

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

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SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC

Historic U.S Post Offices in Montana (Thematic Resources) 1900-1941

AND/OR COMMON

same as above

2 LOCATION

STREET & NUMBER

See Individual Nomination/Inventory Forms

NA NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

See Individual Forms

NA VICINITY OF

See Individual Forms

STATE

CODE

COUNTY

CODE

Montana

30

See Individual Forms

3 CLASSIFICATION**CATEGORY**☐ DISTRICT☐ BUILDING(S)☐ STRUCTURE☐ SITE☒ OBJECT
Thematic
Group**OWNERSHIP**☒ PUBLIC☐ PRIVATE☐ BOTH**PUBLIC ACQUISITION**☐ IN PROCESS☐ BEING CONSIDERED

N/A

STATUS☒ OCCUPIED☐ UNOCCUPIED☐ WORK IN PROGRESS**ACCESSIBLE**☐ YES: RESTRICTED☒ YES: UNRESTRICTED☐ NO**PRESENT USE**☐ AGRICULTURE☐ MUSEUM☐ COMMERCIAL☐ PARK☐ EDUCATIONAL☐ PRIVATE RESIDENCE☐ ENTERTAINMENT☐ RELIGIOUS☒ GOVERNMENT☐ SCIENTIFIC☐ INDUSTRIAL☐ TRANSPORTATION☐ MILITARY☐ OTHER:**4 AGENCY**

REGIONAL HEADQUARTERS: (If applicable)

United States Postal Services, Western Regional Headquarters

STREET & NUMBER

850 Cherry Ave

CITY, TOWN

San Bruno

NA

VICINITY OF

STATE

California

94099

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

See Individual Forms

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

See Individual Forms

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION

☒ EXCELLENT
☒ GOOD
☐ FAIR

☐ DETERIORATED
☐ RUINS
☐ UNEXPOSED

CHECK ONE

☒ UNALTERED
☒ ALTERED

CHECK ONE

☒ ORIGINAL SITE
☐ MOVED DATE NA

(See Individual Forms)

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This thematic nomination includes nine post offices owned and administered by the U.S. Postal Service (USPS) throughout the State of Montana. The buildings included in these nomination represent a continuum of federally constructed post offices allocated to the state between the turn of the century and 1941. The nominated buildings exhibit a variety of styles and sizes but maintain a common demeanor representative of the federal presence. All of the nominated buildings maintain high integrity and have been well maintained.

While the buildings specifically included in this nomination cover only the span of years between 1912 and 1939, they along with other federally constructed post offices presently listed in the National Register represent the two major eras of federal construction between 1900 and 1941. Imbedded in these construction periods are transitions in federal design philosophy, changes in funding programs, and changing economic conditions of the state and nation. The purpose of this nomination is to provide an overview of these various factors within the thematic period with which to establish a context for the evaluation of the individually nominated buildings.

All of the buildings included in this nomination were constructed from standardized plans developed from guidelines provided by the Office of the Supervising Architect in the Treasury Department. Variations in design styles reflect both the transition in the design philosophies of the Supervising Architect and the requirements developed in response to the Depression. These variations in design, and well as functions are also somewhat related to the communities in which they were placed and reflect the economic/political/governmental context of those communities.

ORGANIZATION OF THIS NOMINATION

This nomination consists of two parts: the theme (or cover) document and nine individual nomination forms including one for each of the buildings included in the theme.

The cover document lists the properties to be nominated as well as federally constructed post offices presently listed on the National Register, defines the theme, discusses the criteria used in determining the significance of the

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nominated buildings, and examines the historical context in which the buildings were constructed. The purpose of this discussion is to establish a broad overview to which the significance of the individual properties can be related. The nominated properties were selected by consultation between the USPS and Montana State Historic Preservation Office.

The individual nomination forms are included to provide more complete information on each of the properties. The information provided in these forms includes: physical descriptions of the properties; discussions of their significance and relationship within the theme; a brief historical overview of the community in which they are located; and a summary of local newspaper coverage during the construction period.

The following list includes the nine USPS properties included in this nomination. This list is followed by former federally constructed post offices currently listed in the National Register.

Properties Nominated and Owned by the USPS

Office	Date Occupied	Architect
Great Falls MPO ¹	1912	James Knox Taylor/OSA ²
Livingston MPO (HD) ³	1914	Oscar Wenderoth/OSA
Billings Downtown Station	1914	Oscar Wenderoth ⁴
Miles City MPO	1916	Oscar Wenderoth
Lewistown MPO	1931	James A. Wetmore ⁵ /OSA
Havre MPO	1933	James A. Wetmore
Anaconda MPO	1933	James A. Wetmore
Dillon MPO	1936	Louis A. Simon/OSA
Glasgow MPO	1939	Louis A. Simon

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Post Office Buildings Currently Listed in the National Register

Office	Date Occupied	Administered By
Butte Federal Building	1904	GSA ⁶
Helena City-County Building	1904	City of Helena/ Lewis & Clark County
Missoula Federal Building	1913	GSA

Notes:

¹MPO: Main Post Office

²OSA: Office of Supervising Architect

³HD: Historic District (Post office is included within
Commercial District 2 of Livingston's Historic
Resources District.

⁴Architects for the 1934 addition were McIver and Cohagen.
Architect for the 1940 addition was Chandler C. Cohagen.

⁵James A. Wetmore, Acting Supervising Architect, was
an attorney who administered the office, but was not
involved in design work.

⁶GSA: General Services Administration

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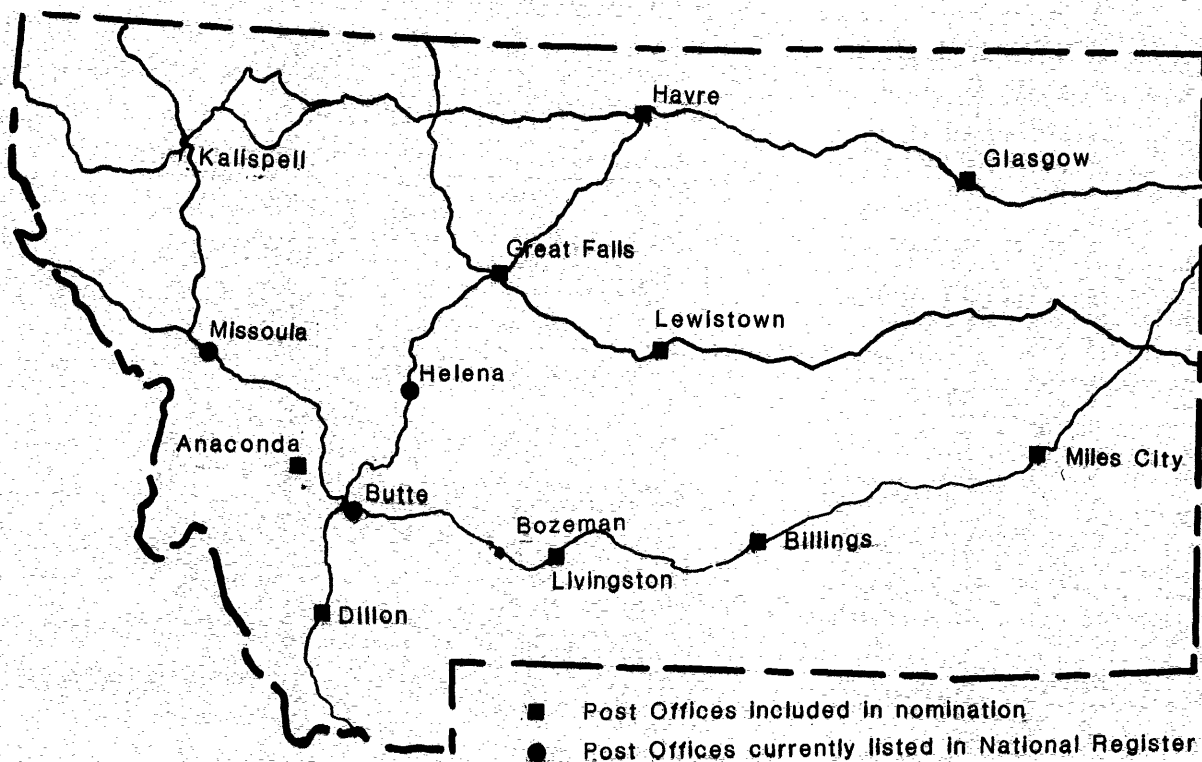
date entered

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According to Postal Service records, public building appropriations, and local newspaper accounts, there were 18 post offices constructed in Montana between 1900 and 1941. Nine were constructed between 1900 and 1920. Four of these are owned and operated by the USPS; two are GSA owned and administered Federal Buildings (Butte and Missoula); one is owned by the Army Reserve (Bozeman); one is owned by Flathead County (Kalispell); and one is jointly owned by the city of Helena and Lewis and Clark County (Helena).

Nine post offices were constructed between 1930 and 1941. All are owned and operated by the USPS as post offices.

Survey methodology for each property included the following: field surveys; interviews with local Post Office personnel; consultation with local planning agencies, libraries, and historical societies; review of assessors' records; and review of available federal statutes and reports of the Office of Supervising Architect, Department of the Treasury, and Congress. The field survey involved building inspection; review of available plans, specifications, and progress photos; taking photographs of existing conditions; and survey of surrounding land uses and other significant period buildings within the community.

After completing the field work and review of local historical information, a preliminary evaluation of significance was made. This was later supplemented by additional research at the University of Montana Library (Missoula). and Montana Historical Society Library (Helena). In addition to the owned USPS buildings that were included in the initial survey work, the Montana SHPO's office was consulted to gather survey data on post offices no longer owned by the USPS (including GSA, state, or

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local government, and private ownership). Information on these other surveyed buildings is used in comparative analysis and for supplemental information.

