Co-op Gas and Supply Company
Sandpoint, Bonner County, Idaho

Summary:

The Co-op Gas & Supply Company Historic District is located within a 2.3-acre block just west of the commercial core of Sandpoint, Idaho. Located on the west side of the former Spokane International Railroad track, the district is made up of Sandpoint’s last grain elevator, with its associated historic feed mill and feed warehouse, constructed by the Co-op in 1943; an auto service building built by the co-op in 1947; a fertilizer warehouse, constructed alongside the track in 1964; and the Sandpoint Creamery receiving facility, constructed in 1966. Two of the four buildings and one object contribute to the Co-op Gas & Supply Company Historic District. Though some alterations have occurred over time, the district is largely intact and retains historic integrity.

The Co-op Gas & Supply Company is nominated under Criterion A, and is significant at the local level for both Agriculture and Commerce. The Co-op Gas & Supply Company is also eligible under Criterion C as an excellent example of a grain storage facility, of which it is the last extant example in Sandpoint. The proposed period of significance runs from 1943, the year Grain Elevator and Feed Warehouse was built, to 1969, roughly 50-years ago.

SHPO Comments:

The HSRB reviewed a draft of this nomination in March 2019. At that time, it was indicated that the fertilizer warehouse should be noncontributing due to extensive alterations over the past few years. With additional research, the preparer also recommends the creamery also be noncontributing. This leaves two contributing buildings, one of which has been altered, and one object that has been moved, as contributing. Some discussion is recommended whether a district remains the appropriate vehicle for nomination or if the grain elevator and feed warehouse should be individually nominated.

Recommendation:

SHPO recommends the Idaho State Historic Sites Review Board forward the nomination to the National Park Service with a recommendation to list the Sandpoint Co-op Gas & Supply Company in the National Register of Historic Places.

Preserving the past, enriching the future.
United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, How to Complete the National Register of Historic Places Registration Form. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name  Co-op Gas & Supply Company
other names/site number  Co-op Gas & Supply Company Historic District
Name of Multiple Property Listing  N/A
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

street & number  524 West Church Street
not for publication

city or town  Sandpoint
vicinity  N/A
state  Idaho code  ID
county  Bonner code  017
zip code  83864

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this  X nomination  X request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property  X meets  X does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:  ___ national  ___ statewide  ___ local
Applicable National Register Criteria:  X A  ___ B  X C  ___ D

Signature of certifying official/Title: Deputy State Historic Preservation Officer Date
Idaho State Historic Preservation Office
State or Federal agency/bureau or Tribal Government

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

Signature of commenting official Date
Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register  ___ determined eligible for the National Register
___ determined not eligible for the National Register  ___ removed from the National Register
___ other (explain:)

Signature of the Keeper Date of Action
Co-op Gas & Supply Company Historic District

Name of Property: Co-op Gas & Supply Company Historic District
County and State: Bonner, ID

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### 5. Classification

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Number of contributing resources previously listed in the National Register

N/A

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### 6. Function or Use

**Historic Functions**

(Enter categories from instructions.)

- AGRICULTURE/SUBSISTANCE:
  - Storage; Processing

- COMMERCE/TRADE: Specialty Store; Auto Service

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**Current Functions**

(Enter categories from instructions.)

- AGRICULTURE/SUBSISTANCE:
  - Processing

- INDUSTRY/PROCESSING/EXTRACTION:
  - Manufacturing Facility

- COMMERCE/TRADE: Restaurant

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### 7. Description

**Architectural Classification**

(Enter categories from instructions.)

- OTHER: No style

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**Materials**

(Enter categories from instructions.)

- foundation: CONCRETE
- walls: WOOD: Weatherboard Drop siding
  - METAL: Metal sheet
- roof: METAL
- other: 

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Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a summary paragraph that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity).

Summary Paragraph

The Co-op Gas & Supply Company Historic District is located within a 1.237-acre block trapezoidal bounded by Oak Street, N. Fifth Avenue, Church Street and N. Sixth Avenue west of the commercial core of Sandpoint, Idaho. Located on the west side of the former Spokane International Railroad track, the district is made up of Sandpoint’s last grain elevator, with its associated historic feed mill and feed warehouse, constructed by the Co-op in 1943; an auto service building built by the co-op in 1947; a fertilizer warehouse, constructed alongside the track in 1964; and the milk receiving facility, constructed by the Coeur d’Alene Creamery Company for the Sandpoint Creamery in 1966. The railroad pulled up its tracks in 1996, and the Co-op relocated to Ponderay, Idaho. The original grade of the railroad is still apparent. The subject property, as well as an associated property on the east side of N. Fifth Avenue, was sold in 1999. The present owner of the Granary property, as it is known today, is using the buildings primarily for commercial uses. Three of the four buildings were developed by the Co-op to house their range of services. All four are vernacular structures, although the grain elevator is an excellent example of a type. Two of the four buildings and one object contribute to the Co-op Gas & Supply Company Historic District.

Narrative Description

LOCATION AND SETTING

The Co-op Gas & Supply Company is located in the southwest quadrant of Sandpoint’s historic downtown, in Bonner County, Idaho. It is located west of N. Fifth Avenue and north of Church Street. On the east border of the Co-op property is the Sandpoint Dover Community Trail, which is located within the former right-of-way of the Spokane International Railroad. This trail intersects with N. Fifth Avenue and the east-west Cedar Street one block north of the subject block. It crosses Pine Street one block south of the site before continuing southwest parallel to Highway 2. This former right-of-way marks the western edge of downtown; it is six blocks from Sand Creek, Sandpoint’s waterfront on the east side of the historic downtown.

The subject property, addressed as 524 West Church Street, occupies a level, wedge-shaped block bounded by Oak Street on the north; the railroad right-of-way on the east; Church Street on the south; and N. Sixth Avenue on the west. It comprises four buildings and one object. The grain elevator and associated warehouse is located in the southeast corner of the site, aligned with the railroad right-of-way and faces both south and west, toward the interior of the lot, judging by the main pedestrian entries to the building. The former auto service building is located in the southwest corner, aligned with N. Sixth Avenue and facing east toward the interior of the block. The concrete block building, formerly the Sandpoint Creamery, occupies the northwest corner of the block. Its main entrance is located on Oak Street (address 525 Oak Street), with secondary entrances on N. Sixth Avenue and on the south side of the building, facing the interior of the block. The fertilizer warehouse (address 513 Oak Street), a brewery and restaurant today, occupies the northeast corner of the block. Its main entrance is on the west façade, facing west toward the interior of the lot, with secondary entries on the south, east and north sides. The hopper is located at the center of the block; it was moved to this location from the southwest corner of the fertilizer warehouse sometime between 2009 and 2012.

The neighborhoods and character of the built environment surrounding the subject block varies. The street to the north is occupied by commercial uses with buildings of varying design. To the immediate east is a double-loaded parking area parallel to the railroad right-of-way that continues on the north side of Oak Street. East of this parking area are two commercial uses, separated by an east-west alley. On the north is an Army Surplus store building, which is in very poor condition. To the south is a concrete block commercial building facing
Church Street connected to a warehouse-like building paralleling the alley to the north. This two-part building was once part of the Co-op business. To the immediate south of the site is a commercial building occupied by an auto repair business on a small, triangular lot. Adjacent to this building, to the east and on the other side of the railroad right-of-way, is a large, L-shaped commercial building. To the southwest is an office use in a residential-like building. To the west is a primarily residential neighborhood. An exception is the building to the northwest, which is a former church that is now an art center. In general, residential neighborhoods are located to the west and south of downtown Sandpoint and the commercial downtown is located directly east of the project site. To the north of the subject block the north-south Short Street divides the residential areas and commercial areas.

The subject block consists of four buildings and one object. Each building is discussed individually below, beginning with a description of the exterior followed by a description of the interior. A discussion of changes to the building follows, with a brief note as to its integrity.

**GRAIN ELEVATOR AND FEED WAREHOUSE**
**Constructed in 1943; Contributing**

**Overview**
The two-part grain elevator and feed warehouse building have a roughly L-shaped footprint, with the four-level elevator to the south and the two-story adjoined warehouse to the north. A one-story addition is located on the north end of this building. The elevator shaft is square in plan. The first level begins at the main floor level, which is above grade. The second level begins at the top of the truck drive-through which, along with the office, is covered by a west-facing shed roof. The third level is the shaft where the bins are located. It rises to the top plate of the first set of shed roofs on the north and south side of the shaft. The fourth level is the grain elevator, which terminates in a steeply pitched gable with an east-west ridgeline at the top of the building. Two projections with gable roofs with east-west ridgelines are located on the shed roofs at the base of the building. A similar projection is located on the north side of the building, mounted on the roof of the warehouse and affixed to the north side of the elevator. The one-story shed roofs house the office for the scales and a restroom. The truck drive-through to the scales is located on the north and south sides of the one-story shed roofs. Trucks enter the scales via a ramp just off Church Street and exit on the other side. The ramps are finished with asphalt and retained by concrete retaining walls. The doors to the scales are large sliding doors mounted on a top rail. The door on the south, which is clad in particle board now, is permanently closed. The door on the north side, which slides along a rail that extends to the west and is supported by a metal post on a concrete pier, is still in operation. A pedestrian entry west of the ramp leads to the office. The two-story warehouse is described as follows. The building has a shallow-sloped gable roof with a north-south ridgeline and narrow eaves. On the west side of the building is a truck loading dock, parallel to the west face of the warehouse. Two loading doors are located on the east side of the building, above the railroad right-of-way. The building is wood-frame construction clad in horizontal wood siding, except for the elevator, which is wood crib construction covered with corrugated siding on the exterior. Both the elevator and warehouse have concrete foundations. The elevator at the lower level and the warehouse are painted red. The upper half of the elevator displays the natural color of the corrugated metal, as do the roofs on both buildings. The foundation is concrete. The vernacular building was constructed in 1943. Below, each building is described separately, for legibility, even though the two portions of the building are conjoined.

**Exterior of the grain elevator**
**South façade.** The south façade of the building shows the elevator only. The dominant view is that of the elevator shaft. The volume at the top of the elevator, housing the elevator head, displays two, single light windows, one to each side. There are no openings on the central portion or shaft of the elevator, where the bins are located. Below, at the ground level, is the driveway/ramp to the scales, which enters the shed roof-covered portion of the building to the west. The large, sliding plywood door here is no longer operational. To the right of the ramp on the ground-level face of the elevator are two individually placed, single pane windows.
To its left, at the corner of the building, is a porch that is accessed via four open wood steps and one solid step, with a simple vertical rail on the west side. The porch is covered by a dropped roof, whereas the rest of this addition is covered by a shed roof of one slope. On the back of the wall is a two-panel door with a boarded up single light in the upper portion leading to the office for the scales. To the right of this door, on the opposing face, is a five-panel door that leads to the main level of the elevator. Visible on the shed roof of this portion of the building are two small auxiliary gabled volumes associated with the feed mill.

**East façade.** The east façade of the elevator/warehouse is four stories. The elevator façade is symmetrically arranged, with three vertically oriented, vertically aligned, single-light windows at the top. At the visual division between the top of the elevator and its base (which aligns with the eave line of the warehouse and is where the building changes color) is the chute that extends from the building on a diagonal, overhanging the ground below, and was once used to deposit grain in the rail cars. At the base of the building, above a concrete stem wall that marks the interior finished floor, is a centrally placed, two-leaf, wood-panel sliding door. This door is flanked by vertically oriented, single light windows, now boarded up. Above the door is a three-light transom window. This portion of the building is clad in corrugated metal painted red.

