

**Cultural Resource Survey and Assessment:
CAIRD ENGINEERING WORKS (24LC2205)**



**Report prepared for the
Montana Business Assistance Connection
225 Cruse Avenue, Suite D
Helena, Montana 59601**

By

**Jon Axline
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Introduction

Montana Business Assistance Connection (MBAC) has purchased the Caird Engineering Works site at the intersection of North Montana Avenue and East Lyndale Avenue in Helena, Montana. The site is located in the NW¹/₄ SW¹/₄ NW¹/₄ of Section 29, T10N, R3W. The site is located on lots 1-4, 28, 29, 31-33 of Block 5 of the Northern Pacific Addition to Helena (1883). Figure 1 shows the survey area on the 1985 Helena, Montana USGS Quadrangle map.

Earl Wilcox first surveyed the Caird Engineering Works site in 1990, prepared a report, and submitted it to the Montana State Historic Preservation Office. However, no determination of National Register of Historic Places eligibility was ever made for the property and its National Register status has been unresolved since then. The 1990 survey did not include all buildings and structures on the property as all had not reached the requisite fifty-year age required specified in National Historic Preservation Act (1966) regulations. In March 2014, Montana Business Assistance Connection (MBAC) purchased the 2.7-acre Caird property for the potential redevelopment of the site. At that time, it was determined by the Montana State Historic Preservation Office that the historic building survey needed to be updated to include all historic buildings and structures constructed before 1964. This report constitutes that update. In 1990, however, Mr. Wilcox recorded and evaluated the site as an historic district. This report has updated the property as a site rather than a district.

The cultural resource survey was conducted in accordance with Section 106 of the National Historic Preservation Act (36 CFR 800) regulations regarding the recordation and protection of prehistoric and historic cultural heritage sites. The survey centered on the Caird Engineering Works property bordered on the west by North Montana Avenue, the north by East Lyndale Avenue, on the south by Boulder Avenue and the east by the property boundaries of the Pattern House and 1308 Boulder Avenue. The survey included ten buildings and structures constructed between circa 1914 and 1964 that are located within the designated survey area. The cultural resource survey of the Caird site was conducted by historian Jon Axline on May 8, 2014. Research and report preparation was by Axline.

Management Summary

The author conducted a pedestrian survey on the property on May 8, 2014. The project area is centered on the 2.7-acre Caird Engineering Works property in Helena. The property contains ten buildings and structures and a scatter of machinery, vehicles and equipment, trailers, reinforcing steel, and other objects, some of which may have been associated with the operation of Caird Engineering Works. No archaeological survey was conducted for this project.

The 1990 survey included the twelve buildings and structures that are associated with the operation of Caird Engineering Works. The survey included four buildings on the south side of Boulder Avenue on Lots 1-4, 9 and 10, Block 6 of the Northern Pacific Addition. Two of those buildings (24LC2215 and 24LC2218) were associated with Caird's recreational boat sales operation and were not included as part of this survey as they are not owned by MBAC (they are currently owned by the Helena School District). Two buildings (24LC2216 and 24LC2217)



Figure 1. USGS map showing location of Caird Engineering Works (24LC2205).

have been demolished and no longer exist. The Pattern House (24LC2214) was also included in the 1990 survey. In 1994, however, the two lots encompassing the Pattern House were sold to a private individual and the building is no longer a part of the Caird/MBAC property. The pattern house was not re-surveyed for this report.

The Caird Engineering Works site (24LC2205) was recorded, mapped, photographed according to Section 106 regulations. The site is recommended eligible for the National Register of Historic Places under Criterion A for the reasons specified below.

Physical Setting

The project area is located in the Helena Valley of southwestern Montana. The broad east-west trending valley is bordered on the north by the Big Belt Mountains and on the south and west by the Boulder Mountains. The Elkhorn range is visible to the southeast of the survey area. The Spokane Hills delineate the valley to the east. The Missouri River provides the main water source for the valley. Ten Mile and Three Mile creeks are tributaries to the river and are located



Figure 2. Overview of Caird Engineering Works (24LC2205). View to the northeast.

north of the survey area. Caird Engineering Works is located within the urban limits of Helena. The site is surrounded by residential, industrial, and commercial development at the busy intersection of North Montana (US Highway 12), East Lyndale, and Helena avenues. The 2.7 acre Caird site is delineated by a board fence on the south side of the property and a chain link fence on the west and north sides of the property. A spur line of the Great Northern Railway once traversed the property, but the rails, ties, and other appurtenances associated with the railroad were removed by the late 1970s and no trace of the line currently exists on the site.

