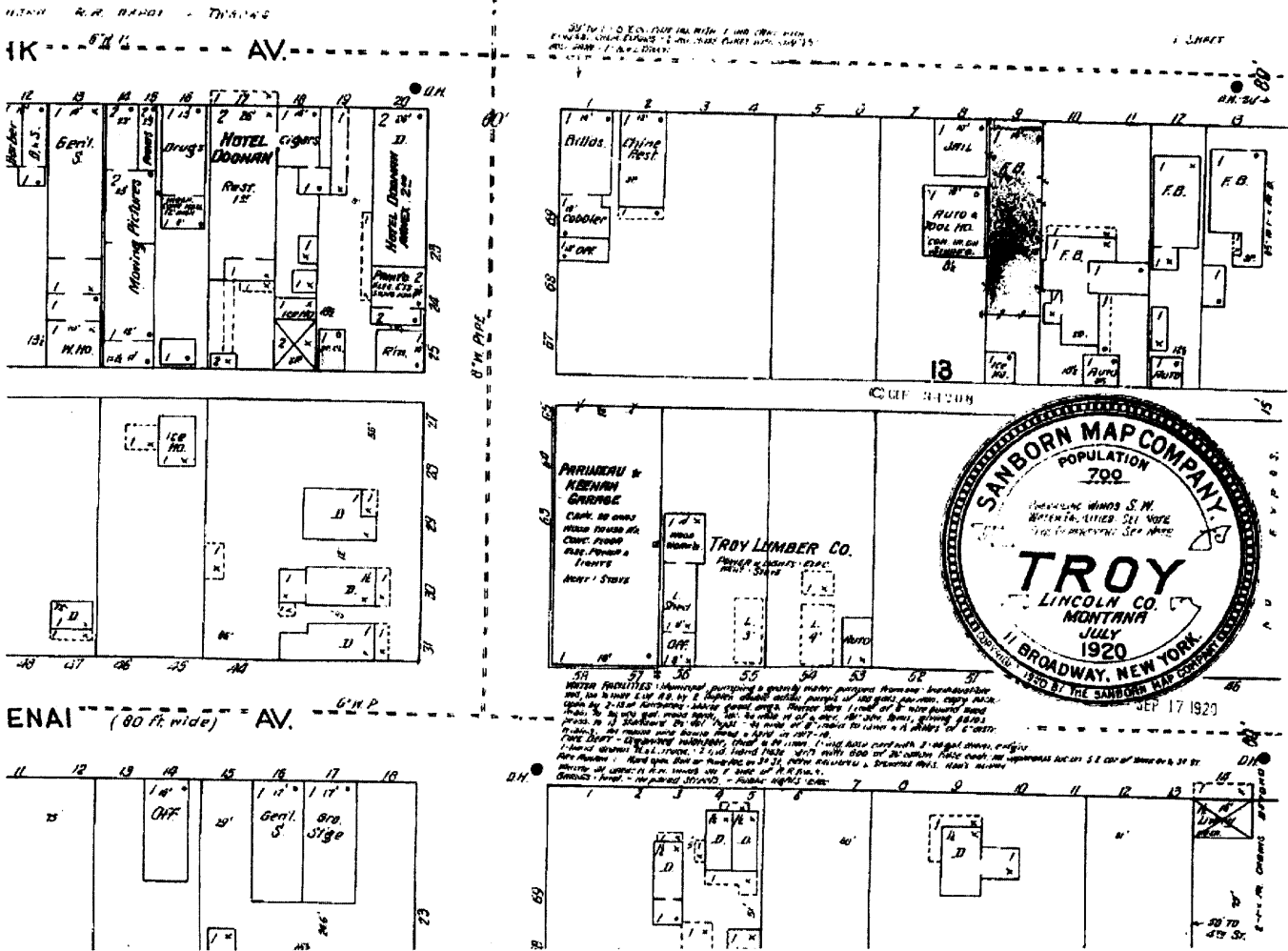
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1920 Sanborn Map for Troy, MT.