**North façade.** The portion of the elevator that is above the warehouse wing to the north is the small gabled projection affixed to the elevator mentioned above. The upper level of the elevator has two symmetrically placed windows that repeat the same arrangement as those on the south façade. One is a fixed window and one is a six-over-six-light window that is likely an original window. The single story, shed-roof portion of the building attached to the elevator core is visible here on the right (west) side. The tall door from the scale is clad in plywood. It is mounted on a rail that extends beyond the face of the building, supported by a metal post mounted on a concrete pier and affixed to the wall behind it. The exit ramp here, which extends from the floor of the scale to the ground, is similar to the ramp on the south side of the building. A single window, boarded up, is on the extended face of the shed-roof addition here.

**West façade.** The west façade of the elevator faces the interior of the block. Fronting of the elevator is the one-story office wing, whose floor is raised above grade, level with the scale and the main floor of the elevator. Slightly offset on this wall are paired, six-over-six-light windows, two of the few original windows on the building. Above, toward the south side of this shed-roof extension, are two gabled volumes projecting from the roof, the bottom one adjoining the elevator shaft and the top one centered on the lower volume's roof like a cupola. Visible behind these appurtenances is the ghost of an earlier gabled addition, no longer extant. It is not known when this feature was removed. There are two windows on the elevator itself, one at about the center of the elevator shaft and one towards the top. These are now boarded up.

**Interior**

The grain elevator and feed warehouse are composed of two distinct parts. The grain elevator, to the south, is separate from the warehouse, although their uses were related. The interior of the Grain Elevator was made up of two primary volumes, the one-story office and truck drive-through on the west side, which is covered by shed roofs, and the main elevator, which rises four levels. The office has a separate interior rest room with a shower. The east portion contains the truck drive-through and scales. Although under a different roof than the elevator, the scale area is open to the first and second levels of the grain elevator, separated from it by two posts. Level one of the elevator is 1,850 square foot in size and includes the office, driveway, and main level of the elevator. Level two is the open volume above the first level. The bins extend to a height of 52'-0", terminating just below level three at 54'-0". Level three is the mezzanine and has a footprint of 416 square feet in size. The footprint of level four, at the top of the building, is also 416 square feet in size. The top plate of the building as a whole is 74'-0" in height.↓

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The grain elevator’s structure is described as follows in the Co-op Gas & Supply Complex Granary Assessment.

- Processing portion consists of wood frame perimeter walls, the thickness of the framing is not known, heavy timber posts running north/south support the second-floor framing.
- At the granary portion, heavy timber posts with knee braces at level one support the grain bin framing (structure for the upper level), which supports the dimensional lumber framing at levels three and four built up on top of the grain bins to accommodate the grain elevators. Shiplap wood clads and reinforces the beams and braces at level one.
- The grain bins operate as part of the structure and consist of 2”x4” and 2”x6” lumber cribbing (flat stacked 2”x6” exterior and 2”x4” interior) for the height of the grain bins.
- The pass through and office consist of wood stud framing along the outer walls, with timber posts along the grain bin side supporting the roof framing.6

Feed warehouse

The feed warehouse is a two-story building north of and co-joined with the grain elevator. It is a wood-and-timber-framed building with a side gable roof whose ridgeline parallels the former railroad tracks to the east. It is largely clad in horizontal wood siding with a concrete foundation and corrugated metal roof.

Exterior

East façade. The east façade of the warehouse displays two individually placed single windows that are vertically oriented, single lights to the left and one paired window to the right at the upper level, one of which is boarded up. The windows here and throughout most of the building are vertically oriented, single lights with simple wood surrounds clad in sheet metal. The first level displays three individual windows placed high on the first-floor level. Toward the north end is single leaf, sliding wood door that rises from the stem wall here. This portion of the building is clad in channel rustic siding with an approximately 4” exposure and 1-1/2” reveal. An exception is two columns of plywood cladding on the south end of this wing, some of which is damaged with holes. At the ridgeline of the feed warehouse, adjoined to the elevator, is a tall, corrugated-metal-clad projection with a shallow-sloped gable roof. There are no openings on this volume. Evident on the wall of the elevator face here are the marks from another gabled projection, no longer extant.

North façade. The north face of the shed-roof addition to the warehouse is visible in the foreground in this view. It is clad in contemporary metal sheeting with no openings on this view. The roof is also clad in contemporary corrugated metal and has exposed rafter ends. There is no apparent foundation for the addition. Visible above this addition is the moderately pitched gable end of the feed warehouse, which has three individual windows placed asymmetrically on what is the second level of the building. They are typical of the windows seen throughout the building. In the gable end is a small vent.

West façade. The west façade of the warehouse faces the interior of the block. The west façade of the warehouse has a concrete loading dock that extends across most of this façade, from the north end of the building to just short of the ramp to the scale. It is accessed via three broad concrete and one wood step on the south end. The dock is clad in wide (2’x10’) wood boards that are in worn condition. At the first-floor level of the warehouse, which is at the height of the loading dock, are two entries. One is at about the mid-point of this façade and leads to the Shotzski business, which makes snow boards. It consists of a flush door covered by a plywood-clad sliding door mounted on a metal rail. At the far north end of the loading dock an entry to the Sandpoint Rock Gym. It is entered via a flush door covered by a new, open, steeply pitched gable roof mounted on two simple wood posts with a sheet-metal-clad roof. Along the main level of this façade are four individually placed windows, three single light windows and one newer one-over-one-light vinyl window. Above, at the second level, are four single-light windows of the same size and one smaller window on the north end.

Co-op Gas & Supply Company Historic District                                  Bonner, ID
Name of Property                   County and State

On the far north end of this façade can be seen the shed-roof addition. It has one entry door, a sliding door of diagonally placed wood boards fronted by a concrete pad. The addition is clad in horizontal boards on this face. There are no other openings on this façade.

South façade. There is no south façade to this wing of the grain elevator and feed warehouse building.

**Interior**
The feed warehouse is a two-story building that was originally two large volumes, without interior partitions, to our knowledge. Today the main floor, which is 2,782 square feet in size, is partitioned such that there is a separate 529 square foot space to the north, previously used for storage, which now houses a gym. Within the main central space of the feed warehouse, which is occupied by the Shotzski manufacturing business, are individual work spaces, including a work space at the south end accessed via a double door with full-height glass. The other spaces are cordoned off by interior partition walls that do not extend to the ceiling. The upper story of the feed warehouse is one large volume. The structure of the building is exposed on both levels, with virtually no finished spaces. The first floor rises just over 13 feet, while the second floor is just over ten feet in height. On the first level, two rows of seven 8"x8" posts with angle brackets, placed 10'-0" on center, support the floor of the second level. The posts support heavy beams, which is turn support closely spaced 2"x12" joists. The wide, diagonal floor boards of the upper level space are visible here. The floors are the main level are finished in a combination of wide, diagonally placed boards and narrower boards. The shed roof addition on the north end of this building is appended to what was the north exterior wall of the building. There is no access to this addition from the feed warehouse.

A steep, solid wood stair with 22 steps is located just inside the main entry on the west side of the building and parallels the west wall, ascending to the second level from the main floor. This is finished with a simple vertical wood baluster at the top opening. The second level of the building, which is 2,610 square feet in size, is open, with simple wood trusses of ganged lumber supporting the roof. At the south end of the second floor, the stacked boards that make up the structure of the grain elevator are visible. Flooring is a combination of types of floor boards. The interior is unfinished.

**Changes over time to the grain elevator and feed warehouse**
It is not unusual for an agricultural or industrial building to display changes, which typically reflect the changing needs of the building to accommodate new technologies, new crops, and the like. This building has seen relatively few known changes, however. Most of the original six-over-six-light windows have been replaced by single-light windows within the same openings, with the original window surrounds. Some windows are boarded up today. Additions and deletions are evident on the face of the elevator, as new enclosures were added or removed over time. Plywood sheets over the elevator doors are likely newer replacements for the original wood. The door on the south drive-through to the scales has been permanently closed. The shed-roof addition on the north end of the building is relatively new (date unknown). In recent years the covering over the loading dock was removed, as it had collapsed due to a snow load. Interior partitions within the warehouse are new. Some interior equipment of the grain elevator has been removed.

**Integrity of the grain elevator and feed warehouse**
The grain elevator and feed warehouse display exceptional integrity. They retain integrity of location. Although their location adjacent to a railroad track was central to their function, the fact that the right-of-way remains and its characteristic curve in this location is in place and the grade is intact helps convey the on-going integrity of the structure’s setting. The design is intact. The buildings retain their characteristic form and relationship, and the fact that both the grain elevator and feed warehouse remain is particularly significant. Both buildings retain their historic materials and workmanship, which is central to their integrity. The corrugated metal on the grain elevator was added after its construction, but this was part of the plan for the building. The metal was not available until after World War II. Both retain the association of feeling. The association has been somewhat affected by the commercial re-use of the warehouse. The grain elevator retains much of its original equipment, although it is in far from working order. But the presence of the equipment assists in interpreting the original function of the building.
AUTO SERVICE BUILDING
Constructed ca. 1947 with later additions; Contributing

Overview
The one-story former auto service building has a long, three-part, rectangular footprint and a side-gable roof with narrow eaves, with the exception that the deep overhang is located on the east side of the central bay. The gable on the middle portion of the building, which is the original portion, is steeply pitched, whereas the gables on the additions to each end are moderately pitched. The building faces east, toward the interior of the lot. It is a wood-frame building with a concrete foundation and corrugated metal siding (both new and old) and a newer corrugated metal roof. The original portion of the vernacular building was constructed sometime between 1943 and 1947, estimated here at 1947. The construction date of the two additions is unknown, although it is noted in the 2013 inventory of the complex.

Exterior

Front façade. The east-facing, front façade of the building is organized into three distinct sections, corresponding to the overall form of the building, which was constructed in phases. The two south bays of the building house Evans Brothers Coffee Roasters with a studio on the rear, and the north bay houses an antique store. The entry to Evans Brothers is within the southernmost bay. It is composed of a walk-up coffee bar within a large opening with a sliding door, and a man-sized entry to the south, which accesses a restaurant area. The main entry within the middle bay leads to the coffee roasting portion of the building. The original, central bay contains three large, horizontally oriented windows with two-part sliding sash in anodized aluminum frames and simple wood surrounds. The windows are under an extension of the side gable roof with an enclosed soffit, which was built out at some point to match the original roof line on this bay. The broad, flush entry door, which accesses an interior hallway here, is at about the center of this bay. The right side of this bay is a wood-frame garbage enclosure finished with corrugated metal panels that is affixed to the exterior of the building. In front of the walk-up coffee bar are two outdoor eating areas that are enclosed on three sides with a low wood fence. The fences are finished with vertical boards on the exterior and horizontal boards and built-in benches on the interior.

The bay to the south contains the main public entry to the building. The large sliding door that covers the garage-sized opening here has a wood frame with six vertically oriented lights of corrugated fiberglass in the upper portion. The lower portion is clad in corrugated metal panels. The man door to the left is covered by an enclosed gable with a wood face and corrugated metal roof. The door itself is a faux-paneled door with a single light in the upper portion. To its right is a horizontally oriented window of a similar design as the other windows on this façade. The building’s raised foundation visible on this bay, below the corrugated metal cladding of the building. There are no openings on the east façade of the north bay. The eaves here are covered by a narrow fascia board and the raised concrete foundation is visible below the corrugated metal cladding.