It should be noted that the methodology outlined in the document "How To Apply National Register Criteria To Post Offices" (Bulletin 13, U.S. Department of the Interior, Washington D.C., Fall 1984) was used as a guide in preparing this nomination.

In addition, inquiries were made to individuals or local planning agencies regarding former federally constructed post offices that were not included on the USPS, GSA, or SHPO inventories, but that were listed in either newspaper accounts of federal appropriations. All of these non-USPS-owned buildings were visited.

This nomination includes nine USPS-owned buildings: four from the 1900 to 1920 period, and five from the Depression Era. Four buildings from the Depression Era are not included in this nomination. These post offices were determined to be not eligible based on National Register criteria A, B, and C. The eligibility was determined with concurrence of the SHPO's office.

THEME STATEMENT

The theme of this nomination concerns the federal building programs in Montana as manifested in the construction of post offices in the first four decades of the 20th Century. The buildings included also record the evolution of both the political/economic philosophies and the design philosophies of the federal government through its building programs.

As selected through initial field surveys and preliminary significance evaluations, the buildings in this group represent outstanding and well preserved architectural examples of the progression of federal architecture from the first two decades of the century through the transition of style which ended with the onset of World War II. The buildings completed in this era represent a discrete body of federal architecture. The transition to the modern style had been occurring but was abruptly terminated with the onset of the War. With the War's

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end the federal government turned again to its construction programs, but modernization and efficiency became the new symbols of America's post-war philosophy. The use of design to provide a symbol of the monumental presence of the federal government in its post offices had ended with the beginning of the war.

CHARACTERISTICS OF POST OFFICE FUNCTION, DESIGN, AND PLANS

The design characteristics of federally owned post offices are based on functional considerations, although to some degree political considerations entered into site location, building size, and materials selection. As mentioned previously, plans were standardized with some consideration given to special conditions of the local area and the attempt to provide some degree of individuality to the buildings of individual communities. In most all cases, however, the dimensions and building and envelope were set with variations limited to minor interior arrangement of functional areas, use of lobby materials, facade treatment, and use of exterior materials.

1. Functional Categories

Functional categories cannot always be clearly defined. But generally post offices/federal buildings can be placed in the following broadly descriptive divisions. The funding appropriated for construction, design, and use of building materials were influenced by these categories. The categories, based upon the size and annual postal receipts of the respective communities, determined the type of post office a town might hope to receive. The broad categories that would apply to Montana post offices are discussed below.

a. Small, Single-purpose Post Offices

These buildings were constructed in small towns and, in the case of metropolitan areas, neighborhood areas within the service area of the main post office. The Lewistown MPO is an example of this functional category.

b. Small, Combined Post Office and Federal Building

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These facilities were also located primarily in small communities, usually in communities somewhat isolated from the larger cities that served as a regional center. These buildings typically covered the same ground area as the single-purpose buildings but carried an additional one or two floors to provide office space for federal agencies. The primary function of the building was to provide postal service to the community. Examples of this building type include the Dillon MPO, Miles City MPO, Livingston MPO, Anaconda MPO, and former Helena MPO.

c. Combined Post Office, Federal Offices, and Federal Court

Constructed in major regional centers, the post office, federal courts, and often various federal agencies were also housed in these structures. Examples of this category include the Havre MPO, Glasgow MPO, Billings Downtown Station, and Great Falls MPO. The Butte and Missoula Federal Buildings would also be included in this category.

2. Design

Although the design styles of the Montana post offices during this period vary, they are all rooted in Classical design principles and, therefore, display common characteristics. The nine post offices included in this nomination and those presently listed in the National Register represent the spectrum of federal design styles used in Montana and are thus representative of the state as a whole.

The typical post office is a rectangular box, ranging from one to three stories in height with the first floor set in a raised platform (basement) three to five feet above grade. The facades are flat with nominal articulation, usually less than one to two feet. Articulation is provided by either projecting the central section of the front facade slightly beyond the corners or by recessing the central section relative to the corners. The facades are symmetrical and well proportioned, with the principal entry centered on the long axis in all but rare cases. The entry is flanked by lamps, either free-standing on buttresses flanking the entry platform or affixed to the wall. Windows are also symmetrically arranged. The roof is either

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flat or hipped and in most cases terminates behind a low parapet.

Variations in facade treatment are provided by the inclusion of historical architectural elements and by use of materials. Brick is the most used facing material. Stone is rarely used for the entire facade and is generally limited, as is terra cotta, for use on detailing (sills, belt courses, cornices, etc.). The evolution of the modern influence can be traced by the change from distinct facade treatment such as columns or pilasters, full capitals, full entablatures, and cornices to piers dividing bays, stylized capitals or none at all. Belt courses to suggest entablatures, and coping to replace cornices. Roofs also provided stylistic variation but are limited to flat or hipped.

The stylistic variations of the facade treatment, or design types, are discussed in a following section, captioned "Glossary of Stylistic Terms".

3. Plan

The plan is based on functional considerations and displays the same general characteristics for both large and small facilities. The first floor plan is rectangular with the public area oriented to the primary entrance. The main entry provides access to the lobby via an entry vestibule. The approaches from the vestibule to the lobby are, in most cases, lateral, one at each end of the vestibule. The lobby is elongated, running along the front side of the building, with the postmaster's office at one end. Service counters along the lobby face the entry and post office boxes are arrayed to the sides of the counter area. The opposite end often contained the registry/money order office, though this room has been typically replaced by lobby expansion in the demand to provide additional post office boxes. The postmaster's office contains a restroom. The vault is located adjacent to the postmaster's office, typically opening to the workroom area. In larger post offices, additional offices are provided for the assistant postmaster and administrative personnel. These offices are also located

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adjacent to the postmaster's office or at the opposite end of the lobby.

The workroom, where the mail sorting takes place, is located behind the lobby and counter area and occupies the entire rear of the building. Restrooms and swing rooms for personnel are located immediately off the workroom, on a mezzanine level if provided, or in the basement. The loading vestibule, which provides access to the loading platform, is located to the side or rear of the building. If additional floors are provided, the stairs are located at the end of the lobby. The additional floors are, in most cases, U-shaped and open to the rear. The central court is open so as to allow the provision of skylights (which in most cases have been covered over). In buildings with a federal court, the courtroom was placed in the open area of the "U", thereby creating a rectangular plan. Offices and activities associated with the court occupied the perimeter of the building in a "U" configuration.

GLOSSARY OF STYLISTIC TERMS

This glossary discusses the terms used to identify architectural styles in this report. The process is complicated by a lack of consensus among architectural historians on what to call various styles, and by some confusion on the part of the buildings architects themselves. Most of the architects discussed in this report adhered to the decorated shed concept; that is, the shape of a building was pre-defined as a classical box, and the style could be determined by adding the appropriate ornamentation. The dates given for styles will be somewhat later than their eastern counterparts. As a final note, federal design was often eclectic. In other words, various styles and stylistic periods might be interwoven in the design of a single building. Therefore, a building design may not clearly fit into a specific stylistic category, but instead cross into other closely related styles.

Beaux-Arts Classicism (1890-1920)

This term is used rather loosely to describe buildings derivative of the design ideology taught at the Ecole des Beaux

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Arts, the leading architecture and art school in France during the 19th and early 20th centuries. In this nomination, only the American interpretation of this school is relevant.

Beaux-Arts Classicism is characterized by its grandiose compositions with an exuberance of detail and variety of stone finishes. Highlights of the style are projecting facades or pavilions with colossal columns sometimes grouped in pairs with enriched moldings and statuary. Windows may be enframed by free-standing columns, balustraded sill, and pedimented entablatures on top. Pronounced cornices and enriched entablatures are topped with a tall parapet, balustrade, or attic story.

The following classifications (Neo-classicism and Second Renaissance Revival) can also be categorized under the heading of Beaux-Arts Classicism since they derived from the Classic Greek and Roman forms.

Neo-Classicism (1900-1920)

Neo-Classical style is based primarily on the Greek and, to a lesser extent, the Roman architectural orders. It can be distinguished by the symmetrically arranged buildings of monumental proportions finished with a smooth or polished stone surface. Colossal pedimented porticos may highlight the facade flanked by a series of large pilasters. Windows are predominantly large single light sashes. Parapets and attic stories are popular but roof lines are devoid of statuary ornamentation. Arches or archways are generally not employed and enriched moldings are rare.

Second Renaissance Revival (1890-1920)

This refers to an academic style not at all incompatible with the Beaux-Arts style. The inspiration for this style derived from the Northern Italian Renaissance. The term refers not to a Second Renaissance, but to the Revival; the Renaissance enjoyed popularity earlier in the 19th Century (1840-1890).

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Scale and size distinguish the later Revival from the earlier Renaissance Revival. Larger buildings (usually three stories high) are organized into distinct horizontal divisions by pronounced belt or string courses. Each floor is articulated differently. For example, if the Doric Order or rustication is used on the first floor, the upper floor will be treated with a different order and finish. The window trim usually changes from floor to floor. Enriched and projecting cornices are supported with large modillions or consoles. The roof often is highlighted with a balustrade.

Starved Classicism (1930-1942)

Also referred to as PWA Moderne by some writers, this was the dominant mode of government construction during the 1930's and it is a direct descendant of the Supervising Architect's earlier Beaux-Arts-inspired buildings. The facade and plan of these buildings remain symmetrical; the primary shift is in the ornament. Starved Classicism, in an effort to reduce costs and speed construction, eliminated or reduced ornament to a minimum. The ornament that was used often owed a stylistic debt to the Art Deco of the twenties.