Historical development of the survey area was dominated by industrial and residential development associated with the Northern Pacific Railway and the Great Northern Railway spur. Historically known as the Sixth Ward, the area developed soon after the arrival of the Northern Pacific Railway in 1883. The neighborhood contains a mixture of industrial and commercial properties that were associated with the railroad and the adjacent residential neighborhood. The Sixth Ward was located east of Helena’s core area and developed as a semi-autonomous suburb of the city. Caird Engineering Works was located here because of its proximity to the railroads and the working class neighborhood of the Sixth Ward.



Figure 3. Overview of Caird Engineering Works (24LC2205). View to southeast.

Methodology

The MDT historian initiated the survey with a search of the Cultural Resources Information Systems (CRIS) and Cultural Resources Annotated Bibliographic System (CRABS) files at the

Montana State Historic Preservation Office (SHPO) in Helena. The file search revealed the Caird Engineering Works (24LC2205) property and the nearby Helena Railroad Depot Historic District (24LC1971). The historic district is bounded on the west by North Roberts Street about two blocks northeast of the Caird site. In the mid-1990s, the Montana Department of Transportation undertook a cultural resource survey of North Montana Avenue between the intersection of East Lyndale Avenue and Cedar Street. No National Register of Historic Places-eligible properties were identified within that project corridor or adjacent to the Caird Engineering Works site. In the early 2000s, volunteers working with the Helena-Lewis and Clark County Historic Preservation Officer undertook a project to inventory residences in the Sixth Ward adjacent to and near the Caird Engineering Works site. In all, volunteers inventoried 48 historic residences in anticipation of the preparation of a National Register of Historic Places historic district nomination. The project was never completed and the inventoried residences are listed as “undetermined” in SHPO’s CRIS database.

Archival holdings at the Montana Historical Society were examined for information regarding Caird Engineering Works. County histories, reminiscences, newspaper articles, city-county directories, land tract books, the U.S. census and other records were also researched for information regarding the site. The General Land Office (GLO) records were viewed at www.glorerecords.blm.gov for this project. Building Permit and Chain of title research for the historic property was conducted at the Lewis and Clark County City-County Building in Helena.¹

All historic features over fifty years of age on the Caird Engineering Works property were inventoried, mapped, and photographed. The site was recorded on a Montana Historic Property Record form. The site and thirteen buildings on the old Caird property had been assigned Smithsonian trinomial numbers in 1990. The 1990 report is housed at the Montana State Historic Preservation Office and the Montana Historical Society's Research Center. The updated 2014 site form and report are on file at the Montana State Historic Preservation Office (SHPO) and at MBAC.

Historical Overview

Meriwether Lewis provided the first written description of the Helena valley on July 21, 1805 when he called it “a handsome and an extensive valley.” Undoubtedly a few Euro-American fur trappers and traders were familiar with the valley in the decades following the Lewis and Clark Expedition. In the 1850s, Lieutenant John Mullan of the US Corps of Topographical Engineers skirted the valley several times while in search of a route for both a railroad and wagons in the northern Rocky Mountains and Pacific Northwest. In 1860, he completed construction of a wagon road between Walla Walla, Washington and Fort Benton on the upper Missouri River. The road skirted the valley to the west, but Mullan had great hopes for the future development of it as more Euro-Americans entered the area.²

A few months prior to the publication of Mullan's report, prospectors discovered significant gold deposit on Grasshopper Creek and on Alder Gulch about 120 miles south of the Helena Valley. The gold strikes sparked a stampede into the northern Rockies by gold hunters and increased traffic on the Mullan Road between the mining camps and Fort Benton. In the late summer of 1862, William Mayger discovered gold in a bend of Silver Creek about ten miles northwest of the survey area. The strike, while only moderately productive, touched off a stampede to the placers and resulted in the establishment of a mining camp called Silver City in 1864. Concurrent with the strike on Silver Creek, prospectors descended on the Scratch Gravel Hills, where they found some gold in the gravels at the southern end of the range. Mining in the area, however, was eclipsed by the gold strike on Last Chance Gulch in July 1864. Despite that,

¹ The building permit file for Caird Engineering Works appears to be incomplete. The earliest permit in the file was for the installation of a heater in one of the buildings on the site in 1935. There was, however, no permit for the construction of the board fence along Boulder Avenue in 1951 as was reported in the Helena Independent Record. Nor was there a permit for Feature 6 on the site even though it was likely constructed sometime in the 1960s.