North façade. The north façade of the building is the entry façade for the antiques business. This is one of two newer bays on the building. It displays a roll-up metal door on the left (it replaces a wood paneled overhead door that was in place in 2013) and a truck-height concrete loading dock on the right. The door for this opening is sheet metal and not operable. Above the doors, offset to the left, is a large, boarded up opening with a sign within it that says, “Valet Parking.” Additional artwork and signs are mounted on this façade and stacked in front of it.

West façade. The west façade of the auto service building is clad in corrugated metal and largely without openings. An exception is a series of doors and windows in the south half of the main bay’s west façade. At about the center of this façade is a pedestrian entry with a flush door accessed via a simple, open wood stoop. This door leads to an art studio. To its right is a vertically oriented, six-light window in a fiberglass frame with a very simple wood surround. At the end of this bay is another entry with a flush door, entered from the south via four steps and an open wood stoop covered by a small shed roof. This door leads to an east-west hallway.
within the building that accesses the coffee roasting room to the right (south) and two small rooms (office, restroom) and open storage area to the left. To the right of the entry is a two-part sliding windows with a fiberglass frame and very simple wood surround. This window is placed somewhat low on the building façade. Between the two entry doors is a bank of windows that consists of six, nine-light windows in fiberglass frames with a simple wood surround and wide wood mullions. Sheet metal has been added at the top of the upper frame (lintel), the sills, and the apron to protect the wood here. These light the coffee roasting workroom. Above these windows at the south end is a metal stovepipe placed at about the center of the roof (from east to west) on this side. The cladding on this façade consists of at least two kinds of corrugated metal siding. There is some patching evident, as well as areas where graffiti has been painted over.

South façade. The south façade of the building faces onto Church Street. The slope of the gable roof here and the design of the eaves is the same as on the north end of the building. There are two relatively small windows at the ground level which are composed of two-part sliding windows in fiberglass frames, within narrow, plain wood surrounds. Above, within a mezzanine, are horizontally oriented, paired, two-part sliding windows with fiberglass frames within narrow simple wood surrounds. Recently an outdoor eating area with a concrete pad has been added on this side of the building, in back of the sidewalk along Church Street.

Interior
The south end of the auto service building, which is a newer wing, is composed of one large space with a wood post supporting a north-south beam in the center of the wing. The ceiling is finished corrugated sheets laid atop a wood grid on the east side, and wood sheet or sheetrock on the west side. Walls are finished in wide, horizontal reclaimed boards and wood sheet or sheetrock. The floors are concrete. A small office is located in the northwest corner of the room; a pass-through window opening and door links this room to the walk-in coffee bar. The original, central building is composed of the walk-in coffee bar in the southeast corner. Another walk-through opening connects this room to the coffee roasting work room, which extends from the front of the building to the rear (west) side. This room has entries on the east and west side of the north wall, which lead to an east-west hallway. This hall, which takes a turn toward the north on the east end, accesses restrooms and an office on the north side of the west end and an open storage area on the east end. The walls of the walk-up coffee bar are finished in painted plywood with battens, except for the back wall, which is finished with wide horizontal boards that may be salvaged lumber. The ceiling is exposed and the original heavy rafters and boards that support the roof are visible. The coffee roasting room has finished walls and a high, finished ceiling with fluorescent lighting. The floor is concrete. The walls in the hallway are finished in sheetrock; the floors are concrete. The north bay of the building, which is also a newer wing, is occupied by the antiques store. It is entered via the north end, which has a ground-level overhead door and another (closed) door at a loading dock. This wing was not accessible during the survey; interior finishes are unknown.

Changes over time
The north and south wings of this building are new. The construction date for the wings is estimated at ca 1966. According to the property owner, who bought the property in 1999, very little has been done to change this building. The garage-sized opening of the building is original, according to the owner, and would have been the garage entry. It is evident that the eave overhang has been added on the front of the building. Additional interior partitions and finishes were likely added. Windows have been replaced and/or added to the building with fiberglass frame windows. No additional information was available about the interior of this building. The roll-up metal door on the north end of the building was replaced sometime after 2013.

Integrity of the auto service building
The auto service building retains integrity of location. The design has been somewhat altered by the addition of two wings on either end, although these may have been added within the historic period (the Inventory suggests a date of 1966). Additionally, several windows have been added on the south façade and replaced on the west façade, date unknown.iii These latter windows are apparently in their original location and

iii These fiberglass windows emulate the steel-frame industrial sash which was likely the type of window there originally, which would have lit the garage workspace.
configuration. The setting is intact. Materials and workmanship are intact. Some interior finishes have been added to our knowledge. The main sliding entry door was in place when the owner purchased the building and is likely the location of the original garage service entry door. Feeling has been slightly modified by features to facilitate its current commercial use. Association is intact; the building was a commercial/industrial service building and serves a similar purpose today.

**FERTILIZER WAREHOUSE**  
**Constructed 1964; remodeled 2018; Noncontributing**

**Overview**  
The fertilizer warehouse in the northeast corner of the property, addressed as 513 Oak Street, is currently being renovated for a brewery and restaurant, to be called Matchwood Brewing. Previously a large, one-story building, it has a rectangular footprint and a moderately pitched gable roof, with the ridgeline oriented north-south, and narrow eaves covered by a metal fascia. In its new form, it will have a main entry on the west facade, facing the interior of the block, and an outdoor eating area with a secondary entry facing south. It will also have an entry under a shed roof on the north and one at the center of the east façade. The wood-frame building was clad in corrugated metal over a raised concrete foundation with a corrugated metal roof. The newly remodeled building is also clad in corrugated metal, but it is new siding, with an added patina to make it look aged. The new roof, which is above the original roof, is a standing seam metal roof. Industrial, goose-neck lighting is mounted on the exterior of the building throughout. The vernacular building was constructed in 1964 and remodeled in 2018.

**Exterior**

*West façade.* The main entry on this facade is located at the center of the building and is under an extended gable with a corrugated metal roof over an open truss. The extended entry gable is supported by substantial beams supported by I-beams that are mounted on concrete piers. The entry door, which is within an entry vestibule, is constructed of salvaged wood and corrugated metal panels. This entry is flanked by large, four-light windows with two fixed lights over two awning-style lights. They are set in flat, anodized metal frames within narrow wood surrounds. Two windows are located to the right (south) and one is on the left. Visible on the south end of the building is the cut-away that now forms a roof over an outdoor eating patio. I-beams are extended beyond the overhang to form a frame over the patio in front of the building. At the mezzanine level of the building is a blue painted stripe that contains the square, fixed windows at this level. There are nine windows here, placed closer to the south end of this façade. At the north end, under the stripe, is a utilitarian vent.

*South façade.* The south façade is to be the future outdoor eating area. A patio under the 16'-0" high cut-away of the building’s first floor is enclosed by a low concrete wall. The steel I-beam frame supporting the cut-away and the future roof over the outside portion of the patio extends two bays beyond the face of the building. It supports a cylindrical hopper on the east side, apparently placed for aesthetic purposes. The I-beam posts are supported by raised concrete piers within the patio area. Above, under the gable, is a large, four-light window of the same design as those seen elsewhere on the building.

*East façade.* The east façade of the building is located close to the former railroad right-of-way that now serves as the Sandpoint Dover Community Trail. A double door opening (now covered in plywood) with a heavy wood frame is slightly left (south) of center on this façade. Within the blue band that encircles the building at the mezzanine level are seven square windows of the same design as seen on the west façade. Two large round vents are also placed here. On the ground level, toward the north end, are two square windows placed at the height of the door. There are no other openings on this façade.

*North façade.* The north façade has one double-door opening placed slightly off center to the right (west) on this façade. It is covered by a shed roof with open rafters, clad in corrugated metal. The roof is supported by I-
beam posts and beams. The posts are in turn mounted on concrete piers. Under the gable end is a large, four-light window of the same design as seen elsewhere on the building. To the left, close to and within the blue band, are two fixed-light windows. To the right, within the band, are two large round vents. The utilities for the building are located on this façade.

**Interior**

The interior of the building is under construction in conjunction with its conversion to a brewery and restaurant. On the south end, in the southeast corner, is an open wood stair leading to the mezzanine. The walls of the stair are finished in salvaged lumber. There is a similar open mezzanine toward the rear (north end) of the building, on the back wall. At about the center of the building are the tanks for the brewery, which rise two levels. To the left (north) are partitions that rise only one level and house various functions. The ceiling is exposed, showing the structural design and finishes of the original roof (a new structure was built over it to meet contemporary codes for snow loads). Duct work for the building is exposed. Finishes include salvaged lumber and corrugated metal from the original building. The floor is a newly poured concrete slab.

**Changes over time**

The fertilizer warehouse has been significantly altered to accommodate the new restaurant use. Previously, in 2013-2014, a large metal roll-up door was located at about the location of the present main door today. A pedestrian door with a single light in the upper portion was located adjacent to it and a two-over-two-light window, the same design as seen on the building today, was located toward the south end of this façade. On the south façade, a pedestrian door accessed by three steps was located on the west side, with two windows of the same configuration and design as the windows present on the building today adjacent to it, and another four-light window close to the corner. On the east façade were two additional windows of the same design close to the south end. A large, roll-up metal door was located at about the center of this façade, opposite the roll-up door on the west façade. Another window was located toward the north end. A faded painted blue band was located toward the roofline, in the same location as the painted band today that encircles the building. In addition to the new, reconfigured entries, and the cut-away within the original building form added on the south end (the north entry is new), the roof structure has been replaced and the height increased.

**Integrity of the fertilizer warehouse**

Due to the extent of recent alterations to the fertilizer warehouse, historic integrity has been lost. The building does retain integrity of location. However, the design is compromised by the extent of the contemporary alterations described. The setting is intact. Although the building was sited adjacent to the railroad track (no longer extant), it is not clear that it made use of the railroad, as entries appear to have been for vehicles. The building is otherwise in relationship to its original setting. Original materials, including roof, windows and siding, are no longer present. The feeling of the building is intact. Association has been diminished by the addition of a commercial use.
Co-op Gas & Supply Company Historic District Bonner, ID

HOPPER
Installed ca 1964; Contributing

The hopper, an object in the district, has been moved from a position adjacent to the fertilizer warehouse to a central location within the block by the present owner. It is mounted on a steel, I-beam frame, which is in turn supported by round metal posts with strap metal angle brackets for additional support. The steel posts are mounted on a concrete pad; supports for this pad, which are inset from the edges, are clad in metal sheet and are not visible. Beyond the edges of the pad is a low concrete block wall of split-face concrete blocks. A narrow planting bed occupies the space between the concrete pad and support the wall. The wall is broken at the center of each of its four sides to allow for a wood step to the concrete platform. According to the property’s present owner, this area is used as a stage for performances.

The hopper itself has four vertical sides of steel plate, with a ladder mounted on the north side. The vertical sides give way to steel plates that continue at about a 45-degree angle to the bottom of the hopper, which transforms into six funnels that terminate in small square openings. The hopper is covered with a gable roof with the ridgeline extended east-west, with moderately deep eaves on each side. The roof is clad in corrugated metal.