The term starved classicism was used by Louis Craig, Director of the Federal Architecture Project for the National Endowment of the Arts, in describing the "modern" architectural style that was derived from the Classical but stripped and simplified to provide in her terms:". . . a gaunt, underfed, "starved" classicism, denoted as much by white masonry and the rhythm of wall and window as by vestigial columns." [The Federal Presence, p. 282.]

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input checked="" type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

1900-1941

BUILDER/ARCHITECT

See Individual Forms

STATEMENT OF SIGNIFICANCE

The significance of the properties included in this nomination lies in the following areas: architecture and politics/government. Two other areas (community planning and economics) also have some relevance to specific properties included in the nomination. These latter categories are less clearly defined and relate not to major influences of specific buildings within a community but to general trends. For example, the Miles City MPO is associated with the major growth period of the city and the Depression Era buildings are associated with the broad economic patterns of the nation, not with identifiable economic impacts to the community resulting from a building's construction. It might be noted that art as an area of significance is not relevant to any of the nominated properties. However, a brief discussion is included so as to provide background information for buildings in Montana that were involved in federal arts projects.

The nominated buildings were selected as being well crafted and well maintained or notable examples of their style--in other words, their architectural significance. They represent the evolution of federal design philosophy and public building programs as influenced by international design movements and federal funding policies. Essentially, the buildings constructed prior to 1926 represent the first of the comprehensive federal building programs (although greatly detailed between WWI and 1926), while those constructed in the 1930's represent the transition of design and construction programs in response to the national economic emergency. The buildings constructed in the early 1900's typically represent their communities' early period of development, whereas those of the mid-to late-1930's stand as monuments to the massive federal building programs of the Depression.

In all cases, the various construction programs under which these buildings were constructed linked local communities to the federal government. In smaller communities, these properties were the first federally constructed buildings and the sole representation of the federal presence. Most remain the community's only federal building. As such, the construction of a federal building/post office was a major community event which not only involved local politics (involving economics and community development) but also

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the interaction with nationally elected officials. As a result, these buildings in their architectural form exhibit an important symbol of the federal government and its relationship to the local community.

Specific areas of significance are addressed below. The following criteria explain the ways in which National Register Criteria A, B, and C relate to Montana post offices. They are divided by areas of significance, level of significance (national, state, or local), and level of integrity needed to qualify as significant. The headings also indicate which of the three National Register criteria was judged to be most relevant for each area of significance.

A. ARCHITECTURAL SIGNIFICANCE

1. Local Level

a. Criteria C

The post office is of local importance as one of the most monumental, imposing or sophisticated buildings in a town. For example, this is true of the Glasgow MPO which is the City's most imposing building. All of the post offices included in this nomination are locally important, and in most cases, locally unique examples of a given architectural style. The Beaux-Arts design buildings represent locally unique examples of a style common to government and certain commercial buildings, especially banks, in larger cities throughout the country.

It is doubtful that post office design discernibly affected the designs of subsequent buildings or a town's architectural history. Analysis of other buildings in the communities receiving post offices indicate that there was little or no influence. The post office is a unique type. Though it plays an essentially commercial role in terms of land use, post office design did not follow design practice for commercial development, nor did subsequent development tend to imitate the style of the post office. There is a reason for this. Post offices were designed to look like post offices; that is,

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certain symbols or signifiers were included as subliminal messages of the building's function.

b. Criterion A

The architectural signifiers and symbols also carry meaning and associative values beyond their mere physical appearance. A post office design is a record of the post office's and the federal government's self image, and of the image which the federal government wished to project to those it governed. A post office in a small town may provide one of the few, perhaps to only, such record of the demeanor of the federal government -- that of the monumental and the solidity. This is true for essentially all of the small town post offices considered in this nomination. The use of strong classical forms, such as those incorporated in the design of the Lewistown and Havre MPO's, reinforce the idea of a strong and stable federal government.

2. State Level

a. Criterion C

A post office may be aesthetically important on the state as well as the local levels, as an example of particularly fine craftsmanship, or as a sophisticated, imposing, and well articulated example of its style or type. The Supervising Architect's office also used standard designs for a great many post offices, but many have been altered in the process of modernization and expansion. As per National Register guidelines, a post office may have state significance because it is a first, and excellent, or a prototype of a standardized design. The Miles City MPO (almost identical to Kalispell), Livingston MPO, Anaconda MPO, and Havre MPO are excellent examples of standard designs found in the Western United States. None of the post offices in Montana are thought to be the earliest of prototype examples of standard designs.

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b. Criterion A

A group of post offices from different periods can, by the associative values contained in their architecture, act as a record of the federal government's self and projected images. Post offices in such a group would not have to be individually significant; the significance would lie in the relation of one building to another. In this nomination, all of the buildings have Beaux-Arts derived ornamental motifs although two represent the Starved Classicism in which these motifs were substantially reduced and simplified.

B. POLITICS/GOVERNMENT AND ECONOMIC SIGNIFICANCE

1. Local Level

a. Criterion A

Research could not quantify the economic impact a post office had on a particular town and this may not be possible. An individual post office may, however, be an important local example of national economic trends and the federal government's policies in dealing with those trends. In particular, those post office built during the 1930's as part of the accelerated public works programs under the Hoover and Roosevelt administrations are concrete examples of the New Deal and the Depression. In many cases, the employment provided by post office construction was an important local event. Also, the site selection process within a community was, in most cases, an event that brought into play the political and economic forces of the community. A post office may qualify as locally significant if it is the only, or one of the few, surviving examples of New Deal public works projects (Glasgow MPO for example). Finally, the federal building/post office represents the presence of the federal government in the community -- the recognition of the stability of that community. The efforts of a community to procure a federal gift involved local cooperation and involvement with nationally elected officials. This would apply in the case of all of the nominated properties.

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C. COMMUNITY PLANNING AND DEVELOPMENT

1. Local Level

a. Criterion A

A post office may have been constructed in a significant period in a town's development and, thus, act as a passive record of that development. A post office would be significant as an active participant in a town's evolution if it can be demonstrated that the building's siting played a role in the direction, shape, and nature of a town's growth or in the siting of other public buildings.

A post office may also act as an important document of a town's past, even if it did not have a particularly strong effect on its development. The post office may also be located in a distinct district within a community and make a significant contribution when associated with the other buildings within that district.

FEDERAL PUBLIC BUILDINGS CONSTRUCTION PROGRAMS

This section will provide only a discussion of national building programs. A following section will be devoted to the relationship of these programs in the context of the buildings constructed in Montana.

The history of post offices construction before WWII can be divided into three distinct phases. From 1893 to 1914, under the provisions of the Tarsney Act, buildings could be designed within the Treasury Department or submitted to competitive bids among private architects. From 1915 to 1930, the Secretary of the Treasury implemented policies that standardized the design of public buildings, in contrast to the previous practice of preparing an individual design for each structure. From the onset of the Depression (1929 to 1930) a new era of government buildings was initiated with the development of public works programs designed to stimulate local economies.

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Prior to 1902, when the first "Public Buildings Omnibus Act" was passed, federal buildings were funded on an ad hoc basis. Appropriations bills rarely contained allocations for more than three buildings at one time. Acquisition of sites and construction occurred only with Congressional authorization.

The Public Buildings Omnibus Act of 1902 authorized 150 new projects. Since it provided for a large body of projects rather than requiring individual authorization, it saved a considerable amount of time in Congress. However, the omnibus bills created the opportunity for political abuse in that Congressmen were eager to please their constituents by distributing "federal presents". Political influence, rather than operational requirements, seemed to dictate size, ornamentation, and location. The omnibus legislation provoked allegations of waste and cries of "pork barrel" from the press.

The utilization of the omnibus buildings approach greatly increased the number of buildings under control of the Treasury Department. In 1899 there were 391 federal buildings under the Department of the Treasury and this number increased to 1,126 by 1912. [Craig, 1979, p. 213] Many of the new buildings went to smaller cities and developing towns which received their first federal buildings.

After experimentation with submitting smaller projects (less than \$500,000) to competing architects in the project vicinity in 1903-1904, it was decided that these projects would be designed "in-house" by the Supervising Architect's office. A return to the "classical style of architecture" for government buildings was also announced during this period. Stylistic elements were drawn from the French Beaux-Arts and Neo-Classical traditions. In addition, America's architectural heritage was reflected in Colonial Revival design.

During the tenure of Supervising Architect James Knox Taylor (1898-1912), buildings were individually designed. Toward the end of his tenure (1912), concern was expressed that the costs of federal construction in comparison to privately constructed commercial buildings was too high. It was felt that designs should be standardized. Taylor felt, however, that government buildings could not be designed and constructed as standardized units.

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After Taylor resigned as Supervising Architect, James Wetmore served as Acting Supervising Architect from 1912 to 1913. Oscar Wenderoth followed Wetmore from 1913 to 1915. During Wenderoth's tenure, legislative changes took place that profoundly affected government architecture, particularly small-scale projects. However, the designs of 1913 and 1914 differed little from Taylor's. The post offices designed during Wenderoth's administration through the use of ornamentation, symmetry, and fine materials (using Renaissance Revival details) brought the idea of the Beaux-Arts movement to small cities and towns. "They [small town post offices] are generally the most important of local buildings, and taken together, seen daily by thousands, who have little opportunity to feel the influence of the great architectural works in the large cities". [The Architect, Vol. XV, No. 23, March 1918, p. 188.]

The Omnibus Public Buildings Act of 1913 set the stage for a change in federal construction policy. Although the Act authorized a large number of construction projects, it also stipulated that no new post office buildings would be authorized for communities with postal receipts totaling less than \$10,000. Pressure to control "wasteful spending" on unneeded public buildings also led to the establishment of the Public Buildings Commission in the 1913 Act.