² Gary E. Moulton, ed. *The Definitive Journals of Lewis & Clark: From Fort Mandan to Three Forks*. Vol. 4. Lincoln: University of Nebraska Press, 2002, 412; John Mullan, *Report of the Construction of a Military Road from Fort Walla-Walla to Fort Benton*, Washington DC: Government Printing Office, 1863, pp. 42-43, 143.

Silver City hung on and served as the county's first seat after the creation of Montana Territory; it was nearly abandoned by 1880.³

On July 14, 1864, four men, erroneously called the Four Georgians, struck gold on Last Chance Gulch, about two miles southwest of the survey area (the present site of the Colwell Building's parking lot). The strike sparked a stampede to the new diggings; within a year several hundred people lived along the gulch. In October 1864, at a miners meeting held to appoint a miners court and lay out the town, the camp's residents elected to call the new settlement Helena. At first Helena prospered not only because of the richness of the gold placers on the gulch, but also because of mining camps in the mountains surrounding it and because it was located at the center of a strategic transportation hub. The adjacent Helena Valley also provided plenty of land for farms and ranches, with most of the produce and animals raised in the valley sold in Helena and the surrounding mining camps. The April 1868 General Land Office map for Section 29, Township 10 North, Range 3 West does not show any development at the future site of Caird Engineering Works.⁴

Helena's importance as a mining, trade, and transportation center had made it Montana Territory's preeminent settlement by the early 1870s. The Territorial Legislature designated Helena the territorial capital in 1874. That designation served to solidify the city's permanent existence. In 1883, the Northern Pacific Railway built its main line through the territorial capital, followed by the Montana Central Railroad in 1887. The railroad sparked the industrial, commercial, and residential development of the area south of the tracks and adjacent to the depot and rail yards. Platted as the Northern Pacific Addition, the neighborhood functioned as one of Helena's first suburbs, connected to the downtown by a trolley line that ran from the depot up Helena Avenue to Last Chance Gulch. Later christened the Sixth Ward, the area developed its own distinct identity as a working class neighborhood with its residents primarily employed by the railroad or in enterprises associated with it. The Sixth Ward contained warehouses, factories, hotels, bars, meat markets, groceries, its own church, and a school by the early twentieth century. The neighborhood prospered because of its proximity to the railroad, yet retained its identity as the Helena expanded toward it. Today, the Sixth Ward still retains its identity as a working class neighborhood, proud of its traditions and distinctiveness.⁵

³ Muriel Sibell Wolle, *Montana Pay Dirt* (Athens, Ohio: Sage Books, 1963), 100; Jon Axline, "The Little Prickly Pear Valley" in *More From the Quarries of Last Chance Gulch*, vol. II (Helena: Independent Record, 1996), 76-77.

⁴ Wolle, *Montana Pay Dirt*, 67-68; Vivian A. Paladin, "Where was the First Gold Found," in *More From the Quarries of Last Chance Gulch*, vol. II (Helena: Independent Record, 1996), 155-57; General Land Office Map, April 15, 1870.

⁵ For historical information specific to the Sixth Ward see Jon Axline and Ellen Baumler, Helena Railroad Depot Historic District National Register of Historic Places Nomination (2004) on file at the Montana State Historic Preservation Office, Helena, Montana; Michael P. Malone, Richard B. Roeder, and William L. Lang, *Montana: A History of Two Centuries*, Rev. ed. (Seattle: University of Washington Press, 1991), 109, 179-180, 213-214.