Changes over time
The hopper has been moved and mounted on the steel frame and concrete base. No other changes are known to have taken place to the structure.

Integrity of the hopper
The hopper, an object intended to be movable, is intact. To our knowledge, it has exactly the same appearance that it did historically. The current property owner moved the hopper from the southwest corner of the fertilizer warehouse to the center of the parking lot, approximately 65 feet away. It is not known how many locations it may have occupied over time. The design is largely intact. It is now mounted on an 18” high (+/-) concrete pad. It was likely originally located on the ground. The large setting is intact. The object retains integrity of material and workmanship. Feeling is intact. Association has been altered, for the fact that the hopper is not in use for its original purpose.

SANDPOINT CREAMERY
Constructed 1966; Noncontributing

Overview
The former Sandpoint Creamery building, later a Darigold receiving building is in the northwest corner of the subject block. The building is addressed off Oak Street, as 525 Oak, although the main entry, which has a pedestrian door and two garage doors, appears to be from N. Sixth Avenue. A third entry faces the interior of the lot, to the south. The one-story building has a nearly square footprint with a flat roof and short parapets to the north, west and south, and a small eave overhang to the east. A small metal coping finishes the parapet. The building is constructed of colored concrete masonry units (CMU), laid in a running bond pattern, with a built-up roof and concrete foundation. The base is made up of four rows of large concrete blocks. The building was built in 1966 by the Coeur D’Alene Creamery Company on land it leased from the Co-op. It was later used by Darigold for the same purpose. It was later the “Sunlight Alternative.” It is now the Sandpoint Budokan.

Changes over time
No known changes have occurred to the building, with the exception of new windows added in original openings. It may be that partitions have been added on the interior, particularly in the north portion. The Sandpoint Creamery has excellent integrity, although it a non-contributor to the Co-op Gas & Supply Historic District due to the fact that it was not developed by the Co-op. It is now a martial arts center.

iv Personal communication, Steve Holt, July 2018.
No further evaluation of the building is included here, as the history of the Sandpoint Creamery is not associated with the Co-op Gas & Supply, but for the fact that it is located on the same block.

ANCILLARY BUILDING
The Co-op Gas & Supply Company purchased the property to the east of the present site, on the other side of the railroad tracks, in 1935. This had been the site of the Farmer's Union Co-op and consisted of two buildings, the creamery to the north and a feed warehouse, feed mill, oil room, and gas and oil station facing N. Fifth Avenue to the south. Co-op Gas & Supply kept the creamery and integrated it with a new building that faced Church Street in 1966. The creamery is a simple building with a flat roof with a mansard finish, and steel-frame industrial sash windows. The newer addition to the south is a retail storefront of concrete block, with a gable roof with an extended ridgeline and full-height window wall on the front (south) façade. There is a loading dock with two overhead garage doors facing Church Street at the juncture of the two buildings today. A few small additions are located on the west side of the building. Additional openings were added to the former creamery, which houses several retail businesses today. Today the 1966 portion of the building is a thrift store (see Figure 48). The property was sold by the Co-op in 1996; the Co-op property to the west was purchased by its present owners in 1999. The structure on the property at 502 Church Street is not part of this nomination and will not be further evaluated here.

SUMMARY INTEGRITY STATEMENT
The integrity of the Co-op Gas & Supply Company Historic District is very good. The four components built by the Co-op are significant for their association with the Co-op's grain business and expanded consumer services. Although built at different times in the evolution of the Co-op's business model, each conveys the reasons for its significance. Collectively, they represent a cross-section of the Co-op's business and thus their ties to the community over time, which continue to this day on their newer site in Ponderay, Idaho.

Each building is in essence a vernacular structure, but reflects the materials, building technologies or workmanship, and building form associated with the subject building, particularly the grain elevator. A few new features have been added to the auto service building in the form of replacement or added windows, but these do not detract significantly from the overall architectural character of the individual building or the collective appearance of the site.

The components share an association with the Co-op as constructed and used within the period of significance of 1943 to 1969. Although uses have been somewhat altered, no subsequent intrusions have been constructed within the compound and its spatial arrangement is intact. The Historic District retains good integrity.

Summary
The integrity of the Co-op Gas & Supply Company facility is intact. The components share an association with the Co-op as constructed and used within the Period of Significance of 1943 to 1966. Although uses have been somewhat altered, no subsequent intrusions have been constructed within the compound and its spatial arrangement is intact. The Historic District retains good integrity.
United States Department of the Interior
National Park Service / National Register of Historic Places Registration Form
NPS Form 10-900 OMB No. 1024-0018 (Expires 5/31/2020)

Co-op Gas & Supply Company Historic District
Bonner, ID

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

X A Property is associated with events that have made a significant contribution to the broad patterns of our history.

B Property is associated with the lives of persons significant in our past.

X C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance
(Enter categories from instructions.)

Agriculture

Commerce

Architecture

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

A Owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years old or achieving significance within the past 50 years.

Cultural Affiliation (if applicable)

N/A

Architect/Builder

Fetterman, A. F., Construction Company, builder

Period of Significance (justification)
The Period of Significance begins with the construction date of the first building on the subject site, the grain elevator and feed warehouse, and ends in 1969, approximately 50-years ago, as the complex was still in use through 1996.

Criteria Considerations (explanation, if necessary) N/A
**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations).

The Co-op Gas & Supply Company is significant under National Register Criterion A in the area of agriculture for its association with grain production and processing as well as the offering of goods and services to farms and ranches in the region. It is also significant in the area of commerce for its association with the grain trade and the activities of the local grange and its operation as a cooperative. The Co-op Gas & Supply Company is also eligible under Criterion C as an excellent example of a grain storage facility, of which it is the last extant example in Sandpoint. The Co-op Gas & Supply Company is nominated at the local level of significance, with a period of significance of 1943, the year grain elevator and feed warehouse was built, to 1969, roughly 50-years ago.

**Narrative Statement of Significance** (Provide at least one paragraph for each area of significance.)

**Statement of Significance: Criterion A**

The Co-op Gas & Supply Company is located along the former Spokane International Railroad right-of-way in Sandpoint, Idaho. Sandpoint, the county seat of Bonner County, is a small city of roughly 8,000 people situated on the banks of Lake Pend Oreille in the Idaho Panhandle. Bonner County was formed from Kootenai County in February 1907. Two months later, the Village of Sandpoint (so designated in 1901) became the City of Sandpoint.5

Mining had brought the first settlers to the region, but it was the vast forests of the Idaho Panhandle along with the arrival of the transcontinental railroads that attracted the timber industry to the area. Logging and related activities drove the local economy for the first 30 years of the twentieth century. The Humbird Lumber Company was the largest in Sandpoint. Farmers were also drawn to the area by the sale of railroad land and federal land available for homesteading.6

Sandpoint is the largest town in Bonner County. It owes its size and importance in the region to the fact that three railroads passed through it. The transcontinental Northern Pacific Railroad (now the Burlington Northern) arrived in the region in 1882, opening up the area for settlement. In 1892, the Great Northern Railroad reached Sandpoint. The Great Northern’s land agent was L. D. Farmin, who homesteaded 160 acres on the west side of Sand Creek. In 1898, Farmin platted the city of Sandpoint. In 1905, D. C. Corbin known as the wealthiest man in Spokane, Washington, established the Spokane International Railway linking Spokane, Washington to the Canadian Pacific Railroad, with numerous stops in between. The goal of the regional line, developed to carry freight, was to facilitate trade between British Columbia and eastern Washington. Corbin sold his railroad to the Canadian Pacific in 1916, two years before his death.7

**AGRICULTURE**

Many settlers moved to northern Idaho to take advantage of the inexpensive Northern Pacific Railroad grant lands. The railroad had 1,256,615.76 acres in Idaho, all within 60 miles of their right-of-way. The land sales started off slowly but picked up steam after 1897. By 1900, sales of railroad land in northern Idaho had reached 104,672 acres.8

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5 Sandpoint Historic Preservation Commission, 2016
7 Ibid.
Co-op Gas & Supply Company Historic District  
Bonner, ID  
Name of Property  
County and State

This was the time that large lumber companies moved into northern Idaho, drawn by the vast tracts of virgin forests and the State of Idaho’s willingness to part with timberland it had acquired though statehood grants (Idaho was granted statehood in 1890). In addition, the Northern Pacific Railroad sold much of its timberland and lieu land script to lumber companies. The rise in population of the Kootenai/Bonner county area in 1910 to 36,335 reflects the influx of settlers and the beginnings of the lumber industry. By 1920, this same area contained a population of 42,286.

Another development in the region was the withdrawal of land by President Theodore Roosevelt for forest reserves—what would become National Forests. In 1908, the Kaniksu National Forest, which covers a portion of Bonner County, was established. The government offered land for agricultural pursuits through the Forest Homestead Act of 1906, which opened lands chiefly valuable for agricultural purposes within national forests, while public land outside of the forests was obtainable through the Homestead Act of 1862, as well as the Timber and Stone Act of 1878.

Through these means, farmers and ranchers established themselves in the region. In addition to “more miles of railroad than any county in the state,” Bonner County boasted rich mineral resources, vast timberlands, fertile soil, and plentiful water for agricultural pursuits. Three railroads, and later two highways served the area. Markets for Bonner County agricultural products included regions of Idaho, the neighboring states of Montana and Washington, as well as Canada, which was a major market for Northwest wheat. In addition to two grain elevators (the Co-op and the Panhandle Mill), Sandpoint boasted a cooperative creamery and a meat packing plant.

By the 1930s, much of the land in Bonner County was logged-off timber land comprising valleys at an elevation of about 2,100 feet and hills at 4,000 feet or higher. Besides the effort it took to clear the land for agriculture, the wide variation of soil, rainfall, and temperature dictated the type of crops one might grow or animals one might raise. Alfalfa was one of the chief crops, but the area also supported wheat, oats, and barley in addition to root crops, especially seed potatoes. Apples, prunes, plums, pears, and sour cherries were also grown. Livestock included beef and dairy cattle as well as sheep, pigs, and poultry.

Enumeration for the 1930 United States Census came a mere six months after the infamous stock market crash of October 1929 that would launch the country into the economic crisis known as the Great Depression. In that census year, a total of 1,010 farms of all types were counted in Bonner County with an average size of 154 acres. A major employer, the Humbird Lumber Company, was still in operation, but within the year, conditions in Bonner County would change radically.

The lumber industry throughout the Northwest was particularly hard hit during the Depression and by 1931 Humbird had stopped logging and in 1934 it closed its planing mill and liquidated its assets. While this left a hole in the area’s economy, Humbird had never planned to hold its land long enough to regenerate the forests. Instead it began a program of land sales in 1910, which lasted through 1944. The land was sold for agricultural purposes at reasonable prices ranging from $2.50 to $10 per acre. The terms were easy: a 10 percent down payment with the balance due in ten years at an interest rate of 6 percent. The land required considerable sweat equity on the part of the buyers. The acreage was covered in the stumps left behind by the

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10 Upon statehood, Congress granted each state a certain number of acres of federal land that it could sell in order to fill the state’s coffers and build infrastructure.
11 Ibid., 22
12 Ibid., 17
13 Friends of Homestead National Monument of America, “U.S. Land Laws,” accessed September 11, 2018
14 Ibid., 19, National Archives, 2014 Land Acted Handout.
16 Sandpoint Chamber of Commerce [agriculture], 1946.
17 Ibid.
19 Lowitt, The New Deal and the West, 143; Arrington, History of Idaho, 125.
20 Renk, “A Glorious Field for Sawmills,” 95
lumber company that had to be removed before farming could take place. This was a long and tedious process. Initially, areas of about 30 acres would be cleared so the farmers could get their farms started. These intrepid agriculturalists were known as “stump farmers.”