In his annual report for fiscal year 1913, the Supervising Architect seemed somewhat skeptical of the commission's ability to render assistance. He hoped, however, that the commission would discuss thoroughly

..." the two mooted questions of the so-called 'standardization of buildings' and the claim that the public buildings erected under the direction of the Supervising Architect cost appreciably more than similar buildings erected by municipalities, by county and state governments, and by private individuals. The reports of the debates in the House and Senate show that there is great diversity of opinion among members of Congress on these two subjects, and that they are matters of frequent discussion. It is believed that it is due this office that Congress be authoritatively informed of the limitations of

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the scheme of 'standardization' and, also, whether the Supervising Architect is actually to be charged with fostering extravagant methods of building construction. ["Annual Report of the Supervising Architect of the Treasury, for Fiscal Year Ending 30 June 1913", Washington D.C.: Government Printing Office, 1914]

The Public Buildings Commission, chaired by Secretary of the Treasury William McAdoo, presented its report to Congress in 1914. The report strongly recommended that buildings be standardized in order to reduce cost. This was followed by the establishment of four building classes and building criteria in McAdoo's annual report of 1915. The purpose of the classification scheme was "to provide a rational system of uniformity and business economy in designing and constructing public buildings, so that buildings suitable to the public needs may be built without waste of government money." [Ibid., p. 9] The result of this report was the complete reshaping of post office construction policies after 1915. Buildings were to be less costly but durable, simple, and architecturally desirable. The policies of standardizing plans and constructing cost efficient public buildings continued throughout the 1920s. An effort was made to use the same design as frequently as possible, with variation in floor plans only if an unusual, specific need arose.

The classification scheme developed by the committee is as follows:

- * CLASS A:
Definition: Buildings that include a post office of the first class with annual receipts of \$800,000 or over; the site forming part of a city development plan or situated on an important thoroughfare of a great city; improvement on an adjoining property reaching the higher valuation of metropolitan real estate.

Character of Building: Marble or granite facing; fireproof throughout; metal frames, sashes, and doors, interior finish to include the finer grade of marble, ornamental bronze work, mahogany, etc. Public spaces to have

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monumental treatment, mural decorations; special interior lighting fixtures.

- * **CLASS B:**
Definition: Buildings that include a post office of the first class with receipts from \$60,000 to \$800,000; valuation of adjoining property somewhat below the higher valuation of metropolitan real estate.

Character of Building: Limestone or sandstone facing; exterior frames and sash metal; interior frames, sash and doors wood; interior finish to exclude the more expensive woods and marbles; ornamental metal to be used only where iron is suitable. Restricted ornament in public spaces.

- * **CLASS C:**
Definition: Buildings that include a post office of the second class with receipts of \$15,000 or over, and of the first class to \$60,000 receipts; valuation of surrounding property that of a second class city.

Character of Building: Brick facing with stone or terra cotta trimmings; fireproof floors; non-fireproof roof; frames, sashes and doors wood; interior finish to exclude the more expensive woods and marbles; the latter used only where sanitary conditions demand; public spaces restricted to very simple forms of ornament.

- * **CLASS D:**
Definition: Buildings that include a post office having annual receipts of less than \$15,000; real estate values justifying only a limited investment for improvements.

Character of Building: Brick facing, little stone or terra cotta used; only first floor fireproof; stock sash frames, doors, etc., where advisable; ordinary class of building, such as any business man would consider a reasonable investment in a small town.

James A. Wetmore resumed the reins of the Supervising Architect in 1915 and retained the title of Acting Supervising Architect.

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Wetmore was a lawyer by training and was concerned more with administration than the design of buildings. During his administration, the Superintendent of the Architectural Division, Louis A. Simon, exercised considerable influence on the design of federal buildings. After 1915, designs became standardized and ornament less lavish.

Construction of public buildings had tapered off with the onset of WWI and came to a halt during the war. After the war ended, construction of previously authorized buildings resumed slowly. For example, 20 buildings were constructed in 1919, 10 in 1920, 3 each in 1921 and 1922, 9 in 1923, and 13 in 1924. No new construction laws were enacted until the Public Buildings Act of 1926. This Act contrasted with previous omnibus acts which had authorized appropriations for specific buildings. Two public buildings commissions--one for the District of Columbia and the other for the rest of the country--recommended a new building program which would base building location and size on a business approach rather than Congressional logrolling. The 1926 Act ordered the Treasury Department to implement a "business considerations" policy in response to protests over unneeded projects that were merely a means for a Congressman to win local favor. The standardization of plans for small post offices was also carried forward from the policies of the Public Buildings Commission's report of 1914. A survey report completed under the direction of the 1926 Act identified over 2,300 towns and cities with postal receipts over \$10,000 that were without federal buildings. The estimated cost of constructing these buildings was \$170,420,000. [Ibid., p. 13]

The policies of standardizing plans and constructing cost-efficient buildings continued throughout the 1920s. Post offices, particularly those in small communities, were constructed in so far as possible according to plans established in conformance with conditions and community needs. Stylistically, the majority retained the basic elements of Beaux-Arts massing and plan. Classical details were minimized (to reduce costs) and floor plans did not vary unless a specific need arose.

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The crash of 1929 and subsequent Depression delayed the full implementation of the building program outlined in the 1926 Act. In 1930, Congress authorized increased funding for public building by amending the 1926 Act. This legislation established a trend in public works projects that arose in direct response to the Depression. It served as a precedent for subsequent policies and acts that would attempt to reduce unemployment and stabilize the economy.

The Federal Employment Stabilization Act of 1931 was a major step in the government's efforts to aid the national economy through building programs. The Act established the Federal Employment Stabilization Board, which was charged with advising the President as to the trend of the economic and employment situation. [46 Stat 1086] The President would then transmit to Congress "such supplemental estimates as he deems advisable for emergency appropriations to be expended during such period upon authorized construction in order to aid in preventing unemployment and permit the Government to avail itself of the opportunity for speedy, efficient, and economical construction during any such period." Emergency appropriations were to be used, among other things, for carrying into effect the provision of the Public Buildings Act of 1926. The Act also provided for acceleration of emergency construction, advanced planning, and increased appropriations by \$100,000,000.

Design policies also continued to stress standardization. A set of "Cabinet Sketches" were produced by the Treasury Department which provided standard floor plans for post offices of different sizes. Where practicable, individual treatment was given to exterior details. In order to achieve rapid construction, emphasis was placed on minimizing the number of individual drawings.

In 1933, the Treasury Department was reorganized and the Supervising Architect's office was placed within the Procurement Branch in the Division of Public Works. Also in 1933, the Public Works Administration (PWA) was created under the National Industrial Recovery Act and additional legislation was passed for funding new projects through emergency construction programs. The funds appropriated under the 1926 Act became unavailable, except for those projects under contract. In 1934,

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Louis A. Simon became the Supervising Architect, a position he held until 1941. He became responsible, therefore, for carrying out the bulk of federal construction through the balance of the Depression Era.

The proliferation of federal building programs increased the bureaucratic complexity of federal construction. The Treasury Department's annual report of 1935, for example, listed construction projects under the following programs: the original Public Buildings Program under the 1926 Act; Public Works Administration projects; the Emergency Relief Construction Program; and the Building Program for the District of Columbia under the 1926 Act. [Ibid., p. 17]

The number of post offices constructed under these programs grew rapidly. There was a push to provide post offices in those communities that had been identified in the survey report resulting from the 1926 Act, as well as in towns that had not been included the report or subsequent amendments. As indicated below, the emphasis on economic revival was reflected in the distribution expansion of the building programs.

...[W]ith a view to relieving countrywide unemployment the Secretary of the Treasury and Postmaster General, in the selection of towns or cities in which buildings are to be constructed, shall endeavor to distribute the projects equitably throughout the country so far as may be consistent with the needs of the public service; and the Secretary of the Treasury and the Postmaster General may also select for the prosecution under this appropriation such projects not included in such report as in their judgment are economically sound and advantageous to the public service. [48 Stat 1062].

Emphasis on standardization and the allocation of economic benefits of federal construction programs to the various producing industries was indicted in the Annual Report of the Secretary of the Treasury (Fiscal Year ended 30 June 1935). An advisory committee on engineering was formed and was charged with the task of developing a Manual of Design to serve as a guide in the development of plans and specifications for new

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structures. A directive board was established to study the requirements of each project in its preliminary stage, taking into consideration the best utilization of the site selected, the general character of the design in its broad sense, the selection of the most appropriate materials for construction and finish, the availability of local materials, the relationship of the proposed building to its surroundings, and the development of an equitable balance in the use of materials that will spread the benefits of the public building program as much as possible among all the producing industries.

The Annual Report of the Secretary of the Treasury for 1937 reported that standardization has been successful in achieving its goals of efficiency and stimulating employment. It is also interesting to note the reference to 11 standard designs to meet the sectional architectural traditions.

A large portion of the program has consisted of small post office buildings spread over the entire United States. Type designs were developed, and in order to meet the varying requirements of the Post Office Department and the sectional architectural traditions 11 designs were required. By thus standardizing the designs, there resulted a great saving in time and cost of production of the drawings and specifications, and the placing of these projects on the market was greatly expedited. The buildings which have been constructed from these type designs have proved economical and satisfactory.

The policy of preparing drawings and specifications permitting to the greatest practicable extent the use of materials and products native to the localities has resulted in stimulating employment and spreading the benefits of the building program.

In 1935, 185 post offices were constructed by the federal government. This number was followed by 260 in 1936, 303 in 1937, and 259 in 1938.

Under Government Reorganization in 1939, the Public Buildings Branch of the Procurement Division was placed under the administration of the Federal Works Agency. The Supervising

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chitect was also consolidated under the FWA. The Public Buildings Administration, headed by a commissioner of public buildings, was charged with the responsibility of administering these functions. It appears that the post office construction policies remained substantially the same as under the previous organization.