Caird Engineering Works⁶

In 1895, mechanics Charles Caird and Frank Hawksworth formed a partnership to create a “new foundry and metal fabricating shop” at the intersection of North Montana Avenue and East Lyndale Avenue near the Northern Pacific Railway depot in Helena. Their first customers were local mining companies and the United Smelting Company (later United Smelting and Refining Company) smelter in East Helena. Under the name of Caird and Hawksworth, the men purchased five lots on Block 5 of the Northern Pacific Addition in June 1895 and built a foundry on the property in 1896. Born in St. John’s, New Brunswick in 1859, Charles Caird apprenticed in that city’s railroad shops until 1885 when immigrated to the United States. He worked for a time at an armament plant in Boston and then moved to Montana in 1887. Caird was employed as a mechanic at the Jay Gould and Alta mines near Wickes until about 1890 when he went to work at the American Smelting and Refining Company smelter in East Helena as a Master Mechanic. Caird partnered with Jacob Switzer in 1892, to form the Switzer Brick & Terra Cotta Company. When that company merged with the Kessler Brick Works in 1894 to form the Western Clay Tile Company, Caird went into business with Hawksworth. A native of Bay City, Michigan, Frank Hawksworth came to Helena in 1890 and worked as a Steadman Foundry as a machinist and foreman until he partnered with Caird. Hawksworth came from a long line of mechanics and machinists, both his father and brother were Master Mechanics.⁷

For over a decade, Caird and Hawksworth prospered as it provided crushing mill components, ore car bodies, ore samplers, dredge boat components, and other materials to mining companies in southwestern Montana. It also sold products purchased from eastern manufacturing companies and fabricated small items for use by area ranchers and farmers. In 1907, however, a national recession caused a significant decline in the Helena company’s revenue. Consequently, Hawksworth sold his interest in the firm to his partner, Charles Caird. He remained in Helena until 1909 when he relocated to Seattle. When the recession ended about 1910, Caird secured contracts with cities in southwestern Montana to provide lamp posts and trolley poles to Helena, Butte, Bozeman, and Anaconda. That business expanded within a short time to include manhole covers, rings, and liners, along with sidewalk vault elevators and storm drain grates among other items. He also continued to provide equipment to local mining companies and smelters as well as fabricating bridge components for the Montana Highway Department. Business was good enough that in October 1914, he incorporated Caird Engineering Works. At that same time, he and his wife, Elizabeth, transferred the title of the property to the company.⁸

⁶ For a comprehensive and excellent overview of Caird’s operations, the company’s complex and method of operations, please see Earl Wilcox, Technical Survey Report: Caird Engineering Works. Report prepared for the Montana State Historic Preservation Office and City of Helena, August 1990. A copy of the report is located at the Montana Historical Society Research Center, Helena, Montana. This section of the cultural resource report is primarily a summary of that report with addition information provided by Axline.

⁷ Wilcox, Technical Report, pp. 2, 4-5; Robert George Raymer, *Montana: The Land and the People*, vol. II, (Chicago: The Lewis Publishing Company, 1930), 76-77; “Charles Caird Summoned in California, *The Helena Independent*, 2, April 1947; Tom Stout, *Montana: Its Story and Biography*. Vol. III, (Chicago: American Historical Society, 1921), 1173-74; Deed Book 19, p. 252; Ibid Book 18, p. 310; Ibid, Book 59, p. 214; Ibid, Book 78, p. 28; US Census Records.

⁸ Wilcox, Technical Survey Report, pp. 4-6, 10; Business Entity Search; Deed Book 78, p. 28; Ellen Baumler, “Caird Engineering Works” in More from the Quarries of Last Chance Gulch, *The (Helena, Mont.) Independent Record*, 26 June 1997.

Caird Engineering Works manufactured a wide variety of materials for many clients through the 1920s and into the 1930s. By 1930, the plant included fifteen buildings in addition to the foundry. A spur of the Great Northern Railway passed diagonally through the property and also facilitated the company's ability to ship its products to regional and national markets. In 1930, Caird induced his nephew, George Porte, to join the company as the assistant manager. Born in Grand Forks, North Dakota, George had a strong background as an Assistant Mechanic and Building Engineer for Public Service Company of Northern Illinois before moving to Helena. In 1936, Caird retired, turning over the management of his company to Porte. Caird moved to California in 1941, dying there in 1947.⁹

World War II caused a boom for Caird Engineering Works. The U.S. Army and Navy contracted with the company, which produced trailer ramps, anti-submarine net floats, and wrenches for use in the European and Pacific theaters. Because of the manpower shortage during the war, Caird hired ten "Rosie the Riveters" to ensure the company's met its government contracts. The post-war economic boom also impacted Caird, compelling Porte to construct a new machine/welding shop (Feature 1) in 1952 and adding additional buildings to the complex, including recreational boat motor sales in 1970. A spectacular fire in July 1957 largely destroyed the original 1895 foundry and drew thousands of spectators. In October 1957, Porte hired W. R. Waddell and the Flynn Steel Company to construct a prefabricated "Butler Building" to replace the foundry (Feature 5); the cost of the new building was \$10,000. At about the same time, corrugated metal was added to the facades of the upper and lower machine shops (Features 2 and 4) and to the office building (Feature 3) facing onto North Montana Avenue.¹⁰