Over the course of the Great Depression land sales continued. More than 10,000 acres were sold in 1932 at an average price of $3.97 per acre and 18,000 acres sold in 1937 at an average of $2.31 per acre. By 1944, the final year of Humbird’s land sales, coinciding with the middle of World War II, 26,000 acres were sold at an average of $1.56 per acre.

This stump-filled land attracted a number of people displaced from the Great Plains states by the devastating effects of a severe drought. Some of these “Dust Bowl” families came to the area through the Resettlement Act of 1935, one of President Franklin D. Roosevelt’s New Deal programs, and the lumber companies and the railroads advertised their available land hoping to recover some of the money they had lost. The Farm Security Administration (FSA), another New Deal agency, assisted the stump farmers to develop their land through loans for blasting powder and loans to clear the land with bulldozers. By 1939, 190 Bonner County families had received loans totaling $54,758, while 340 families had received grants totaling $42,835. Of these, 19 families were from the drought-affected areas of the Great Plains.

Between May 1936 and April 1942, the FSA sent photographers throughout the country to document conditions faced by American farmers and their families. In 1939, the celebrated American photographer Dorothea Lange worked in several Idaho counties including Bonner County. Through field notes and photographs, she captured the essence of stump farming. Her captions described the situation: “This is a logged off region, the big lumber mills are abandoned. It was once heavily forested with stands of Ponderosa Pine, Douglas Fir, Larch, Cedar and Hemlock.”

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23 Blanchard, “From Depression to War: The FSA Photographers and Idaho’s Landscape, 1936-1942,” Appendix B, pp. 82-83.
24 Ibid., 17.
The Great Depression and New Deal agriculture programs laid the groundwork for the establishment of the Co-op Gas & Supply Company. A number of federal laws and programs steered agricultural pursuits in the area. The program that had the most influence over what Bonner County farmers grew was the Agricultural Adjustment Act, which Congress approved on May 12, 1933. The act, known as the AAA or the Triple-A, was intended to restore the purchasing power of certain agricultural commodities. It empowered the Secretary of the Interior to compensate farmers in return for agreements to produce specific commodities according to an allotment. The basic commodities included wheat, cotton, corn, hogs, tobacco, rice, milk, and dairy products. Two additional laws in 1934 added barley, rye, peanuts, flax, cattle, sorghum, sugar beets, and sugar cane.25

In 1936, the U. S. Supreme Court ruled the 1933 Act unconstitutional, but the passage of the Soil Conservation and Domestic Allotment Act of 1936 filled the gap. The new law paid farmers to cut back on the production of soil-depleting crops, in particular wheat and cotton, and replace them with soil-enriching types such as legumes and grasses. In 1938, Congress passed a new version of the Agricultural Adjustment Act that limited the volume of farm goods that could be marketed, established the Ever-Normal Granary policy for the storage of crops in order to stabilize prices and safeguard against crop failures, and added a program of crop insurance for wheat.26

The AAA continued through World War II under the Department of the Agriculture’s War Food Administration with the specific goal of helping farmers meet the nation’s wartime needs. Under the revised program, farmers signed agreements to dedicate a designated number of acres to specific crops, while maintaining soil conservation practices. The Food for Freedom program was developed to encourage broad farmer participation. In addition, during the war years, the AAA rationed farm machinery and gasoline and provided for a fair distribution of critical farm supplies that were in short supply. After the War ended, the War Food Administration was eliminated in June 1945 and the AAA was terminated as of August 20 of the same year.27

Grain storage was a particular concern, but building materials, especially metal and concrete, were limited due to wartime restrictions. Farmers were encouraged to build their own granaries and to aid that effort, Idaho received an allocation of 51 tons of nails, a portion of which were distributed to farmers in Bonner County. Commercial concerns, including cooperatives, were able to obtain nails from a special supply. Individual farmers made their requests for nails to the county war board, while commercial warehouses applied directly to Milford J. Vaught, chairman of the Idaho state USDA war board in Boise.28

A 1943 publication on the Food for Freedom program put out by the Department of Agriculture acknowledged the problems farmers would be facing at a time of war. The booklet declared that the solution was to look to local remedies: “All farmers who, through cooperation with neighbors plus ingenuity and advance planning, can handle their own labor, transportation, machinery, and storage problems will be best off.”29 Granges and agricultural cooperatives provided official local solutions to farmers during the challenges of the Great Depression and World War II.

Following the war, various government farm programs continued to play a significant role in farming activities. In the early 1950s, agricultural economists moved from favoring flexible price supports for basic crops to fixed supports, all in an effort to control surpluses and ensure basic income levels for farmers. The Soil Bank in particular allowed farmers to divert some of their acreage to conservation. Wheat was one of the basic commodities singled out for these programs.30

Into the 1960s and 70s, federal programs expanded to include dairy and beekeeping. Environmental issues, such as pesticide use and the preservation of open space were beginning to be addressed through legislation.

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26 Graham and Wander, 2.
28 Sandpoint Bulletin, July 2, 1942.
29 U.S. Department of Agriculture 1943, 6.
30 U. S. Department of Agriculture n.d., 21-23
Worldwide food shortages, general foreign demand for American agricultural products, and other exigencies changed the way farmers viewed the profitability of their industry.31

This trend became apparent in the 1960 U. S. Census, which reported a drop of 554 Bonner County farms between 1945 and 1960, although with a slight increase in acreage. This reflected the growing practice of farmers buying up neighboring farms in order to increase the economic feasibility of their properties. Another factor was the increase of suburban land classifications on the outskirts of the county's towns. During the decade of the 1950s, in addition to tree crops, Bonner County farmers grew hay and grass for dairy and beef cattle, oats, and barley as well as other crops. Because of the transitory nature of farming in Bonner County, the Census also reported that only one-third of the farmers spend their full time on their farms.32 (SNG 7-6-61).

The decrease in the number of farms and the increase in the number of farm acreage continued throughout the 1960s. The total value of the farms as well as the income they produced soared. Between 1964 and 1969, the value of Bonner County farm products rose from $2,309,050 to $3,226,229, while the value of the farms themselves rose by about 50 percent. There was also an increase in the number of corporate farms versus family farms, despite the fact that there were laws passed in the 1960s and 70s intended to help traditional family farmers. (SNB 11-25-71 and Bonner County Comprehensive Plan,8)

In the intervening years, the nature of agriculture in Bonner County changed as the result of economic and policy forces. The 2013 Bonner County Comprehensive Plan reported a change from cropland to pasture, and a rise in small acreage farming and organic farming as practiced by individual farmers as well as agribusiness. There continues to be a loss of agricultural land to non-farm development and the conversion of environmentally sensitive acreage to self-sustaining natural plants. Self-sufficiency is a hot topic in current planning, a concept that fits with the age-old cooperative model. (Comprehensive Plan)

COMMERCe

The Grange movement began in the 1870s. Officially known as the Order of the Patrons of Husbandry, but commonly referred to as the Grange, was an association organized in support of farmers who were struggling nationwide in an era of corporate interests that threatened America’s Jeffersonian ideal (see Canaday 2012 and Caltrans 2007). Granges operate much like a fraternal order, although they encourage the participation of the entire family with every member over the age of 14 having an equal voice. The Grange is hierarchical in structure with the National Grange representing the State Grange and subordinate Granges called Pomona Granges. Subordinate Granges are organized at a regional or county level.33

The first Granges in Idaho were established during Idaho’s territorial period, but most soon folded. The Grange movement picked up again after statehood in 1890, but it was not until the 1908 establishment of the Idaho State Grange that Idaho’s Subordinate Granges were unified. As its first effort, the Idaho Grange organized a fire insurance mutual for its membership, which had grown rapidly. One of the purposes of the Grange was to effect political benefits for its members and toward that end the Idaho Grange established a Legislative Committee after 1911.34 A number of forces were impacting American farmers as the twentieth century dawned from mechanization and industrialization to the rise of corporate forces. The Grange movement increased its lobbying efforts and remained an important voice for farmers and ranchers.35 While few Granges remain in north Idaho today, at one time there were more than 15 in the major communities in the region. Granges were more than business entities for the local farmers. A 2008 Co-op
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National Park Service / National Register of Historic Places Registration Form  
NPS Form 10-900  
OMB No. 1024-0018  
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newsletter described the importance of granges as: They were the means by which farmers got their crops to market, rural housewives kept in touch with one another, social networking was accomplished, and the means through which the fabric of the community was held together.36

Another function of the Grange that began early in its history was the creation of cooperative unions to give farmers greater purchasing power through purchasing agreements with manufacturers and the establishment of cooperative stores and factories. Grange cooperatives as well as other organizations that sponsored cooperatives generally endorsed the Rochdale Principles.37

The Rochdale Society of Equitable Pioneers in Rochdale, England established the Rochdale principles in 1844. Stressing democracy, equality, and equity, the Principles have come to be the basis on which cooperatives around the world operate. Today, the Co-op Gas & Supply Company advertises the Rochdale Principles under which it operates: open voluntary membership; democratic control; limited return on equity capital; net surplus belongs to user-owners; education; and cooperation among cooperatives.38

With the passage of the Sherman Antitrust Act in 1890, cooperatives were targeted as violators of the law because they offered a means by which farmers set a common price for their products. The controversy surrounding this issue led to the 1922 passage of the Capper-Volstead Act that gave farmers the right to market or process their agricultural products cooperatively if certain criteria were met. The federal government supported cooperatives in several other ways including the passage of the Smith-Lever Act of 1914 that established the Cooperative Extension system and the 1926 Cooperative Marketing Act that broadened the U.S. Department of Agriculture’s support of farmer cooperatives.39

President Franklin Roosevelt’s New Deal brought further support for American farmers struggling through the Great Depression. The Farm Credit Act of 1933 established Production Credit Associations that made production loans to farms and created a system of banks for agricultural cooperatives. The 1934 Federal Credit Union Act allowed credit unions to be chartered at the federal level. Another program important for rural farmers was the 1937 passage of the Rural Electrification Act that created a lending agency to bring electricity to rural areas. The National Grange had led the fight for rural electrification and farmers familiar with the cooperative model took advantage of the program by establishing electrical cooperatives.40

Cooperatives grew and thrived during the 1930s, largely because of the roles they played in many of the New Deal programs. The Spokane Bank for Cooperatives made loans to fruit and vegetable cooperatives, farm supply associations, and cooperative grain elevators. By the end of 1939, the Spokane bank was financing 18 Idaho cooperatives with loans aggregating more than $10 million. In addition, the Farm Security Administration made loans for seed, fertilizer, and equipment as well as small subsistence grants averaging $85 each for food, fuel, and other necessities.41 During the Depression, farm-purchasing cooperatives expanded their services to include the production and distribution of petroleum products, insurance, and credit.42

Agricultural cooperatives continued to perform strongly in the post-World War II period and as the scale of operations increased, agricultural cooperatives extended into a variety of value-added processing ventures. Today, some agricultural cooperatives are among the largest corporations in the country as well as globally. Companies following the cooperative model are in all sectors of the United States economy.43