The architectural styles of the Depression Era, particularly after 1933, tended toward modernized, simplified buildings. The buildings retained the symmetry and proportions of their predecessors but were stripped of the architectural ornamentation that characterized the pre-1920 buildings and even those of the first three years of the 1930's. The design was a basic rectangular box with flat facade. The detailing suggested Classical elements, but in rudimentary form. In addition to the various Revival influences, Art Deco was used but even this motif worked with stylized Classical elements. However, these buildings were still of quality construction with the use of brick, stone, and terra cotta; and they continued to symbolize the stability of the federal government.

The quest for efficiency of plan preparation and rapid construction, and the influence of the international or modern design movement created a building that is termed "starved classical". The end of the Depression Era also brought the end to this building type. Construction essentially stopped during World War II and the post offices which followed were designed to meet the changing operational functions of modern postal facilities.

FEDERAL ARTS PROJECTS

Like the accelerated post office construction of the Depression Era, the New Deal Federal Art Projects were developed to alleviate unemployment in the arts, and to decorate federal architecture. Three programs were administered through the Treasury Department and one through the Works Progress Administration. [The New Deal Art Projects: An Anthology of Memoirs, O'Connor, 1972, p. 12]. These programs were as follows:

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Treasury Department Programs

1. The Public Works of Art Project (PWAP), which lasted from December of 1933 to June of 1934. This was an emergency relief program applied without a strict relief test. It employed roughly 3,700 artists and cost \$1,312,000.
2. The Section of Painting and Sculpture, later the Section of Fine Arts. This was the program primarily responsible for murals and sculpture found in post office buildings throughout the country. Commissions were awarded based on anonymous competitions without reference to the artists' economic need, i.e., it was not, strictly speaking, a relief program. The program began in October of 1934; the final commission was completed in 1943. There were 1,400 contracts awarded at a total cost of about \$2,571,000.
3. Treasury Relief Art Project (TRAP) was created in July of 1935 by a funding allocation from the WPA to the Treasury Department. TRAP was administered by the Section of Fine Arts, applying the same relief rules that governed WPA employment. The project employed 446 persons at a cost of \$833,784; it was discontinued in 1939. The project's primary output was painting and sculpture used to decorate federal buildings.

Work Progress Administration

4. Federal Art Project (WPA/FAP) was a large relief project devoted to the plastic arts. The WPA/FAP was part of a larger program called Federal Project No. 1, which included the WPA drama, music, and writing projects. The over-all project began in August of 1935, employed over 4,000 persons, cost \$35 million, and was terminated in 1943.

In decorating its new public buildings, the Treasury Department supported the arts in the manner of the traditional patron. The Department selected both artists and subject matter in the

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process of conveying the ideals of the New Deal to the public users of its facilities. In accomplishing that task, the Section of Fine Arts made it clear what was considered as appropriate style and subject matter for its programs. Literal interpretation of the American scene, particularly events that were representative of the communities in which they were located, was the essence of that appropriate style. Though some artists felt that this standard was repressive, many critics praised the Section for bringing art out of the studios and museums and into public buildings, some in towns where people had never seen original works of art.

The themes portrayed in the local buildings expressed the experiences, history, and ideals of the local communities, so their artistic significance varied with the local context. The style was conservative and realistic, one that was identifiable and did not require the interpretation of an art critic to be appreciated by the local populace. It was a style that it could relate to. The mural art and the public buildings in which it was located provided the link between the federal government in its New Deal programs, and the local citizen.

The U.S. Postal Service has an agreement with the National collection of Fine Arts of the Smithsonian Institute (dated October 10, 1975). This agreement is a memorandum between the two agencies wherein the USPS specifically states that it will be responsible for taking prudent measures to maintain the art in good condition or to find a suitable relocation for such art work in the event of the sale or disposition of the building in which the art is located.

ESTABLISHMENT OF EARLY MAIL SERVICE IN MONTANA

Prior to the gold rush of the early 1860s, present day Montana's first white settlers consisted of fur traders who ranged the major river basins of the region. British and Canadian traders

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controlled the northwestern portion of the state through the late 1700s and early 1800s. The first Amercian post, Fort Remon, was established at the confluence of the Yellowstone and Bighorn rivers in 1807. This was followed by periods of Indian hostility, abandonment and reestablishment of other trading posts including Fort Union at the mouth of the Yellowstone River in 1828 and Fort Benton, several hundred miles west on the Missouri River in 1846. Fort Benton was a major trading center, and later became a major river port for the gold rush trade of the 1860s.

By the time of the first gold discoveries between 1858 and 1862, the fur trading era had declined substantially. The gold strikes in the Bannack City area in 1862, followed by Alder Gulch (Virginia and Nevada cities) in 1863, Last Chance Gulch (Helena) in 1864 and Confederate Gulch also in 1864, brought a rush of prospectors and miners to the continental divide area of Montana. By 1866, Montana had a population of 28,000 and was the second largest gold producer in the United States.

This gold rush and establishment of mining camps brought about the first towns and post offices in Montana. Post offices were established at Hell Gate (Missoula) on November 25, 1862, Bannack City on November 21, 1863 and Virginia City on January 29, 1864. Until the establishment of Montana Territory on May 26, 1884, these towns were located in Washington and Idaho territories. Although Fort Benton became a major terminal point for both river and overland freight traffic in the early 1860s, a post office was not formally established until January 18, 1867.

Montana was isolated and the routes to supply the gold camps, long and difficult. The Oregon Trail route, on which U.S. mail service had been authorized in 1847, crossed the southern portion of Wyoming in its path between Independence, Missouri and Astoria, Oregon. Since the mid-1850s a trail had been established between Fort Hall (near Pocatello, Idaho) on the Oregon Trail to the Bitterroot, Beaverhead and Deer Lodge Valleys of southwestern Montana. This trail would later become a major freight road which would link Salt Lake City, Utah, and later Corrine, Utah to the Montana gold camps. The other major

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early route was along the Missouri River from Omaha, Nebraska to Fort Benton by steamboat when river conditions were favorable. Three other routes that might be mentioned are the Mullan Trail between Fort Benton and Walla Walla, Washington, completed in 1860; the Northern Overland Route or Minnesota-Montana Road which terminated at Fort Benton; and the Bozeman Road which cutoff from the Oregon Trail, through Casper, Wyoming, then along the Yellowstone River, Bighorn Mountains and Gallatin Valley.

The first act to establish a post road serving present day Montana was authorized on June 2, 1862. The route extended from Walla Walla, Washington Territory via Antoine Plants (near Spokane) and the Coeur d Alene Mission to Hell Gate, Washington Territory.[12 Stat. 421] On February 24, 1863 three additional routes were authorized: from Souix City, Iowa to Yancton Agency, Fort Randal, Fort Pierre, Fort Berthol, Fort Union, mouth of Milk River, Fort Benton, Sun River Farms, Deer Lodge to the Bitter Root Valley; from Great Salt Lake City, Utah via Ogden City, Cache Valley, Snake River Ferry and Bannack City to Fort Benton; and from Fort Laramie, Nebraska to Hell Gate, Washington.[12 Stat. 662-664] It might be noted that none of the post roads were listed under Montana--they were included under Washington, Oregon, Nebraska, Dakota and Idaho territories.

The earliest government mail route that served Montana was established by the Haggard & Dunnee Express in 1862. This route extended between Walla Walla, Washington Territory and Fort Benton, a distance of approximately 600 miles. The round trip, including a connection with Wells-Fargo & Company in Lewiston in Washington Territory, took approximately 37 days to complete.[Newman, 1956] In early 1863, Leonard I. Smith of Salt Lake City was awarded a government mail contract to carry mail between Salt Lake and Bannack City on a weekly basis. After one trip, Smith sublet the contract to A.J. Oliver and Company. Service to Virginia City was established in 1863. Ben Holladay, the "Stage Coach King" received the mail contract between Fort Hall and Bannack and Virginia cities in July 1864. In 1866, Wells-Fargo purchased Holladay's operations. Other earlier carriers included C.C. Huntley between Fort Benton and Helena;

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the Northern Stage Company (owned by Huntley and his brother) between Helena, Diamond City, Lincoln, Virginia City and Bannack City, and between Missoula and Walla Walla. The Huntley's also operated the Northern Overland Routes between Saint Paul, Minnesota and Helena. This route was run by pony, but discontinued after a short period as a result of Indian hostilities. [Fine, 1975].

Prior to the establishment of government contract mail routes (by bid), mail service to the early gold camps was informal and haphazard. Early freight carriers and stage lines carried the mails and newspapers. In addition, to the U.S. postal rate, charges were made by the carriers for each individual piece--one dollar in gold paid by the recipient. Typically, even the first government contractors carried the mails as only an adjunct to regular freight and passenger service. However, the government contract was strongly contested and provided a good subsidy for service.

Government contract mail routes did not necessarily provide smooth and efficient mail service to the territory. Hostile Indians, bandits, poor roads and indifferent mail carriers provided frustration for those early Montana inhabitants desiring a link with the "States". As an example, the Helena Weekly Herald in several articles of 1867 and 1868 demonstrate the trials and tribulations of Helena residents in receiving mail service. An article of September 5, 1867 with the following captions tells of the Indian problems: "The Impossibility of Getting Mail Through on Time". According to the Herald, "The people of Montana are more especially interested in the opening of the Northern Overland route than any other in the mountain country, and will feel severely the impediments thrown in the way of obtaining an outlet by this great highway between the Territory and the States, toward the consummation of which they have long looked forward with anticipation and longing desire." The article also reproduced a letter from J.M. Gorman of the Northern Overland Mail Company of Benton City to John Potter, postmaster of Helena which discussed the Indian problems along the route. In part the letter stated:

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The Indians are getting to be very troublesome on the Northern Overland Mail line between here and Ft. Union. On the 10th of Aug. the Indians run off 5 horses from the mouth of the Milk River, the day before that they fired on the mail carriers between Union and Milk river and chased them for a long distance. On the 18th, the Indians made a raid on station No. 4 on the Milk River, took all the horses, and run the men to the next station above, the men lost all their saddles, camp and garrison equipage, and they had to walk 60 miles--they only escaped by taking to the brush. [sic.]