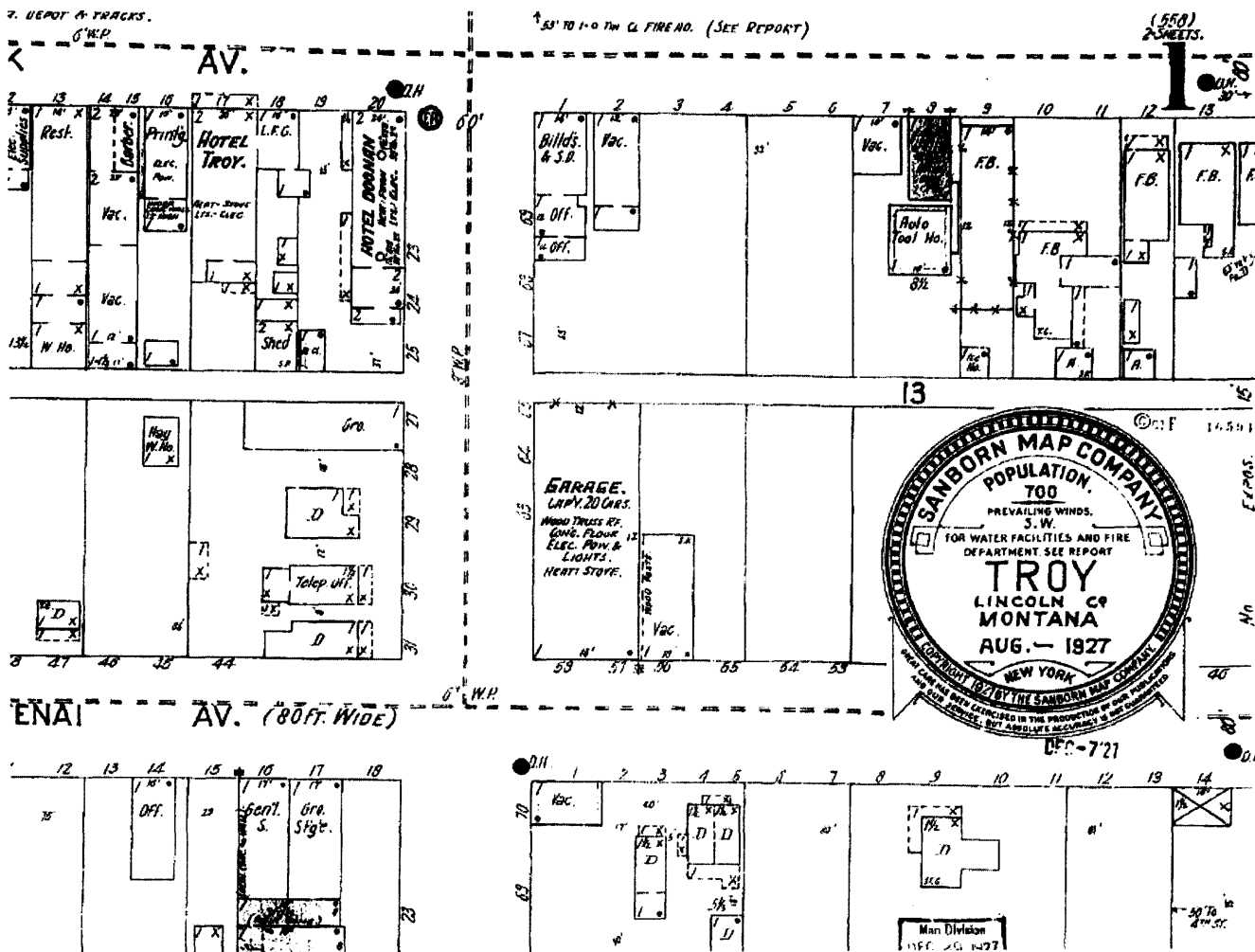
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1927 Sanborn Map for Troy, MT.