George Porte retired in January 1966 and appointed his son, Richard, to take his place as President and General Manager of Caird Engineering Works. Porte graduated from Montana State University in Bozeman in 1955 with a degree in Industrial Science. Richard continued to run the operation in much the same manner as his father and great-uncle. The company began a long decline in the 1970s caused by a national recession, competition from foreign steel fabricators and manufacturers, and changes in technology. Caird Engineering Works closed the foundry in 1982 and closed the machine shop in 1986. Since then, various individuals and small companies have leased space in the complex for machining, welding, and foundry work until March 2014. For a decade before that, however, there were various plans for using the Caird Engineering Works site, which is located at one of the busiest intersections in Helena. Plans for use as a commercial center and retirement facility did not come to fruition. In March 2014, Montana Business Assistance Connection purchased the property and plans to redevelop it.¹¹

⁹ Wilcox, Technical Survey Report, pp. Technical Survey Report, pp. 2, 7, 10, 11; Baumler, "Caird Engineering Works;" R. L. Polk & Co., *Helena City Directories*, (Helena: R. L. Polk & Co., 1890-1970; Charles Caird Summoned in California," *The Helena Independent*, 2 April 1947.

¹⁰ Baumler, "Caird Engineering Works;" Wilcox, "Technical Survey Report, pp. 12; ""Caird Building New Shop for Fabrications," *The (Helena, Mont.) Independent Record*, 11 April 1952; "Shop Building Two Residences in Building Permits," *The (Helena, Mont.) Independent Record*, 13 April 1952; "Caird Engineering Works Foundry Destroyed in Inferno," *The (Helena, Mont.) Independent Record*, 14 July 1957; "Building Permits Issued by City Engineer," *The (Helena, Mont.) Independent Record*, 6 October 1957; Application for Building Permit No. 4232 (1 October 1957), City Engineer's Office, City-County Building, Helena, Montana.

¹¹ "Richard Porte President of Caird Engineering," *The (Helena, Mont.) Independent Record*, 9 January 1966; Wilcox, Technical Report, p. 2.

THE SITE

CAIRD ENGINEERING WORKS (24LC2205)

Address: 1311 North Montana Avenue

Description: The Caird Engineering Works site consists of ten features that were constructed between circa 1914 and 1958. They include a welding shop (F-1), machine shops (F-2 and 4), office (F-3), foundry (F-5), storage sheds (F-7, 8 and 9) and a foundation wall (F-10). The site is located in the southeast quadrant of the intersection of North Montana Avenue and Helena, East Lyndale avenues. Boulder Avenue borders the property on the south. The Pattern House (24LC2214) was originally recorded as part of the property in 1990. That 11,900 square foot parcel was removed from the Caird property in 1994 and is currently under separate ownership. It is not included as part of this site record.

Feature 1/24LC2206 (12:421870E/5160940N) is the Industrial-style welding shop constructed in 1952 and is the most prominent building on the property on the northeast corner of Boulder and North Montana avenues. It is oriented east and west and faces west onto North Montana Avenue at the intersection of Boulder Avenue. The 60' x 96' rectangular plan building has a barrel roof supported by bow trusses; the walls are supported by a steel I-beam frame. The walls are sheathed in Butler sidewall siding and roof in steel. The building rests on a concrete pad foundation. A 12' x 12' bay entry is centrally located on the façade. It is flanked by two 12-lite industrial casement windows. An entry with a steel door is situated on the north façade and is reached by a concrete sidewalk. The bay entry has a sliding aluminum door and the other façade entry a steel door. A band of five 12-lite Industrial-style windows are on the upper zone of the façade. There are two bands (upper and lower) of twelve 12-lite industrial-style windows on the north and south elevations. A gable roof hood projects to the north central to the north elevation. It is supported by angle sections and shelters a compressor under a shed roof sheathed in metal. The rear façade has a centrally located 20' x 20' bay entry with sliding aluminum doors.