"You will see from the foregoing statement of the facts, the difficulty of running this line without any protection from the Government, and the utter impossibility of getting any mails through on time,..."

On November 19, 1868 the Herald provided a stinging editorial which not only attacked the Wells-Fargo & Co., but also the rival Helena Gazette for support of Wells-Fargo. The Herald noted that something was rotten in Washington in the manner by which Wells-Fargo received the mail contract. It seems that Spaides & Company had won the government mail contract with a bid of \$300,000, as compared to the \$1,000,000 Wells-Fargo bid. Spaides & Company, after winning the bid, immediately dropped out. According to the editorial they had not intended to provide the service in the first place, and after the second low bidder could not be found, Wells-Fargo was called upon to provide the service. Wells-Fargo refused to provide mail service unless an additional \$750,000 was added to the contract. With the additional amount they were "generous" enough to provide the service. As stated

...W.F. & Co. generously and magnanimously came to our rescue, and consented to carry Uncle Sam's mail bags on the route in question for a while longer. ...What a forgiving spirit the Company exhibited, to be sure! But neighbor [Gazette] you forget that it is hinted--and very strongly, too--that this whole matter was nothing but a pleasant little game on the part of W.F. & Co. to swindle the people out of a few hundred thousand dollars.

Another editorial followed on December 3, 1868 which again complained about the mail service provided by the monopoly carrier, Wells Fargo.

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Their conduct is such that were it followed in the States the indignant populace would wreck their coaches in the gutters and swing their owners and agents. Here, there is no alternative but to submit to the shameful outrages. Every day our ears are greeted with the curses and anathemas uttered against the damnable monopoly. The mail sacks are jammed down under the coach instead of being put in the boot. This results in their becoming detached, dragged on the ground, rubbed against the wheels, or other gear, until large holes are worn through and part of their contents drop out. In wet weather these sacks become soaked with mud and water until, when received, the letters, papers and often very valuable documents are totally illegible, and sometimes totally ruined. Aside from all this, sacks and packages are occasionally lost. During the last two weeks nine differed bundles of through matter, for San Francisco and other points on the coast, have been picked up on the road, not six miles from this place, and brought into town where they now lie.

The editorial added that a Mr. A.K. McClure, while on his way to the Territory, was greatly astonished at the boldness of the monopoly throwing of mail sacks to make room for express freight, or to fill up bad places in the roads.

Although not immediately affecting mail service in Montana, the driving of the golden spike at Promontory, Utah and linking of the transcontinental railroad, heralded in new era of mail transport. The railroad now displaced the great overland stage lines and began its inroads on the routes of regional stage service. Montana's citizens awaited with great expectation the coming of the rails. As early as 1864 when a charter was issued to the Northern Pacific to establish a rail line between Lake Superior and the north Pacific coast, hopes for a route across Montana had been raised. After finally securing financial backing the N.P. line moved westward in 1870 and in 1873 reached Bismark, North Dakota Territory. The Panic of 1873 stalled the tracks at Bismark.

Another line, originating from Salt Lake City was initiated during the same period and was also stalled because of financial difficulties. Finally, the northward extension of the Union Pacific from Ogden City, Utah, the Utah and Northern Railroad

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reached the Montana border in March of 1880. On March 30th, the rails reached the present site of Dillon and the Terminus Post Office was established (later changed to Dillon on May 31, 1881). By December 26, 1881, the railroad reached Butte and the rich mining district on Montana. The first railroad mail route between Ogden City and Dillon, (a distance of 349 miles) was listed in the Report of the Postmaster General for fiscal year ending June 30, 1881. The 1882 report indicated the extension of the route to Butte City, a distance of 418 miles from Ogden City. Although the route crossed Montana, it was listed as a Utah route. The summary of mail service as of June 30, 1882 indicated 3,051 route miles in Montana, but listed no rail routes.

Mail through the eastern portion of the state was still carried by stage, and although not listed in the Postmaster General reports, may also have been carried by steamboat from Bismark, North Dakota to Fort Benton. The Northern Pacific Railroad which was to provide Montana's first east to west rail route had stalled in Bismark with the Panic of 1873. In 1875, the N.P. began its westward push and worked its way across the Territory, providing service to Miles City (1881), and the railroad towns of Billings (1882), Livingston (1882) and Bozeman (1883). The final spike connecting the route from Lake Superior to the north Pacific coast was driven at Gold Creek, Montana on September 8, 1883.

The next great rail route which crossed the "high line" or northern tier of Montana was established by James J. Hill. His intent was to tap the vast mineral wealth of Butte which was provided monopoly service by the Union Pacific. He worked with Paris Gibson to establish the city of Great Falls and Helena and capitalist C.A. Broadwater to establish the Montana Central Railroad which would extend from Great Falls to Helena and Butte. Beginning in April of 1887, Hill's Manitoba line (later renamed the Great Northern) began extending its rails from Minot, North Dakota to Havre, Montana. The line moved rapidly to Havre and then turned southwest to Great Falls, where it arrived in October 1887. A month later, the Montana Central line provided the link between Great Falls and Helena and in 1888 reached Butte.

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In 1889, there were 3,839 route miles in Montana and 346 of these were by rail. Within Montana eight rail routes carried the mails. Routes included the following: Silver Bow and Garrison, Stuart and Anaconda, Drummond and Rumsey, Butte City and Great Falls, Cough Junction and Basin, Missoula and Victor, Silver Bow and Butte City, and Great Falls and Sandcoulee. In addition routes connected Missoula and Wallula, Washington, Devil's Lake, North Dakota and Great Falls. By 1894 rail routes within the state totaled 1400 out of 3921 total route miles. This did not include routes that extended from North Dakota to the east or Idaho and Washington to the west.

The railroads carried the mails between the major rail terminals and stage lines continued to carry mail between these terminals and communities not on the rail system. The rails also, in the first two decades of the Twentieth Century, carried homesteaders who settled and farmed the vast reaches of Montana east of the Continental Divide. They also contributed to the expansion of new towns along the routes and served the farming populace.

All of the cities in Montana that received federally constructed post offices in the early 1900s were included on the rail systems that crossed the state. Most of these cities, including Great Falls, Havre, Billings, Livingston, Bozeman and Kalispell owe their existence to the railroad. Dillon and Glasgow which received post offices in the 1930s were also founded as railroad towns. In addition to the contribution of rail transportation to their founding, the great influx of homesteaders which fueled the growth of these cities in the early 1900s was facilitated and fostered by the railroads.

FEDERAL POST OFFICE CONSTRUCTION IN MONTANA

The first post office in what is now Montana was established at Hell Gate (Missoula), Washington Territory on November 25, 1862. the next post offices were established in Bannack City, Idaho Territory, in 1863 and Virginia City, Idaho Territory, in 1864. Montana Territory was established on May 26, 1864 and in 1870 the territory claimed a population of only 39,000. Montana achieved statehood on November 8, 1889, and the 1890 census indicated a population of 143,000. Helena and Butte were the state's largest cities with populations of 13,834 and 10,723, respectively.

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At the turn of the century Montana's population was 243,000. Over 60 percent of the population resided in rural areas outside of towns. Only ten towns had a population of 2,500 or greater, with only four having a population greater than 5,000. Fueled by "King Copper" Butte had burst forth to become Montana's major city with a population of 30,470; the population of Great Falls tripled to almost 15,000; and Anaconda more than doubled to 9,453. Helena, the state's capital was left behind and in fact declined to a population of just under 11,000. Mining was the major industry, particularly copper which employed approximately 60 percent of the wage earners in the entire state. Cattle and sheep (wool production) grazing dominated the economy of the state east of the continental divide.

Although Montana's first federal building, the Helena Assay Office, was constructed in 1876, it was not until March 2, 1895 that Congress authorized the state's first public building, also in Helena. In 1894, Helena had fended off the attempt by Anaconda to become the state capital, and now firmly maintaining that position, was ready for a federal building and post office. The 1895 authorization provided \$150,000 for a new public building, and appropriated \$20,208 for site acquisition. An Act of June 11, 1896 added \$150,000 to the limit of the building cost, and included an appropriation of \$50,000 [29 Stat. 414]. This legislation also provided for the purchase of additional land within the appropriated limit. An appropriation of \$100,000 was made on June 4, 1897 and the last of three parcels that were purchased to provide the site was acquired in 1900. In March 1901 an appropriation of \$129,791.72 was made and site excavation commenced. A final \$50,000 appropriation was made on June 28, 1902.

However, Helena citizens suffered three years of delay and by April 1, 1904 only the first floor had been completed. After an inquiry to the Secretary of Treasury by the Helena City Council, construction proceeded rapidly and the three story building was completed by the end of 1904. The citizens of Helena now had an imposing brick and stone building in the Renaissance Revival style (with overtones of Richardson Romanesque).

The citizens of booming Butte also received their post office in the same year. Although the \$200,000 authorization for the site

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and building followed that of Helena by four years (March 2, 1899--30 Stat. 972), the appropriations and construction proceeded without the delay that troubled the Helena building. The building was completed in 1904 at a total cost of slightly over \$296,000. Within two years after the building's completion, on June 30, 1906, an appropriation of \$15,000 was made for the purpose of purchasing additional land for expansion of the building.