As a local cooperative, Co-op Gas & Supply Company acquired its merchandise from a larger cooperative, which was in turn a member of the National Co-op organization. Initially, the Pacific Supply Co-op of Walla

37 University of Wisconsin Center for Cooperatives, “Cooperatives in the U. S.,” online document, unnumbered.
39 University of Wisconsin Center for Cooperatives, “Cooperatives in the U. S.,” online document, unnumbered.
40 Ibid.
41 Arrington, History of Idaho, 61.
42 University of Wisconsin Center for Cooperatives, “Cooperatives in the U. S.,” online document, unnumbered.
43 Ibid.
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Walla, Washington served the Sandpoint company, but in 1952, it moved to the Central Exchange cooperative known as Cenex (now CHS: Cenex Harvest States Cooperatives). Cenex is presently a large multi-national operation, but it began in the early years of the Great Depression as the merger of the North Pacific Grain Growers, Inc. of Lewiston Idaho, established in 1929 as a regional cooperative, and the Farmers’ Union Central Exchange, founded in 1931 in St. Paul, Minnesota. Over the decades, Cenex collaborated and merged with other regional cooperatives.44

The Co-op Gas & Supply Company
The Co-op Gas & Supply Company is a long-established cooperative in the greater Sandpoint area. The company exists today as the Co-op Country Store in Ponderay, Idaho, a small town about 2.5 miles from Sandpoint. The Co-op moved to Ponderay in 1996, the year the Spokane International Railroad tracks that run along the old Co-op site in Sandpoint were removed.45

An earlier farm cooperative had operated in Sandpoint. In 1916, the Farmers’ Union Co-op established the Farmers’ General Supply Company at the corner of Fifth and Cedar with a nest egg of $1,000 representing $10 subscriptions by 100 members. Farmers’ General Supply Company operated a feed mill and warehouse on the Spokane International Railroad line at Alder Street, less than a quarter mile north of where the Co-op Gas & Supply complex would be built.46

The Panhandle Grain and Milling Company, which had been established in 1933, took over Farmers’ General Supply and built a large grain elevator.47 After the railroad tracks were removed in 1996, the Panhandle Milling Company closed and was ultimately demolished in 2005. As a result, the Co-op Gas & Supply Company is the last grain elevator and co-op site remaining in Sandpoint.

The local dairy cooperative was the Farmers’ Cooperative Creamery. Organized in November 1930, operations began in February 1931 in the south end of the Spokane Ice and Fuel Company building on Fifth Avenue. The creamery built its own facility in 1937.48 The Co-op Gas & Supply Company would take over the Co-op Creamery’s building during a period of expansion in the late 1960s.

The Co-op Gas & Supply Company began in 1934 as the Grange Gas and Supply Company located on Larch Street and Fifth Avenue at the edge of the Humbird Lumber Company property in an area of Sandpoint called Milltown. The business was the trading store for members of the Pomona Grange, which was the main regional grange in Sandpoint at a time when nearly 70 percent of the population of Bonner County was employed in agricultural pursuits.49 In 1935, the Grange Cooperative traded its property in Milltown to the Farmers’ Cooperative Creamery for the south portion of the creamery’s property on the highway at Lake Street, where the Co-op planned to build a gas station.50

In 1936, the name of the business was changed to Co-op Gas & Supply Company and the following year, the company began construction on a new facility consisting of a feed mill, warehouse, and service station at Fifth Avenue and Church Street.51 The gas station opened in 1937, selling Mobil gasoline as well as Co-op brand tires and a full line of Sperry’s seeds.52 The warehouse soon followed, allowing the Co-op to offer all of the commodities needed by local ranchers and farmers. One such commodity was blasting powder needed by

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49 Cohn, R.J., “After seven decades, it’s business as usual at the Co-op,” Bonner County Daily Bee, October 10, 2004..
51 McManus, “Co-op Gas & Supply Complex.” Idaho Historic Sites Inventory Form.
stump farmers. The Pacific Supply Company of Walla Walla assisted the Co-op with the financing for the project.

The idea behind the Co-op was that the business was local, and the owners were also customers. Sixty local farmers each purchased a $10 share of stock to jump-start the grange store that opened with $100 worth of inventory. Initially, the Co-op sold only to grange members, but that policy changed after the first year, during which it netted a mere $2,000. All of the Co-op’s customers automatically became stockholders, sharing in the profits according to the amount of their purchases. By 1937, the Co-op had a membership of 200.

Initially, the Co-op obtained its products and merchandise through the Pacific Supply Co-op of Walla Walla, Washington, which was a member of the National Co-op organization. In the late 1930s, the Co-op operated a bulk petroleum plant with a capacity of 14,000 gallons. It made daily deliveries to farms and offered regular pump services at its filling station. In addition, it sold electrical appliances, feed, seed, flour, Oliver farm machinery, and its own brand of tires. It also offered parts and service for farm machinery.

In 1943, the Co-op undertook a program of expansion, likely spurred by the War Food Administration’s objectives. By then, the Co-op had more than 1,000 members and business amounting to $185,000. In 1941, the Co-op purchased a portion of the lots on which the Farmers’ Union Cooperative Creamery sat. The creamery had been established in 1930, opening first in the Sandpoint Ice and Fuel building on Fifth Avenue before constructing its own facility next door. In February 1943, the Co-op purchased additional property, consisting of several lots located on the north half of the block to the west of the railroad tracks home of the Sandpoint Creamery, which had begun in 1914 as the Pend d’Oreille Creamery. The Co-op planned to build a cold storage facility in the creamery as well as a large grain elevator and mill of this site, while retaining its other quarters. The expansion would allow the Co-op to divide the business between the two places and therefore relieve strain and congestion.

In early 1943, the Co-op started construction of a large, modern grain storage elevator, feed mill, and seed warehouse. A. F. Fetterman Construction Company of Spokane, Washington built the grain elevator and feed mill at a cost of $40,000. Around the time the grain plant was built, the Co-op added a warehouse along Sixth Street, labeled on the 1948 Sanborn map as “Auto Service.”

The dedication for the new grain plant was held in October 1943. More than 600 members and patrons attended the celebration, which was held in the large hall over the new warehouse. The grain elevator was state-of-the-art with an asbestos-lined control room, a switch for every motor in the building and automatic shut-off. Plans called for the elevator to be sheathed in metal siding once wartime restrictions were lifted. The elevator had the capacity to store 25,000 bushels of bulk grain and 50 tons of stacked grain. The plant included the finest grinding machine in the Pacific Northwest along with a steamroller, cleaning machine, and a two-ton mixer. The elevator was a hopper scale type with a 20-ton registering public scale. The elevator’s office had a shower bath, the only elevator in the state to have such a feature.

Three months later, on January 13, 1944, the Sandpoint Bulletin reported that the new building had been well justified. A healthy growth in sales had been reported providing the stockholders with a 13-percent dividend. The article also noted that the Co-op had sold the equipment and business from the Sandpoint Creamery to

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56 Daily Bulletin, “Co-op Gas and Supply Company will open a service station,” July 8, 1937, 4:3.
57 Ibid.
58 Ibid.
61 Ibid.
62 McManus, “Co-op Gas & Supply Complex,” Idaho Historic Sites Inventory Form.
the Farmers’ Union Creamery in December of 1943 (the Farmers’ Union Cooperative would change its name to Sandpoint Dairy Products Co. in 1952). In April 1948, the Co-op offered the creamery building to the highest bidder “to be moved or torn down and all material to be moved from the premises on or before July 20, 1948.”

The grain elevator allowed the Co-op to produce its own line of animal feed. Among the types produced and marketed were Co-op Special Egg Mash, Co-op Blue Tag Dairy, Co-op Hog Feeds, Co-op Chick Mash, and Co-op Developer.

The Co-op continued with its expanded facilities. From the retail store at 502 Church Street, the Co-op offered a range of products to include deep freezers, milking machines, electric well systems, electric fences, and boys’ and girls’ bicycles. The Co-op’s location on the Spokane International Railroad track was ideal since its shipping and receiving was done by rail. The grain elevator was sited adjacent to the tracks with several doors opening directly onto the tracks.

The Spokane International Railroad ran between Spokane, Washington and the Canadian Pacific Railroad across the Canadian border in British Columbia. It connected with the Great Northern and Northern Pacific railroads at an interchange yard on the north side of Spokane. In Sandpoint, the railroad served the lumber mill as well as coal, oil, feed and seed silos. To the north, the Spokane International Railroad served the grain elevator in Bonner’s Ferry.

The convergence of two transcontinental and one international rail lines in Sandpoint was clearly an advantage for Sandpoint businesses. For this reason, the Spokane International line attracted a number of businesses, including the other grain facilities, to locate along it.

Under the headline “Feed Mixing Plant at Co-op Elevator is Turning Out Big Tonnage of Grains,” the Sandpoint News-Bulletin of 11 June 1953 described the process of making feed mixes marketed under its own registered Co-op label. The Co-op used grain brought in by local farmers, but also purchased grain from outside sources in order to have a constant supply of fresh products available. The Co-op planned to manufacture feed for other organizations in addition to its own membership.

The success of the Co-op’s feed mixing operation was due in part to several features of the elevator that were firsts in the industry. One of these features was a machine that mixed the added molasses in proper proportions to the grain. Rather than being affixed to the floor, the 10hp motor was attached about five feet above the floor to the steel framework of the mixing bin. This innovation provided a clear area for working around the bin and also kept the motor out of the dust created when the grain was dumped into the measuring pit. The feed mill used a substantial quantity of high-quality cane molasses in the production of the Co-op’s feed mixes. This required the shipment of bulk molasses to Sandpoint by rail or auto transport, another first for the area.

The elevator’s airlift system was so new it was reported to be one of only three in the northwest. Designed by the Carter Miller Mill Furnishing Company of Spokane, Washington, the airlift carried the oats from the steamroller 80 feet to the top of the elevator into the separator, during which time the grain has cooled and dried. Another service performed by the mill was the cleaning of seed grain, typically in the spring before...
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planting. This removed bits of straw and other foreign materials from the seed. Wheat, barley, and oats were the most common grains cleaned in this manner.\textsuperscript{72}

Despite the modern facilities, the Co-op experienced financial difficulties in the early 1950s during a time when the manager position had changed hands a couple of times. Under the management of Eldred Thomas, who took over in 1952, conditions improved. A change in supplier occurred at that time as well, from Pacific Supply to Central Exchange out of St. Paul, Minnesota, also known as Cenex. At the time, Cenex served 1,200 local cooperatives with a comprehensive line of farm and home products.\textsuperscript{73}

Eldred Thomas was responsible for another significant milestone for the Co-op and the community. The August 7, 1952 issue of the \textit{Sandpoint News-Bulletin} announced that Co-op Gas and Supply would be shipping local grain from the elevator on the Spokane International Railroad tracks as a service to the community. The article stated the importance of this development: “Perhaps no other single farming activity will so definitely indicate the long way this community has come from its logging day beginnings than to have this new service needed and made available by a locally-owned cooperative.” The North Pacific Grain Growers, a Spokane cooperative, agreed to buy the Sandpoint grain on contract. The article further noted that Co-op Gas and Supply was the only Sandpoint firm able to conveniently handle the operation as they load directly from the elevator onto Spokane International Railroad freight cars.\textsuperscript{74}

In the meantime, the Co-op continued to provide local farmers with all manner of supplies and equipment. During the 1950s and '60s, the Co-op carried custom-designed irrigation and sprinkler systems for local farmers, but it dropped the line when it became obvious that the added farm production costs were not advantageous, and in 1963, the Co-op took over the Boundary Farmers’ Co-op in Bonners Ferry that had gone out of business.\textsuperscript{75}

In 1964, the Co-op added a feed and fertilizer storage warehouse at the corner of Oak Street (513 Oak Street). The large steel building had a concrete floor and plywood interior and was situated on the Spokane International Railroad right-of-way north of the elevator.\textsuperscript{76} Today, this warehouse is being rehabilitated for use by a brewery and restaurant.