Feature 2/24LC2207 (12:421858E/5160947N) is the upper machine shop that was built in circa 1914. The 30' x 60' No-Style frame building is oriented east and west and faces west onto North Montana Avenue. It has a flat roof sheathed in rolled asphalt and the walls are clad in novelty siding with corner boards; the façade is clad in asphalt shingle siding, a portion of which has fallen away to reveal the original siding underneath. The machine shop rests on a concrete foundation. The façade has a 10' x 10' opening with a tongue-in-groove wood door on the south and two window openings on the north façade; both have been boarded over. The rear façade has a 12' x 12' bay opening on the south façade and double sliding wood doors. Quadrupled 6/6 double-hung windows are located adjacent to it on the south (two are boarded over). A white-painted sign with black lettering reading "BLDG 2" is situated on the rear façade above the bay entry. The south elevation has five paired window openings. The second opening from the west still has its 6/6 double-hung windows exposed (the rest are boarded over). An entry is situated between the second and third window openings; it is boarded over. The north elevation is partially obscured by F-3. It has three paired window openings with 6/6 double-hung windows.

Feature 3/24LC2208 (12:421853E/5160956N) is a No-Style office that was constructed circa 1915. The L-shaped building measures 25' x 26' x 40' and is covered with a shed roof sheathed in rolled asphalt. It faces west onto North Montana Avenue. The façade is currently sheathed in corrugated metal and matches that which clads F-4. The entry is on the north façade and has a wood paneled door with the lite in-filled with plywood; it is reached by a concrete step. A ribbon of five windows is located adjacent to the entry on the south. All are double-hung units and are in poor condition. The rear façade of the building was added in the 1950s and has a shed roof. The walls are clad in corrugated metal as is the roof. The roof is extended along the south is supported by angle section brackets. The rafters are extended and boxed-in. An entry is centrally located on the south elevation; it has a wood door. The door is flanked by single window units. The west window is a single-lite casement window on the west and a 6-lite casement window on the east. An entry is centrally located on the rear (east) façade. It has a full-length fixed lite. An 11x 7 foot concrete vault is set in the crook of the L. The office shares walls with F-2 on the south and F-4 on the north.

Feature 4/24LC2209 (12:421854E/5160962N) is the lower machine shop that was moved to this location sometime after 1958. The building originally functioned as the coal and coke shed adjacent to the Great Northern Railway tracks that passed through the site. The 23' x 60' Industrial-style building faces west onto North Montana Avenue and shares a wall to the south with F-3. The building rests on a concrete slab foundation and has a shed roof sheathed in corrugated metal. The wood frame walls are clad in corrugated metal. An entry is central to the façade and has a metal door. It is flanked by 6/1 casement window on the north and a ventilator with a wire mesh addition on the south. The rear façade has a 10' x 12' bay entry with double wood tongue-in-groove doors. There are no openings on the north elevation.

Feature 5/24LC2210 (12:421858E/5160974N) is an Industrial style foundry building that was constructed in 1957 (the rear portion of the building dates to 1895). The 40' x 80' building is oriented east and west and faces west onto North Montana Avenue at the intersection of Helena and East Lyndale Avenues. The building is covered in a gable roof that is sheathed in green-colored aluminum panels. The walls consist of vertical-seam galvanized steel. The building rests on a concrete foundation. The façade has an entry on the north façade; it has a steep door and is reached by a concrete step. The north elevation has a large bay door east of center on the façade; it has a sliding metal door mounted on an exterior track. A small casement window is located west of the bay high on the wall. A small 6 x 13 foot shed addition is attached to the elevation to the east of the bay door. The roof and walls are clad in corrugated metal siding. An entry is located on the south elevation; it has a metal door. The east end of the building contains the 10' 13' core oven, the 13' x 22' furnace room, and 7' x 8' blower room. This portion of the building is enclosed in corrugated metal with a shed roof and there are two large steel smokestacks projecting from the roof with a smaller partially enclosed steel smokestack on the south side of the structure.

An 8' x 10' brick gas-fired oven is situated 15 feet to the east of the foundry. It has collapsed and is in poor condition.