The Omnibus Public Buildings Act of June 30, 1906, which provided the authorization for the additional land for the Butte Post Office also authorized \$200,000 for a site and building in Great Falls [34 Stat. 780] and \$20,000 for a site in Missoula [34 Stat. 783]. Appropriations in the amounts of \$30,000 for Great Falls and \$20,000 for Missoula were also provided for the purchase of sites. The buildings authorized for these cities included U.S. court houses in addition to the post offices.

The Omnibus Public Buildings Act of May 30, 1908 authorized a building in Missoula with a construction limit of \$115,000 [35 Stat. 527]. In addition, a site and building were authorized in Billings at a limit of \$125,000, and \$15,000 was authorized for a site in Livingston.

The year 1910 brought the next wave of federal authorizations for public buildings projects in Montana. The citizens of Great Falls were still awaiting their building, and although a \$70,000 appropriation had been granted in 1907 (March 4th, 34 Stat. 1298), and a site had been acquired in 1908, no building was in sight. The Public Buildings Omnibus Act of June 25, 1910 authorized an additional \$15,000 for the Great Falls project. This additional authorization, coupled with an appropriation of \$25,000 rekindled hopes for a public building in the near future. This act also increased the limit of the Missoula Post Office and Court House by \$65,000 to a total of \$180,000 for construction of the building. Livingston received authorization for a \$75,000 building to go with the site that had been purchased in 1909. Both Bozeman and Miles City received authorizations for sites and buildings under a limit of \$75,000 for each city [36 Stat. 686]. Finally, Kalispell received a \$15,000 authorization for a post office site [36 Stat. 690].

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In 1911, the Great Falls building received its final appropriation of \$90,000 and construction commenced. In January 1912, the long awaited three story stone and brick edifice of the Second Renaissance Revival style was completed much to the joy of Great Falls citizens. In the following year the Missoula Post Office and Court House was completed, also in the Second Renaissance Revival style. It is also interesting to note that in the year it was completed, the Missoula building received a \$125,000 authorization in the Public Buildings Omnibus Act of March 4, 1913 for expansion [37 Stat. 869].

The piecemeal nature of public buildings appropriations is exemplified by the Missoula federal building. Six separate appropriations were made between the initial appropriation for the site in 1906 to the final building appropriation in 1912. These appropriations were made as follows: June 30, 1906--\$20,000; May 30, 1908--\$25,000; March 4, 1909--\$30,000; June 25, 1910--\$30,000; March 4, 1911--\$45,000; and August 24, 1912--\$50,000. In addition, appropriations were made on March 3, 1915 for \$50,000 and on February 28, 1916 for \$15,000 for expansion of the building. However, these appropriations were not used and expansion was postponed until the late 1920's.

The Public Buildings Omnibus Act of March 4, 1913 increased the cost limit for the Miles City Post Office by \$75,000 and authorized \$100,000 for the construction of the Kalispell Post Office. The allocation for the Kalispell building was the last authorization for a new federal building in Montana until the Public Buildings Act of May 25, 1926.

The Livingston and Billings post offices were completed in 1914. The Miles City Post Office was completed in 1916, and the last post office completed in Montana prior to the 1930's opened its doors in Kalispell in 1918. Montana's "major" cities now had federal buildings. Only Anaconda, Marcus Daly's copper smelting center, and Montana's fifth largest city, had been by-passed. Anaconda, along with the booming agricultural centers of Havre and Lewistown, would have to wait until the 1930's before receiving their federal gifts.

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The cities that had received federal buildings were located along the rich mining belt of the Continental Divide and along the railroad corridor crossing the southern portion of the state. They had risen with the copper boom and the huge influx of homesteaders carried by the railroads hoping to tap the land's wealth. Mining had fueled the growth of Helena and propelled Butte to greatness. Great Falls also owed its development to the copper industry, but also was supported by agriculture and the railroads. Miles City, Billings, Livingston, and Bozeman turned from cowtowns to booming agricultural centers as a result of the railroad and its cargo of homesteaders. Railroads, mining, timber and agricultural provided the basis for the development of Missoula and isolated Kalispell.

The buildings constructed in these cities represent the growth and development of Montana's cities, in the state's initial growth era. The state's population had doubled during this period, from 243,000 in 1900 to over one-half million in 1920. Copper had provided vast wealth. The opening of the vast eastern plains had invited a horde of homestead farmers. The land offices of Miles City, Great Falls and Havre were swamped with new arrivals. For example, in 1909, the Miles City land office was processing 1200 claims per month; Havre, 700 per month and Great Falls over 1,000 per month.

By 1920, the bubble had begun to burst. Low grain prices and drought wreaked havoc on the Montana economy. Between 1920 and 1926 half of Montana's banks failed, 11,000 farms were abandoned and Montana had the highest bankruptcy rate in the United States. Sixty thousand people departed Montana and Montana's population declined by 2.1 percent during the 1920's. Although the late 1920's brought renewed prosperity, this was soon ended by the onslaught of the national depression and more drought. Grain, cattle and sheep prices declined precipitously. The national depression also brought a decrease in demand for metals and timber products which, in turn, added to Montana's economic decline. By 1933, the American copper industry had reduced its output of one-quarter of 1929 levels. Armies of unemployed walked the streets of Anaconda and Butte.

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Thus the stage is set for Montana's final pre-World War II post office construction era. The buildings constructed during this era represent the federal government's response to a national economic emergency and stand as legacies to the various federal programs implemented during the 1930's. The federal government played a dominant role in Montana during this period through such programs as the Civilian Conservation Corps, Rural Electrification, Farm Credit Administration, Agricultural Adjustment Administration, the Taylor Grazing Act, and Works Progress Administration. Thousands of miles of streets and roads; nearly two hundred public buildings and schools; sewers; reservoirs, and aquaducts were constructed by WPA workers. The Fort Peck Dam, upon completion the largest earthen dam in the world, was constructed during this period.

Montana received nine federally constructed post offices between 1930- and 1941 in cities that had not previously received a federal building. In addition, the post offices in Great Falls, Billings, Missoula, Butte and Helena were expanded. Although three of these new post offices, Lewistown, Havre, and Anaconda were actually grounded in legislation prior to the onset of the national depression and the great public works projects of the New Deal era, they represent the Depression era in the Montana context.

As mentioned previously, no new federal buildings/post offices had been authorized in Montana after the Public Buildings Omnibus Act of 1913, and Kalispell received the final post office from this period in 1918. This is true of the nation as a whole and between 1921 and 1930 only 122 post offices were constructed by the federal government. Most of these 1920s buildings had been appropriated prior to 1920 and the remainder followed the Public Buildings Act of May 25, 1926 (also known as the Keyes-Elliott Act). This act expanded the scope and consolidated the funding of post office construction and set the groundwork for the massive federal buildings programs of the 1930s. Between 1931 and 1939, 1,584 post offices were constructed across the nation--three times as many as had been constructed in the previous fifty years.

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In response to the duties imposed by the 1926 Act, the House of Representatives issued House Document 710 (February 17, 1927) to identify potential projects under the \$100,000,000 allocation provided by the Act. The report recommended 278 projects including 118 new buildings in towns which had not previously received federal buildings. In addition, the committee estimated a need for 2,311 public buildings across the nation and recommended another \$100,000,000 to expand the program. The report listed four projects in Montana: expansion of the Missoula and Butte federal buildings; a new post office in Lewistown (\$360,000); and a post office/U.S. courthouse in Havre (\$385,000).

This report was followed by House Document 613 (February 26, 1929) which authorized a \$95,000 post office in Anaconda and expansion of the Helena federal building as well as those listed in the 1927 document. In addition border stations were authorized in Sweet Grass, Scobey, Roosville and Babb-Piegan. Finally, post offices for Deer Lodge, Dillon and Glendive were listed as potential projects, but not included in the \$248,000,000 building program.

Lewistown, located in the geographic heart of the state and a regional farming and ranching center, received Montana's first federally constructed post office of the 1930s. Lewistown had been hard hit by the Montana's agricultural depression of the 1920s and had gone from rapid growth to an actual decline in population. Lewistown along with Havre had received a building appropriation in the Deficiency Act of May 29, 1928. Fifty thousand dollars had been appropriated for a site and commencement of construction under a limit of \$165,000. The building was completed in 1931, and aside from the WPA-constructed Civic Center of 1936 was the city's only major construction project during the 1930s.

Havre received the first federally constructed post office in the northern tier or "High Line" country. Like Lewiston, Havre with its agricultural economy was affected by Montana's 1920s depression, but did not suffer the population or building decline to the degree of Lewistown. Havre received an appropriation of \$50,000 for a site and commencement of

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construction under a limit of \$200,000 in the Deficiency Act of May 1928. Construction of the building had begun in August 1930, but was delayed while the contractor (and local citizens) awaited the outcome of an additional appropriation for a federal court. A \$50,000 appropriation was approved in February 1931, construction continued, and the building was completed in May 1932.

Anaconda, which had been omitted from the public building programs of the pre-1920s was the next Montana city to receive a federal building. The possibility of a federally constructed post office had been first considered in 1914, and in 1915 Representative John M. Evans (D) introduced a bill in Congress providing for a \$125,000 federal building in Anaconda. However, no appropriation was made and several years of lobbying by Anaconda civic groups ensued. House Document 613 of the 70th Congress (February 26, 1929) finally authorized \$95,000 for a building in Anaconda pursuant to the expanded Public Buildings Act of 1926. House Document 788 (February 27, 1931) authorized and appropriated \$140,000 for the Anaconda building under the Public Works Emergency Appropriation of February 10, 1931. Construction commenced in 1932 and the building was completed in January 1933.