Over the summer of 1966, the Coeur D’Alene Creamery Company built a receiving station for its subsidiary, the Sandpoint Creamery, which was also the Darigold distributor, on the Co-op’s property at the corner of Oak and Sixth (525 Oak Street). The Co-op’s Board of Directors had approved the ground lease at the April 26, 1966 board meeting.\textsuperscript{77} The building was constructed of pumice stone encompassing about 2,000 square feet.\textsuperscript{78} The Co-op made its own changes in 1966. It acquired the old creamery building on the Fifth and Church Street parcel and began an expansion that included razing the old building and replacing it with an addition designed for modern merchandising. A new gas pump island was added as was a three-bay service station.\textsuperscript{79} In 1967, the Co-op built the Car Care Center along the front façade of the newly remodeled retail center (502 Church Street).\textsuperscript{80}

By the time of the 1968 annual meeting, the Co-op was closing in on the $1 million mark in sales, a goal the board hoped to achieve in 1969. The Co-op won its third Sparkle award, given out by the Central Exchange, in 1971. At that time sales had reached $1.3 million.\textsuperscript{81} Two new self-service pumps at the Car Care Center were


\textsuperscript{73} \textit{Sandpoint Bee-Bulletin}. “Co-op Here Earns ’75 Sparkle Award,” December 17, 1975, 38:1-2.


\textsuperscript{75} \textit{Daily Bee}. “Co-op Officers Re-elected at Annual Meeting,” October 1, 1966.


\textsuperscript{77} Osborne, Kathy, “Co-op site in Sandpoint, email, 2019.


\textsuperscript{80} \textit{Daily Bee}, “Co-op Plans 40th Year Opening,” September 4, 1974, 3:1-2

credited with some of the increase in business. Three years later, the Co-op estimated its 1974 sales would reach $2.5 million, a goal it missed by a mere $100,000.

By the mid-1990s, the Co-op had outgrown its facility in Sandpoint and the railroad tracks past the Co-op were to be removed. In 1996, the Co-op store moved into the former Warehouse Foods grocery store a couple of miles away in Ponderay, Idaho. The new location, called the Co-op Country Store, afforded the Co-op the space to expand its offerings, although it still serves the basic needs of Bonner County farmers including fuel and home improvement needs. In 1999, the Co-op sold its two Sandpoint parcels to two separate buyers. The tire and retail store buildings continue to be occupied by retail businesses, while the grain elevator complex is used by a variety of commercial endeavors. Plans are currently underway to adaptively reuse the grain elevator as a new facility for the Bonner County Historical Museum.

Statement of Significance: Criterion C

ARCHITECTURE

The Co-op Gas & Supply Company site comprises the grain elevator and feed mill, which is clad in corrugated metal, with an attached warehouse with horizontal wood siding (1943), and two corrugated metal warehouses (ca 1947 and 1964), and a concrete block dairy facility (1966). All are relatively straight forward, vernacular buildings. Corrugated metal warehouses in particular are ubiquitous throughout the west, commonly used for agricultural and industrial purposes in the twentieth century. The concrete block building is constructed of a building material common in the post-World War II era. It displays some design details not typically seen on concrete masonry buildings, specifically the use of color to emulate quoins around the building openings, since this building was not part of the Co-op’s operation, it is noncontributing to the Co-op Gas & Supply Company Historic District. The grain elevator and feed warehouse is an excellent example of a type and the grain elevator is further noteworthy as the last extant grain elevator in Sandpoint.

Significance of the grain elevator, feed warehouse, fertilizer warehouse and hopper

Grain elevators have a physical and symbolic presence. In small towns such as Sandpoint, as well as the rural countryside, their location along railroad tracks are predictable, often signaling the economic foundation of their community in the late nineteenth to mid-twentieth centuries. To this day, in areas such as the Palouse, whose local economy still depends on wheat and other grain crops, a grain elevator represents the symbolic heart of their respective communities. Speaking of Latah County, which is south of Bonner county, historian Suzanne Julin notes, “Grain storage and shipping facilities represent the importance of grain production . . . In addition, commercial and cooperative grain elevator and elevator complexes illustrate the development of agriculture-related businesses as well as the organization of cooperative associations that helped farmers market their products and improve their profits.”

Filmmaker Aric Spence, who created video documentation of the Co-op grain elevator, has said, "The CO-OP Grain Elevator still proudly stands as an important landmark to the history of this town. The loss of the grain elevators from small towns is now often considered a great change in their identify, which is why there are ongoing efforts to preserve so many of these heritage structures across the United States."

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The Co-op elevator is a cribbed elevator, which is the construction method used for most rural and small-town elevators in this time frame. "Cribbed elevators consist of several parts, including storage areas which are usually of cribbed construction consisting of 2" x 8" boards laid flat on top of each other in order to build walls that can contain bulk grain." Particularly in commercial or cooperative elevators, scale houses were attached to one side of the building and usually features ramps on each side so that trucks could drive up, be weighed and dump their loads, and drive down the other side. The deposited grain was 'elevated' to the headhouse on the top of the building and placed into bins by means of a 'leg,' a belt carrying metal cups. An operator directed the grain into the bins by means of a metal wheel. Operators began to cover all or parts of most elevators with sheet metal beginning in about the 1940s."

The Co-op elevator, with its tall shaft containing the bins and graduated upper levels, containing the distribution spouts to the bins and elevator head, is likely a standard plan elevator. Although the attached structures could take different configurations, a shed roof structure housing the drive-through, scales and office, adjacent to the elevator itself, was also a common form. Outbuildings could include a feed storage shed and later, a fertilizer shed. Note that the Co-op elevator had both an attached feed storage warehouse and a fertilizer warehouse, constructed later.

The following is a description of how the elevator operated (see Figure 12).

The reason for the scale in the driveway was to determine the weight of grain being purchased from the farmer. The wagon would be weighed full and then weighed after emptying. The difference was the weight of the grain. The wagons would dump grain into a pit under the scale. The pit floor was sloped so grain flowed to the lowest part of the pit where the bottom of the "leg" was installed. The leg lifted or

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87 Note that the Co-op elevator was constructed of 2"x4" and 2"x6" boards.
89 Although a standard plan, the Grain Elevator was lauded as a "state-of-the-art" facility, offering several innovative features.
“elevated” grain to the top of the elevator where the grain was dumped into a hopper feeding the “gerber” a device which could be set to direct the grain to one of the different bins that make up the body of the elevator. These bins have hopper bottoms. To load a boxcar, the bin with grain wanted for this shipment is selected, the bin emptied into the pit where it is elevated back to the top of the elevator and instead of being dumped into a storage bin, the gerber is set to direct the grain to the load out scale bin. As rail cars should not be over loaded, it was necessary to weigh the grain loaded into the car. From the load out scale bin the grain is dropped onto a scale, weighed and then dropped back into the pit where it is again elevated to the top of the elevator and then is directed into a pipe which takes the grain outside of the elevator. A flexible pipe is attached to the end of this pipe and inserted into the railcar. As grain is coming down, this flexible pipe can be shifted around to spread the grain out in the car.91

The warehouse that accompanies the grain elevator was historically known as a flathouse. Historians Glen Lindeman and Craig Holstine describe the flathouse as follows: “Design, materials, and workmanship of flathouses were never elaborate. Rough-sawn one-by-twelve-inch boards affixed to a timber frame in board-and-batten or flush-board fashion were the most common materials used in wall construction. Fenestration was simple and limited if present at all. Gable roofs without trim or dormers were standards. Because of the immense weight of wheat sacks stacked several high, floor components tended to be the most durable materials found in flathouses. Heavy floor planks restored on strong joist supports at frequent intervals by concrete or one-foot-square timber foundation piers. The piers suspended the floor about floor feet or more off the ground, bringing it to a level flush with railroad cars into which the wheat sacks were loaded. A length of 250 feet and width of 50 feet was not unusual.92

Flathouses were used to stack sacked grain, whereas grain elevators handled bulk grain. Lindeman and Holstine have noted that farmers in the Pacific Northwest provided sacked grain longer than occurred in other parts of the country. They also note that, “Flathouses are today the most vivid visual reminders of the era of sack grain technology. The structures reflect aspects of the grain industry that have changed drastically within the last fifty years. Methods of harvesting, handling, transporting, and marketing grains, particularly wheat, have all changed since the advent of bulk grain technology, leaving flat houses obsolete and in various stages of disrepair.”93 They also make the point that, because the flathouses tended to be the largest buildings around, they often serve as makeshift community halls as well, elevating their status. The fact that the Co-op Gas & Supply Company retains both its grain elevator and the feed warehouse increases the significance of the resource. The presence of the fertilizer warehouse, although built later, completes the picture of this building cluster whose purpose was to serve the region’s wheat and grain farmers. The hopper, although moved, is still within the compound and adds another historic component to this Historic District.

Significance of the auto service building
The auto service building is significant for its association with other aspects of the Co-op’s business, in this case other services offered by the Co-op. In the post-World War II era, co-operatives throughout the country expanded their services and the products they offered to appeal to the consumer market. New associations were formed, and other expanded their offerings. Popular new facilities and products included cold storage lockers, groceries, appliances, creameries, gasoline stations, petroleum products, and automobile repair services.94 The Co-op Gas & Supply Company had previously considered providing cold storage lockers, but apparently did not go forward with that plan. They provided a gas station on the 502 Church Street parcel into the 1990s and continue to sell gas at the store in Ponderay. The Creamery at 502 Church Street was run by

the Farmers’ Union and later the Sandpoint Creamery. The Co-op ran the former Pend d’Oreille/Sandpoint Creamery at 525 Oak Street for a short time before turning over the equipment to the Farmers’ Union/Sandpoint Creamery for use at the 502 Church Street parcel. The creamery at 525 Oak Street was taken down in 1948. They provided a gas station on the 502 Church Street parcel before demolishing this building in 1966.95 After World War II, they decided to build the auto service building at Sixth and Church Street, about the same time they built a bulk storage facility at the center of the subject block (no longer extant). In 1966 the Co-op demolished their warehouse and gas station at 502 Church Street and moved into the creamery building to the immediate north, which became their retail store. They then developed a tire store and car care center on the front of the former creamery building, which was completed in 1967.96 The presence of the auto service building as part of the Co-op Gas & Supply Company completes the picture of this cooperative that served varying needs within the Sandpoint community and environs in the mid-twentieth century.

Building materials

Early to mid-twentieth-century warehouses, which include the subject warehouses, typically had milled timber frames and corrugated metal cladding on the exterior walls and roof. Both corrugated iron and steel became increasingly popular for agricultural, light industrial and warehouse buildings in the twentieth century. Typical metal cladding measured ten feet long by 27 ½ inches wide. These corrugated metal sheets were easily replaced; thus the framing and form of the warehouses are their primary historic features, allowing cladding and openings to be changed to serve changing needs or for repair.