Feature 6/24LC2212 (12:421902E/5161004N) was built in 1955. The building housed the Montana Department of Agriculture's Horticulture Inspector from 1955 to 1961 and George

McGaffick's wholesale oil products office from 1962 to 1966 (his service station was across E. Lyndale and Helena avenues at the corner of North Montana and Helena avenues where a pawn shop is now situated). From 1967 to 1974, Lundy's Wholesale Produce office was located in the building. It has been vacant since 1975. The building was not associated with Caird operations. The 12 x 16 foot No-Style building is located along the north boundary of the property east of F-5. The building is covered by a low-pitched gable roof sheathed in rolled asphalt. The roof has extended rafters that are boxed-in at the ends. The walls are comprised of concrete blocks and the building rests on a concrete foundation. The façade faces east. It has an entry central to the façade and a two-lite casement located adjacent to it on the south. The door is wood-paneled with a single window opening that is now boarded over. A window opening is on the west of the north elevation is in-filled with plywood. The west façade has a small single-lite casement window on the south and an in-filled window on the north façade. There are no window or door openings on the south elevation.

Feature 7 (12:421976/5160916) is a storage shed that was built sometime before 1930. The building may be associated with a residence that was located just to the east at 1234 Boulder Avenue. At one point in the 1940s, Caird acquired the residence and utilized it as a pattern storage building. The building burned down in the late 1950s. The 1951 Sanborn map shows a garage situated behind the residence to the north. It is possible this building originated as the residence's garage. It is located immediately adjacent to the rear facade of F-1. It is a combination steel pipe and steel I-beam shed with a shed roof; it opens to the east. The roof is sheathed in corrugated metal. The foundation of the shed is raised concrete and is roughly trapezoidal in shape. The rafters supporting the roof are steel pipe trusses. Diagonal supports are steel pipes.

Feature 8/24LC2211 (12:421903E/5160927N) is a frame storage shed that was constructed in circa 1950. It is located along the south boundary of the property east of F-1. The 9 x 11 foot structure is oriented north and south. It consists of an open steel I-beam frame supporting a gable roof sheathed in corrugated metal. Diagonal members of the structure are steel angle sections.

Feature 9 (12:421957E/5160950N) was built before 1930 and moved to this location after 1958. The building has historically functioned as a storage shed. The post-and-beam No-Style building is 14.3 feet at 18 feet and is oriented east and west; it opens to the east and currently functions as storage for lumber. It is located near the southeast corner of the property. The building is covered by a gable roof. The walls and roof are sheathed in corrugated metal.

Feature 10 (12: 421948E/5161008N) is a partial foundation that is located at the northeast corner of the property. It is not known what the foundation supported or if it was ever used. No building appears at this location on any of the Sanborn maps. The foundation consists of two legs: one paralleling the north property line and the other at a north-south tangent. The north-south leg is 31 feet in length and the east-west leg is 37 feet in length. The foundation is 2-feet in height and six inches wide. The north-south leg of the foundation rests on a concrete sill that is 15½ inches wide. Metal bolts are mounted at regular intervals on the top of foundation wall.

The south boundary of the property is enclosed by a deteriorated wood board fence that was constructed in 1951. The north and northwest and a portion of the east boundaries are enclosed

by a chain link fence. The portion of the site bordered by the Pattern House (24LC2214) has a board fence. Various debris and discarded equipment is scattered over the property.

Historical Information: Caird Engineering first appears on the 1927 Helena Sanborn fire insurance maps. The map shows 13 buildings and structures that were served by a spur line of the Great Northern Railway. The two-story foundry was the largest building on the site, housing a blacksmith shop, machine/pattern shop, and the foundry. An office (F-3), auto repair shop (F-2), a coal/coke storage shed (F-4), lumber shed, storage buildings (including what is now F-9), and the pattern house are shown on the map. By 1951, it shows two buildings removed to make way for the planned fabrication building (F-1). The coal/coke storage shed (F-4) and a steel shed (F-9) had been moved to their present locations shortly after 1958. In 1958, the map shows F-1 and indicates that the foundry had been destroyed by fire (that occurred in 1957). The new foundry (F-5) had not been completed at the time the map was updated.¹²