These three post offices, Lewistown, Havre and Anaconda, are characteristic of those post offices constructed during the late-1920s early-1930s. They are transitional in federal design style in that they represent a stage in the evolution from the Beaux-Arts Classicism (Renaissance Revival and Neo-Classicism) of the first two decades of the century to the International style which began to influence American design in the 1920s. Although these buildings are of modern influence, they retain identifiable historical architectural elements and are not stripped to the degree of post offices which followed in the mid- to late-1930s. The later buildings reflected the urgent response to the national economic emergency, which dictated a greater degree of standardization and simplification, particularly of facades (since interior design had long since been standardized).

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Both the Havre and Anaconda post offices are clearly Beaux-Arts inspired in their Neo-Classical designs. Both have relatively flat facades, but also retain Classical architectural detailing. The Havre Post Office and Court House includes a slightly projecting entry portico supported by a colonnade of colossal order. Four smooth columns topped by Greek Corinthian capitals (early form) impart a monumental character to the building. The Anaconda Post Office also makes use of the Greek form in its colossal fluted columns with Ionic capitals which front the recessed entry portico. Finally, the Lewistown Post Office, in an otherwise modern building, makes use of the Greek style in its magnificent terra cotta entry ensemble. Although only slightly projecting, engaged fluted columns high Ionic capitals, flat molded pilasters and a triangular pediment set against a field of red brick, crisply define the building's monumental entrance.

The Montana post offices constructed between 1935 and 1941 represent those constructed under various emergency appropriations that were authorized "with a view to relieving countrywide unemployment". The Secretary of the Treasury and Postmaster General were directed to distribute projects equitably throughout the county so far as may be consistent with the needs of the public services. They also had the latitude to select projects not included in the report promulgated by the direction of the 1926 Act. The Federal Employment Stabilization Act (February 11, 1931) had addressed the use of planned and accelerated emergency construction to aid in preventing unemployment. This Act, along with several federal programs designed to provide economic relief, provided to foundation for the next wave of post office construction in Montana.

Montana received five post offices between 1935 and 1941, all in communities that had not previously had a federally constructed post office. Four of these buildings were listed in House Report 1879 of June 2, 1934. This document provided authorized construction limits for Deer Lodge, Dillon Glendive, Glasgow and Whitefish, but did not provide funding appropriation. It might be noted that Whitefish never received a federal building. In addition, expansion and remodel authorization was provided for Great Falls and Missoula.

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Dillon was the next Montana city to receive a post office. Local citizens had been working diligently since 1931, when notified that House Document 788 included Dillon in a list of Montana cities which had been allocated post offices but were not yet appropriated. In early 1932, Dillon citizens had circulated a petition in an effort to gain appropriations for building construction. A visit to Dillon by a federal site agent in February 1933 raised local expectations, but also created local controversy. Apparently some local citizens felt that Dillon did not need a new federal building, and that federal funds could be allocated to more useful projects. Finally in June of 1934, news reached Dillon that a \$100,000 emergency appropriation had been made for a federal building in the city. Construction began in August 1935 and the building was completed in June 1936.

House Document 177, issued on February 2, 1939, listed the final group of Montana post offices which would be constructed under the massive public buildings programs which would end with the onset of World War II. The buildings authorized in this document for funding had been appropriated under the acts of August 25, 1937 and June 21, 1938, in which \$130 million had been authorized for 728 projects throughout the nation. Projects in Montana that were completed under this legislation for emergency construction included the Deer Lodge Post Office (\$73,000), Glasgow Post Office and Courthouse (\$228,900), Glendive Post Office (\$70,000), Sidney Post Office (\$80,000) and Hamilton Post Office (\$80,000). In addition to these projects, 18 projects totaling approximately \$1.5 million were proposed but not authorized. These proposed projects which were never completed included the following: Baker, Big Timber, Chinook, Conrad, Cut Bank, Forsyth, Fort Benton, Hardin, Harlowtown, Laurel, Libby, Malta, Plentywood, Polson, Red Lodge, Roundup, Shelby, Whitefish and Wolf Point.

The Glasgow Post Office and Courthouse is the final building included in this nomination. The possibility of a federal building in Glasgow had first been indicated in House Report 1879 of June 2, 1934. In that report \$77,000 was authorized but not appropriated for a post office in Glasgow. In October of 1936 the Glasgow Courier reported that \$140,000 had been

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appropriated for the building under the Emergency Construction Act of 1934. On August 26, 1937 Congress approved an act to provide a federal court in Glasgow. The nearest federal court was located in Havre and the vast northeastern corner of the state with extensive borders on Canada was unrepresented by a U.S. Court. The act allocated an increase in the building limit not to exceed \$100,000. Construction bids were revised and construction of the building commenced in May 1938 with completion in September 1939. The citizens of Glasgow now had a monumental federal building, the most imposing building in the city, which established the federal presence in the community.

The buildings constructed in the period between 1935 and 1940 continue to exhibit the Classical influence in scale and proportion. However, for the most part they have been simplified in comparison to their counterparts constructed before the early 1930s. Typically, round arches for window and entry bays have been replaced by flat entablature are combined into a broad contrasting stone or terra cotta band; and cornices have become flush with facade or replaced by a contrasting coping course. Articulation is minimized and facades are flat. As stated by Louis Craig in The Federal Presence:

"... the facades became simplified, their classical ornaments turning angular and disappearing into the masonry, their walls becoming more plainer and their window opening shallow and anonymous. What resulted was a gaunt, underfed, "starved" classicism, donated as much by white masonry and the rhythm of wall and window as by vestigial columns."

Generally, the post offices of the Starved Classicism genre are reductions of the American Colonial and Neo-classicism.

The Glasgow Post Office and Courthouse exemplifies the Starved Classicism in its flat, unadorned facade of buff-colored brick and contrasting stone. Although a monumental character is provided by strong vertical emphasis of the three story central entry and window bays, the flat stone merely suggests classical columns and entablature. The facade is flat with nominal

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articulation provided by slightly recessing the three bays of the central section. Simplicity is the ruling dictate of the design which presents a refined, yet dignified symbol of the federal government. The Dillon Post Office also exhibits a simplified, flat facade. Detailing is provided by a slightly projecting molded stone cornice and by providing fan windows over the entry and immediately flanking Palladian windows. The Glendive, Deer Lodge and Sidney post offices are smaller single purpose buildings and with the exception of minor detailing and roof treatments are essentially identical in their Starved Classical design mode.

In summary, Montana received 18 federally constructed post offices between 1900 and 1941, all of which remain intact. Two of these buildings, Butte, and Missoula, are under GSA administration and are listed in the National Register of Historic Places. The former Helena Post Office (NR) is presently jointly owned and operated by Lewis and Clark County and the city of Helena. The former Kalispell Post Office is used as the Flathead County Library, and the former Bozeman Post Office is used by the Army Reserve. The remaining 13 buildings are owned by the U.S. Postal Service.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Sheets

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY See Individual Nomination/Inventory Forms

UTM REFERENCES

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A

ZONE	EASTING	NORTHING
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B

ZONE	EASTING	NORTHING
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C

ZONE	EASTING	NORTHING
------	---------	----------

D

ZONE	EASTING	NORTHING
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VERBAL BOUNDARY DESCRIPTION

(See Individual Forms for VBD)

In all cases, boundary are drawn on the Lot Line on the nomination property.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
N/A	N/A	N/A	N/A
STATE	CODE	COUNTY	CODE
N/A	N/A	N/A	N/A

11 FORM PREPARED BY

NAME / TITLE

H. J. "Jim" Kolva

ORGANIZATION

Institute for Urban and Local Studies

DATE

October, 1985

STREET & NUMBER

W. 705 1st.

TELEPHONE

(509) 458-6219

CITY OR TOWN

Spokane

STATE

WA

99204

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES ☒

NO ☐

NONE ☐

Maurella Shepley
STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is National ☒ State ☐ Local.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

Director, Office of Real Estate

DATE

02/06/86

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

KEEPER OF THE NATIONAL REGISTER

DATE

3/21/86

DATE

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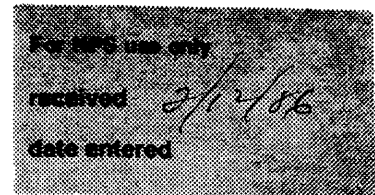
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Multiple Resource Area
Thematic Group

dnr-11

Name US Post Offices in Montana 1900-1949 Thematic Resources
State Beaverhead County and others, MONTANA

Conn 3/21/86

Nomination/Type of Review

Date/Signature

1. Anaconda Post Office

~~Substantive Review~~ for Keeper

Attest

William B. Bushong 3/14/86

2. Billings Post Office and
Courthouse

~~Substantive Review~~ for Keeper

Attest

William B. Bushong 3/14/86

3. Dillon Post Office

~~Substantive Review~~ for Keeper

Attest

William B. Bushong 3/14/86

SD 4. Glasgow Post Office and
Courthouse

~~Substantive Review~~ for Keeper

Attest

W B Bushong 3/21/86

5. Great Falls Post Office
and Courthouse

~~Substantive Review~~ for Keeper

Attest

William B. Bushong 3/14/86

6. Havre Post Office and
Courthouse

~~Substantive Review~~ for Keeper

Attest

William B. Bushong 3/14/86

7. Lewistown Federal Building
and Post Office

~~Substantive Review~~ for Keeper

Attest

William B. Bushong 3/14/86

8. Livingston Post Office

~~Substantive Review~~ for Keeper

Attest

William B. Bushong 3/14/86

9. Miles City Main Post
Office

~~Substantive Review~~ for Keeper

Attest

William B. Bushong 3/14/86

10.

f Keeper
Attest