The Architects & Builders Handbook of 1921 noted that iron and galvanized steel were both used extensively in building. Builders and suppliers, plan books, and organizations such as the United States Department of Agriculture and University of California Experimental Station promoted the use of corrugated metal. Through the 1930s and 1940s however, both wood and metal cladding continued to be used.

In World War II great advances were made in the fabrication and use of manufactured buildings and corrugated metal buildings in particular. The most widely-known corrugated metal building developed during World War II was the Quonset hut. It is estimated that 170,000 of these structures were constructed for the war effort by 1946, and many of them returned to the United States afterward, to be re-used for a variety of purposes.97 By the 1960s and 1970s, corrugated metal was used exclusively for agricultural, light industrial and warehouse buildings, although design characteristics of the sheathing have changed over time. Today the “old fashioned” corrugated metal is seeing a resurgence of popularity in buildings of all types, as an accent material, adding texture and color to the building exteriors or in the case of the fertilizer warehouse, all new corrugated metal cladding that capitalizes on the industrial aesthetic of this building.

The concrete block of Sandpoint Creamery building is also a material that came into common use after World War II. Although known for its utilitarian characteristics, it could also enjoy more stylish applications, such as seen at the 1966 Sandpoint Creamery and the 1967 retail building constructed at 502 Church Street, which utilizes decorative screen block. Concrete masonry units went by various brand names, but were typically an expanded shale concrete product, known for its light weight and overall usefulness as a building product.98 A 1960 advertisement from the Expanded Shale Clay & Slate Institute noted that, “From the lowly, stone-imitating concrete blocks of a few decades ago, [expanded shale concrete masonry] has evolved into lightweight concrete masonry vastly improved in utilitarian function, making possible the construction of walls combining the utmost in safety with natural inherent beauty.”

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95 The creamery at 502 Church Street was run by the Farmers’ Union and later Sandpoint Creamery. The Co-op ran the former Pend d’Oreille/Sandpoint Creamery at 525 Oak Street for a short time before turning over the equipment to the Farmers’ Union/Sandpoint Creamery for use at the 502 Church Street parcel. The creamery at 525 Oak Street was taken down in 1948. The milk receiving station was constructed by the Co-op in 1966 and later operated by Darigold.

96 Note that this property is on another parcel and is not part of this nomination.


98 Expanded shale products are known by a variety of brand names; examples include Basalite, Haydite and Celocrete.
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*Daily Bulletin* (Sandpoint).  “Co-op Gas and Supply Company will open a service station,” July 8, 1937, 4:3.


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Co-op Gas & Supply Company Historic District  
Name of Property  
Bonner, ID  
County and State


Prior documentation on file (NPS):

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

Primary location of additional data:

- [X] State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other Bonner County History Museum

Name of repository: 

Historic Resources Survey Number (if assigned): N/A
Co-op Gas & Supply Company Historic District                                Bonner, ID
Name of Property                                                               County and State

10. Geographical Data

Acreage of Property  1.237
(Do not include previously listed resource acreage; enter “Less than one” if the acreage is .99 or less)

Latitude/Longitude Coordinates
Datum if other than WGS84: ____________________________
(enter coordinates to 6 decimal places)

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<td>116.555277</td>
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</tbody>
</table>

Verbal Boundary Description (Describe the boundaries of the property.)
The Co-op Gas & Supply Company boundary comprises the 1.237-acre commercial lot identified as Bonner County Assessor’s Parcel Number RPS013300N001CA, Lots 1-7, Block N of Farmin’s 5th Addition at 522 and 524 W. Church Avenue, Sandpoint, Idaho, T.57N, R.02W, Section 22 Sandpoint Quadrangle.

Boundary Justification (Explain why the boundaries were selected.)
The Co-op Gas & Supply Company has historically occupied this city lot and city block 650 since its construction in 1943.

11. Form Prepared By

name/title Diana J. Painter, PhD and Mella Rothwell Harmon, MS  date 9-15-2018
organization Painter Preservation  telephone 707-763-6500
street & number 3510 N. C Street  email dianajpainter@gmail.com
city or town Spokane  state WA  zip code 99205

Additional Documentation
Submit the following items with the completed form:

- Regional Location Map
- Local Location Map
- Tax Lot Map
- Site Plan
- Floor Plans (As Applicable)
- Photo Location Map (Include for historic districts and properties having large acreage or numerous resources. Key all photographs to this map and insert immediately after the photo log and before the list of figures).
Photographs:
Submit clear and descriptive photographs. The size of each image must be 3000x2000 pixels, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn’t need to be labeled on every photograph.

Photo Log

Name of Property:  Co-op Gas & Supply Company
City or Vicinity:  Sandpoint
County:  Bonner  State:  Idaho
Photographer:  Diana J Painter
Date Photographed:  June 8, 2018; August 13, 2018

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo 1 of 48:  ID_BonnerCounty_Co-opGas&SupplyCo_0001
Grain Elevator, south façade, looking north

Photo 2 of 48:  ID_BonnerCounty_Co-opGas&SupplyCo_0002
Grain Elevator, south façade, drive-through and office entry

Photo 3 of 48:  ID_BonnerCounty_Co-opGas&SupplyCo_0003
Grain Elevator, south and east facades, looking northwest

Photo 4 of 48:  ID_BonnerCounty_Co-opGas&SupplyCo_0004
Grain Elevator, east façade, looking west

Photo 5 of 48:  ID_BonnerCounty_Co-opGas&SupplyCo_0005
Grain Elevator, east and north facades, looking southwest

Photo 6 of 48:  ID_BonnerCounty_Co-opGas&SupplyCo_0006
Grain Elevator, east and north facades, detail, looking south

Photo 7 of 48:  ID_BonnerCounty_Co-opGas&SupplyCo_0007
Grain Elevator, east and north facades, looking south

Photo 8 of 48:  ID_BonnerCounty_Co-opGas&SupplyCo_0008
Grain Elevator, east and north facades, looking south

Photo 9 of 48:  ID_BonnerCounty_Co-opGas&SupplyCo_0009
Grain Elevator, west façade, north end, looking east
Co-op Gas & Supply Company Historic District    Bonner, ID
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Photo 10 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0010
Grain Elevator, west façade, south end, looking east

Photo 11 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0011
Grain Elevator, west façade, detail, looking east

Photo 12 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0012
Grain Elevator, typical window detail

Photo 13 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0013
Grain Elevator, interior of truck drive-through, north wall, looking north

Photo 14 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0014
Feed Warehouse, typical post and beam, 1st floor

Photo 15 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0015
Feed Warehouse, view of stairs, looking down toward first level

Photo 16 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0016
Feed Warehouse, typical truss at second level

Photo 17 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0017
Feed Warehouse, second floor, looking north

Photo 18 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0018
Feed Warehouse, view of crib construction of Grain Elevator, looking south

Photo 19 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0019
Auto Service building, east (front) façade, looking north

Photo 20 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0020
Auto Service building, south and east facades, looking west

Photo 21 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0021
Auto Service building, main entry, east façade, looking west

Photo 22 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0022
Auto Service building, east façade, looking west

Photo 23 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0023
Auto Service building, north façade, looking southeast

Photo 24 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0024
Auto Service building, west façade, looking north
Co-op Gas & Supply Company Historic District

Name of Property: Co-op Gas & Supply Company Historic District
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Photo 25 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0025
Auto Service building, south façade, looking north

Photo 26 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0026
Auto Service building, restaurant interior, looking southwest

Photo 27 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0027
Auto Service building, restaurant and coffee bar interior, looking north

Photo 28 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0028
Auto Service building, coffee roasting room, looking northwest

Photo 29 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0029
Auto Service building, interior east-west hallway, looking west

Photo 30 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0030
Fertilizer Warehouse, west (entry) façade, looking east

Photo 31 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0031
Fertilizer Warehouse, south façade, looking north

Photo 32 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0032
Fertilizer Warehouse, north and east façade, looking northwest

Photo 33 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0033
Fertilizer Warehouse, east and north facades, looking southwest

Photo 34 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0034
Fertilizer Warehouse, main west entry, looking east

Photo 35 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0035
Fertilizer Warehouse, main space, looking north

Photo 36 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0036
Fertilizer Warehouse, interior stair, south end, looking east

Photo 37 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0037
Fertilizer Warehouse, interior, typical window

Photo 38 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0038
Sandpoint Creamery, north and west facades, looking southeast

Photo 39 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0039
Sandpoint Creamery, west façade, looking northeast
Co-op Gas & Supply Company Historic District

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Sandpoint Creamery, south façade, looking north

Photo 41 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0041
Sandpoint Creamery, east façade, looking west

Photo 42 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0042
Hopper, south face, looking north

Photo 43 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0043
Hopper, south and east faces, looking northwest

Photo 44 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0044
Hopper, east and north faces, looking west

Photo 45 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0045
Hopper, view from below

Photo 46 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0046
View into site from northwest

Photo 47 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0047
View of former railroad right-of-way, looking north; Grain Elevator to left

Photo 48 of 48: ID_BonnerCounty_Co-opGas&SupplyCo_0048
View of former Co-op property at 502 Church Street, looking west
National Register of Historic Places
Continuation Sheet

Co-op Gas & Supply Company
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Name of multiple listing (if applicable)

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Figure 1: Regional location map, Sandpoint 7.5 minute quadrangle, 1996

Latitude: 48.27416667; Longitude: 116.55527778
Co-op Gas & Supply Company
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Figure 2: Local location map
Figure 3: Tax lot map
Co-op Gas & Supply Company
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Figure 4: Site plan with historic names and status within district

- Sandpoint Creamery noncontributing
- Auto Service contributing
- Fertilizer Warehouse noncontributing
- Hopper contributing
- Feed Warehouse contributing
- Grain Elevator contributing

Not to scale
Figure 5: Grain Elevator and Feed Warehouse sketch plan
Co-op Gas & Supply Company

Name of Property
Bonner County, ID

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NA

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Figure 6: 1900 map, “Land Classification and Density of Standing Timber,” showing Sandpoint; Great Northern Railroad track to west; Northern Pacific Railroad track to east

Source: USGS map, David Rumsey collection. Yellow=gazing land; tan=rock and brush land; green tones=merchandisable timber; red=cultivated land
Co-op Gas & Supply Company
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Bonner County, ID
County and State
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Figure 7: Sanborn Fire Insurance map, 1909
Co-op Gas & Supply Company
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Bonner County, ID
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Figure 8: Sanborn Fire Insurance map, 1915
Figure 9: Sanborn Fire Insurance map, 1921
Figure 10: Sanborn Fire Insurance map, 1948
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Figure 11: Close-up map of Grain Elevator, Feed Mill, Feed Warehouse & Auto Service building

Source: Sanborn Fire Insurance map, 1948
Co-op Gas & Supply Company
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Bonner County, ID
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Figure 12: Diagram of a grain elevator
**Co-op Gas & Supply Company**
Name of Property: Bonner County, ID
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**Figure 13: Overview of site, 2016**

*Film still by Aric Spence*
Co-op Gas & Supply Company
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Bonner County, ID
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Figures 14 & 15: View of elevator interior and grain bin, 2016

Film stills by Aric Spence
Co-op Gas & Supply Company
Name of Property
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Figure 16: Cups and belt from elevator leg

Film still by Aric Spence