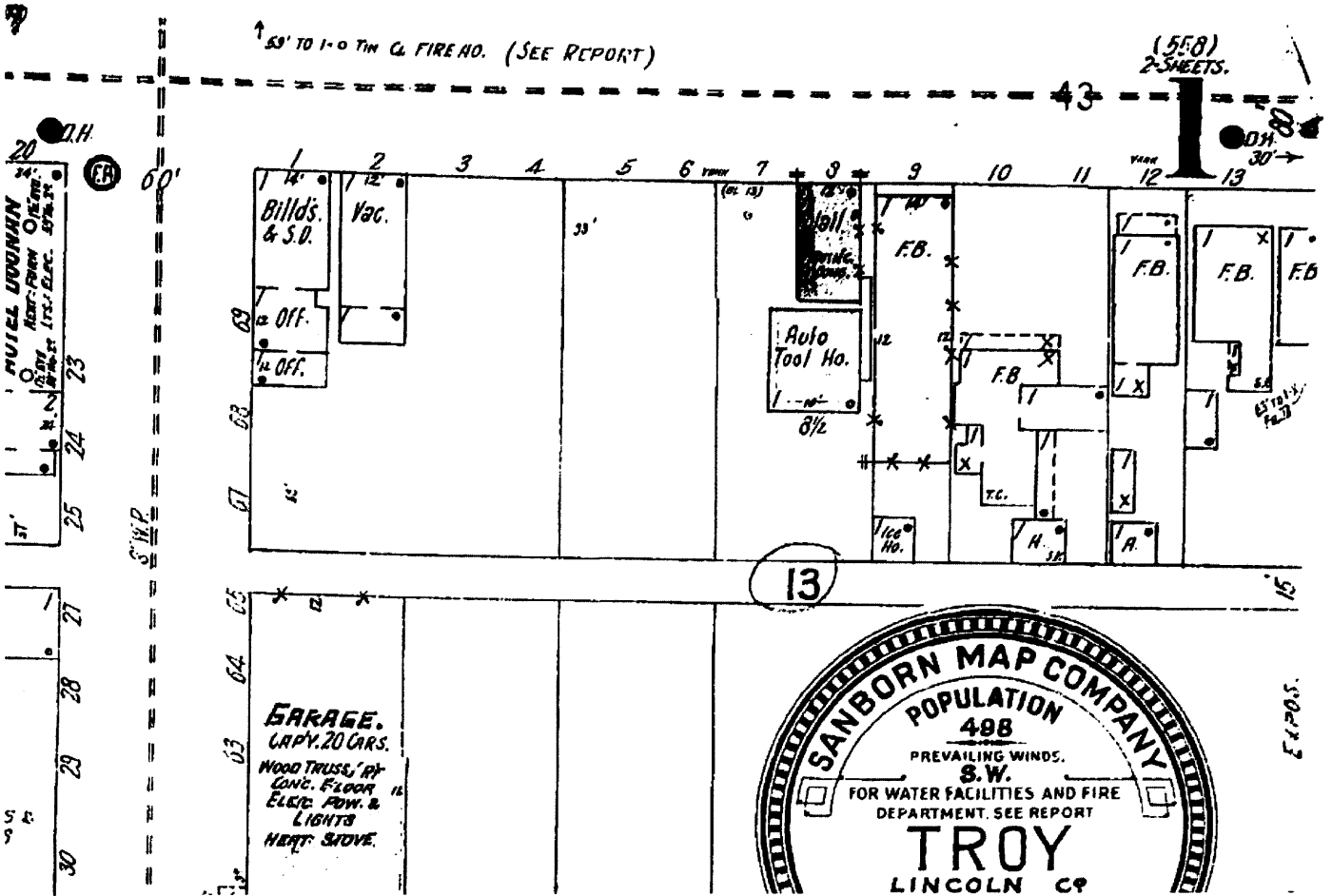
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1939 Sanborn Map for Troy, MT.