In May 1871, Allen Wilkinson purchased 134 acres in Section 29, T11N, R3W encompassing the future site of Caird Engineering Works. A native of Missouri, Wilkinson came to Montana Territory with his family in 1864. His father, Ezekial, was a member of General Sterling Price's "left wing," many of whom fled to Montana after the Battle of Newtonia. Ezekial was the publisher of the *Rocky Mountain Gazette* and Allen worked as a printer on the newspaper. His property was absorbed into the Northern Pacific Addition by 1883. Acting as the agent of the Northern Pacific Railway, the Montana National Bank sold much of Block 5 of the addition to Charles Caird and Frank Hawksworth in June 1895. Caird and Hawksworth acquired an additional three lots on the block in September 1897. Hawksworth sold his interest in the company to Caird in March 1907 and, seven years later, in October 1914, Caird incorporated the company as Caird Engineering Works. Caird and his wife, Elizabeth, transferred title to the property to Caird Engineering Works that same month. In 1935, Caird turned over management of the company to his nephew, George Porte. He continued to operate the business until 1966 when he turned over management of it to his son, Richard. Richard owned and operated Caird Engineering Works until 198*, when the foundry was permanently shut down. Since then, the buildings have been minimally maintained with the exception of the welding/machine shop (F-1) which was still being used in its original capacity until June 2014. Other buildings on the property functioned primarily as storage or were left vacant.¹³

Integrity: Caird Engineering Works has been located at this site since 1895. The site currently represents the business's post-World War II operations. The existing foundry (F-5) was constructed in 1957 and replaced the original foundry that was destroyed by fire in 1957. The site is visually dominated by the welding/machine shop that was constructed in 1958 and replaced several original buildings on the property. The primary buildings on the site are prefabricated structures that were built from plans and materials provided by other companies.

¹² Sanborn Fire Insurance Maps, 1930, 1951, 1958. Viewed at the Montana Historical Society Research Center, Helena, Montana.

¹³ General Land Office Records; M. A. Leeson, *History of Montana, 1739-1885*, Chicago: Warner, Beers, and Company, 1885), 1263; United States Census Records; Deed Book 19, p. 252; Ibid Book 18, p. 310; Ibid, Book 59, p. 214; Ibid, Book 78, p. 28; Business Entity Search; Wilcox, Technical Report, p. 12; "Caird Engineering Works," *The* (Helena, Mont.) *Independent Record*, 12 July 1964; "Richard Porte President of Caird Engineering," *The* (Helena, Mont.) *Independent Record*, 9 January 1966.

The facades of the buildings between the welding/machine shop (F-1) and foundry (F-5) were resided in metal after 1958 to present a unified appearance from North Montana Avenue. The setting of the property has significantly changed within the last fifty years with the commercial development of this part of Helena and because Caird is located at one of the busiest intersections in the city. The site visually displays its industrial heritage and its feeling as an industrial site is intact. Its association with this industrial section of Helena has been diminished because of the establishment of non-industrial commercial enterprises in its proximity.

Historical and/or Architectural Significance: Established in 1895, the existing Caird Engineering Works site represents the company's post-World War II operations from 1952 until 1964. There are, however, some buildings on the site (F-2, F-3, and F-7) that represents the company's operations before the war. The primary buildings on the property date to after the war (F-1, F-4, F-5, and F-6). Caird Engineering was a significant operation that fabricated steel and iron into materials that were used throughout Montana and the United States. In addition to mining and smelting equipment, it provided a wide range of products, such as lamp posts, manhole covers, and storm drain grates to name just a few, to municipalities in the region. It was also a significant fabricator for military equipment during WWII and also provided bridge components to the Montana Highway Department during the period of its greatest growth between 1927 and 1956. Caird Engineering Works was a prominent company in Helena and occupied a high profile site at the intersection of North Montana (US 12), Helena, and East Lyndale avenues. Most of the existing buildings on the site represent the post-World War II development of the site and all retain excellent integrity as Industrial-style buildings with little alterations since their construction. The buildings, however, are architecturally nondescript or have been significantly altered in appearance. Many of the buildings associated with the period of the company's greatest significance either no longer appear as they did at that time or have been demolished. Caird Engineering Works is eligible for the National Register of Historic Places under Criterion A for its significance to the history of Helena and the region.

Summary

A cultural resource survey of Caird Engineering Works was conducted by the author on May 8, 2014. The survey constituted an update of the survey done by Earl Wilcox in 1990 so that a determination of National Register of Historic Places eligibility could be accomplished prior to the demolition of the buildings in the summer of 2014. Caird Engineering Works is recommended eligible for the National Register under Criterion A for its importance to the history of Helena and to Montana as a significant steel fabrication and manufacturing operation.

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APPENDIX

Site Form

Caird Engineering Works (24LC2205)